

**AGENDA**

**WILSONVILLE CITY COUNCIL MEETING  
NOVEMBER 16, 2015  
7:00 P.M.**

**CITY HALL  
29799 SW TOWN CENTER LOOP  
WILSONVILLE, OREGON**

Mayor Tim Knapp

Council President Scott Starr  
Councilor Susie Stevens

Councilor Julie Fitzgerald  
Councilor Charlotte Lehan

**CITY COUNCIL MISSION STATEMENT**

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

**Executive Session is held in the Willamette River Room, City Hall, 2<sup>nd</sup> Floor**

<b>5:00 P.M.</b>	<b>EXECUTIVE SESSION</b>	[15 min.]	
A.	Pursuant to ORS 192.660(2)(f) Exempt Public Records		
<b>5:15 P.M.</b>	<b>REVIEW OF AGENDA</b>	[5 min.]	
<b>5:20 P.M.</b>	<b>COUNCILORS' CONCERNS</b>	[5 min.]	
<b>5:25 P.M.</b>	<b>PRE-COUNCIL WORK SESSION</b>		
A.	Transportation System Performance Modeling (Adams)	[10 min.]	<b>Page 4</b>
B.	Coffee Creek Urban Renewal Feasibility Plan Update (Retherford)	[15 min.]	<b>Oral</b>
C.	West Side Substantial Amendment & Villebois Annexation (Retherford)	[15 min.]	<b>Oral</b>
D.	METRO High Capacity Transit (Lashbrook)	[10 min.]	<b>Page 39</b>
<b>6:50 P.M.</b>	<b>ADJOURN</b>		

**CITY COUNCIL MEETING**

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, Monday, November 16, 2015 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on November 3, 2015. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

11/9/2015 3:16 PM Last Updated

**7:00 P.M. CALL TO ORDER**

- A. Roll Call
- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

**7:05 P.M. MAYOR'S BUSINESS****Page 82**

- A. Appointment of Interim City Attorney
- B. Recognize Kristin Retherford's election to President of the Oregon Economic Development Association (OEDA)
- C. Recognize Stephan Lashbrook's election to the Oregon Transit Association Board
- D. Recognize Scott Simonton's receipt of the Annual Public Transportation System Innovation Award from the Oregon Transit Association (staff - Lashbrook)
- E. Keeping Storm Drains Clear of Leaves (staff – Kerber)
- F. Upcoming Meetings

**Page 82****7:30 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

**7:35 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

- A. Council President Starr – (Park & Recreation Advisory Board Liaison)
- B. Councilor Fitzgerald – (Development Review Panels A & B Liaison)
- C. Councilor Stevens – (Library Board and Wilsonville Seniors Liaison)
- D. Councilor Lehan– (Planning Commission and CCI Liaison)

**7:45 P.M. CONSENT AGENDA**

- A. **Resolution No. 2556** **Page 83**  
A Resolution Of The City Of Wilsonville Authorizing Acquisition Of Property And Property Interests Related To The Improvement Of Parkway Avenue Adjacent To Xerox. (staff – Retherford)
- B. Minutes of the October 19 and November 2, 2015 Council Meetings. (staff – King) **Page 91**

**7:50 P.M. CONTINUING BUSINESS**

- A. **Ordinance No. 777 – Second Reading** **Page 149**  
An Ordinance Of The City Of Wilsonville Adding Section 10.250, Amending Section 10.430, Renumbering Sections 10.540 And 10.550, And Repealing Section 10.530 Of The Wilsonville City Code. (staff – Kohlhoff)

11/9/2015 3:16 PM Last Updated

B. **Resolution No. 2533**

**Page 152**

A Resolution of the City of Wilsonville Adopting The Frog Pond Area Plan, Establishing A Vision For The 500-Acre Frog Pond Area, Defining Expectations For The Type Of Community It Will Be In The Future, And Recommending Implementation Steps. (staff – Neamtzu)

**8:50 P.M. CITY MANAGER’S BUSINESS**

**8:55 P.M. LEGAL BUSINESS**

**9:00 P.M. ADJOURN**

**Informational Items**

**Page 155**

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:-Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or [king@ci.wilsonville.or.us](mailto:king@ci.wilsonville.or.us)



## CITY COUNCIL MEETING STAFF REPORT

<b>Meeting Date:</b>  Nov. 16, 2015		<b>Subject:</b> Transportation Performance Modeling  <b>Staff Member:</b> Steve Adams, Engineering Miranda Bateschell Deena Platman, DKS Associates Scott Mansur, DKS Associates  <b>Department:</b> Community Development	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input 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  <b>Comments:</b> Informational presentation on a new method of managing, tracking and presenting the performance of our City's transportation framework.	
<b>Staff Recommendation:</b> N/A			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b> <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transportation System Plan	<input type="checkbox"/> Not Applicable	

**ISSUE BEFORE COUNCIL:** N/A

**EXECUTIVE SUMMARY:** Introduction of a new method of managing, tracking and presenting the performance of our City's transportation framework.

**EXPECTED RESULTS:** Informational only.

**TIMELINE:** N/A

**CURRENT YEAR BUDGET IMPACTS:** FY 14/15 and 15/16, CIP 4192 budget at \$66,200

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

N/A Informational item.

**COMMUNITY INVOLVEMENT PROCESS:**

This is an Engineering and Planning level informational document for managing the City's transportation framework; it does not set policy nor impact citizens. Information was gathered from Clackamas County, Washington County, Metro, Oregon Department of Transportation and the City of Wilsonville in creating this report.

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

By managing and tracking our transportation system better, on an every other year basis, we expect to identify possible problems sooner and be able to respond to these issues in an appropriate manner.

**ALTERNATIVES:** N/A

**CITY MANAGER COMMENT:**

**ATTACHMENTS:**

- A. Transportation System Performance, November 2015 – Revised Report



# Wilsonville

## Transportation System Performance November 2015 – Revised Report



*Measuring what matters most.*

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# Acknowledgements

This report was prepared through the collective effort of the following people:



### ***City of Wilsonville***

Steve Adams  
Miranda Bateschell  
Nancy Kraushaar  
Mike Ward



### ***SMART***

Stephan Lashbrook  
Jen Massa Smith  
Steve Allen



### ***DKS Associates***

Brad Coy, Project Manager  
Deena Platman  
Ben Chaney

Partner agencies also provided helpful assistance and shared data:

### ***Clackamas County***

Larry Conrad  
Joe Marek  
Mike Bezner

### ***Metro***

Matthew Hampton  
Aaron Breakstone  
Anthony Buczek

### ***Washington County***

Steve Kelley  
Karen Savage  
Brian Hanes  
Steve Szigethy  
Stacy Shetler

### ***Oregon Department of Transportation***

Galen McGill  
Chris Wright

# Why a New Performance Report?

Performance management is an approach to transportation planning that has received increased national and regional attention in recent years. In the most basic sense, performance management consists of using performance data to support decisions to help achieve desired transportation policy and investment outcomes. Because desired outcomes vary from agency to agency, performance management requires a personalized approach for each agency in order to be effective.

This report is one step in Wilsonville's effort towards improved management and performance of its transportation system. It presents a Transportation System Performance Monitoring and Reporting Program in response to a recommendation from the 2013 Wilsonville Transportation System Plan (TSP) update.

## **2013 Wilsonville TSP, Chapter 7**

*"To be most effective, the City's transportation performance measures should provide its decision-makers with metrics that reflect what progress is being made towards Wilsonville's goals and policies. They should also include a combination of system-wide and facility-level performance measures so that incremental progress can be determined for the entire system as well as on a project-by-project basis."*

The 2013 TSP outlines the City's vision and goals for its transportation system. It also provides standards, projects, and programs that, when put into action, are intended to improve the City's transportation system in a manner consistent with its vision and goals.

## ***What does improvement mean, and how can the City know whether its planning efforts are leading to desired outcomes?***

The goal of performance management is to answer this question. Currently, the TSP identifies five model-based performance measures that will be revisited at each successive TSP update. However, these measures reflect future modeling assumptions rather than existing measured observations. While helpful for long-range planning, this approach leaves a gap in understanding the actual outcomes being experienced by the traveling public.

The new performance measures identified in this report closely align with both the City's transportation goals and collected traffic data. By monitoring these measures on a bi-yearly basis, the City will better track how well its planning efforts are leading to the desired outcomes. By setting a baseline at a citywide level, and re-evaluating these important questions over time, the performance measures will also help evaluate and characterize the impact of private developments.

Performance management will result in new insights that can provide additional perspective to decision-makers and help result in an improved transportation system.

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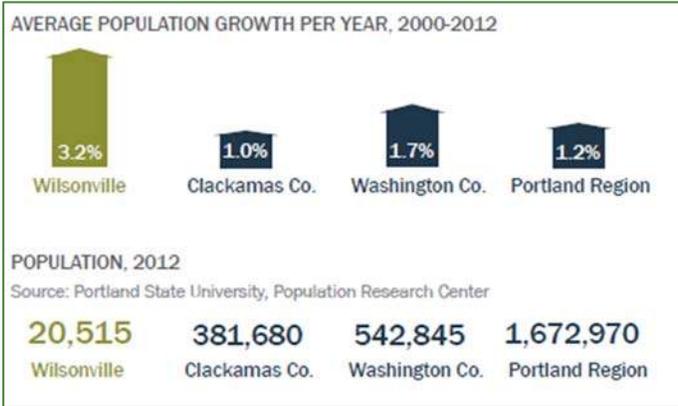
# Wilsonville Location and Demographics

The performance measures in this report are best understood against the backdrop of Wilsonville's location and demographics. Wilsonville is located on the southern edge of the Portland Metro area along the Interstate-5 corridor. Because of the nearby bridge over the Willamette River, Wilsonville serves as the region's southern gateway and is a strategic connection between the Portland Metro Area to the north and the Mid-Willamette Valley to the south. Due to its strong employment base and central location, it attracts employees from all over the region.



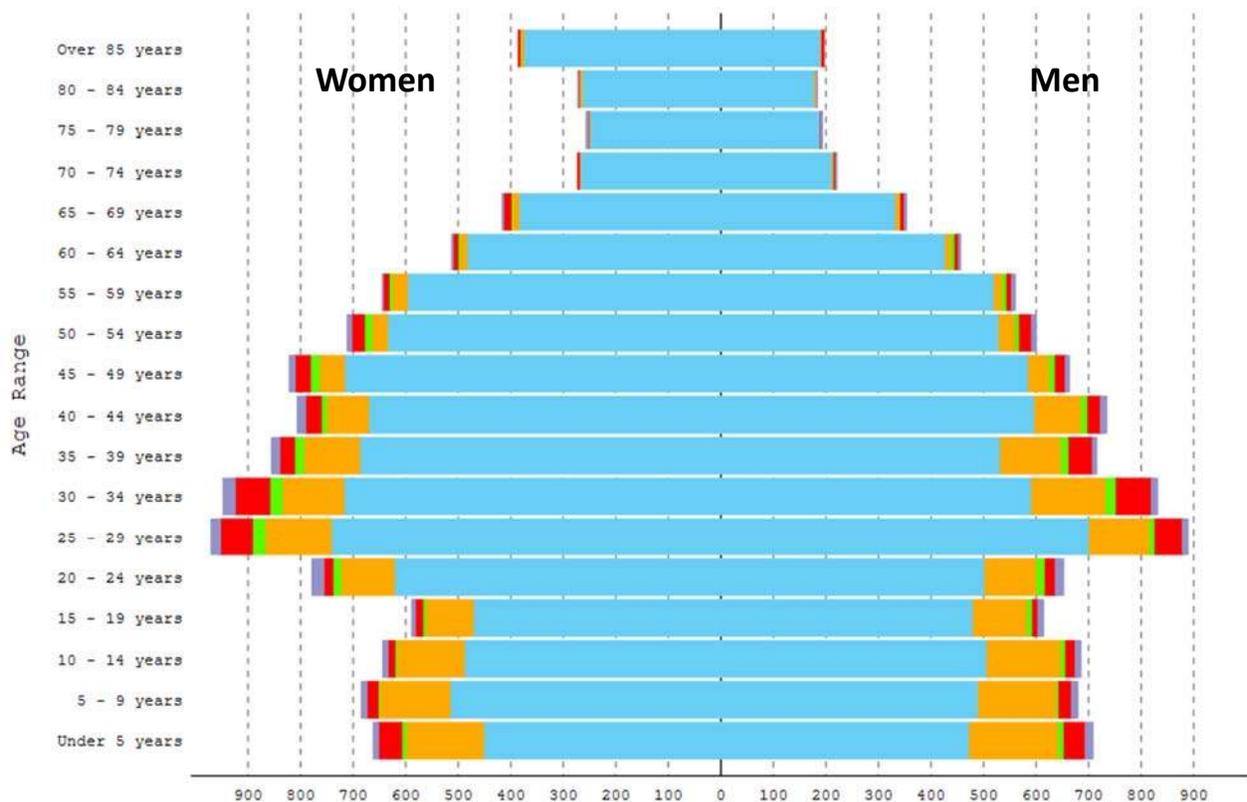
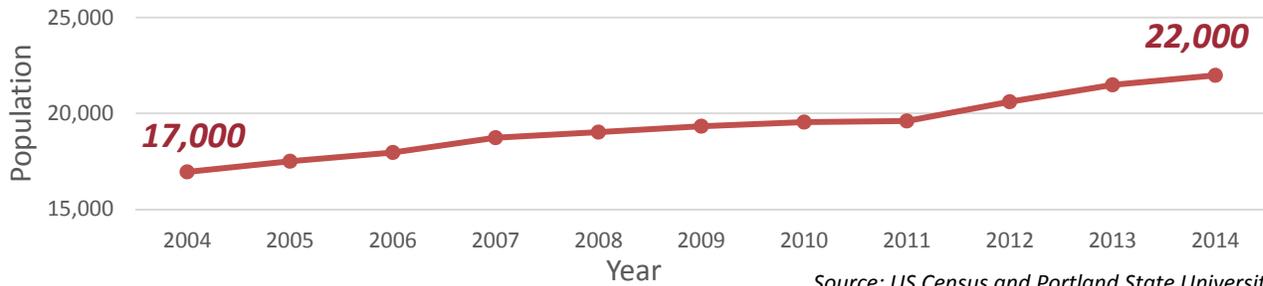
Sources: MetroMap (<http://gis.oregonmetro.gov/metromap>) and Wilsonville Chamber of Commerce





Source: Wilsonville Chamber of Commerce

## Wilsonville Population



## Wilsonville Population Demographics

Source: Metro

■ White    
 ■ Hispanic    
 ■ Black    
 ■ Asian    
 ■ All Others

# Performance Measures

Ten new transportation system performance measures have been identified for the City of Wilsonville and are listed in the table below along with corresponding objectives. The measures align with the City's seven transportation goals and are focused on outcomes experienced by the public as they travel throughout Wilsonville. These measures are intended to be monitored on a bi-yearly basis to help City decision-makers better understand how the transportation system is performing and the impacts of their decisions. In this report, each measure is analyzed in detail for the past 5-10 years based on available data.

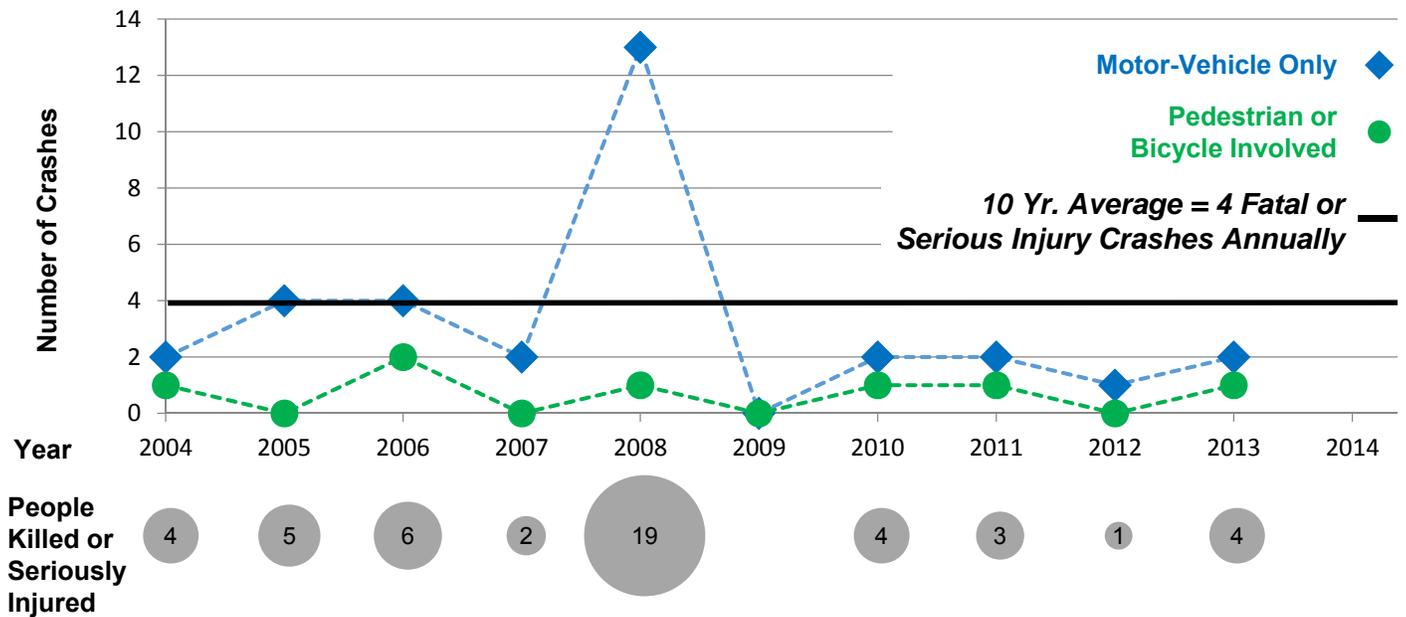
## Transportation System Goals and Performance Measures

TSP Goal	Measure	Objective
1. Safe	Fatal and Serious Injury Collisions	Eliminate traffic fatalities and serious injuries (Injury "A") on City roadways
2. Connected and Accessible	Multimodal Connectivity	Provide residents with multimodal access to parks, schools, employment centers, retail areas, and the surrounding region
3. Functional and Reliable	Intersection PM Peak Hour Delay	Maintain acceptable level of delay (less than 55 seconds average per vehicle, or maximum Level of Service D) at key intersections
	Travel Time Reliability	Maintain or improve travel time reliability on key arterials.
	Freight Travel Time Reliability	Maintain or improve freight travel time reliability on key arterials.
4. Cost Effective	Pavement Condition	Maintain good pavement conditions that help reduce more costly repair expenses in the future
5. Compatible	Cross-Section Compliance	Ensure Wilsonville's multimodal transportation corridors include adequately designed facilities to serve all intended users
6. Robust	Transportation Mode Share	Accommodate transportation choices for drivers, pedestrians, bicyclists, and transit riders
7. Promotes Livability	Positive Citizen Survey Response	Improve or maintain citizen satisfaction with the City's transportation facilities and services
	Health Conditions/ Healthy Lifestyles	Provide transportation facilities that encourage active transportation, reduced greenhouse gasses, and improved health of residents

**Goal 1:**  
*Safe*

# Fatal and Serious Injury Collisions

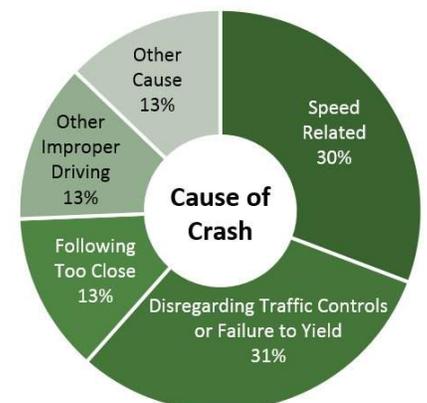
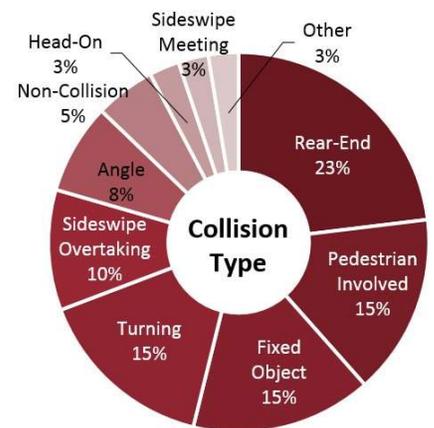
**Objective: Eliminate traffic fatalities and serious injuries (Injury "A") on City roadways**



**In the last 10 years, 39 crashes resulted in 48 fatalities or serious injuries. The trend is generally decreasing as desired.**

Safety is Wilsonville’s first transportation system goal. It is also a national priority, and agencies across the country are participating in “Vision Zero” or “Towards Zero Deaths” campaigns with the objective of eliminating transportation-related fatalities. Serious injury collisions (referred to as Injury “A”) are also regularly included in the discussion because of their debilitating impacts on those involved.

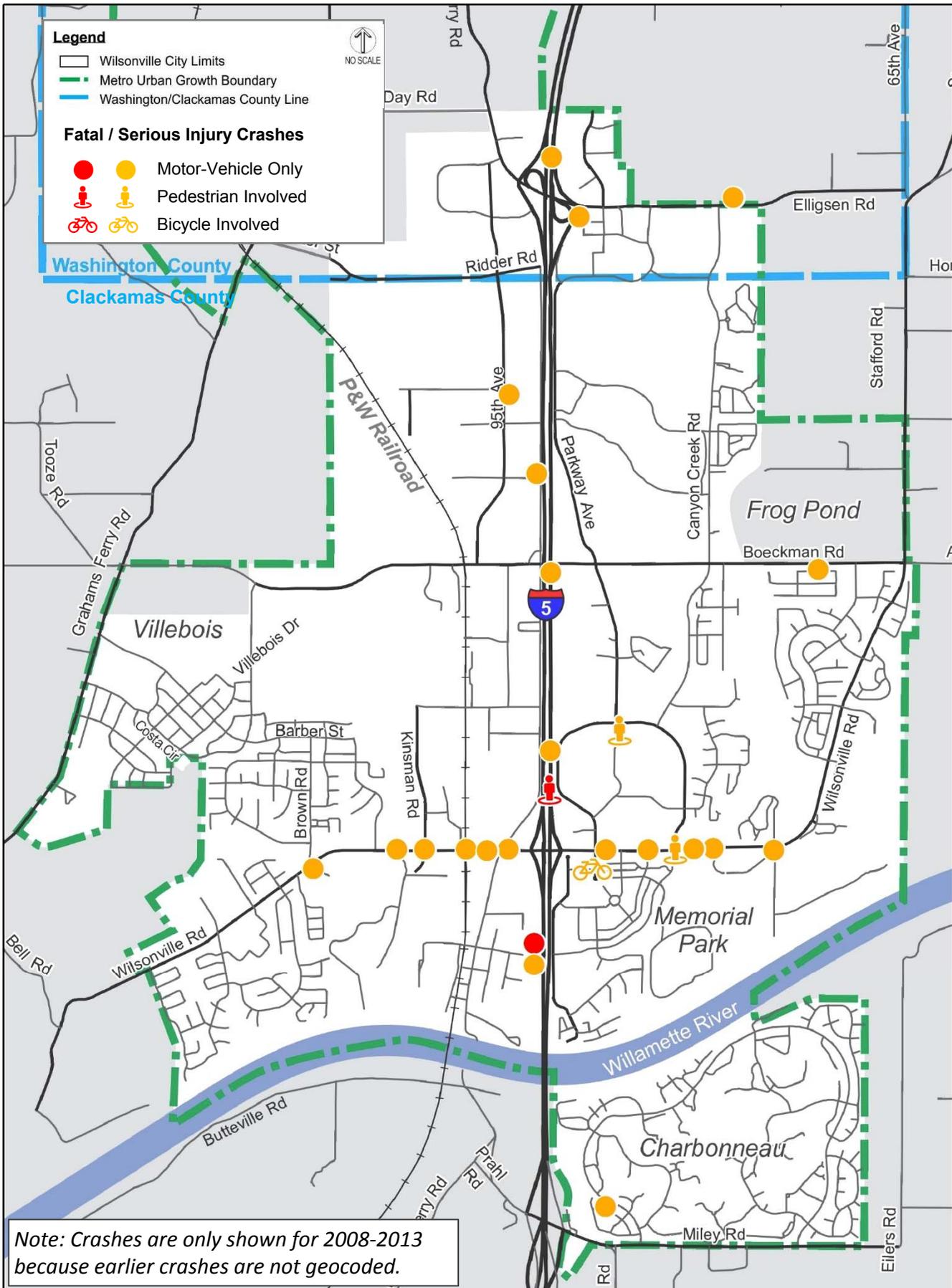
Wilsonville has a strong safety record with a 10-year average of only four annual fatal or serious injury collisions. Most crashes occurred on Wilsonville Road or at I-5 entrance and exit ramps. There was an unusually high number of crashes in 2008, but generally the number of collisions has been decreasing over time. The locations of 2008-2013 collisions are shown on the map on the next page, which identifies collision severity and travel mode.



**Serious Injury (or Injury “A”)** is defined by ODOT as an incapacitating injury that “prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.” Severities are based on assessment at the scene and may not reflect final medical judgements.

Source: ODOT Crash Database

### Fatal and Serious Injury Collision Map



Source: ODOT Crash Database

**Objective: Provide residents with multimodal access to parks, schools, employment centers, retail areas, and the surrounding region**

**Average Number of Destinations Accessible per Tax Lot**

	Walking				Biking			
	Tax Lots	Public Amenities	Private Amenities	FTE Jobs	Tax Lots	Public Amenities	Private Amenities	FTE Jobs
<b>All Planning Areas</b>	<b>729</b>	<b>15</b>	<b>9</b>	<b>429</b>	<b>3456</b>	<b>72</b>	<b>82</b>	<b>7087</b>
10 - Charbonneau	612	5	6	111	1590	18	52	2269
11 - Coffee Creek and Basalt Creek	81	0	2	339	1291	18	29	5874
1A - Industrial North	119	1	9	2184	3022	59	82	9605
1B - Industrial South	225	5	17	1712	5452	112	114	10745
2 - Canyon Creek North	315	12	7	833	3212	66	98	10549
3 - Frog Pond	229	6	2	27	2317	53	88	8289
4 - Villebois	1404	25	4	126	4194	92	88	8169
5 - Town Center West	370	12	19	1210	4654	102	106	10006
6 - Town Center East	499	11	6	87	3045	70	97	9282
7 - River Green / Fox Chase / Morey's Landing	791	26	7	225	4090	87	84	6380
8A - Old Town East	189	3	26	1387	5327	109	99	8328
8B - Old Town West	411	15	18	1167	5077	106	94	7700
9 - Village @ Main / Daydream	353	6	26	1271	4615	104	98	7564

\* Shading indicates relative magnitude of mode + destination category score for each planning area, relative to the other planning areas.

**A new geographic information system (GIS) tool was developed to assess the connectivity of Wilsonville’s multimodal network.**

Network connectivity is a critical attribute of Wilsonville’s transportation system and is one of the City’s transportation system goals. Wilsonville’s elected officials and staff have stated how important it is to create a comprehensive network of safe, attractive, and direct travel options to provide residents with multimodal access to parks, schools, employment centers, and retail areas.

The new GIS multimodal connectivity tool helps the City to measure its transportation system connectivity, identify areas of needed improvement, and can track changes over time in response to land development.

The network connectivity tool also provides a platform to assess, visualize, and communicate the impacts of multimodal infrastructure gaps, deficiencies, and facility improvements. By calculating access before a project and after a project, then taking the difference, the impact of that project can be isolated and visualized.

The summary maps and tables presented here describe the number of destinations accessible from each tax lot by walking and biking. Four types of destinations are considered: all tax lots, public amenities, private amenities, and local jobs.

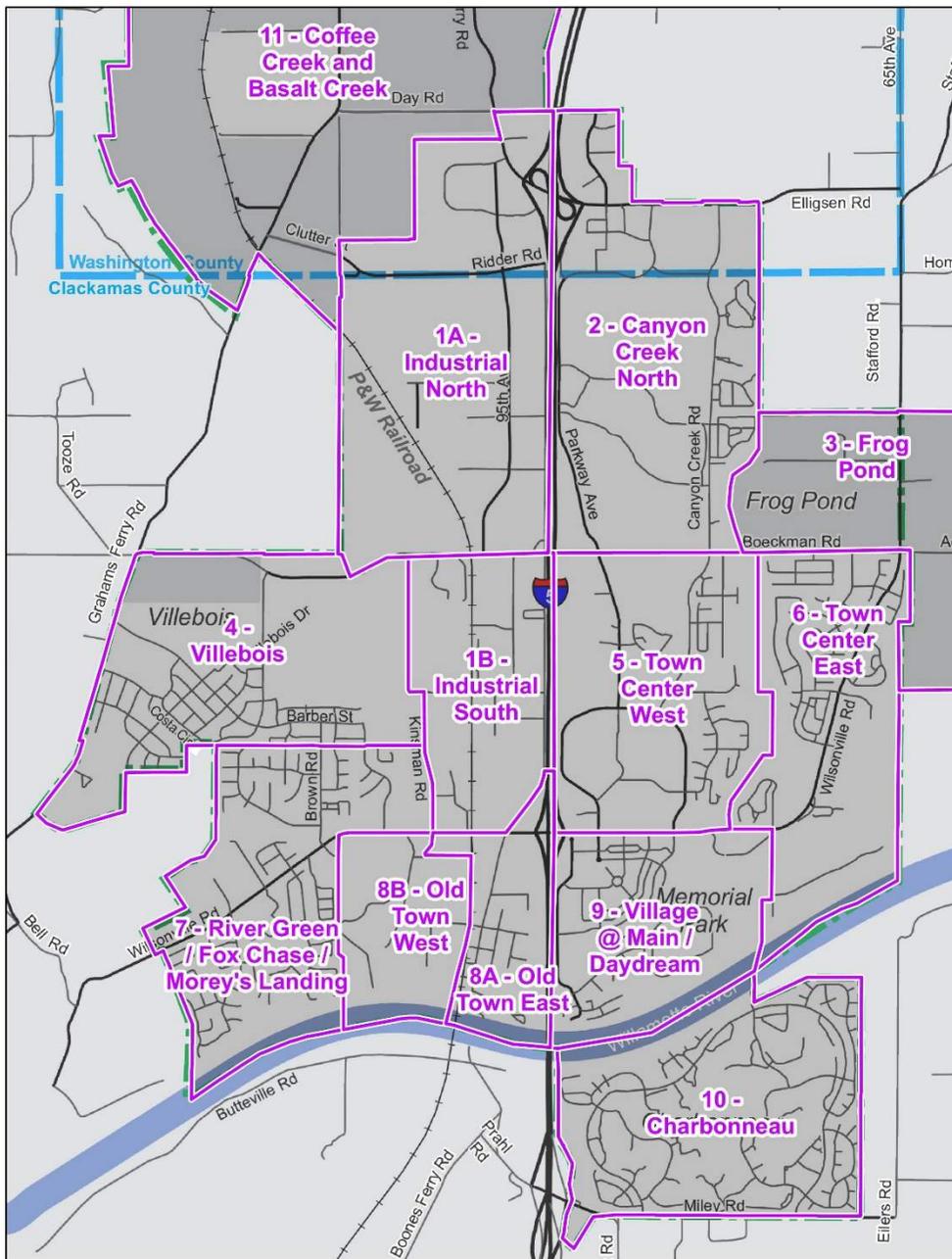
Walking distance was defined as 0.75 miles, or 15 minutes at 3 miles per hour. Biking distance was defined as 2.75 miles, or 15 minutes at 11 miles per hour. Both are consistent with typical transportation engineering practice.

Walking access to tax lots and public amenities was highest in Villebois and other residential areas with small tax lot sizes and public parks. Walking access to private amenities was highest near the I-5 interchanges. Local job access is also clustered in the industrial and interchange areas.

Overall, biking access showed similar patterns as walking access, except with a stronger central tendency due to the larger reach distance.

A digital version of this tool will be provided to city staff, along with a web-based interface for exploring the results in detail.

## Network Connectivity Tool - Planning Areas Map



### Methodology Notes:

Analysis included locations within Wilsonville and in active planning areas adjacent to the city. 6,833 tax lots, 123 public amenities, 128 private amenities, and 11,334 FTE jobs were included.

All distances were measured along the transportation facility network. Travel was permitted on non-dedicated facilities (streets without a bike lane or sidewalk, unmarked crosswalks). Distances along non-dedicated facilities was doubled to represent the less attractive conditions.

Results for motor vehicle access and transit access are not included.

Nearly all local destinations are within a reasonable driving distance throughout Wilsonville. Motor vehicle network performance is better assessed through the delay-based measures provided for Goal 3.

Technical limitations prevented transit access from being included in this version of the GIS tool, future updates should pursue transit access measures.

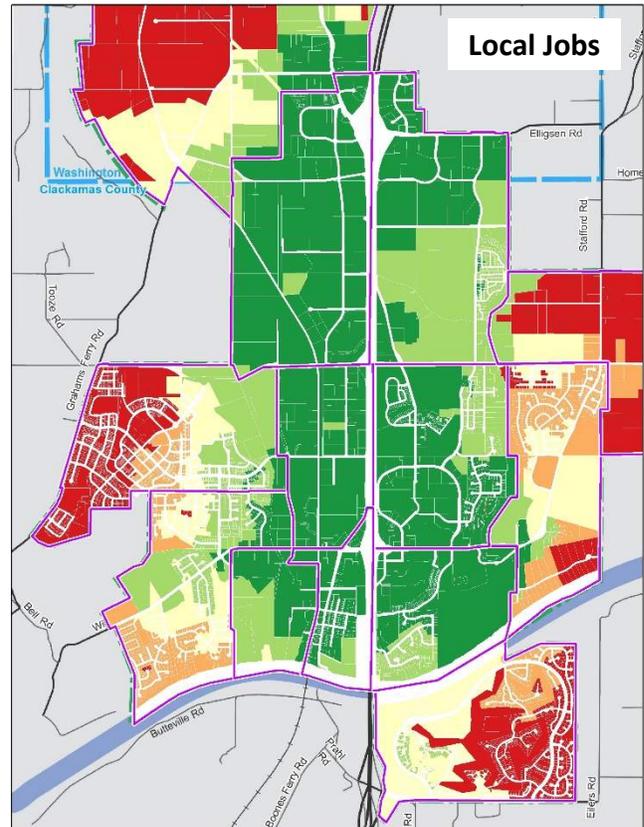
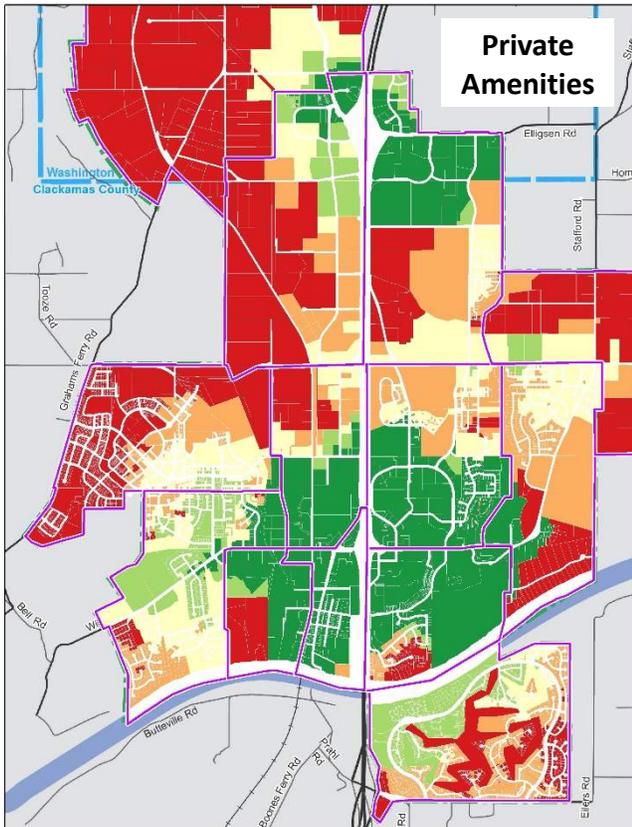
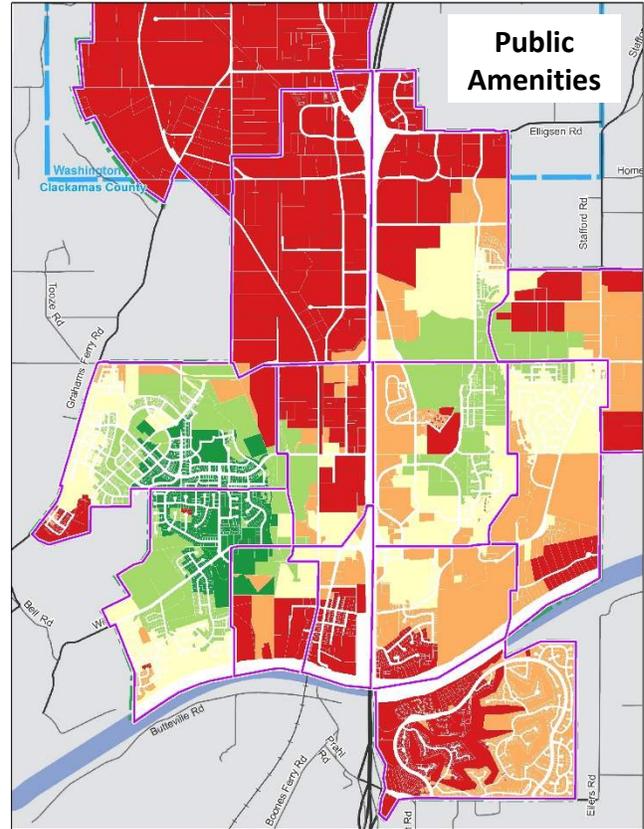
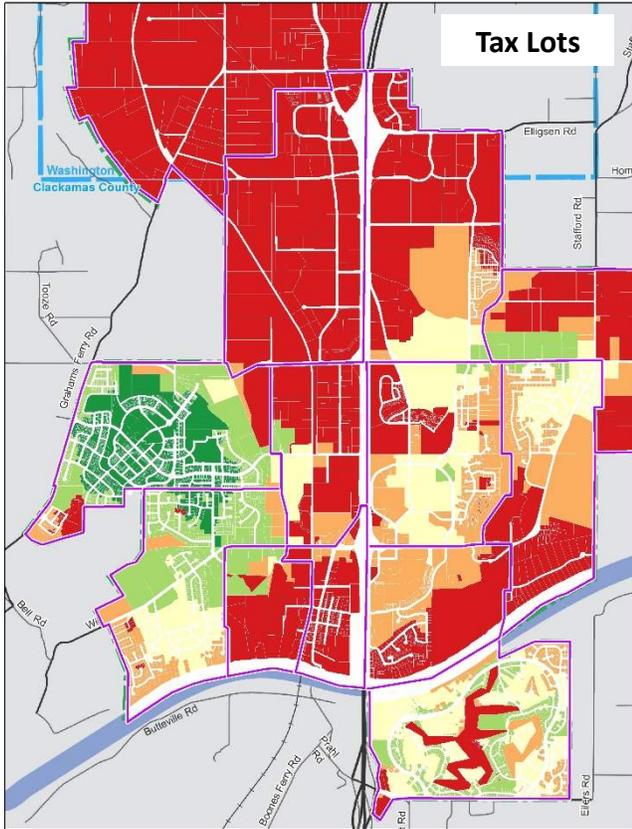
### Destination sets used for the analysis included:

- **All tax lots**, which provide a baseline assessment of the transportation network and development form, but is less sensitive to specific land uses.
- **Public amenities**, which include key civic facilities such as libraries, schools, government buildings, fire stations, community centers, and parks and open spaces.
- **Private amenities**, which include food and beverage providers, retail and entertainment options, and other everyday services.
- **Local employment opportunities**, defined as full-time equivalent (FTE) jobs, approximated from the City's business license database.

# Network Connectivity Tool - Walking Accessibility Maps



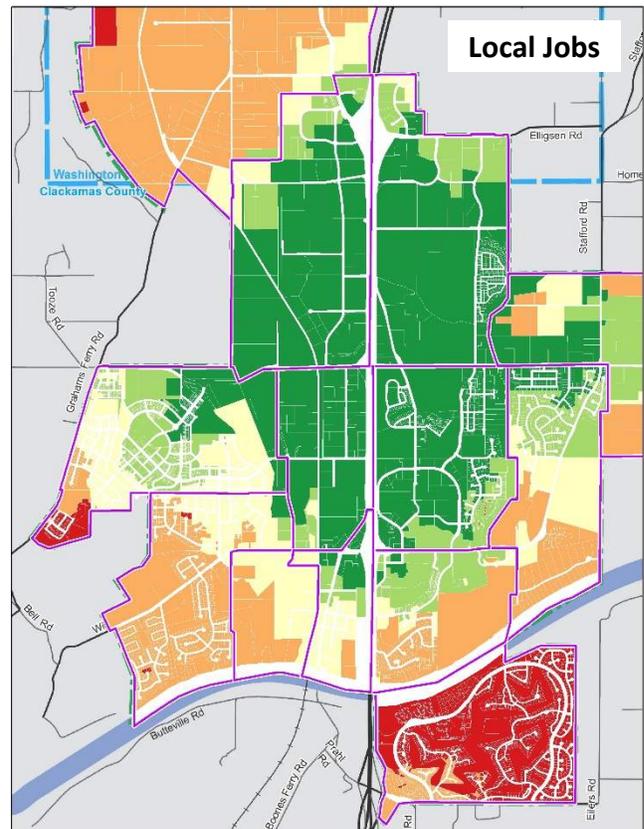
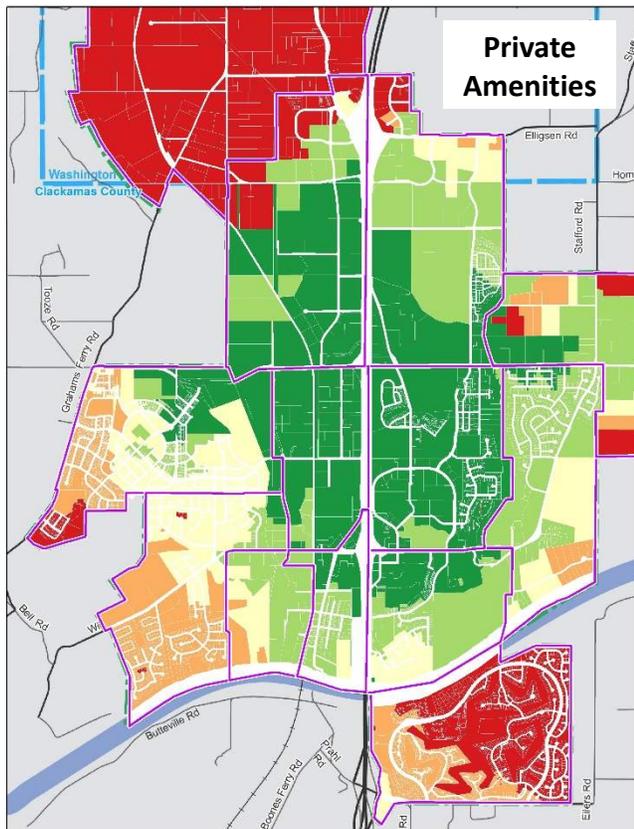
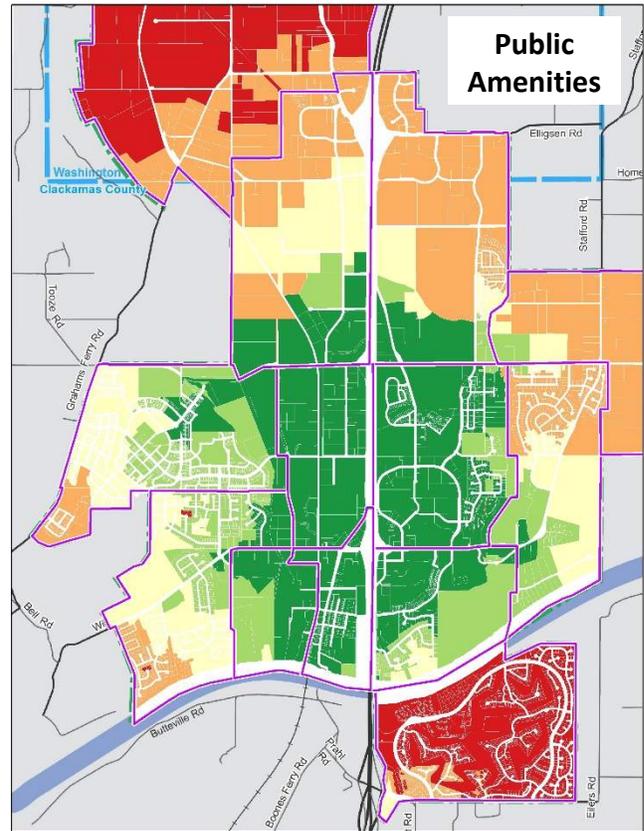
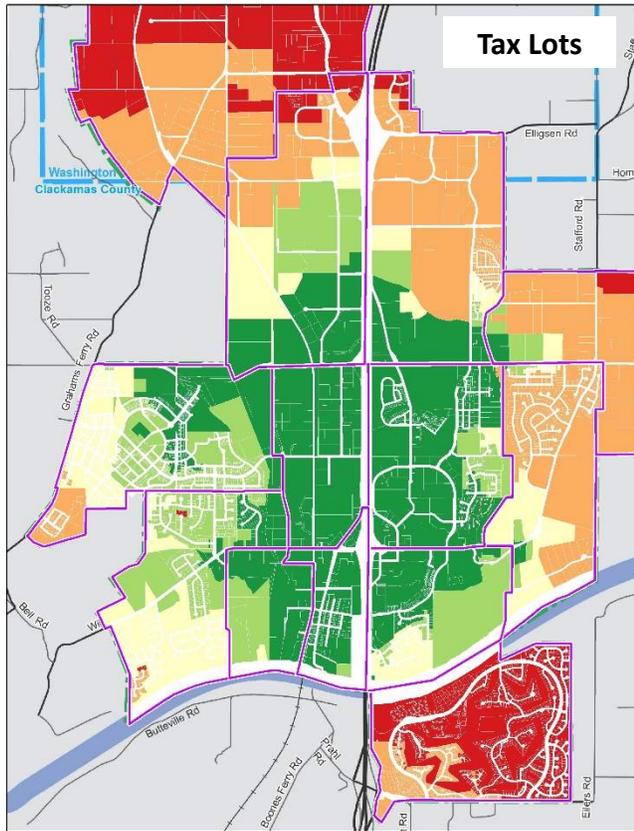
Score based on number of destinations within walking distance, with 20% of tax lots in each category.



# Network Connectivity Tool - Biking Accessibility Maps



Score based on number of destinations within biking distance, with 20% of tax lots in each category.

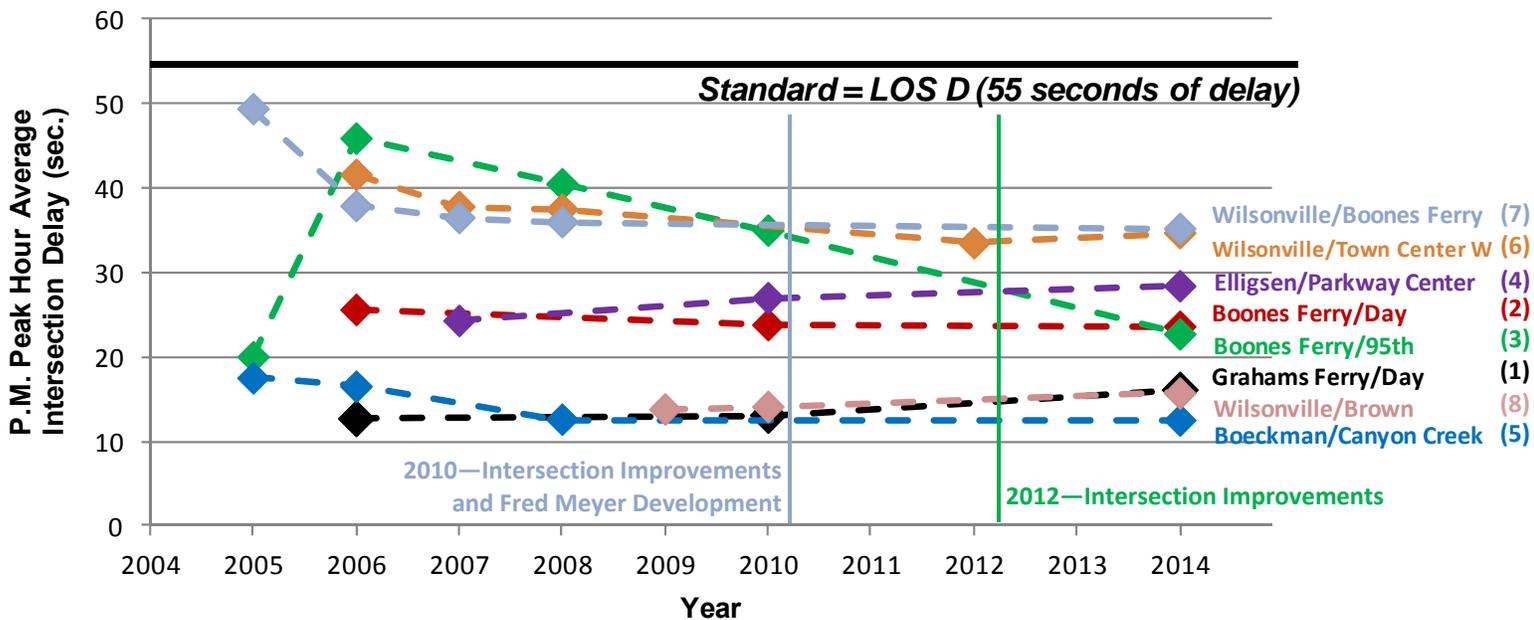


# Goal 3:

Functional & Reliable

# Intersection Delay

*Objective: Maintain acceptable level of delay (less than 55 seconds average per vehicle, or maximum Level of Service D) at key intersections during PM Peak Hour traffic.*



**The eight key intersections studied throughout Wilsonville have average delays less than 55 seconds (i.e., LOS D).**

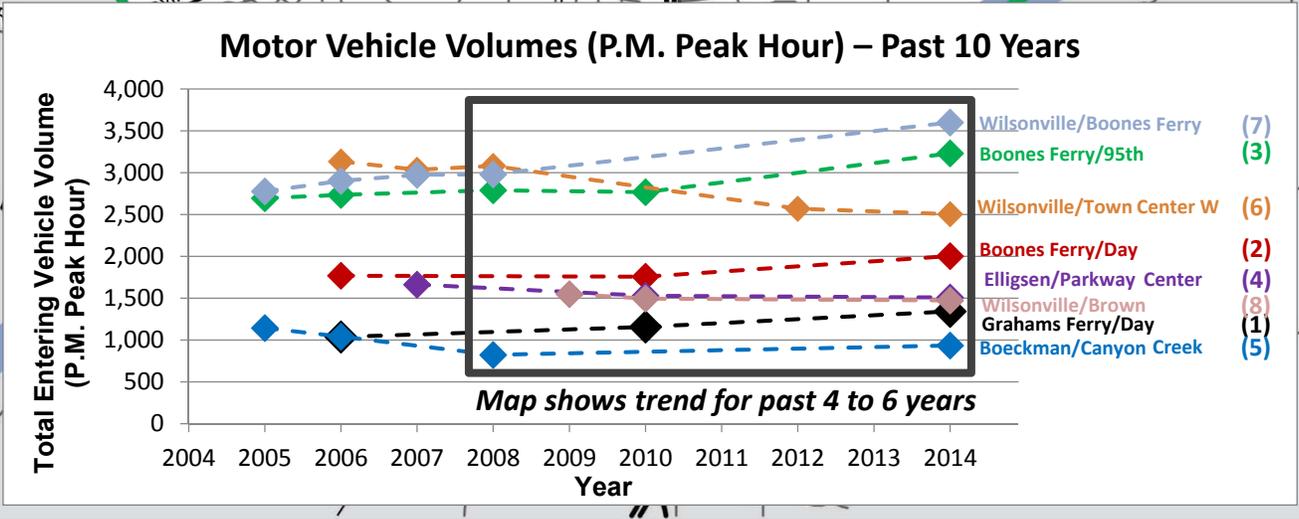
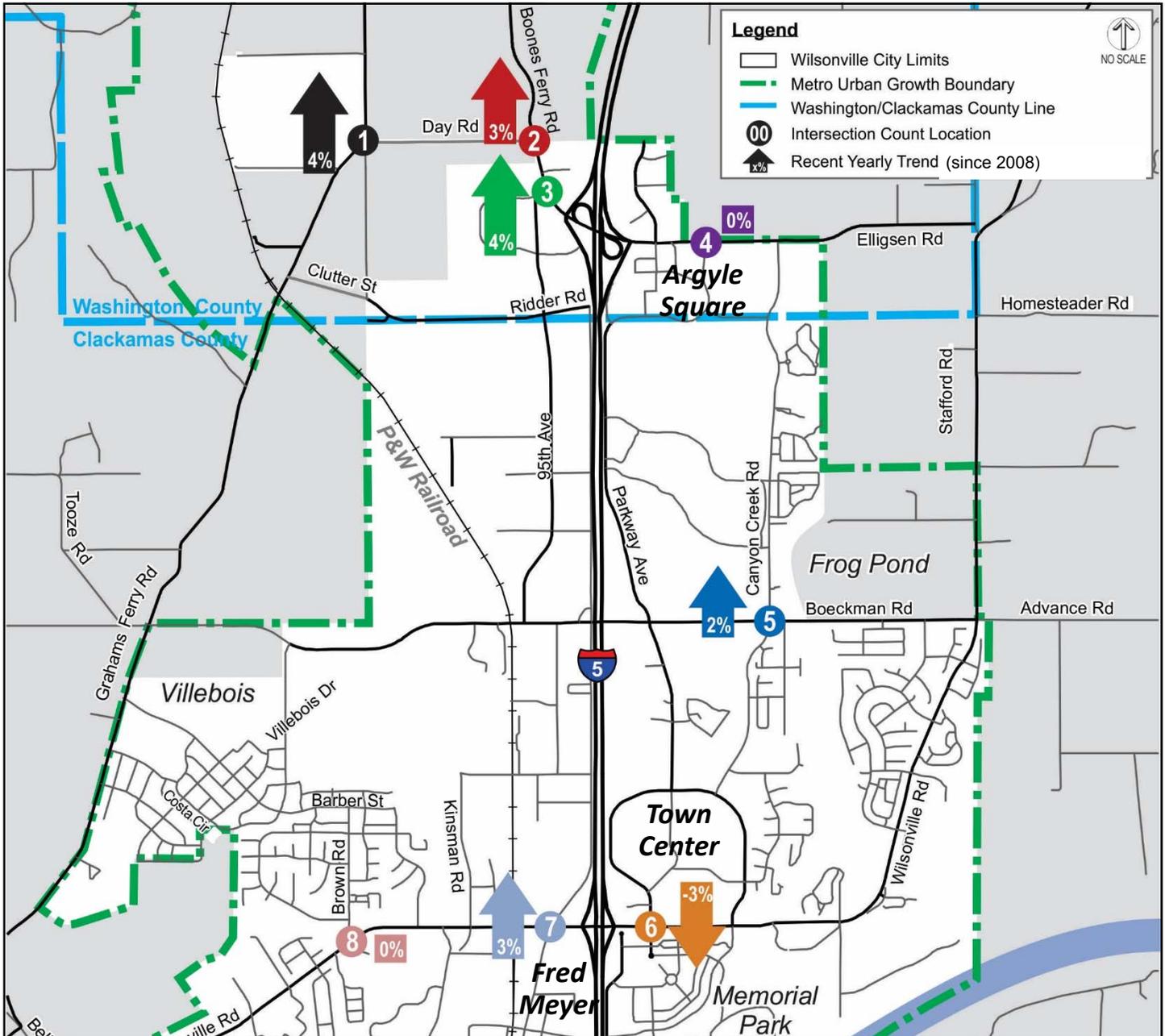
Intersection p.m. peak hour delay is the most common measure of transportation system congestion, and Wilsonville policy defines a maximum acceptable delay of 55 seconds average per vehicle, equivalent to a Level of Service (LOS) of D or better.

To understand how congestion levels have changed around Wilsonville this measure was calculated, using 2000 Highway Capacity Manual calculations, for eight Wilsonville intersection and the map on page 17. Historical counts were available at most, but not all, intersections for the past 10 years.

Average yearly growth percentages over the past five years (since the prior system-wide analysis was performed for the 2013 Wilsonville Transportation System Plan) are also shown along with the last 10 years of p.m. peak hour traffic count volumes. While motor vehicle volumes are generally increasing throughout Wilsonville, there is still sufficient capacity at all intersections due to recent improvements.

- The Wilsonville Road/I-5 Interchange area experiences the greatest delays. A significant increase in traffic volumes occurred at Wilsonville Road/Boones Ferry Road, primarily on the south leg near the new Fred Meyer shopping center. Because intersection improvements were also completed, average delays remain low except when queues back up from the I-5 interchange ramps.
- Since 2008, traffic volumes at Wilsonville Road/Town Center Loop West decreased by an amount comparable to the increase near Fred Meyer. This may suggest a shift in traffic between the two retail areas rather than the attraction of new traffic from outside the City.
- Traffic volumes have increased in northwest Wilsonville, primarily due to traffic between the I-5/Elligsen Road interchange and Grahams Ferry Road to the north.
- Boones Ferry Road/95th Avenue was recently expanded and can accommodate additional traffic volumes with decreased delays.

### Motor Vehicle Volumes Map



## Goal 3: Functional & Reliable

# Travel Time Reliability

**Objective: Maintain travel times on key arterials within a consistent, acceptable range**

*Limited travel time data is currently available for Wilsonville roadways.*

*Installing permanent Bluetooth sensors would allow Wilsonville to collect on-going travel time data along arterials and better understand interchange area congestion, which is currently one of the most significant traffic issues affecting the city.*

*Within the next few years, SMART plans to outfit its buses with GPS tracking technology, which will provide Wilsonville with a new data source that can provide travel time reliability estimates on all roadways served by transit.*

***New data collection methods are required to assess travel time reliability in Wilsonville. Additional data in the I-5/Wilsonville Road interchange area will be particularly beneficial.***

Travel time reliability measures the consistency or dependability of the travel times that travelers experience day-to-day and/or across different times of the day. It is a helpful way to understand the regularity and extent of unexpected delays, which can significantly affect a person's experience with the transportation system. When agencies monitor travel times, they are better able to manage and operate their transportation systems.

The **buffer index** is a common reliability measure, representing the extra time that travelers should add to their average travel time when planning trips to ensure 95% on-time arrivals, considering daily variability in travel times.

Because it requires ongoing data collection, travel time reliability has historically been cost prohibitive to measure. However, many new data sources have become widely available over the past few years, particularly due to the capabilities and prevalence of mobile devices among the traveling public.

Bluetooth monitoring technology has proven to be a useful, versatile, and cost-effective source of travel time data. Sensors can be integrated into existing traffic signal poles, or can be set up on stand-alone poles with solar power. Real-time data access is recommended through cellular modems or hardwired communications, or alternatively data could be archived locally and retrieved manually in non-realtime.

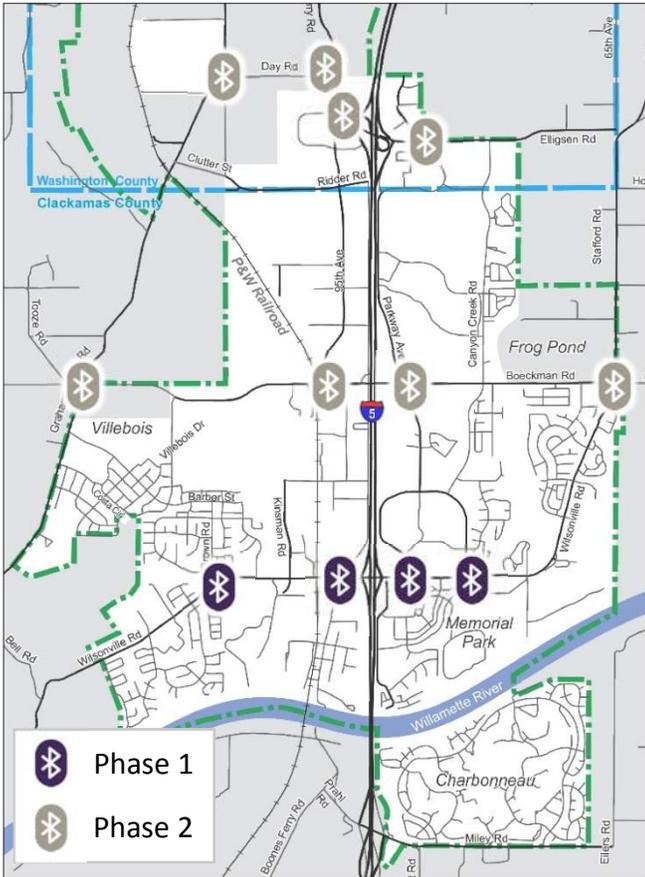
Spaced along an arterial road, Bluetooth sensors can provide accurate and continuous information on travel times. With an area-wide coverage of sensors, it provides further insight into origin-destination travel flows and patterns within the area. This is all possible with built-in high levels of privacy for individuals.

Other private providers of travel time data based on crowdsourced GPS or cellphone records are available, such as INRIX, TomTom, and Airsage. These have had limited road coverage in Wilsonville, but may improve in the future.

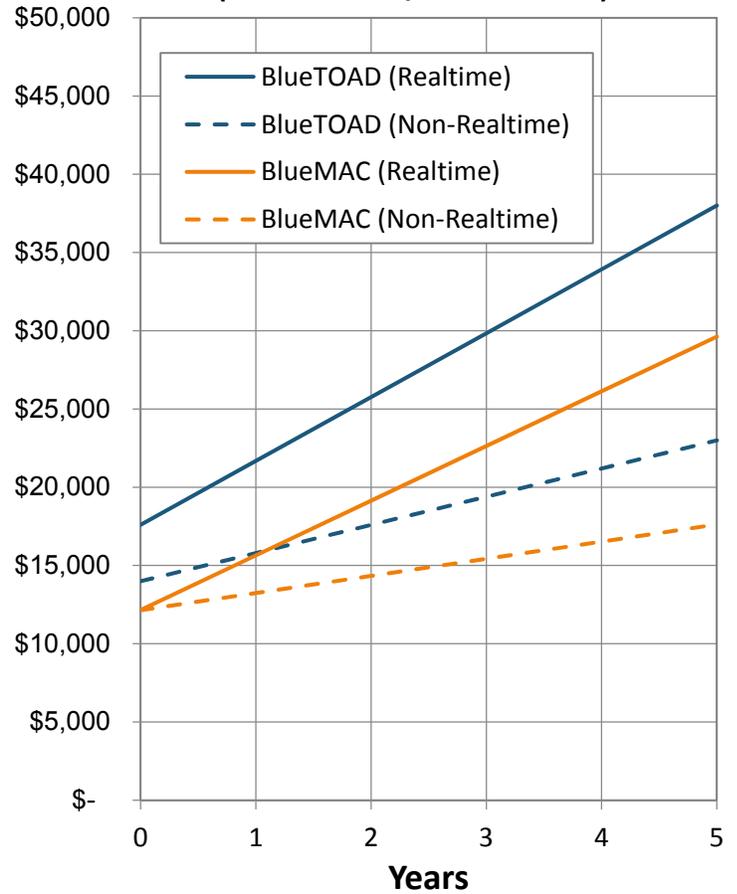
## Travel Time Reliability - Data Collection Option

### Bluetooth Sensor System

Approximate Placement Locations



Approximate Cost of Operations (4 Locations w/ cloud service)



### Vendor Options

System	Contractor	BlueTOAD	BlueMAC (Cloud)	BlueMAC (Agency Server)
Pros	<ol style="list-style-type: none"> <li>1. No capital cost</li> <li>2. Pay as used</li> <li>3. No equipment to store, maintain, repair</li> <li>4. Contractor creates report</li> <li>5. Works well on project-by-project basis for short (1-week) timeframe</li> </ol>	<ol style="list-style-type: none"> <li>1. Large deployment base throughout nation</li> <li>2. Deploy as needed</li> <li>3. Agency staff can place devices precisely and consistently</li> <li>4. No server to maintain</li> </ol>	<ol style="list-style-type: none"> <li>1. Lower long-term cost</li> <li>2. Deploy as needed</li> <li>3. Can place devices precisely and consistently</li> <li>4. Full access to previous data sets, can customize analysis procedures.</li> <li>5. No server to maintain</li> </ol>	<ol style="list-style-type: none"> <li>1. Lowest long-term cost</li> <li>2. Deploy as needed</li> <li>3. Can place devices precisely and consistently</li> <li>4. Full access to previous data sets, can customize analysis procedures.</li> <li>5. Data stored in-house and will never lose access; can utilize existing servers.</li> </ol>
Cons	<ol style="list-style-type: none"> <li>1. High long-term cost for limited deployment time (approximately \$600 per week per sensor)</li> <li>2. Might not have access to raw historical data</li> <li>3. Must accommodate contractor schedule</li> <li>4. Little control over precise sensor placement</li> </ol>	<ol style="list-style-type: none"> <li>1. Higher long-term cost than other systems</li> <li>2. Agency responsible for storing and maintaining equipment</li> <li>3. Rely on vendor for data hosting and analysis; vendor unwilling to provide copy of raw data</li> </ol>	<ol style="list-style-type: none"> <li>1. Agency responsible for storing and maintaining equipment</li> <li>2. Rely on vendor for data hosting; ongoing cost for cloud service.</li> </ol>	<ol style="list-style-type: none"> <li>1. Higher up-front cost than cloud option</li> <li>2. Agency responsible for storing and maintaining equipment</li> <li>3. Agency responsible for furnishing and maintaining server</li> </ol>

**Goal 3:**  
**Functional**  
**& Reliable**

## ***Freight Travel Time Reliability***

***Objective: Maintain freight travel times on key arterials within a consistent, acceptable range***

*No freight-related travel time data is currently available.*

*Additional coordination is needed with the freight community to understand whether this, or another, metric will be most helpful and practical in understanding and tracking how well Wilsonville is accommodating freight needs.*

***New data collection methods are required to assess freight travel time reliability (or another more meaningful freight-related metric) in Wilsonville.***

Freight performance is an important consideration in Wilsonville due to the significant number of large manufacturing and distribution companies located in the city.

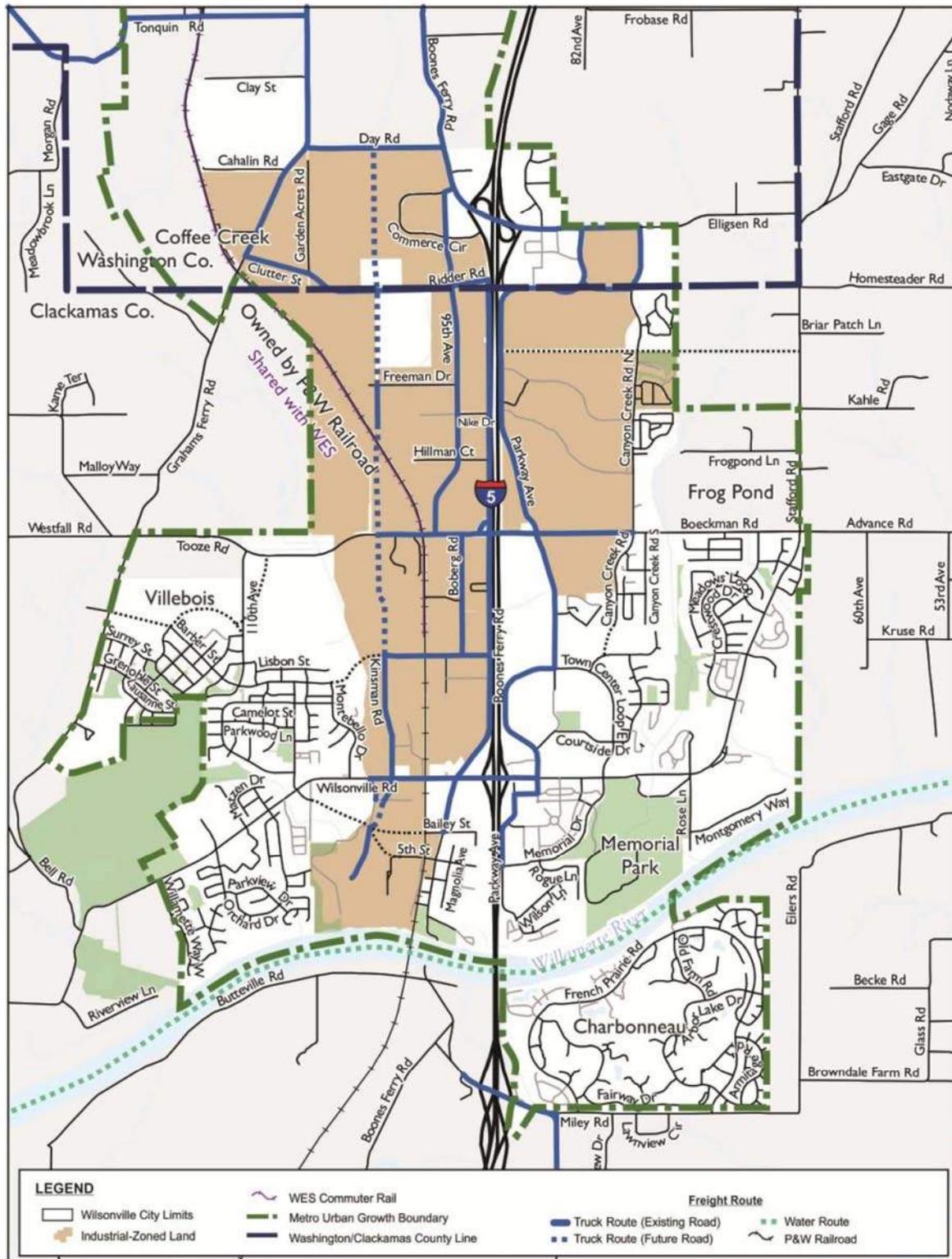
Travel time reliability on key freight routes is a typical metric recommended to measure freight performance. However, Wilsonville will benefit from additional outreach to the freight community to determine what metrics and data may be available to assist the City in understanding how the transportation system affects freight travel.

Wilsonville's freight routes, established in the 2013 Wilsonville Transportation System Plan, is shown on the next page.

### Freight Routes Map

*This page will be used in future editions of this report to show freight-related metrics, including maps and graphs as appropriate.*

*This freight routes map is reproduced from Figure 3-4 in the 2013 Wilsonville Transportation System Plan.*

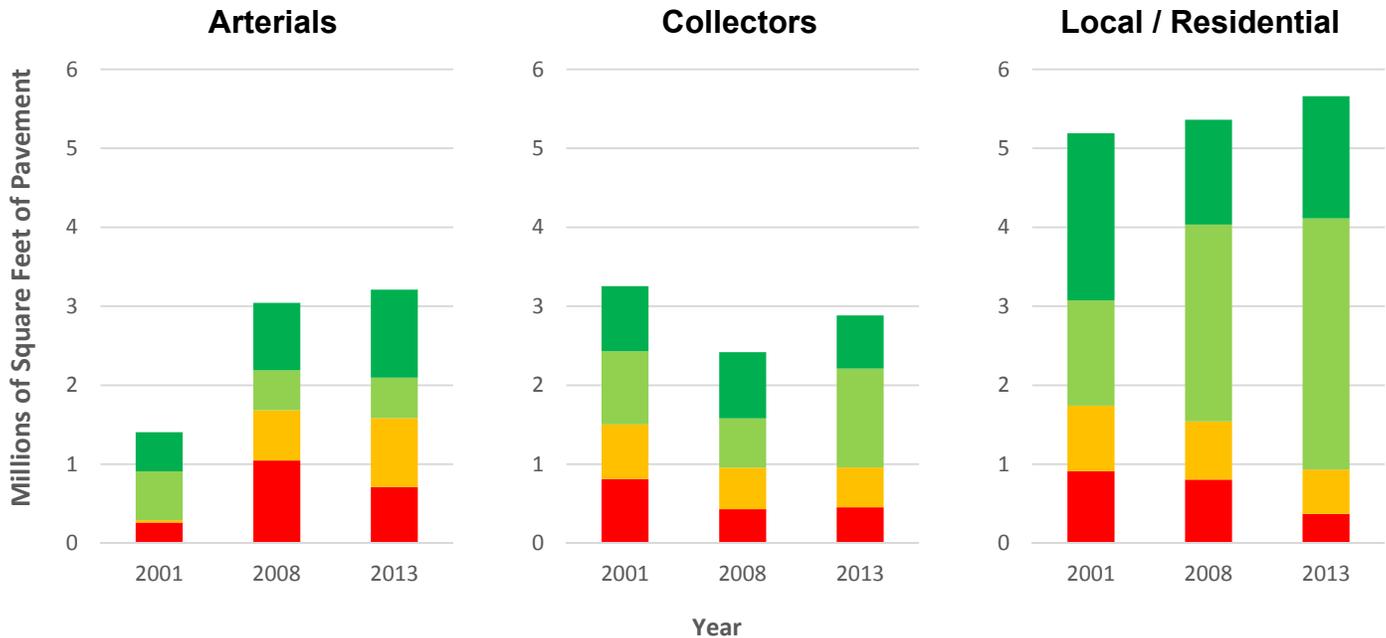


# Goal 4:

# Pavement Condition

Cost  
Effective

*Objective: Maintain good pavement conditions that help reduce more costly expenses in the future*



***Wilsonville is making progress in decreasing the amount of pavement in need of significant repair for all road types.***

Pavement condition is a key indicator of Wilsonville’s existing and upcoming roadway maintenance needs. It is measured by performing a visual survey of the number and types of distresses in a pavement, and the results are reported using the Pavement Condition Index (PCI), which is a numerical index between 100 (best) and 0 (worst). For example, a newly constructed or overlaid street would have a PCI near 100, while a roadway in need of major repairs would have a PCI under 70.

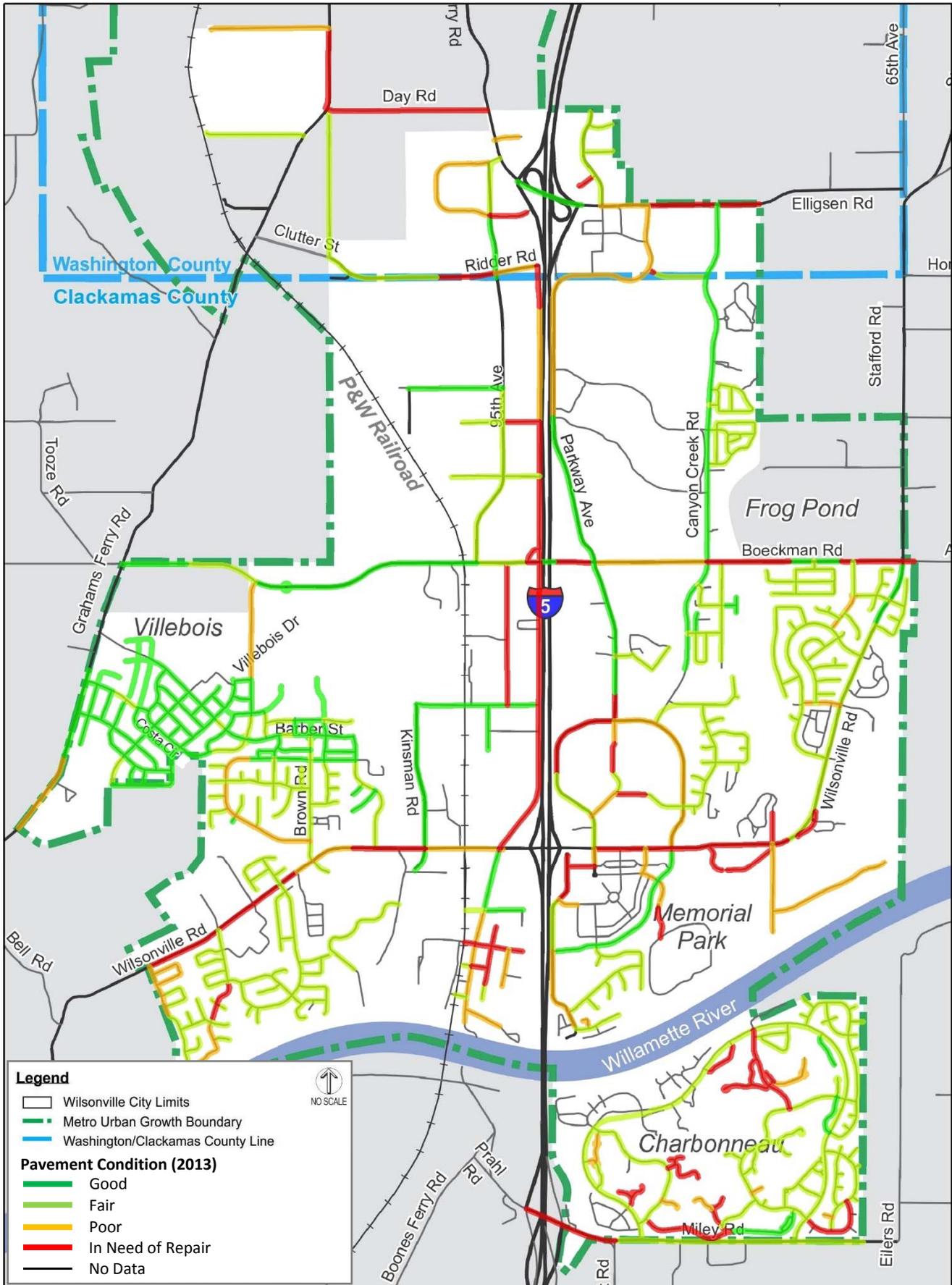
It is critical for the City to consistently perform maintenance to existing roadways to maintain pavement conditions in the “Good” to “Fair” range (i.e., a PCI between 80 and 100). Doing so will allow the City to prolong pavement life and avoid costly reconstruction needs. In addition to financial benefits, maintaining good pavement conditions also improves the City’s livability from both a user experience and aesthetic standpoint.

As well as in-house monitoring of conditions of city streets, Wilsonville performs independent pavement inventories every few years, with the last one being performed in 2013. In 2013, the average overall network Pavement Condition Index (PCI) of the City’s street network was recorded at 82, which indicates that the street network is generally in ‘Good’ condition. The amount of pavement with a PCI below 70 has decreased with time.

**Pavement Condition Index (PCI)**

- Good (PCI > 90)  
Minor Spot Maintenance as Needed
- Fair (PCI < 90)  
Slurry Seal Recommended
- Poor (PCI < 80)  
Overlay Recommended
- In Need of Repair (PCI < 70)  
Full Reconstruction Recommended

### Pavement Condition Map

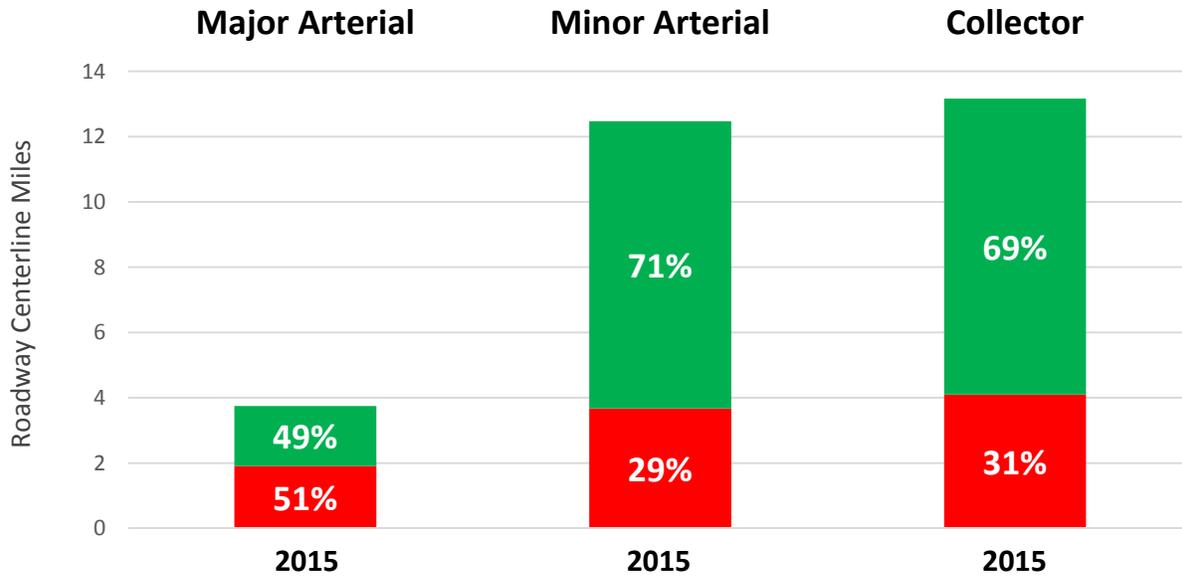


Source: Pavement Management Program Budget Options Report, Capitol Asset and Pavement Services Inc, April 2013.

**Goal 5:**  
**Compatible**

# Cross-Section Compliance

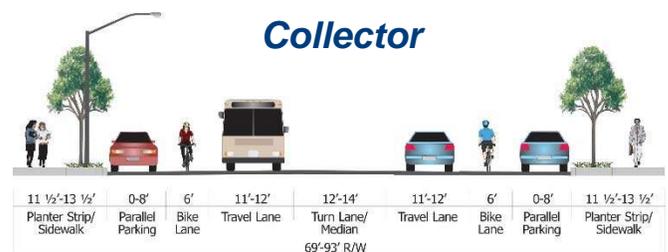
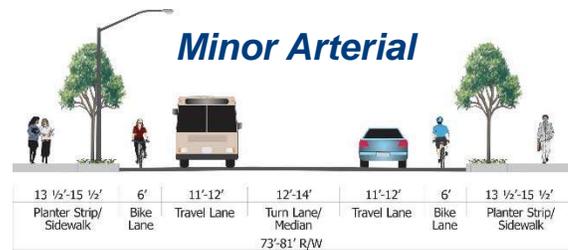
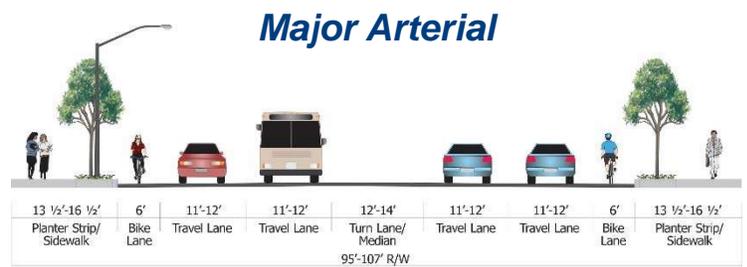
**Objective: Ensure Wilsonville’s multimodal transportation corridors include adequately designed facilities to serve all intended users**



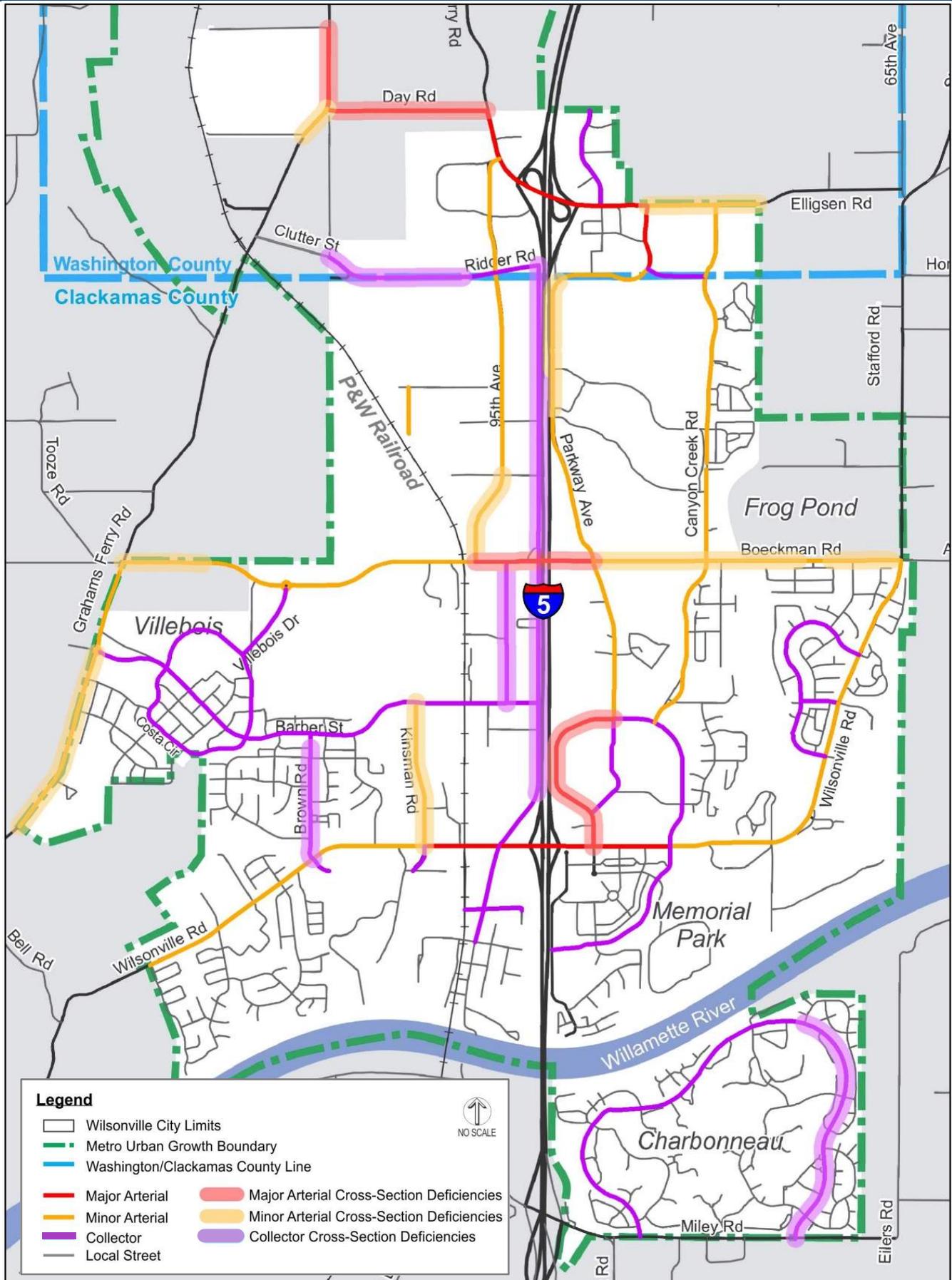
**Historical data has not been previously compiled, but as Wilsonville develops, its policies ensure it will continue to improve cross-section compliance.**

Cross-section compliance refers to the percentage of Wilsonville’s arterials and collectors that meet applicable cross-section standards. The City’s standards are specified in the 2013 Transportation System Plan (TSP) and differ based on the roadway’s designated functional classification. Design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. The Community Development Director has the flexibility to allow modified context-sensitive designs.

As shown above and mapped on the following page, currently 49% of Major Arterials, 71% of Minor Arterials, and 69% of Collectors comply with the City’s cross-section standards. Data was not available for Local roads. As Wilsonville develops, its policies (such as the requirement for developers to provide street improvements along their frontages) will ensure it continues to improve cross-section compliance.



### Cross-Section Compliance Map



Source: 2013 TSP (Figure 4-1), with revisions based on recent projects completed by the City.

# Goal 6:

Robust

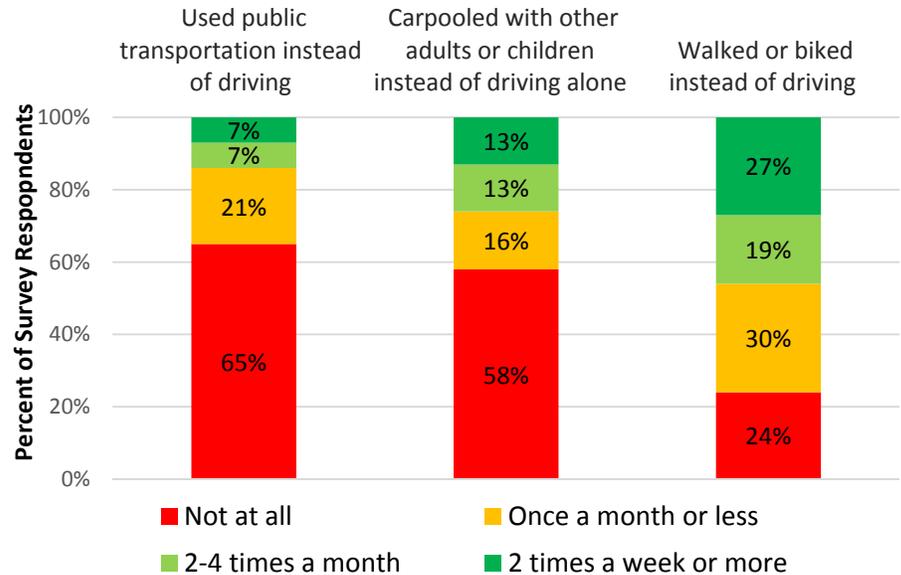
# Transportation Mode Share

**Objective: Accommodate transportation choices for drivers, pedestrians, bicyclists, and transit riders**

No comprehensive, citywide data is currently available on the availability of choices and travel behavior in regards to mode of transportation. However, some related questions were asked in the 2014 National Citizen Survey.

Until a comprehensive method can be developed to estimate citywide mode share, various related data sources exist that can help provide a better understanding of the comparative motor vehicle, pedestrian, bicycle, and transit use. SMART plays a key role in collecting and managing much of the non-vehicular data.

**2014 Wilsonville National Citizen Survey – Use of Alternative Travel Modes**



**New data collection methods are required to fully assess transportation mode share in Wilsonville. Survey results suggest many residents choose alternatives to driving alone.**

Transportation mode share measures the relative use of transportation options in the City. These options principally include motor vehicle use, walking, biking, and public transit; though they also include skateboards and wheelchairs.

While automobile use is the predominant travel mode in Wilsonville and provides an important means for the majority of users to access local and regional destinations, it is important for Wilsonville to make other transportation options available to residents, employees, and visitors due to health, equity, and economic benefits.

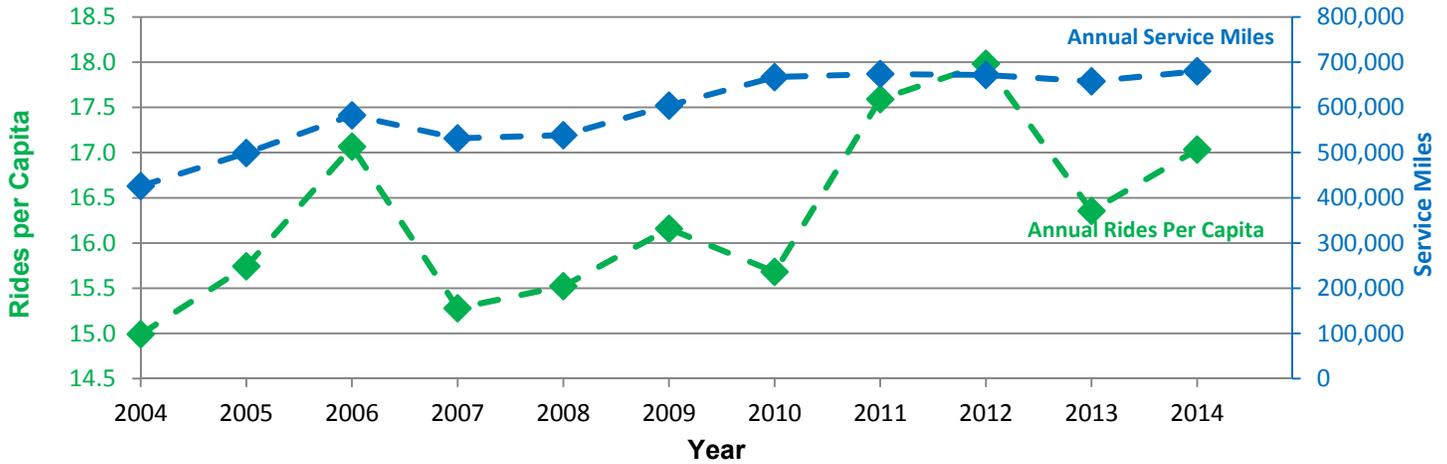
Travel options are particularly important to those who may have physical or economic limitations that prevent them from driving their own personal vehicle. In addition, active options such as walking and biking support healthy lifestyles, are economic, and can help reduce traffic congestion and greenhouse gasses - particularly around schools and in areas with higher residential and commercial density.

The graphs on the following page depict the data currently available.

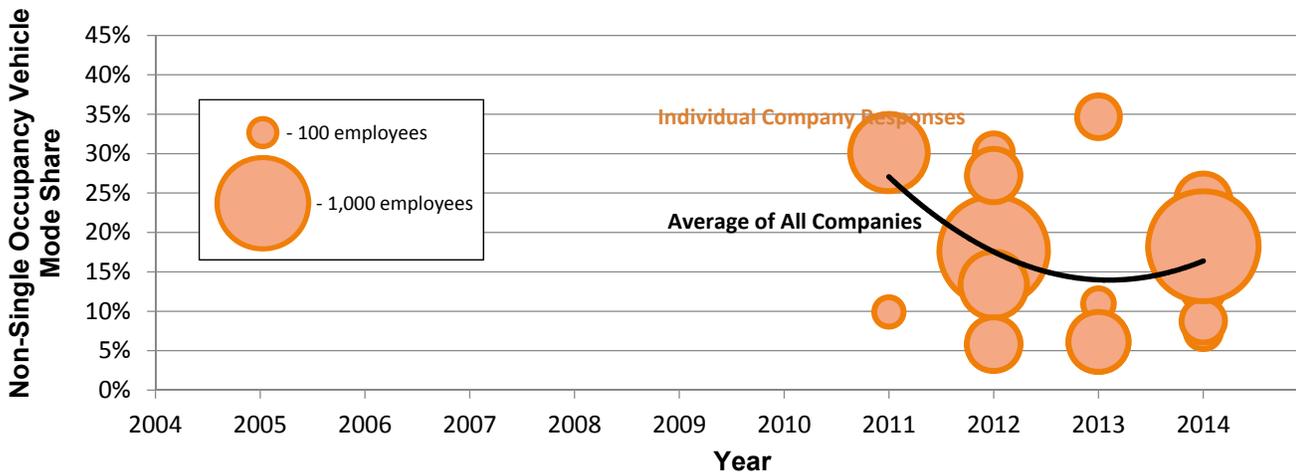
- Transit ridership data from South Metro Area Regional Transit (SMART), as rides provided per capita based on Wilsonville’s population. Ridership has steadily increased since 2004.
- Commuter mode share data for large companies from the Oregon Department of Environmental Quality (DEQ) Employee Commute Options (ECO) program, which includes an annual weekday commute survey. Non-single occupancy vehicle mode share overall has declined since 2011.
- Annual bicycle and pedestrian counts overseen by SMART staff, collected by volunteers at key locations and intersections, and supported by Metro and The National Bicycle and Pedestrian Project. Although limited, the data does show general areas in the City where there is higher pedestrian and bicyclist activity, such as Wilsonville Road near Town Center Loop and in Memorial Park.

## Transportation Mode Share – Data Sources

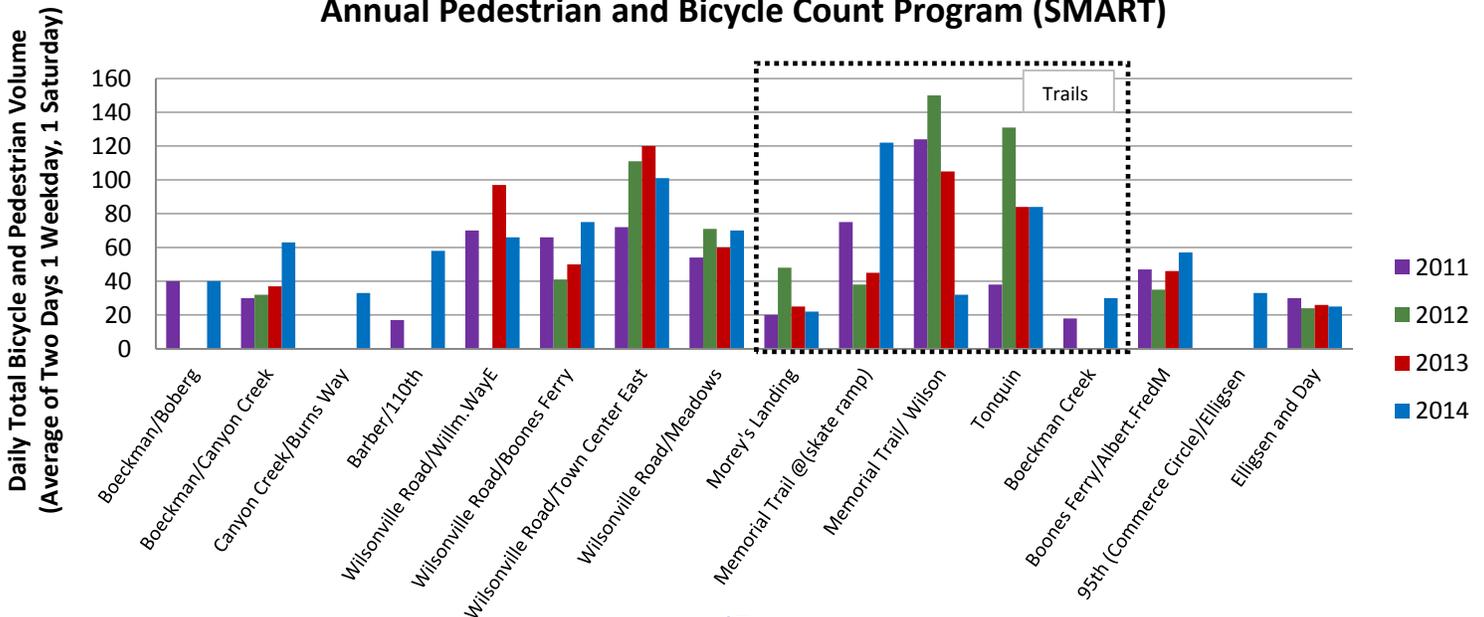
### SMART Transit Ridership



### Weekday Commute Mode Share for Large Companies (DEQ ECO Program)



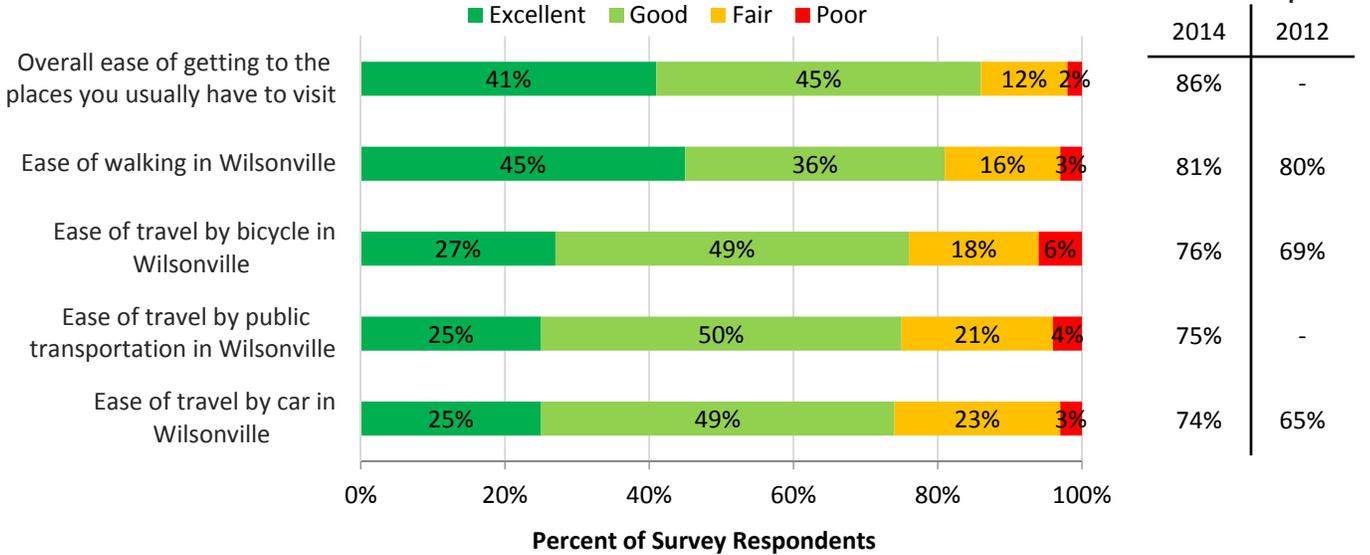
### Annual Pedestrian and Bicycle Count Program (SMART)



**Objective: Maintain positive citizen satisfaction with the City's transportation facilities and services**

**2014 Wilsonville National Citizen Survey – Ease of Travel**

Survey Comparison of Excellent and Good Responses



**Citizens generally find it easy to travel around town. The ease of walking had the most “Excellent” responses (45%), while that of bicycling had the most “Poor” responses (6%).**

Citizen surveys are a helpful way to gauge public perception regarding the effectiveness of Wilsonville’s transportation system. The purpose of the transportation system is to connect residents, employees, and visitors with their desired destinations, and to do so in a safe and convenient manner. By understanding a wide range of user perspectives, the City can identify areas where improvements can be made and are likely to be most appreciated by the public.

In 2012 and 2014, the City of Wilsonville participated in the National Citizen Survey (NCS). The NCS captures residents’ opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement).

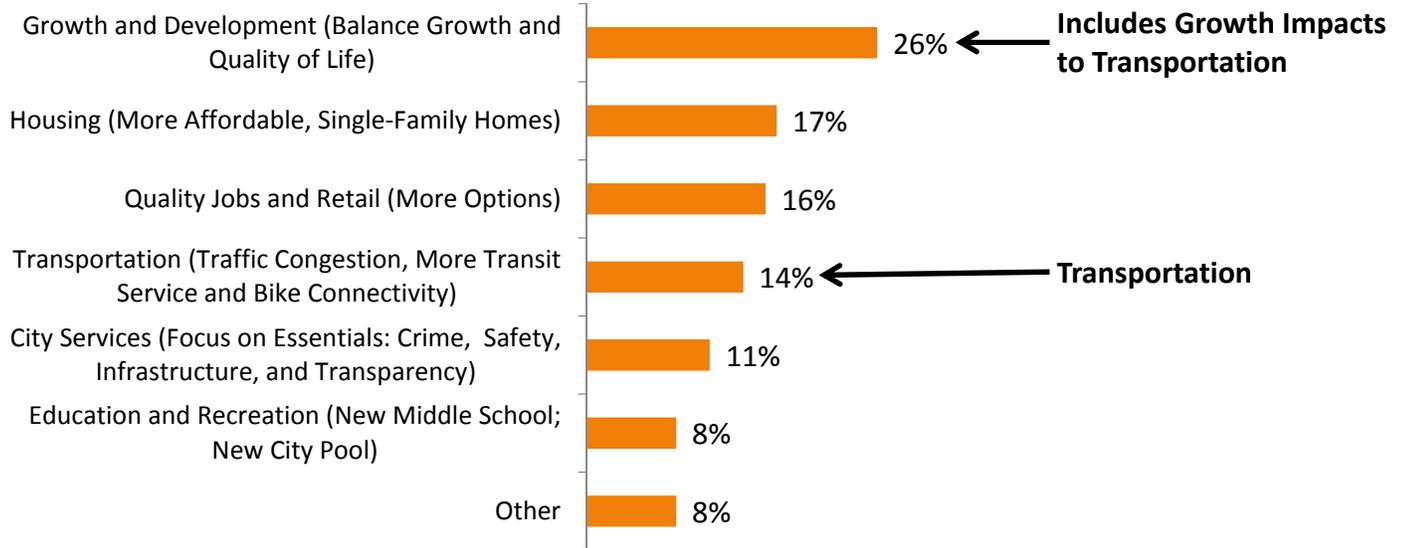
In 2014, a representative sample of 351 residents completed the survey, which has a margin of error of 5%. Respondents expressed a high overall ease of getting to the places they usually have to visit, for all modes of travel, as shown in the graph above.

The graphs on the next page show respondents felt the biggest priority facing the City is to ensure growth and development occur while also protecting quality of life. Transportation needs (including traffic congestion, more transit service, and better bicycle connectivity) was fourth on the priority list.

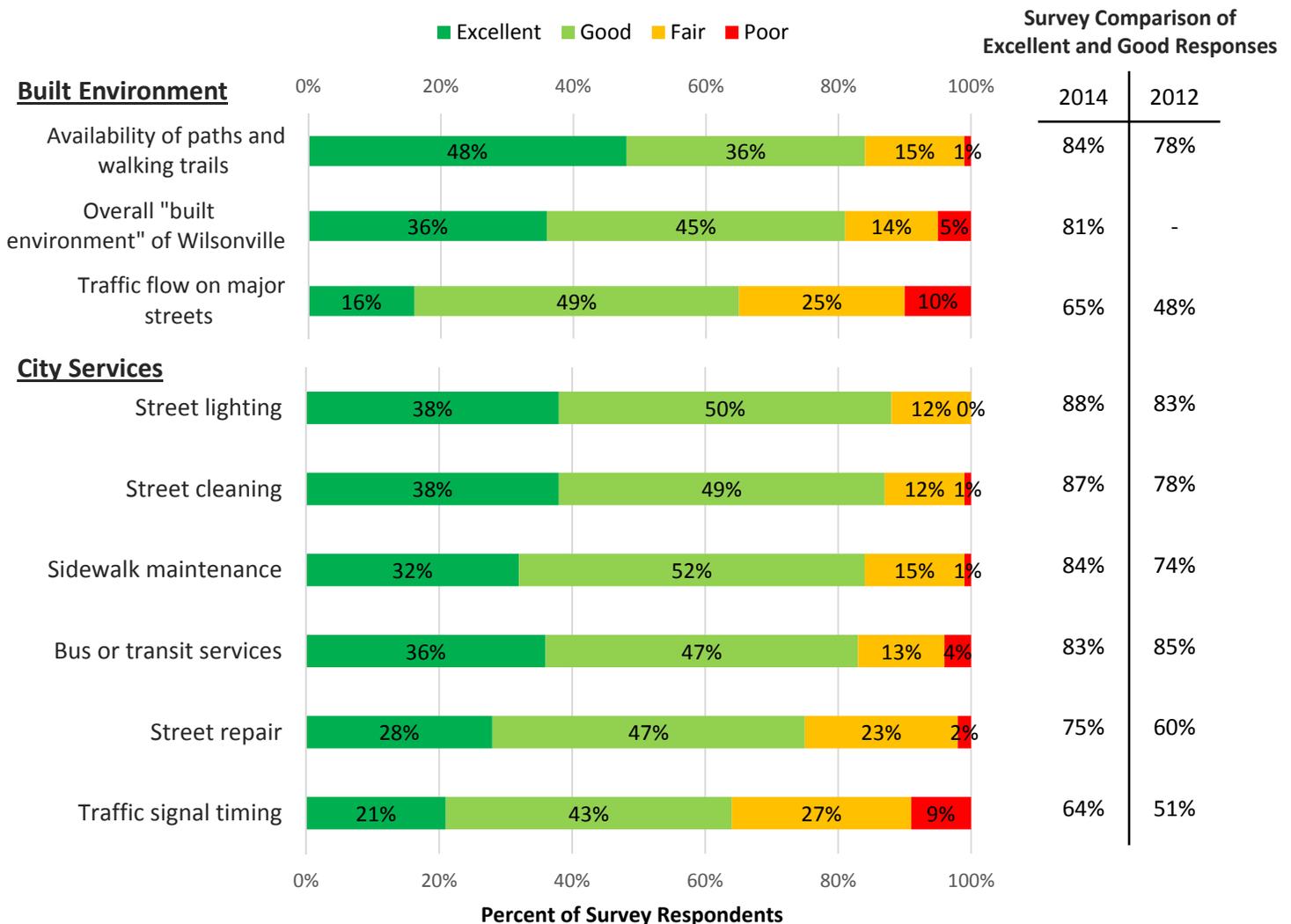
Public perception of conditions was best regarding street lighting and street cleaning. High marks were also given for sidewalk maintenance, transit services, and the availability of paths and walking trails, and the overall built environment. Lower marks were given to street repair, traffic flow on major streets, and signal timing.

## Citizen Survey Results

### 2014 Wilsonville National Citizen Survey – Biggest Priority Facing City



### 2014 Wilsonville Survey Results – Perception of Conditions

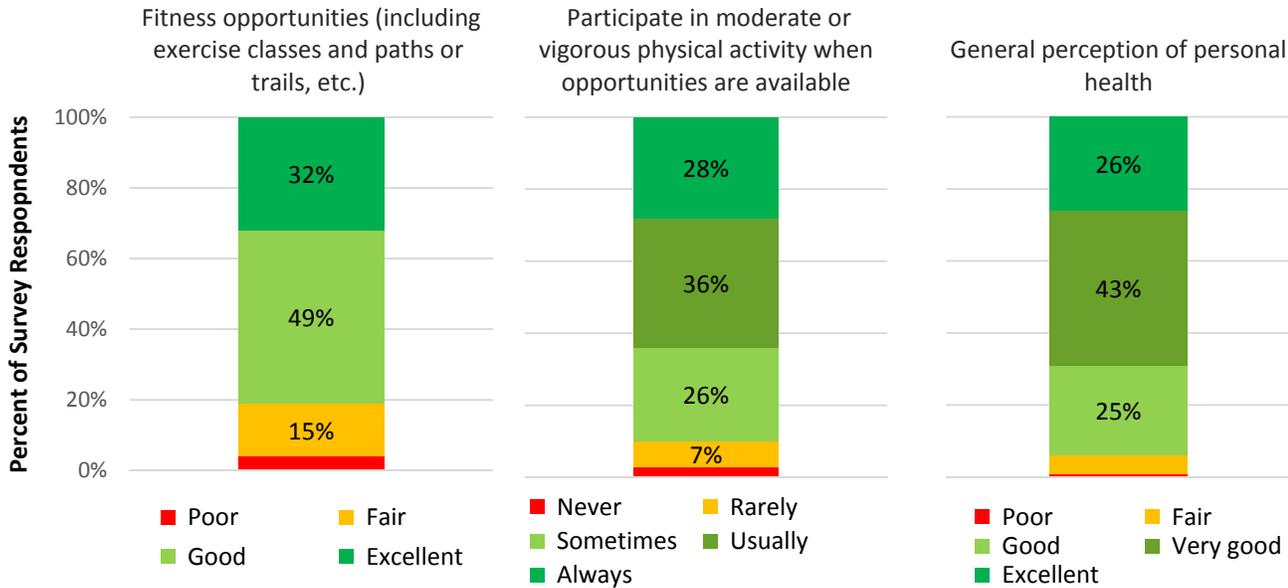


**Goal 7:**  
Promotes  
Livability

**Health Conditions/Healthy Lifestyle Options**

**Objective: Provide transportation facilities that support improved health of residents**

**2014 Wilsonville National Citizen Survey – Health and Wellness**



***Wilsonville survey respondents generally had a very positive perception of personal health and the amount of moderate or vigorous activity in which they choose to participate.***

Health conditions and healthy lifestyle choices are an essential contributor to livability and are enhanced by an individual’s built environment, including the transportation system. Families, employees, and others benefit from convenient and attractive paths and trails that support outdoor recreation, activity, and travel.

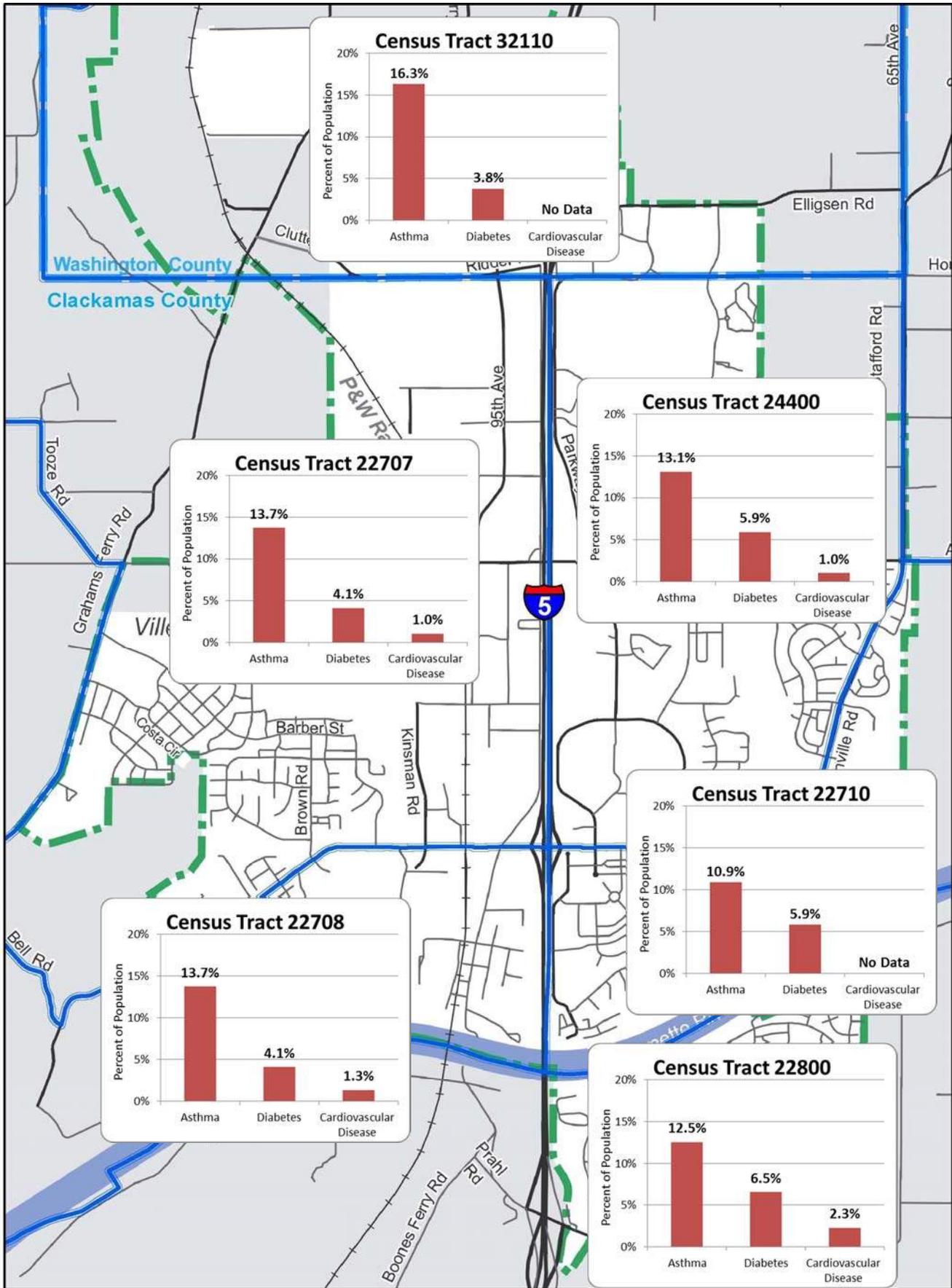
The City of Wilsonville can encourage and support resident’s healthy lifestyles by making active transportation options available. Survey results indicate over 80% of residents feel fitness opportunities such as trails and paths are good or excellent within the city.

Other sections of this report (Goals 2 and 6) measure active transportation access and use. It would be beneficial in future reports to further explore or quantify the relationships between Wilsonville’s transportation system and the health outcomes of its residents. For now, the discussion here is meant to raise awareness of the connections between the two.

The graphs on the following page provide a variety of currently available information for each of the census tracts in Wilsonville regarding health outcomes that are influenced by active lifestyle choices or the built environment, including:

- **Asthma:** Transportation-related pollutants are one of the largest contributors to unhealthy air quality, and exposure to traffic emissions has been linked to many adverse health effects, including exacerbation of asthma symptoms.
- **Diabetes:** Physical activity is an important factor in preventing and managing diabetes. Some key ways to be active include walking and moving around throughout the day.
- **Cardiovascular disease:** A sedentary lifestyle is one of the five major risk factors for cardiovascular disease, and aerobic exercise such as walking, jogging, and biking help improve heart health.

### Health Outcomes by Census Tract



Source: Regional Equity Atlas, Coalition for a Livable Future, 2011 data submitted to Oregon Health Care Quality Corporation.

# Recommended Actions

This performance report is one step in Wilsonville’s effort towards improved performance management of its transportation system. It presents a new Transportation System Performance Monitoring and Reporting Program that tracks system-wide performance measures which align with the City’s transportation goals.

Identifying these performance measures will help the City to make investments and decisions that promote Wilsonville’s desired transportation vision. Tracking the performance measures on a regular basis, through updated bi-yearly future reports, will allow the impact of public investments and private development to be better understood and directed more effectively. The City can continue to improve this program through the recommended actions below.

## Recommended Action(s) for Each Performance Measure

TSP Goal	Measure	Recommended Action(s)
1. Safe	Fatal and Serious Injury Collisions	<ul style="list-style-type: none"> <li>Investigate additional data sources to better understand the outcomes and contributing factors to high-severity crashes. Potential options include the Oregon Trauma Registry and local police records (including outreach and enforcement).</li> <li>Use Highway Safety Manual (HSM) Predictive Method techniques to better characterize and evaluate the relationship between the roadway environment and high-severity crashes.</li> </ul>
2. Connected and Accessible	Multimodal Connectivity	<ul style="list-style-type: none"> <li>Continue to refine the multimodal network connectivity tool to best represent local and regional accessibility. Potential options include integrating a standardized engineering assessment of facility quality (such as Multimodal Level of Service or Bicycle Level of Traffic Stress), incorporating transit access, and adding regional destinations outside of Wilsonville.</li> <li>Evaluate the potential for staff to use multimodal connectivity measures to inform development review, business outreach, and other local connectivity and accessibility projects.</li> </ul>
3. Functional and Reliable	Intersection PM Peak Hour Delay	<ul style="list-style-type: none"> <li>Continue to track PM Peak Hour delay and include analysis of AM Peak Hour delay to capture both peak periods of congestion at key locations.</li> <li>Investigate options for cost-effective upgrades to existing traffic signals and controllers that would allow additional automated intersection performance measures. Coordinate with Portland State University’s PORTAL program for regional data archiving of intersection performance measures.</li> </ul>
	Travel Time Reliability	<ul style="list-style-type: none"> <li>Install Bluetooth sensors on Wilsonville Road, Boones Ferry Road, and Elligsen Road near the I-5 interchanges to collect on-going arterial travel time data and better understand interchange area congestion. A systems engineering design process should be used to determine the exact number and location of sensor installations, as well as the vendor and software architecture. Consider a two-phase installation with a limited pilot installation, followed by data verification and an expanded second phase installation.</li> <li>Support SMART’s efforts to outfit buses with GPS tracking technology and facilitate data sharing and analysis.</li> <li>Coordinate with Portland State University’s PORTAL program for regional data archiving.</li> </ul>

### Recommended Action(s) for Each Performance Measure (continued)

TSP Goal	Measure	Recommended Action(s)
<b>3. Functional and Reliable (cont.)</b>	Travel Time Reliability	<ul style="list-style-type: none"> <li>Install Bluetooth sensors on Wilsonville Road, Boones Ferry Road, and Elligsen Road near the I-5 interchanges to collect on-going arterial travel time data and better understand interchange area congestion. A systems engineering design process should be used to determine the exact number and location of sensor installations, as well as the vendor and software architecture. Consider a two-phase installation with a limited pilot installation, followed by data verification and an expanded second phase installation. Additional sensors along Boeckman Road would provide added coverage.</li> <li>Support SMART's efforts to outfit buses with GPS tracking technology and facilitate data sharing and analysis.</li> <li>Coordinate with Portland State University's PORTAL program for regional data archiving of arterial performance measures.</li> </ul>
	Freight Travel Time Reliability	<ul style="list-style-type: none"> <li>Coordinate with Wilsonville's freight providers to understand what data they can share with the City.</li> <li>Assess if travel time reliability is the most helpful and practical measure for understanding and tracking how well Wilsonville is accommodating freight needs.</li> </ul>
<b>4. Cost Effective</b>	Pavement Condition	<ul style="list-style-type: none"> <li>Coordinate with the City's Road Maintenance program to incorporate data for in-house ongoing maintenance plans, investments, and outcomes into the performance report.</li> </ul>
<b>5. Compatible</b>	Cross-Section Compliance	<ul style="list-style-type: none"> <li>Coordinate with the City's Community Development Director to incorporate data on specific road design elements and approved exceptions.</li> <li>Collect and analyze data for local classified roads.</li> <li>Consider adding a performance measure for Network Completeness, which evaluates what portion of the planned multimodal transportation network is built or programmed.</li> </ul>
<b>6. Robust</b>	Transportation Mode Share	<ul style="list-style-type: none"> <li>Install on-going automatic bike count data collection devices at key locations in the bike network. Use a systems engineering design process to determine technology, number, placement, and software architecture for implementation. Options include roadside tube counters or radar/lidar systems, roadway embedded magnetometers, and modifying/upgrading traffic signal actuation technology for counting purposes.</li> <li>Coordinate with SMART to explore new data collection methods that more fully assess transportation mode share and trip purpose in Wilsonville.</li> <li>Coordinate with Portland State University's PORTAL program for regional data archiving of bicycle and pedestrian counts.</li> </ul>
<b>7. Promotes Livability</b>	Positive Citizen Survey Response	<ul style="list-style-type: none"> <li>Use citizen surveys, such as the National Citizen Survey (NCS), on a bi-yearly basis to track and monitor citizen's opinions on the City's transportation system.</li> </ul>
	Health Conditions/ Healthy Lifestyles	<ul style="list-style-type: none"> <li>Monitor regional, state, and national efforts to more fully consider the health implications of transportation decisions through means such as Health Impact Assessments (HIAs).</li> <li>Identify and apply best-practices and new data sources to analyze the relationship between Wilsonville's transportation system and the health of its residents.</li> </ul>



## CITY COUNCIL MEETING STAFF REPORT

<b>Meeting Date:</b> Nov. 16, 2015	<b>Subject:</b> Comments to Metro's Southwest Corridor Steering Committee on proposed High Capacity Transit terminus location. <b>Staff Member:</b> Stephan Lashbrook, Transit Director <b>Department:</b> Transit	
<b>Action Required</b>	<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b> Staff recommends that the City Council authorize the Mayor to submit a letter to the Metro Council	
<b>Staff Recommendations:</b> NA		
<b>Recommended Language for Motion:</b> NA		
<b>PROJECT / ISSUE RELATES TO:</b>		
Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

### ISSUE BEFORE COUNCIL

The Southwest Corridor Steering Committee, empaneled by the Metro Council to make recommendations on future high capacity transit (HCT) options and other corridor improvements from Portland into the southwest suburbs, will close its public comment period on November 20. HCT alternatives under consideration include establishing the terminus point for a future HCT system as either: Tigard Transit Center; Downtown Tualatin; or the Bridgeport Village area near I-5. Staff recommends that Mayor Knapp be authorized to submit a letter in support of terminating any future Southwest Corridor HCT line at Bridgeport Village.

### EXECUTIVE SUMMARY

SMART provides regular service to the Tualatin park-and-ride, located adjacent to Bridgeport Village, with continuing service north to the Barbur Boulevard Transit Center. If, at some point in the future, there is an opportunity to connect SMART's bus service with either bus rapid

transit (BRT) or light rail in Tualatin, it could eliminate the need for SMART to provide transit service to the north of that point. That could result in significantly improved transit service for Wilsonville residents and workers. However, if HCT is extended only as far south as Tigard, SMART will have significantly higher costs, and less convenience for passengers, in providing connecting bus service from Wilsonville to Tigard.

The City of Wilsonville does not need to take a position on whether light rail or BRT would be preferable in the Southwest Corridor. The letter being recommended by City staff would be applicable to either a BRT or light rail terminus in the area.

## **BACKGROUND**

Planning for HCT service along the Barbur Boulevard/99W corridor began many years ago. In early plans Wilsonville was actually considered to be part of the Southwest Corridor, but the focus was shifted to communities to our north as more detailed planning began a few years ago. The following Steering Committee members were selected to work with Metro staff and consultants: Metro Councilor Craig Dirksen, co-chair; Metro Councilor Bob Stacey, co-chair; Tigard Mayor John Cook; Beaverton Mayor Denny Doyle; Portland Commissioner Steve Novick; TriMet general manager Neil McFarlane; Sherwood Mayor Krisanna Clark; Tualatin Mayor Lou Ogden; Washington County Commissioner Roy Rogers; Durham Mayor Gery Schirado; ODOT Region 1 manager Rian Windsheimer; and King City Councilor Al Reu.

Given the make-up of the Steering Committee, it is not surprising that the focus of this planning effort is on corridor improvements along Barbur Boulevard and Highway 99W. As far as staff knows, Wilsonville was never invited to be “at the table” through this planning process and transit services provided by SMART have received little or no consideration to date.

Having the Mayor submit a letter to the Steering Committee will at least make it clear that Wilsonville is interested in the outcome of this process. The letter could actually have a positive effect on the “southern terminus” decision that the Steering Committee will be making.

Metro’s 2040 Growth Concept, a long range plan that was adopted by the Metro Council in 1995, designates Wilsonville as a “Town Center.” Town centers provide services to tens of thousands of people within a two-to-three mile radius. One-to-three story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit. Designated town centers are eligible for certain types of federal and regional funding.

“Regional Centers,” designated by the Metro Council, are hubs of commerce and local government that provide services to hundreds of thousands of people. They are characterized by two-to-four story buildings, compact employment and housing development, with service by high-quality transit. In the current 2040 plan, eight regional centers have become the focus of transit and highway improvements.

Bridgeport Village and Wilsonville do not currently meet the criteria to be a regional center, but the conversation about a south metro area “regional center” should be started now, especially with the planning for HCT in the area as well as Wilsonville embarking on new design of our Town Center area.

## **COMMUNITY INVOLVEMENT PROCESS AND NEXT STEPS**

Wilsonville has not undertaken any public outreach specifically on this subject other than providing information about the project on the SMART website. However, the outreach completed through SMART's recent Transit Integration Project showed that a number of both SMART's and TriMet's riders are concerned about transit service between Wilsonville and Portland – with a definite focus on improved access to downtown Portland.

## **FISCAL YEAR BUDGET IMPACTS**

This action will have no impacts on the current budget. Any impacts on Wilsonville's budget, pro or con, will be many years in the future

## **FINANCIAL REVIEW / COMMENTS:**

Reviewed by: SCole Date:  
No impact on current budget.

## **LEGAL REVIEW / COMMENTS**

Reviewed by: MEK Date: 11/04/2015  
No comment as this is an informational item.

## **CITY MANAGER COMMENTS**

### **Attachments:**

1. Proposed letter for Mayor Knapp's signature
2. Southwest Corridor Plan, Key Issues: Tualatin (October 15, 2015)
3. Metro 2040 Growth Concept map

Southwest Corridor Steering Committee

Re: Southern terminus of HCT service

**Co-Chairs Councilor Craig Dirksen and Councilor Bob Stacy and Members of the Committee:**

The City of Wilsonville supports the selection of Bridgeport Village as the location of the southern terminus of a future high capacity transit service in the Southwest Corridor.

As you may know, Wilsonville's South Metro Area Regional Transit (SMART) system provides bus service to the transit center and park-and-ride lot just south of Bridgeport Village, with continuing service on to Barbur Boulevard. We are part of the transportation solution for travelers along the I-5 and 99W corridors and we expect to continue to play a growing part there in the future. Note that SMART currently stops at the Tualatin park-and-ride 52 times/day (weekdays).

If HCT improvements are made with a southern terminus at Bridgeport Village, SMART will be able to increase its fixed route service between the south metro area and the selected HCT since service north of Bridgeport Village will no longer be required for SMART to supplement. This would greatly enhance Wilsonville's transit connections to Portland and Salem, improving mobility for residents and workers throughout the entire region.

Another consideration concerns the rapid growth of the entire south metro area. Whether it might be at Bridgeport Village or Wilsonville, some part of this area is certain to warrant designation as a Regional Center in the future. Having a HCT connection will facilitate the growth and development of that Regional Center.

We have been told that the Steering Committee may opt for designating Tigard as the southern terminus of any future HCT service in the area. While that would no doubt save money in the short-term, it would be a disservice to the 45,000-plus residents and 40,000 workers in Tualatin and Wilsonville, many of whom are commuters.

Thank you for your time and consideration of these comments. Sincerely,

**DRAFT**

Tim Knapp, Mayor  
City of Wilsonville



**Southwest Corridor Plan**  
**Key Issues: Tualatin**  
**October 15, 2015**

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# Key Issues: Tualatin

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## Tualatin Key Issues: introduction and summary

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### Southwest Corridor Plan overview

The Southwest Corridor Plan is a package of transit, roadway, bicycle and pedestrian solutions that can help reduce congestion, improve circulation and enhance quality of life in this corridor. The Southwest Corridor Plan defines investments to help realize the local land use visions adopted by each community in the area. These visions include the City of Portland's *Barbur Concept Plan*, the *Tigard High Capacity Transit Land Use Plan*, *Linking Tualatin* and the *Sherwood Town Center Plan*. A major component of the Southwest Corridor Plan is the analysis and evaluation of both Bus Rapid Transit (BRT) and Light Rail Transit (LRT) travel modes for several potential route alignments to link Central Portland, Southwest Portland, Tigard and Tualatin.

The Plan is being researched and developed by a group of partners including agencies involved in funding, constructing and operating the transportation investments chosen and the jurisdictions in the project area. A steering committee consisting of elected leaders and appointees from these partners is leading the planning process. Past decisions of the Southwest Corridor Steering Committee include:

- In 2013, the committee recommended a Shared Investment Strategy that prioritizes key investments in transit, roadways, active transportation, parks, trails and natural areas.
- In 2014, the committee recommended a narrowed set of high capacity transit design options being considered and directed staff to develop a Preferred Package of transportation investments to support community land use goals.

### Desired outcome: Preferred Package

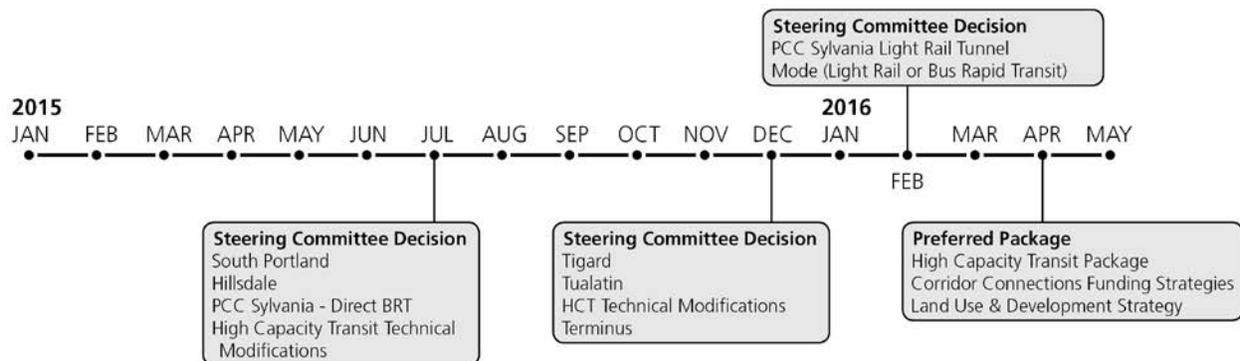
The project partners are working together to develop a Preferred Package by spring 2016 that addresses the needs and aspirations of Southwest Corridor residents and businesses. The Preferred Package will include the following components:

- **HCT Preferred Alternatives:** Preferred HCT alignments to study further in a Draft Environmental Impact Statement, including travel mode, alignments, terminus, and associated roadway, bicycle, and pedestrian projects
- **Corridor Connections:** Potential funding source and timeframe for each of the roadway, bicycle and pedestrian projects identified in the Shared Investment Strategy
- **Land use and development strategy:** Partnership agreements and other pre-development work to activate land use and place-making strategies identified in local land use visions.

## Identifying the Preferred Package: 2015-2016 timeline overview

To reach a Preferred Package by spring 2016, steering committee decision-making points were identified for July and December 2015. Technical analysis, place-based public outreach, and partner conversations will precede each steering committee decision. A draft recommendation report will also be available to the public before each decision-making point; these recommendations will take into account public comment gathered during the place-based outreach period and any additional technical analysis compiled.

### Southwest Corridor Steering Committee Schedule of Decisions as of October 15, 2015



In July 2015, the steering committee took action on HCT alignment options in the South Portland, Hillsdale and Portland Community College (PCC) Sylvania areas of the corridor. The committee recommended continued study of a direct bus rapid transit connection to PCC Sylvania via SW Capitol Highway and removal of the Marquam Hill-Hillsdale tunnel and the Hillsdale Loop cut-and-cover tunnel from further consideration. The committee recommended rescheduling the decision regarding a direct light rail tunnel connection to PCC Sylvania; this decision is currently scheduled for February 2016.

In December 2015, the steering committee is scheduled to make recommendations for public review on continued study of HCT alignment options in Tigard and Tualatin, and the preferred HCT southern terminus.

In February 2016, the steering committee will make a recommendation for public review on whether bus rapid transit or light rail is the preferred HCT travel mode.

Steering committee members and the public will have an opportunity in early 2016 to discuss the draft Preferred Package resulting from these decisions. The final Preferred Package is anticipated to be adopted in April 2016. Comprehensive environmental review of the Preferred Package would likely begin later in 2016. Construction of the HCT line could begin as early as 2021.

## How to use this Key Issues memo

The Southwest Corridor project partners are taking a place-based approach to understanding the key issues related to potential HCT and transportation investments as they relate to local concerns and community aspirations. This Tualatin Key Issues memo is part of a series of memos and technical information on key places throughout the corridor that the public and steering committee can review before giving input and making recommendations on major project decisions.

This document fits into a broader array of technical information that supports Steering Committee decision making during this phase of the Southwest Corridor Plan. **Appendix A** lists the anticipated major project documents and their estimated dates of completion.

In addition to this report, project staff released a key issues memo on alignment options in Tigard on September 4, 2015, and in October 2015 will release a technical evaluation of HCT alignment options in Tigard and Tualatin. A technical modifications memo on alignment options in Portland's Central Barbur area and reports on travel mode and terminus are also forthcoming. A staff recommendation report that addresses alignment options in Tigard and Tualatin will be available prior to the December 2015 Steering Committee meeting and will include a summary of stakeholder feedback.

The remainder of this document includes:

- a summary of technical information
- a description of the proposed high capacity transit alignments to serve Tualatin, and
- analysis and findings for decision makers and the public to consider.

Appendices contain supplemental information including maps and project lists of Shared Investment Strategy projects involving roadway, bicycle and pedestrian investments being considered for Tualatin, a discussion of general transit mode considerations, and maps highlighting demographic factors in the study area.

## Evaluation factors

This Key Issues memo outlines data collected through technical analysis, local knowledge and partners discussions that will influence this decision including:

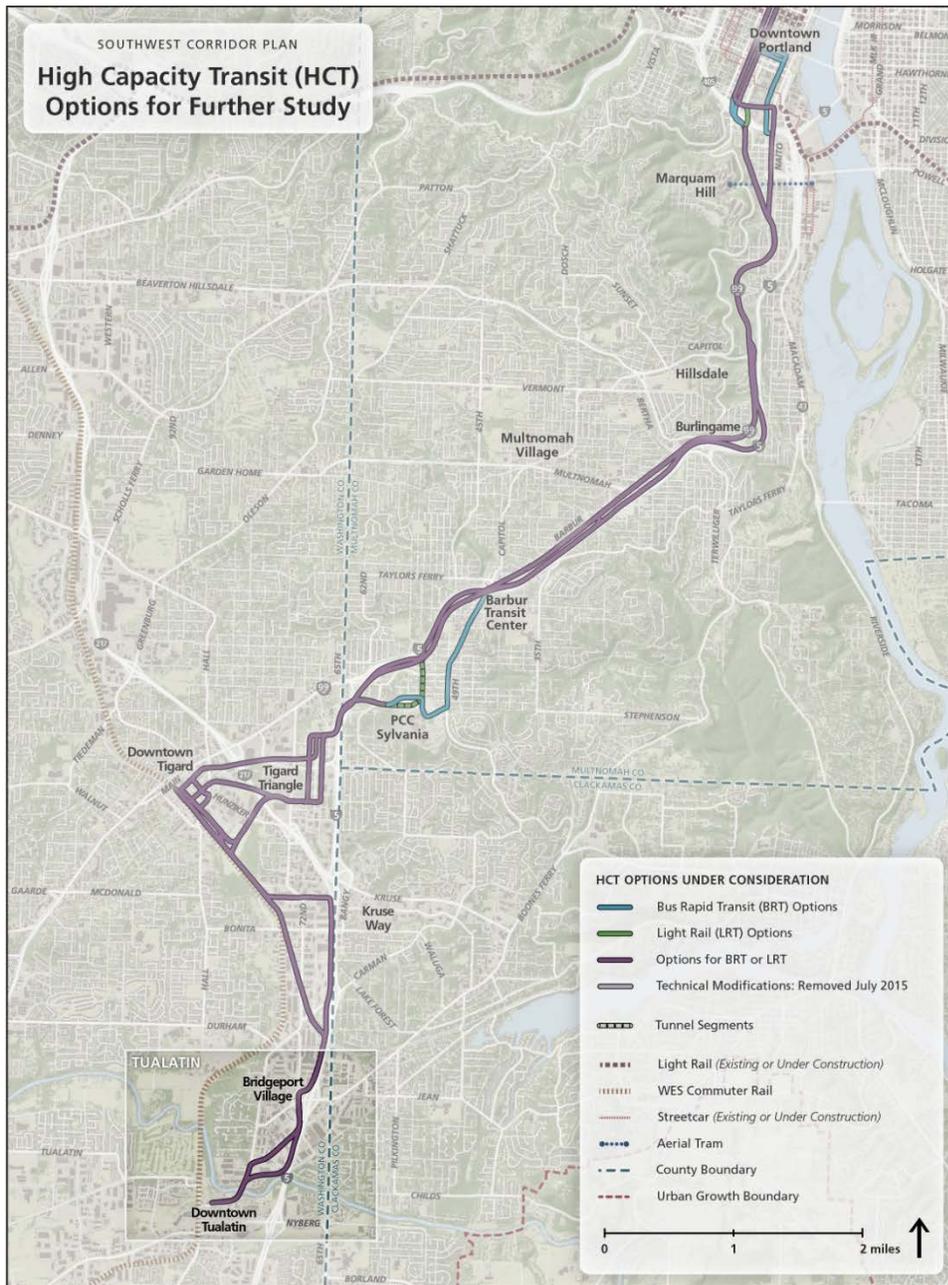
- Transit performance
- Community development
- Mobility
- Capital cost estimates
- Engineering complexity and risk
- Community impacts

## Bridgeport Village to Tualatin Key Issues

Between Bridgeport Village and downtown Tualatin, two HCT alignment options are under consideration. Both options would work for both BRT and LRT:

- Lower Boones Ferry Road
- Adjacent to I-5 and freight rail

Additional options and alternative refinements may materialize as the Plan’s analysis, environmental and engineering efforts advance.



## Major decisions in Tualatin

In December 2015 the Southwest Corridor Plan Steering Committee will be asked to make recommendations on where an HCT alignment should terminate and, if a downtown Tualatin terminus is chosen, which proposed HCT alignment between Bridgeport Village and downtown Tualatin will advance to further environmental review through a Draft Environmental Impact Statement (DEIS). This Key Issues memo discusses terminus considerations and focuses on the tradeoffs between the two alignment options currently under consideration so that the public and decision makers can be confident that all options that will enter the DEIS are viable and aligned with project goals.

Other major upcoming decisions which would affect HCT service in Tualatin include:

- Is BRT or LRT the preferred mode for the corridor to study in the DEIS?
- What is the timeframe for designing and implementing local transit service improvements to enhance connections to and through Tualatin to connect to the HCT project?
- What is the best implementation approach for corridor connection projects defined in the Shared Investment Strategy for the Bridgeport Village area and Tualatin?

Deliberation and decision making will be driven by how well project elements meet the Southwest Corridor Plan's stated Purpose and Need, including improved mobility and safety for all users and modes of transportation, efficient and reliable transportation choices, wise use of public resources, improved access to key places, and equitable distribution of the benefits and burdens of transportation and land use development. The alignments currently under consideration could adjust in the future as a result of refinements that materialize as the analysis, environmental and engineering efforts advance.

## Tualatin summary

The following table summarizes evaluation factors, key considerations, and analysis results for consideration in Tualatin.

Key considerations	Evaluation factors	Lower Boones Ferry	Adjacent to I-5 and freight rail
<b>Transit Performance</b> What are the tradeoffs to consider between the transit performance of the two alignment options?	<i>Travel time in minutes (PSU to downtown Tualatin)</i>	– 31 minutes (LRT) – 34 minutes (BRT)	Same
	<i>2035 new transit trips</i>	– 8,400 (BRT) – 15,700 (LRT)	Same
	<i>2035 line riders</i>	– 30,800 (BRT) – 43,500 (LRT)	Same
	<i>Mode considerations</i>	In each direction: – Up to 9 BRT vehicles per hour in the peak to meet demand – At least 4 LRT vehicles per hour in the peak by TriMet policy; demand requires fewer	
<b>Community Development</b> Can the proposed station locations improve access to pedestrians and bicyclists in a way that will generate meaningful ridership?	<i>Accessibility</i>	Both options provide access to downtown Tualatin. Both options would require improvements in bike/ped connectivity to stations.	
	<i>Redevelopment potential</i>	Redevelopment potential would be identical.	

## Tualatin Key Issues – October 15, 2015

Key considerations	Evaluation factors	Lower Boones Ferry	Adjacent to I-5 and freight rail
<b>Mobility</b> Can high capacity transit be designed to minimize negative impacts to auto, freight, bicycle and pedestrian mobility and access?  Do the alignment options have differences in the level of mobility benefit or impact?	<i>Motor vehicle and freight</i>	<ul style="list-style-type: none"> <li>– Structures would be designed to not interfere with freight.</li> <li>– Intersections would meet performance targets.</li> </ul>	<ul style="list-style-type: none"> <li>– Would not operate in roadway. No impacts.</li> <li>– Intersections would meet performance targets.</li> </ul>
	<i>Pedestrians and bicycles</i>	No change	
	<i>Safety</i>	<ul style="list-style-type: none"> <li>– Addition of roadway median could improve crossing safety.</li> </ul>	<ul style="list-style-type: none"> <li>– Would not operate in roadway. No impacts.</li> </ul>
		<ul style="list-style-type: none"> <li>– Some limits to left turns.</li> </ul>	<ul style="list-style-type: none"> <li>– Would not operate in roadway. No impacts.</li> </ul>
<b>Costs</b> Are the tradeoffs clear between cost and other factors such as reliability, safety, access and community development opportunities?  How does cost impact the length of the final HCT alignment?	<i>Segment capital cost estimates in 2014 dollars</i>	LRT costs \$5 million more.  BRT costs pending.	LRT costs \$5 million less.  BRT costs pending.
	<i>Operating cost</i>	No notable difference	
<b>Engineering complexity/risk</b> Complexity and risk add cost to the project and could result in the cost and schedule overruns.  What aspects of each alignment add complexity to the project?  What aspects of each alignment option present noteworthy risk?	<i>Risk</i>	Degree of complexity and risk is considered similar for the two alignment options.	
<b>Community impacts</b> How would the construction of each alignment impact the area and its residents?	<i>Comparison of impacts</i>	<ul style="list-style-type: none"> <li>– North of river: Roadway expansion resulting in property impacts but no building impacts</li> <li>– South of river: impacts to residential and commercial properties at downtown Tualatin terminus</li> </ul>	<ul style="list-style-type: none"> <li>– North of river: expansion of railroad right-of-way, possibly resulting in building impacts</li> <li>– South of river: same as other option</li> </ul>

## Downtown Tualatin Terminus Considerations

Unlike other places addressed in the Southwest Corridor key issues memo series, the Tualatin area includes a terminus option. Downtown Tualatin is the southernmost terminus option currently under consideration for the Southwest Corridor Plan's HCT system. Analysis of southern terminus factors and options will be addressed in a separate, forthcoming *Terminus Options Memo*. The Southwest Corridor Steering Committee's recommendation on the preferred southern terminus is scheduled for December 2015.

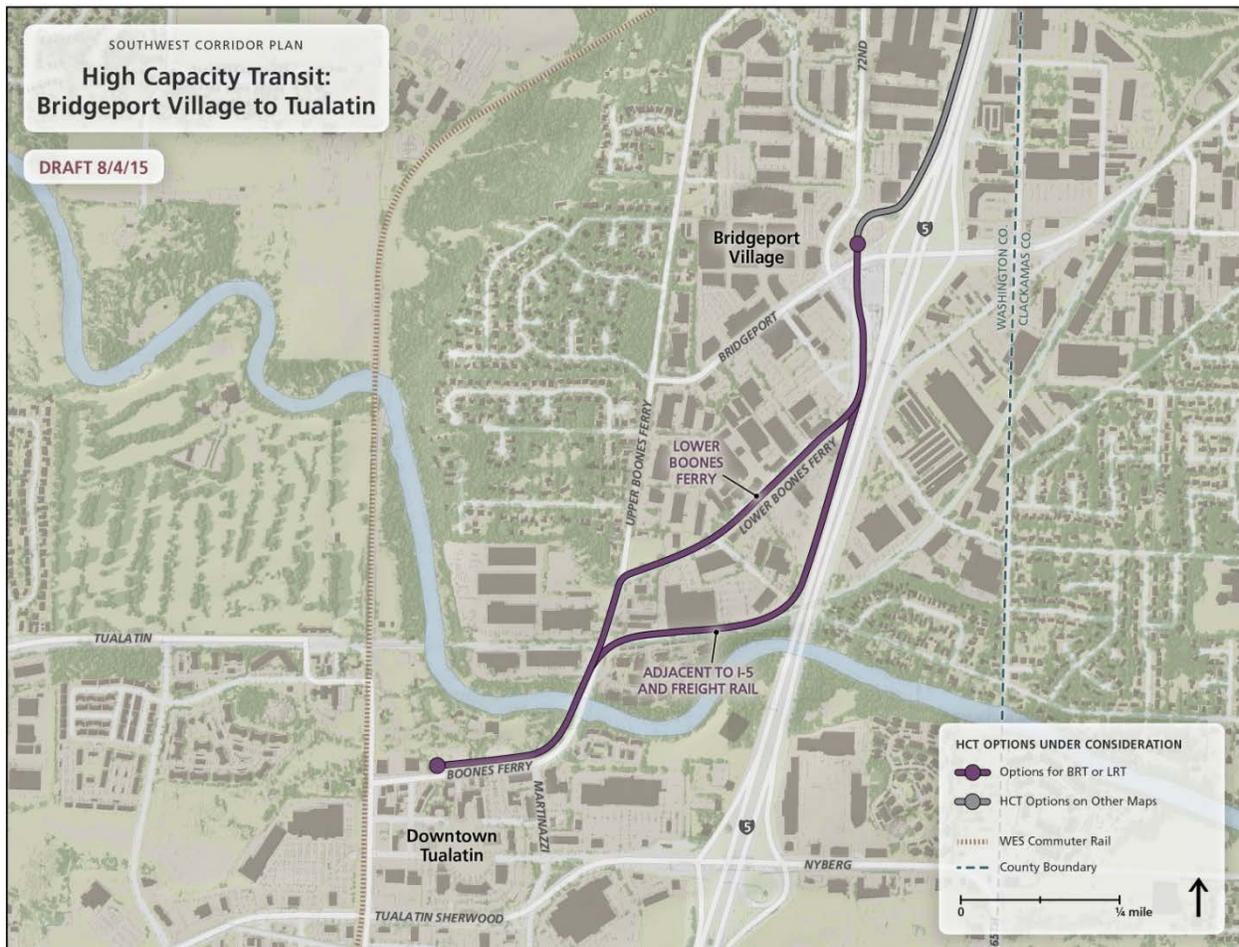
Preliminary analysis suggests that downtown Tualatin would not be an optimal location for a terminus, for reasons including inadequate space and configuration for vehicle turnaround and storage for layover time, lack of space for a park-and-ride or a transit center, high construction cost to reach the location, visual and property impacts from the structure needed to cross the river, and low potential for new transit-oriented development around the station. These factors apply to both light rail and BRT service.

In addition, for light rail the terminus site would require an elevated station in order to allow for a potential extension of HCT service in the future, which would result in substantial visual, property, and cost impacts. Beyond these concerns, reaching downtown Tualatin with light rail in this phase of HCT development may exceed local and federal funding capacities at this time. As a result, in October 2015 the steering committee approved a motion that a light rail terminus in downtown Tualatin is likely infeasible and committed to removing it from further consideration in December unless project staff demonstrates its viability and desirability.

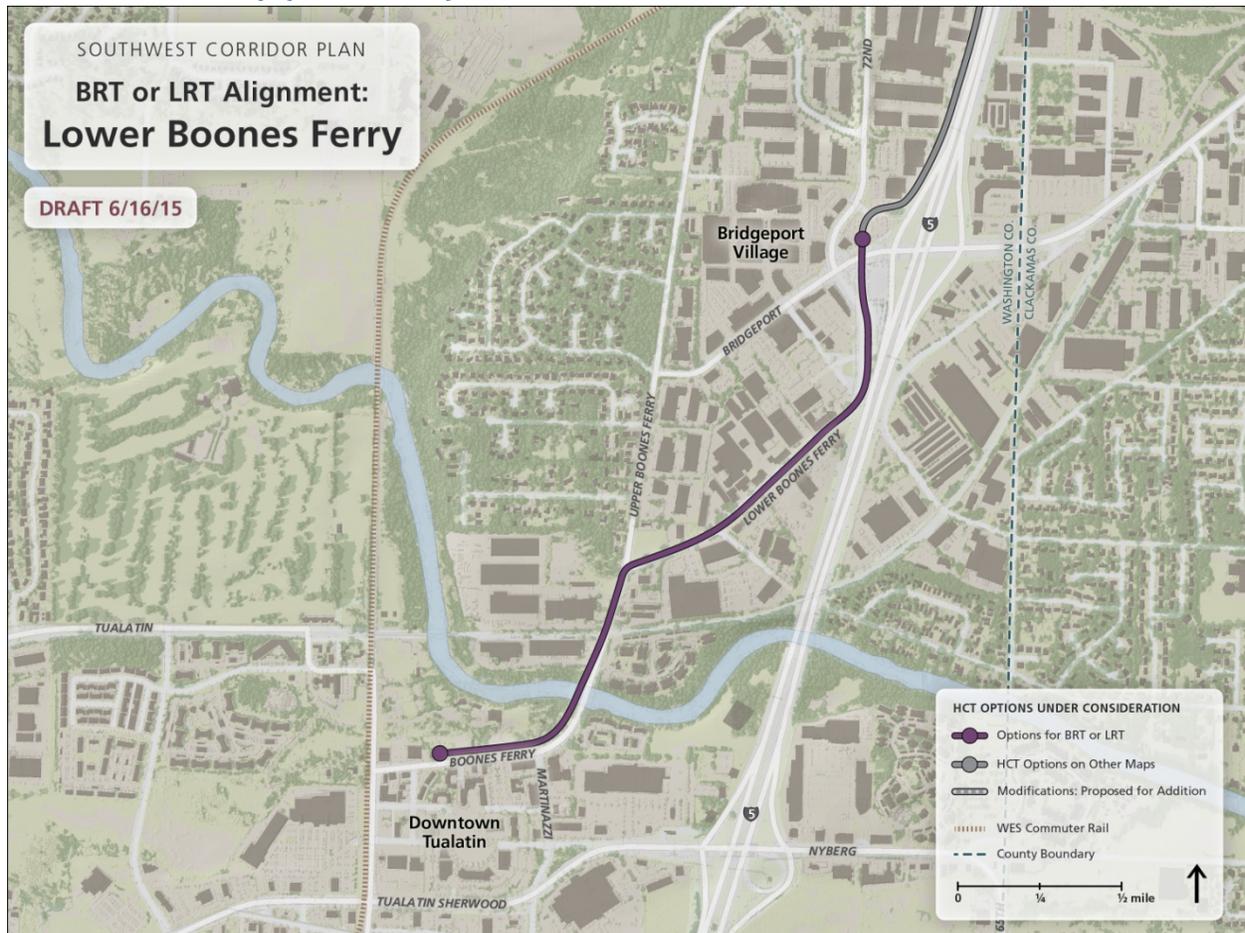
While selection of a terminus other than downtown Tualatin would remove from consideration both HCT options addressed in this document, the Southwest Corridor Plan would continue to consider ways to improve transit connectivity in the southern portion of the corridor. For example, the new 97 local bus line, a product of the Southwest Service Enhancement Plan developed in coordination with the Southwest Corridor Plan, will connect Sherwood and Tualatin with local bus service. If the HCT terminus is not located in downtown Tualatin, line 97 would extend to the selected terminus station to the north. Other transit improvements would also be considered, such as an improved bus hub (details to be determined) in Tualatin to provide a transfer point to the line 97, rerouting of an existing bus line to provide direct service from downtown Tualatin to PCC-Sylvania and improved bus shelters for routes in the Tualatin area. Other bus lines, including lines 76 and 96, will continue to connect Tualatin to Bridgeport Village and locations to the north. In addition, the city of Tualatin would still have an HCT station if the terminus is located at Bridgeport Village, which would also retain the potential for future HCT access to downtown Tualatin.

## Tualatin HCT alignment option descriptions

There are two HCT alignments in the Bridgeport Village to downtown Tualatin area. A number of other HCT alignment options were removed from further consideration by the Steering Committee in April and June 2014. More information on these options may be found on the Southwest Corridor Plan website: <http://www.oregonmetro.gov/public-projects/southwest-corridor-plan/project-library>.

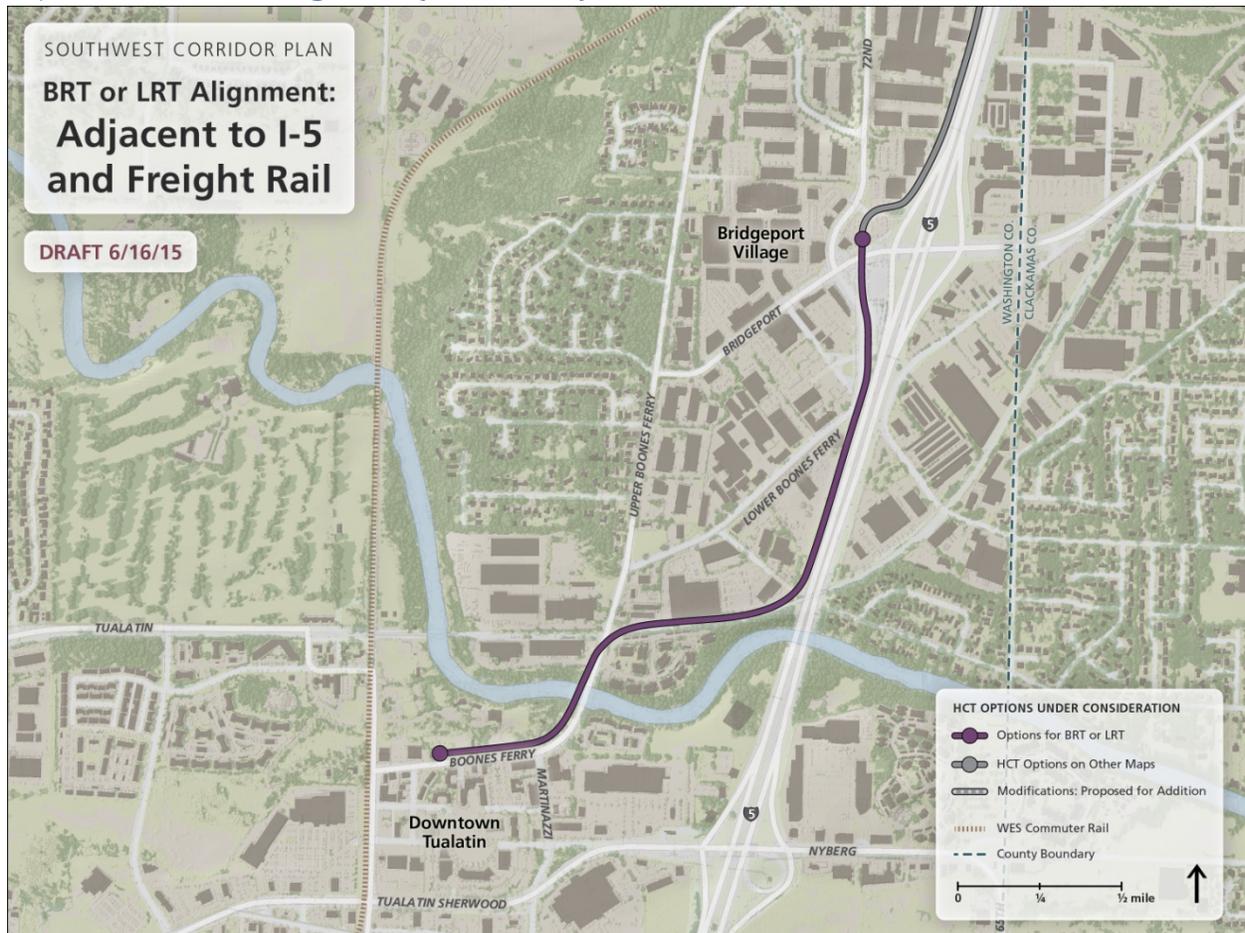


### Lower Boones Ferry (BRT or LRT)



The Lower Boones Ferry center-running option would drop dedicated transit lanes into the center of SW Lower Boones Ferry Road from an elevated station astride Bridgeport Road. Existing vehicle travel lanes would be reconstructed on the outside of the transit lanes and left turn pockets would be provided at regular intervals at new signalized intersections to allow left turns and U-turns. HCT would cross above the UPRR freight rail tracks and the Tualatin River on a new structure just west of the existing SW Boones Ferry Road auto bridge. A terminus station would be located north of Boones Ferry Road.

### Adjacent to I-5 and freight rail (BRT or LRT)



The Adjacent to I-5 and Freight Rail alignment option would extend HCT south from an elevated Bridgeport Village station immediately to the west of I-5, then turn west to run alongside the Portland Western freight rail tracks. At Boones Ferry Road, HCT would be grade separated on a new structure crossing above both the rail tracks and the road. The structure would continue across the Tualatin River parallel to the existing Boones Ferry auto bridge. A terminus station would be located north of Boones Ferry Road.

### Roadway, pedestrian and bicycle projects

Both options include a range of roadway, pedestrian and bicycle improvements to better connect the corridor to the surrounding neighborhoods. The specific improvements would vary depending on the alignment and multi-modal needs. Maps and lists of potential roadway, pedestrian and bicycle projects that would accompany HCT alignments in the Bridgeport Village to downtown Tualatin area are included in **Appendix B**.

## Bridgeport Village to Tualatin analysis and findings

### Transit performance

Key considerations:

- What are the tradeoffs to consider between the transit performance of the two alignment options?

Key findings:

- The two alignment options would have nearly equal travel times and identical station locations, so there is no measurable difference in transit performance.

**All model results at this time should be considered preliminary as refinements of HCT options, traffic analyses and local bus service assumptions will necessitate updated modeling throughout the DEIS process.**

Separate model runs for the two options between under consideration between Bridgeport Village and downtown Tualatin were not performed because the alignments are very similar and have identical station locations, so the projected ridership would be nearly equal. Model runs producing the outputs described below included the Lower Boones Ferry option.

### *Travel time and reliability*

Travel time between downtown Portland and downtown Tualatin would be 31 minutes by LRT or 34 minutes by BRT. BRT travel times could be impacted by its operational frequencies (see mode considerations below). The entire alignment between downtown Tigard and the Tualatin terminus would operate in exclusive right-of-way for either LRT or BRT, so both options would provide similar service reliability. If the adjacent to I-5 and freight rail option is chosen, the entire alignment between downtown Tigard and the Tualatin terminus would be outside of roadways. The Lower Boones Ferry option would feature a center-running HCT alignment in the roadway.

### *Corridor line and system ridership*

Future transit ridership forecasts are largely determined by the speed of the service relative to competing modes and by the numbers of households and jobs it serves. Ridership is expressed in two ways:

- **Line ridership** measures the number of daily riders on the specific HCT line between the terminus and downtown Portland—this includes both new transit riders and those who would ride local buses in a no-build scenario (without the HCT project).
- **Change in system transit trips** measures the growth of total transit system ridership in the entire transit service area with implementation of the proposed project compared to a no-build alternative—this isolates new transit riders only. While shifts of modeled riders from local buses to HCT service indicate benefits from improved accessibility gained with a project, new riders represent shifts in mode, usually from autos to transit, that are more likely to benefit the transportation system as a whole.

All measures are for forecast year 2035. Station ons and offs is another measure of ridership, but does not apply since the alignment options in Tualatin use the same stations.

Average weekday line ridership in 2035 would be 43,500 with LRT or 30,800 with BRT. LRT would attract 15,700 new transit riders and BRT would attract 8,400 new riders. As modeled, the BRT service frequencies would not be sufficient to accommodate demand. With more vehicles in service to meet the demand, both ridership and operating costs would increase.

#### *Bridgeport Village to Tualatin mode considerations*

**Appendix C** includes a general discussion of differences between BRT and LRT modes and their corridor-wide impacts. This section addresses issues particular to the Bridgeport Village to downtown Tualatin area.

Because of differences in carrying capacities, more BRT vehicles than LRT vehicles would be needed to carry an equivalent passenger load (see Appendix C). The projected 2035 demand in the northern section of the Southwest Corridor HCT alignment (north from Tigard Transit Center) would require up to 23 BRT vehicles per hour in the peak, while LRT would require 10 vehicles per hour. Between Tigard and Tualatin, projections indicate nine hourly vehicles would be required for BRT and four hourly vehicles for LRT to accommodate peak loads. HCT service could be designed to provide more frequency in the northern portion of the corridor compared to the southern portion to accommodate the peak demand point.

High service frequencies can affect the amount of signal priority permitted to the HCT service and could result in slower travel times for BRT than initially assumed. Even if the alignment were to have less frequent service in the south than in the northern corridor, signal priority reductions anywhere in the alignment would affect travel times and reliability throughout the entire route. Impacts to local traffic would also be more likely with BRT due to the more frequent service.

### **Community development**

Key considerations:

- Can the proposed station locations improve access to pedestrians and bicyclists in a way that will generate meaningful ridership?

Key findings:

- The options would have the same station locations, so both have the same access and redevelopment potential. Access to the proposed stations from the surrounding land uses will need to be improved to maximize ridership and community development.

#### *Accessibility*

The two alignment choices between Bridgeport Village and downtown Tualatin are relatively short and do not have a noticeable difference in terms of access to the HCT line. The alignment choices have the same station locations, so access would be identical.

The Bridgeport Village station is well positioned to access the large existing retail destination, but pedestrian and bike access from the east would be constrained by the interchange at I-5 and SW Bridgeport Road. Although Bridgeport Village offers great ridership potential, consideration should be given to strengthening the connections to properties east of I-5. The pedestrian environment in this area is not inviting and may discourage pedestrian/bike trips from the eastern side of I-5. Such improvements are not included in any identified Shared Investment Strategy (SIS) projects, and therefore should be developed and implemented as part of the Southwest Corridor Plan.

The current location of the downtown Tualatin station is on the north side of SW Boones Ferry Road. This means that the proposed station will not stop in the heart of downtown, but on the outer edge. Particular attention should be paid to enhancing connections from the station to the retail and institutional uses in downtown that would be attractive to system riders. Such improvements are not included in any identified Shared Investment Strategy (SIS) projects, and therefore should be developed and implemented as part of the Southwest Corridor Plan.

#### *Redevelopment potential*

Since the station locations are the same between the two options, redevelopment potential would be identical.

#### *Support of local land use plans*

The City of Tualatin completed and adopted the *Linking Tualatin Plan* in 2013, amending the Tualatin Development Code to allow for greater flexibility to support transit use. The alignment options would use the same stations at Bridgeport Village and in downtown Tualatin, and would both support the *Linking Tualatin Plan*, which is intended to create “transit ready places” that would benefit from and support future transit use.

#### **Mobility**

Key considerations:

- Can high capacity transit be designed to minimize negative impacts to auto, freight, bicycle and pedestrian mobility and access?
- Do the alignment options have differences in the level of mobility benefit or impact?

Key findings:

- The Lower Boones Ferry alignment would overlap with a regional freight route and impose limits on left turns into properties, while the adjacent to I-5 and freight rail option avoids these impacts.
- Neither alignment option would result in major mobility impacts for motor vehicles, pedestrians, or bicyclists.

#### *Motor vehicle and freight mobility*

The Lower Boones Ferry alignment would run within the center of SW Lower Boones Ferry Road, which is a regional freight connector and local truck route. The transitway and elevated structures would be designed to accommodate freight trucks, including appropriate vertical and horizontal clearances. The

## Tualatin Key Issues – October 15, 2015

Adjacent to I-5 and freight rail alignment would be completely separated from the Lower Boones Ferry roadway, avoiding all freight route overlap.

The initial traffic analysis analyzed the impact of the transit alignment, but not a potential park and ride; further work is underway to do so. Both alignment options largely avoid traffic interaction due to a separate transitway separate from road lanes, and therefore would result in minimal impacts to motor vehicle traffic. The traffic analysis evaluated whether three critical intersections in the area would meet the regional and statewide motor vehicle mobility target. The analysis considered traffic volumes and patterns both with and without HCT in the year 2035.

The analysis found that these intersections would meet the performance target in 2035 both with and without HCT running on one of the Tualatin alignments (Build and No Build, respectively). Additional work regarding the park and ride at Bridgeport Village is underway. Preliminary findings are that all intersections including the I-205 ramp terminals meet mobility targets for the No Build and Build scenarios, but that the freeway ramp metering results in significant delay and queuing on surface streets. Consideration of the operation of the ramp meters and available vehicle storage will likely need to be resolved with Oregon Department of Transportation, the operator of the ramp metering system.

<i>Intersection</i>	<i>Meets motor vehicle performance target?*</i>	
	<i>2035 No-Build</i>	<i>2035 Build</i>
Upper Boones Ferry & Lower Boones Ferry	Yes	Yes
Martinazzi & Boones Ferry	Yes	Yes
Martinazzi & Tualatin-Sherwood	Yes	Yes

\* Within permitted margin of accuracy

Source: *Final SW Corridor Traffic Analysis and Operations Memorandum, DKS, July 29, 2014*

### *Pedestrians and bicycles*

Neither alignment would result in a real change to the existing walking or bicycling environment. The Lower Boones Ferry alignment would run in the center of Lower Boones Ferry Road, which already has sidewalks and bicycle lanes. This alignment would widen the roadway and replace the sidewalks and bicycle lanes, but would not provide any new facilities.

The Adjacent to I-5 and freight rail alignment would be located away from the roadway, and the existing sidewalks and bicycle lanes would remain.

### *Safety*

The Lower Boones Ferry alignment would be center-running along a portion of Lower Boones Ferry Road. The addition of a raised median would be expected to result in some minor safety benefit to pedestrians and bicyclists crossing the roadway. Traffic analysis will be needed to determine the operational and safety impacts to the signals on Lower Boones Ferry Road of allowing u-turns.

The Adjacent to I-5 and freight rail alignment would be located away from the roadway, which would remain unchanged.

*Property Access*

The Lower Boones Ferry alignment would be center-running along a portion of Lower Boones Ferry Road, requiring the limiting of left-turn access to adjacent properties. The Adjacent to I-5 and freight rail alignment would be completely separated from traffic except for at-grade street crossings, resulting in no changes to property access.

**Cost Estimates**

Key considerations:

- Are the tradeoffs clear between cost and other factors such as reliability, safety, access and community development opportunities?
- How does cost impact the length of the final HCT alignment?

Key findings:

- For LRT, the Lower Boones Ferry option would cost \$5M more than the Adjacent to I-5 and freight rail option in 2014 dollars.

Current cost estimates for corridor HCT alignments are based on conceptual designs. Estimates will continue to be refined during the DEIS process as options are narrowed and designs progress, but are useful now in demonstrating the relative differences between current options. **All figures are in year 2014 dollars, and exclude escalation and finance costs.** Cost estimates are not yet complete for all modes, options, and segments; estimates will be updated and reported as the project progresses.

*Corridor-wide costs*

Current estimates for an LRT alignment from downtown Portland to Tualatin range from \$1.7B to \$2.4B.<sup>1</sup> This range includes an option for a light rail tunnel connection to PCC-Sylvania. BRT cost estimates are under development, and should be available in the Evaluation Report to be released in October 2015. The region's funding capacity will impact the final HCT alignment choices and associated projects.

*Bridgeport Village to Tualatin area costs*

Currently for the Bridgeport Village to Tualatin area, cost estimates are available for LRT options only. BRT cost estimates are under development, and should be available in the Evaluation Report to be released in October 2015. The two options differ by under \$5M in 2014 dollars, with the Lower Boones option costing more than the adjacent to I-5 and freight rail option.

*Operating cost*

Operating costs are influenced in large part by the total travel time along an alignment and the frequency of service provided. Both options would have almost identical travel time and the same service frequency, and as a result no notable difference in operating cost.

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<sup>1</sup> These are the latest construction cost estimates, updated since the release of the Tigard Key Issues memo.

### Engineering complexity and risk

Key considerations:

- Complexity and risk add cost to the project and could result in the cost and schedule overruns.
- What aspects of each alignment add complexity to the project?
- What aspects of each alignment option present noteworthy risk?

Key findings:

- Both options are similar in complexity and risk

The two options do not pose significant differences in complexity and risk. Both options include grade changes and curves that would result in slow travel (25 mph). Each option would require construction of elevated or raised structures, which increase engineering complexity and risk. The impact of the complexity and risk on project cost and schedule is unknown at this time. The degree of complexity and risk is considered similar for the two alignment options.

For the Lower Boones Ferry option, the height of the alignment at the Bridgeport Village station over Bridgeport Road and resulting grade of the elevated transit way would limit where the alignment could land in the Lower Boones Ferry roadway.

The adjacent to I-5 and freight rail option would require 3,000 feet of retained fill along I-5 and for the approach to the bridge that would carry HCT over the freight rail, Lower Boones Ferry Road, and the Tualatin River. The design of this option also assumes a 25-foot setback from the existing freight rail, which would require negotiations with the railroad.

### Community impacts

Key considerations:

- How would the construction of each alignment impact the area and its residents?

Key findings:

- The Lower Boones Ferry alignment would impact properties but not buildings north of the Tualatin River.
- The adjacent to I-5 and freight rail alignment would require expansion of the existing railroad right-of-way; buildings that appear in or adjacent to the railroad right-of-way could be impacted.
- South of the Tualatin River, residential and commercial properties would likely be impacted at the downtown terminus.

Since the options under consideration have identical station locations, there is no difference in the access they provide to non-white, non-English speaking, low-income, and senior populations. For the same reason, access to services does not differ between the options.

The options under consideration would have different impacts to adjacent private properties. In many cases, property impacts are limited to only a narrow strip of area needed to widen the roadway and sidewalks. In other cases, temporary construction easements may be all that is needed to allow for

construction of new roadway and sidewalks. In extreme cases, large or complete acquisitions may be necessary when impacts to buildings or other major infrastructure are unavoidable.

### *Lower Boones Ferry*

This alignment would require expansion of the Lower Boones Ferry Road right-of-way, generally resulting in impacts to the frontages of properties, including landscape areas, driveways, and parking. It appears that no buildings would be impacted between Bridgeport Village and the Tualatin River crossing.

Single family, multi-family, and commercial properties around the downtown Tualatin terminus station would be impacted by the alignment, although the details of the impacts cannot be determined until detailed alignment and station designs are prepared. The city-owned parking lot north of Boones Ferry Road would be reconfigured, although it may be possible to avoid or minimize loss of parking spaces. A park and ride facility would not be located at the downtown terminus station. If BRT is selected as the HCT mode, the downtown Tualatin terminus station would impact fewer properties, although property acquisition may still be required, and would not affect the city-owned parking lot.

### *Adjacent to I-5 & Freight Rail*

This alignment would require expansion of the existing railroad right-of-way, generally resulting in impacts to the landscape and parking configuration along the back edge of the properties. Building impacts have yet to be field verified. Some buildings appear to be in the railroad right-of-way, which may require substandard clearances or building impacts.

This alignment would require coordination with ODOT regarding potential future I-5 lane expansion and the P&W Railroad regarding setbacks from the railroad. If P&W requires setbacks greater than 25 feet, substantial building impacts would occur.

South of the Tualatin River and around a downtown terminus station, this option would have the same property impacts as the Lower Boones Ferry option.

## Next steps

This Key Issues Memo formally introduces to decision-makers and the public information relevant to a decision on high capacity transit alignments in Tualatin. Between October and December 2015, project staff will present information on alignments in Tualatin and other Southwest Corridor Plan issues and invite public comment at meetings and online. An updated calendar can be found on our website:

<http://www.oregonmetro.gov/public-projects/southwest-corridor-plan>

Upcoming staff reports and Steering Committee review of Southwest Corridor issues that affect Tualatin include:

**October 2015:** Project staff will release a technical evaluation report that will include assessments of HCT alignment options in Tigard and Tualatin, and a memo on HCT terminus options.

**November 2015:** Project staff will release their recommendations on which HCT alignments in Tigard and Tualatin to further study and which to remove from further consideration. Public input will be solicited on the staff recommendations.

**December 2015:** The Steering Committee is scheduled to make recommendations for public review on which HCT alignment in Tualatin—or neither—to continue studying, as well as the preferred travel mode and terminus. The Steering Committee will also review and discuss the list of corridor connection projects defined in the Shared Investment Strategy and the funding strategy for those projects.

## Appendices

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**Appendix A:** Anticipated major project documents and estimated dates of completion

**Appendix B:** Shared Investment Strategy roadway and active transportation projects

**Appendix C:** Corridor-wide mode considerations

**Appendix D:** Demographic maps

## Appendix A: Anticipated major project documents and estimated dates of completion

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### **December Steering Committee decision:** remaining HCT alignments and terminus

- Key Issue Memos:
  - Tigard – September 4, 2015
  - Tualatin – October 15, 2015
- Technical modifications memo: Central Barbur area – October 15, 2015
- Draft Evaluation Report, Part 2 – October 15, 2015
- HCT terminus options memo – November 2015
- Recommendation Report 2: Tigard, Tualatin, terminus – November 2015

### **February Steering Committee decision:** mode and PCC light rail tunnel, SIS projects funding strategy, land use and development strategy

- HCT mode – December 2015
- PCC Sylvania connection options update – December 2015
- Recommendation Report 3: mode, PCC tunnel – January 2015
- Draft funding strategy for Shared Investment Strategy roadway, bike and pedestrian projects – December or January
- Draft land use and development strategy – December or January

## Appendix B: Shared Investment Strategy roadway and active transportation projects

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The information in this appendix will be further developed and presented as a stand-alone document.

The Shared Investment Strategy (SIS) Roadway and Active Transportation Project List includes projects that improve access to both key places in the corridor and to the high capacity transit (HCT) alignments currently under consideration:

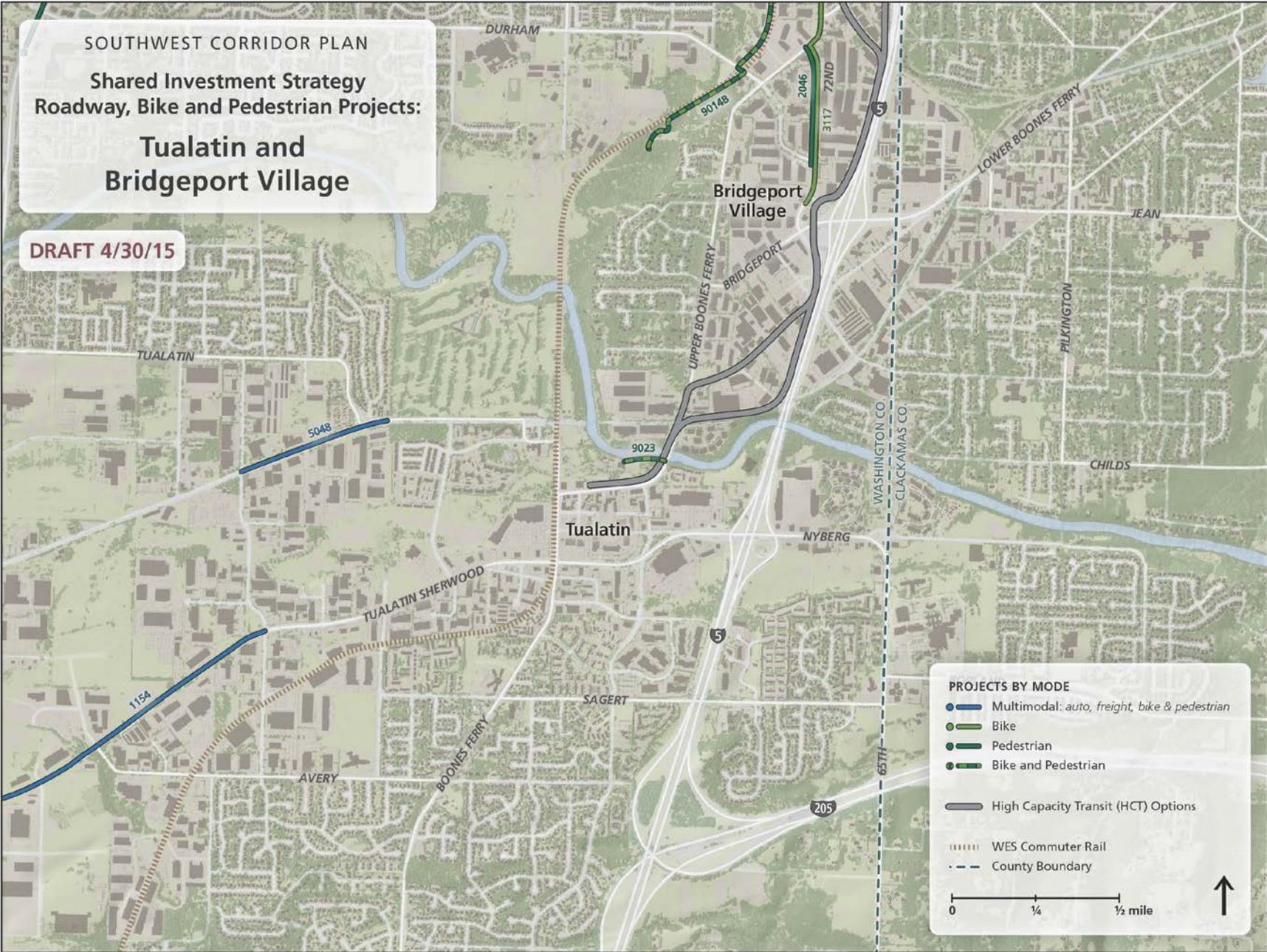
- **HCT-supportive projects** are roadway, bikeway and pedestrian projects that were initially identified in the SIS in July 2013, and then were further refined in July 2014 as the HCT alignments were narrowed. These projects either run along the HCT alignment (and would be incorporated into HCT designs and cost estimates) or improve access to station areas.
- **Corridor Connections** are roadway, bikeway and pedestrian projects that improve connectivity and mobility across the corridor, beyond the immediate geographic area of a potential HCT line. These were identified in the SIS in July 2013 as critical for the support of land use goals in essential and priority places.

Some of the projects identified as HCT-supportive are also critical land use supportive projects, and will remain on the SIS Roadway and Active Transportation Project List as Corridor Connections projects if their associated HCT station or alignments are removed from consideration. Other HCT-supportive projects that do not support key land uses will be removed from the SIS project list as their associated HCT alignments or stations are removed from consideration.

For all projects on the SIS Roadway and Active Transportation Project List, potential funding sources will be identified. For HCT-supportive projects, one potential funding approach will be as part of the HCT package, but other potential funding sources will be identified for each project to support their implementation whether as part of a transit project or as a standalone project. Some of the projects will require traffic analysis and evaluation of other impacts prior to project partner support for implementation.

The following map and table show both the HCT-supportive and Corridor Connections projects in the Downtown Tualatin and Bridgeport Village area. There are additional SIS projects located elsewhere in Tualatin not shown below.

- The HCT-supportive projects in this area would focus on improving bike and pedestrian access to potential HCT stations and along the HCT alignment.
- The Corridor Connections projects include multimodal improvements to major routes providing connections from the west toward the HCT alignment.



## Tualatin Key Issues – October 15, 2015

Project # Location/ Ownership	Title Description	Cost	Primary Mode	Primary Project Type	Notes
<b>1154</b> Tualatin Sherwood Wash. Co.	<b>Tualatin-Sherwood Rd. widening with ped/bike</b> Widen from 3 to 5 lanes with bike lanes and sidewalks from Langer Parkway to Teton Ave	\$\$\$\$	Multimodal	Corridor Connections	
<b>2046</b> Tigard	<b>72nd Avenue sidewalks: Upper Boones Ferry to Durham</b> Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	\$	Pedestrian	HCT Supportive	With HCT to Bridgeport Village: Include
<b>3117</b> Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$	Bicycle	HCT Supportive	With all HCT options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes
<b>5048</b> Tualatin	<b>Herman Rd. multimodal improvements: Teton to Tualatin</b> Improve to urban standard from Teton Ave to Tualatin Rd.	\$	Multimodal	Corridor Connections	
<b>9014B</b> Tigard	<b>Fanno Creek Trail - Tualatin River to Tigard St.</b> Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street	\$	Bicycle / Pedestrian	HCT Supportive	With HCT station at Bonita & 74th: Include from Bonita to Ashford (20%)
<b>9023</b> Tigard Tualatin	<b>Tualatin River Pathway</b> Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park	\$\$	Bicycle / Pedestrian	HCT Supportive	With HCT station in Tualatin: Include from Tualatin Senior Center east to existing trail (90%)

## Appendix C: Corridor-wide mode considerations

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The information in this appendix will be further developed and presented as a stand-alone document.

Two high capacity transit (HCT) modes are under consideration for the corridor:

- Light rail transit (LRT)
- Bus rapid transit (BRT)

### Bus Rapid Transit description

There are currently five operating LRT (or MAX) lines in the Portland area. In 2014, BRT was selected as the preferred mode for the under-development Powell-Division Transit Development Project, but to date BRT does not operate in the region. Typically, BRT is differentiated from standard bus service by several characteristics:

- Fifty percent or more of the alignment operate in dedicated transitway lanes to increase speed and reliability.
- Portions of the alignment may have queue bypass lanes, signal priority, or other design elements to speed travel.
- Vehicles are larger capacity and have multiple doors for entry and exit.
- Fare payment is made off-board to reduce dwell times.
- Stations are similar to LRT or streetcar stations, and are spaced further apart than local service bus stops for faster service.

### Capital costs

Depending on the percentage of dedicated transitway for a BRT alternative, capital costs to construct physical infrastructure are more expensive for LRT, which operates in fully dedicated transitway, in large part due to right-of-way acquisition of property required for construction. It is important that BRT planning consider the risks of “watering down” a project by deciding to operate BRT in congested roadways to avoid high capital costs or engineering complexity. This can diminish the effectiveness of BRT service as the most difficult places to attain exclusive right of way are often the places it is most needed.

Capital costs are a one-time cost shared by many partners including the federal government, which usually contributes 50% of a project’s capital cost, as well as state and local governments, municipal planning organizations, transit agencies, and other private partners.

### Operating and maintenance costs

The vehicle operator accounts for the largest share of operating costs regardless of mode. Since an LRT vehicle has greater capacity compared to a BRT vehicle (266 versus approximately 86), fewer LRT vehicles are required to carry an equivalent passenger load, making LRT less expensive to operate than BRT. SW Corridor model runs indicate that in the year 2035 the 7.5 minutes assumed peak headway

(number of minutes between vehicle arrivals) for LRT is sufficient to accommodate peak-hour, peak-direction demand. For BRT, however, the peak frequencies would need to be increased to 3 minute headways to accommodate demand. This would result in higher operating costs for BRT for the lifetime of the service. On-going operating and maintenance costs are largely locally funded.

### **Speed, service and ridership**

LRT attracts more riders than BRT. Because LRT always operates in exclusive transit lanes and because it is more likely to be granted signal priority at intersections, light rail is faster and more reliable than BRT. Stated preference surveys also show that LRT attracts more discretionary riders than BRT, due to speed advantages but also to better perceived ride quality compared to BRT.

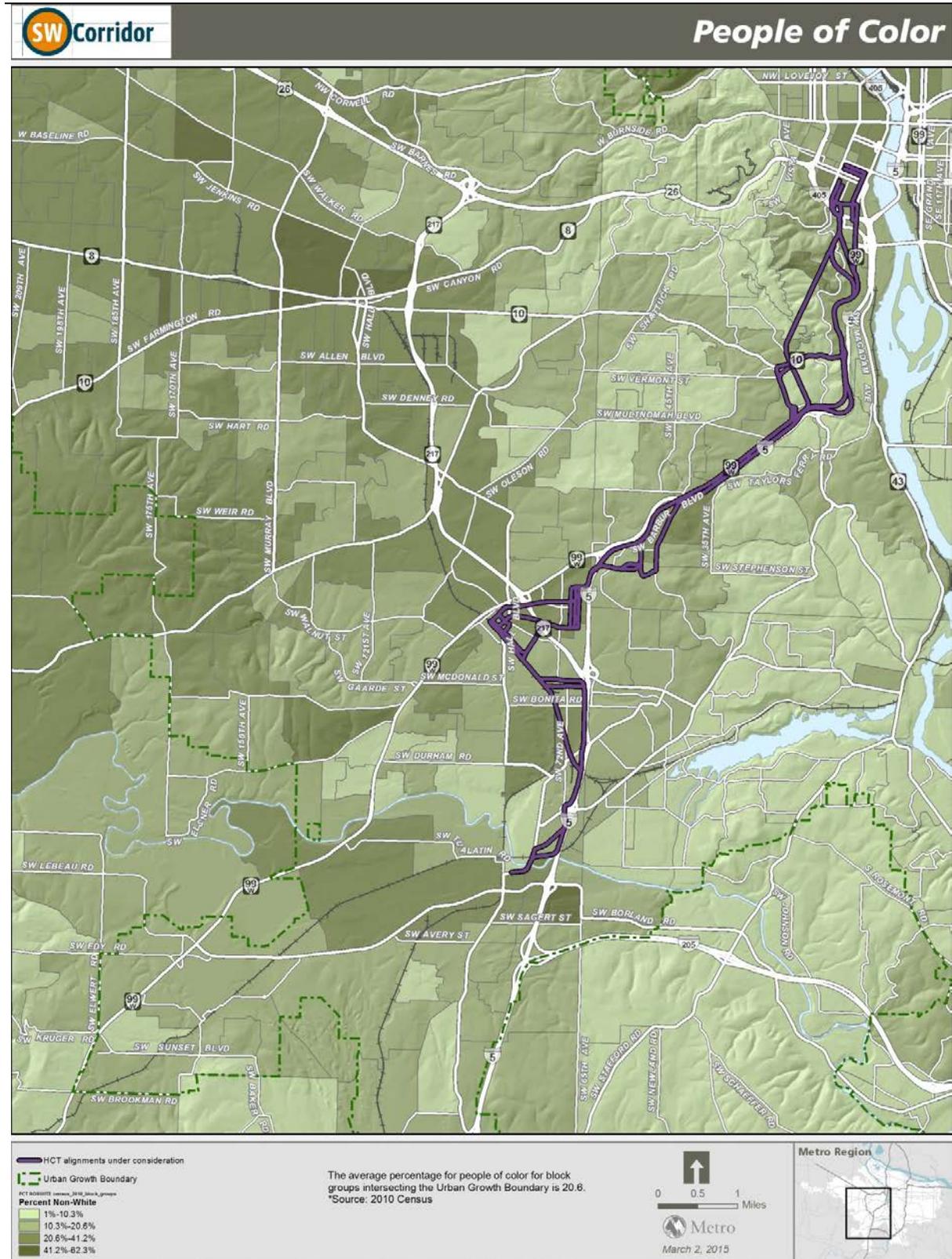
Models indicate that in 2035 the demand for HCT in the Southwest Corridor would require 20 BRT vehicles per hour in the peak, while LRT is assumed to operate with eight vehicles per hour in the peak with enough capacity still available to accommodate ridership growth beyond 2035. For BRT, growth above the projected 2035 demand would require yet more increases in service.

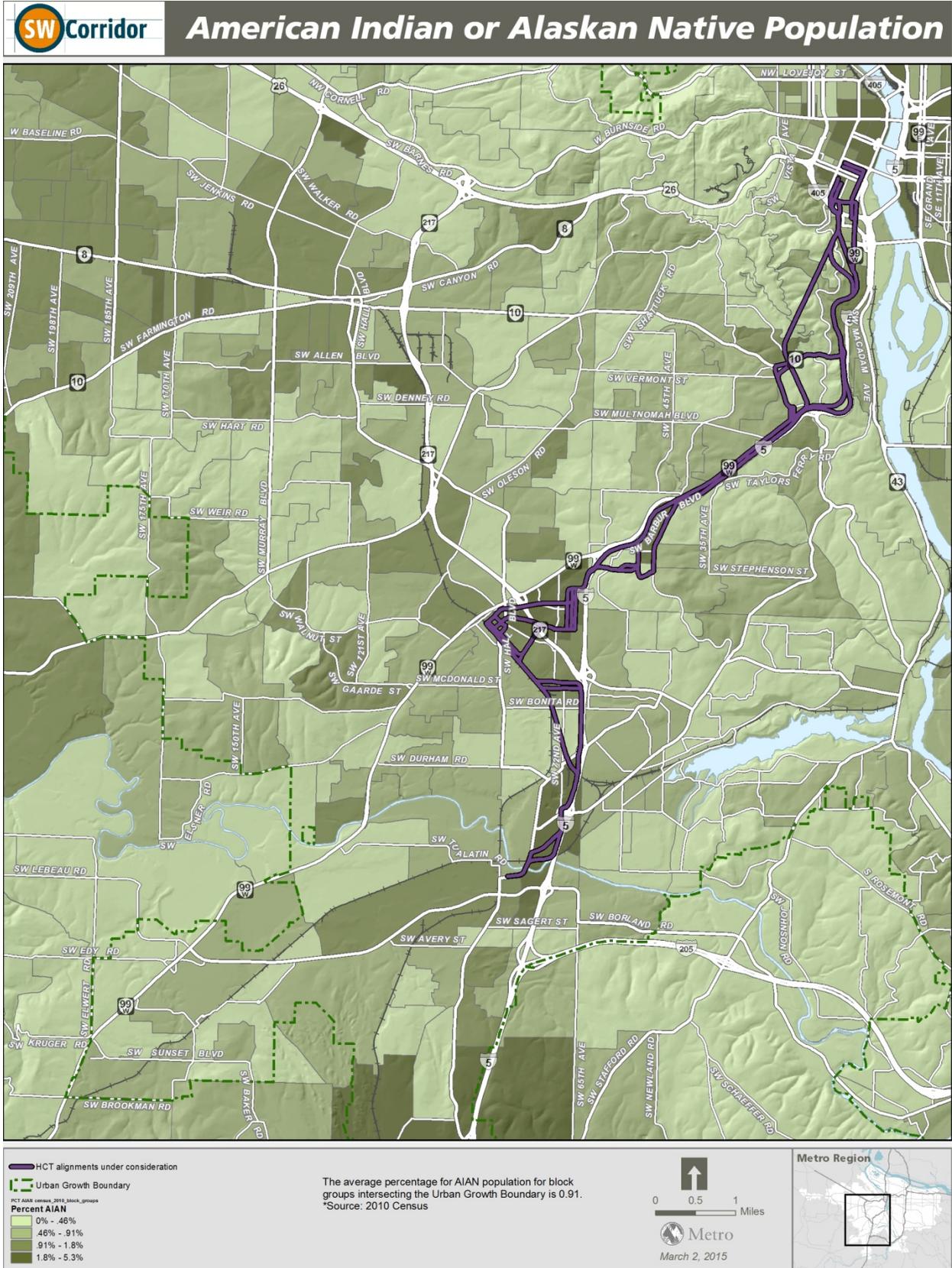
HCT service provides travel time advantages over local buses because of exclusive right of way but also because of longer distances between stations and signal priority at intersections. The high number of hourly vehicles required for BRT can be expected to diminish some of the travel time benefit from signal priority. The more frequently HCT vehicles pass through an intersection, the less likely signal priority can be given to the transit vehicles over autos. When the frequency of signal priority requests interferes with auto movement, priority for HCT vehicles is limited. It's expected that traffic would be largely unaffected by the eight LRT vehicles per hour assumed in the peak in 2035; however, the frequency required for BRT would likely prohibit full priority.

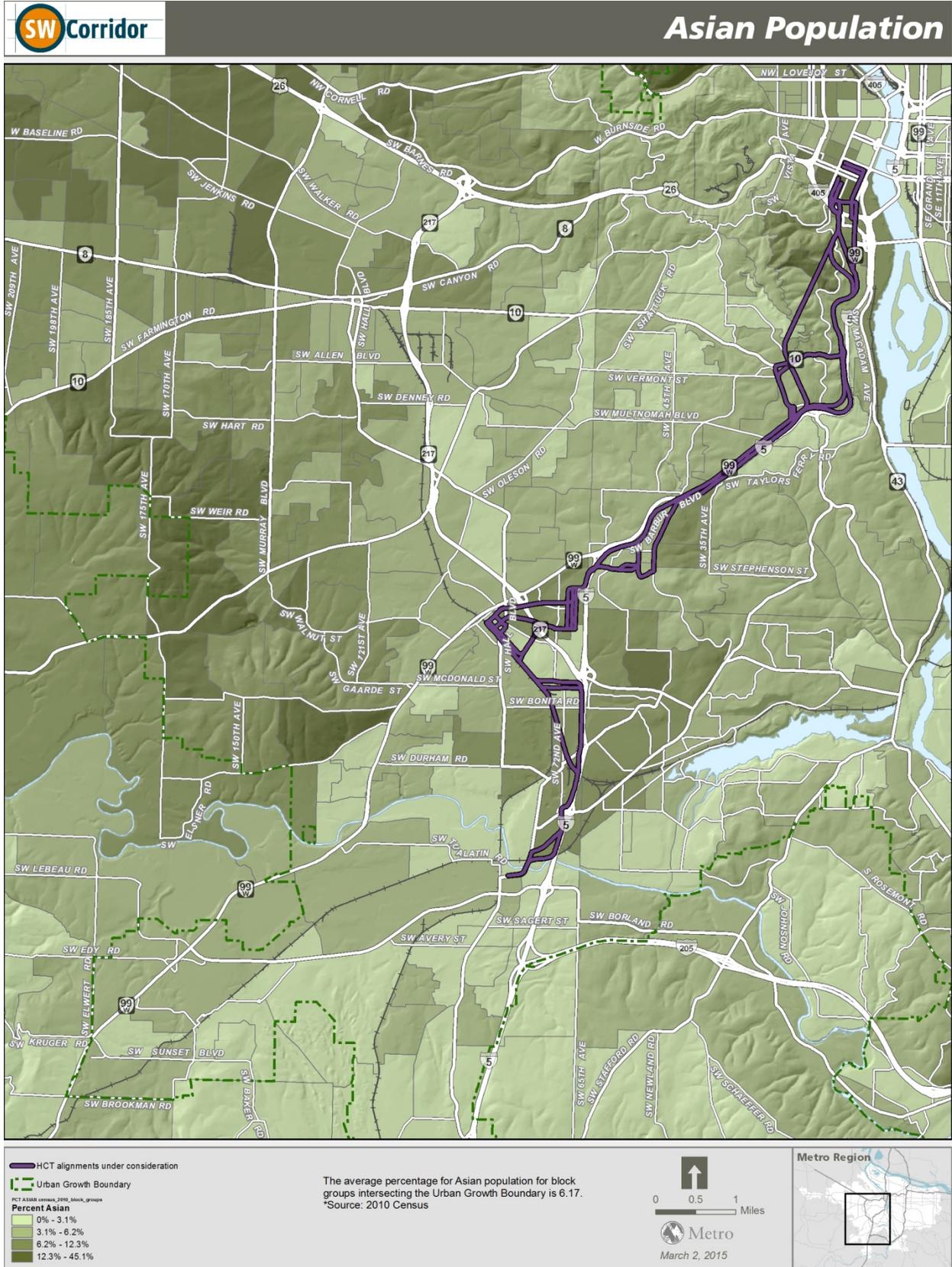
### **Development**

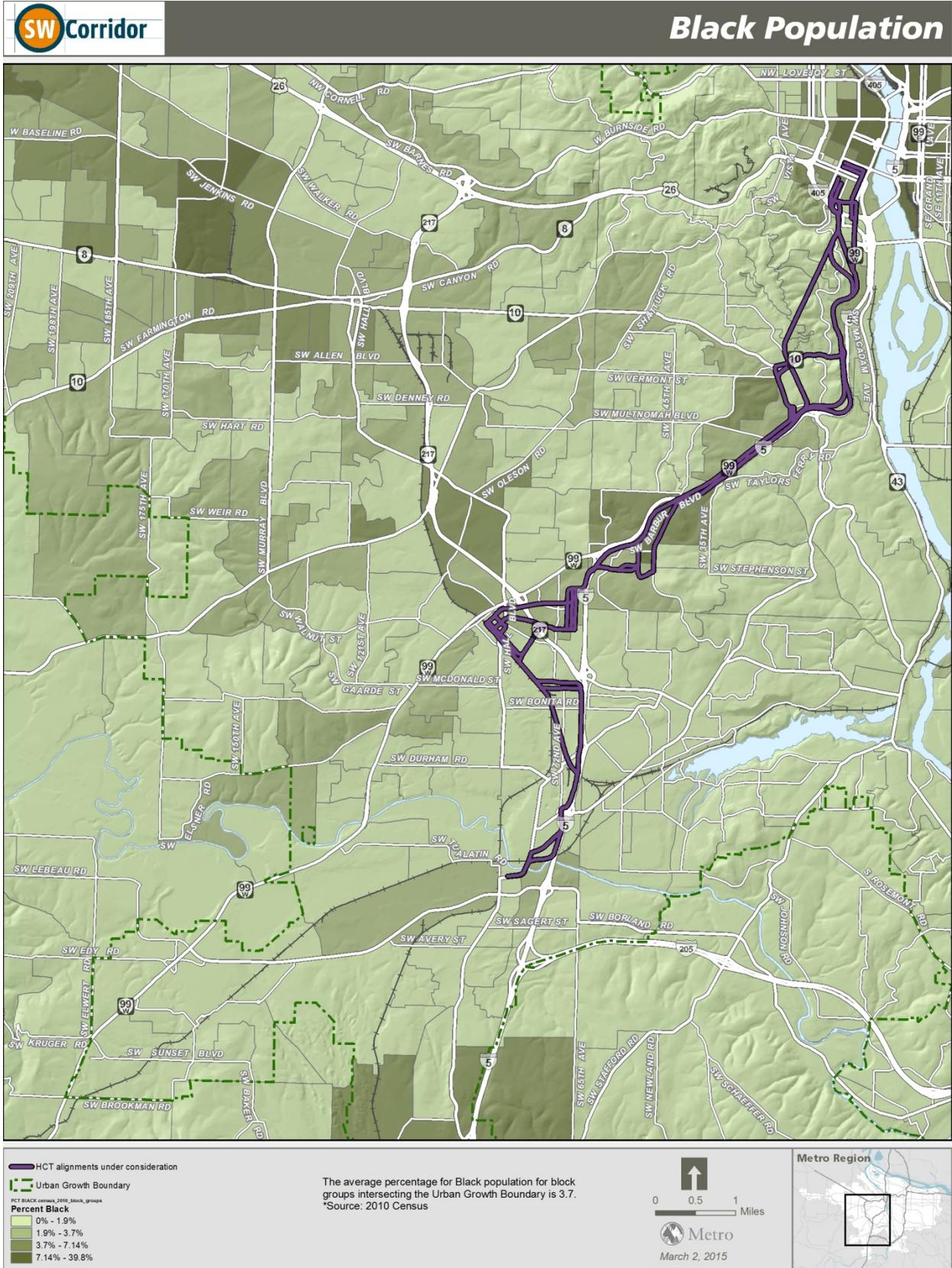
Both BRT and LRT would leverage private development investment at station areas. Available research assessing the difference in scale of development by mode is inconsistent and contradictory. Staff will address development by mode over the course of the next year.

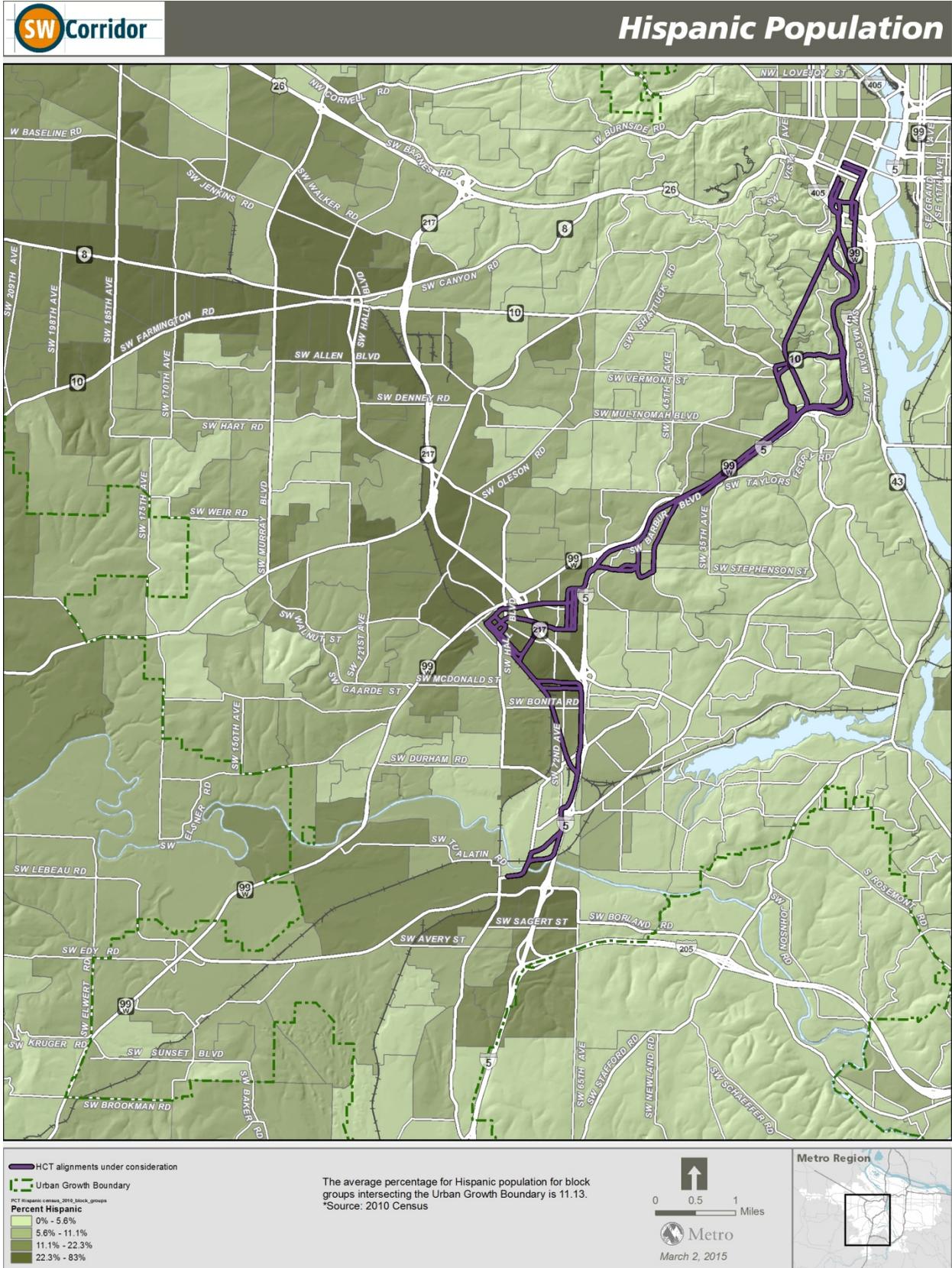
# Appendix D: Demographic maps

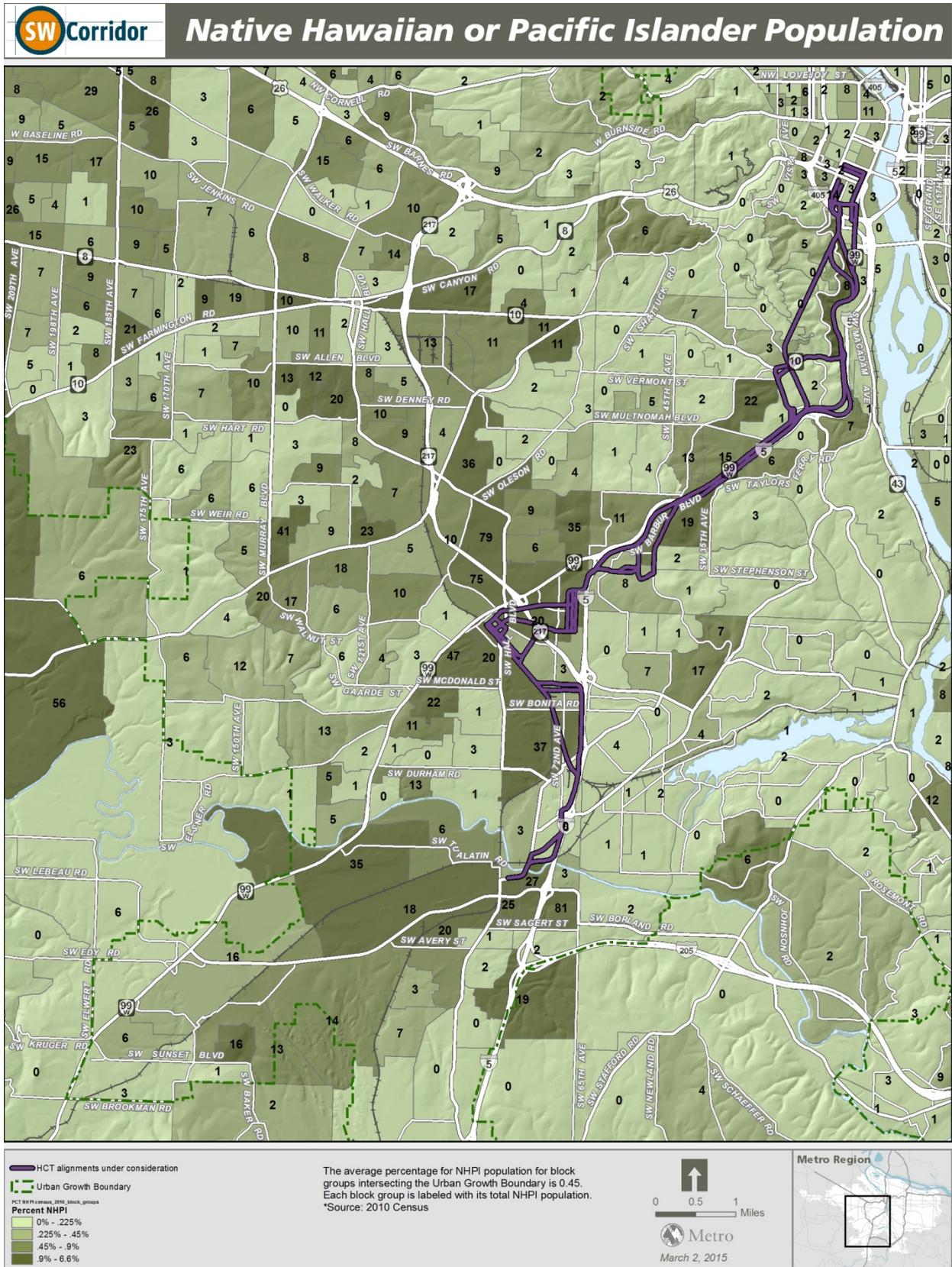


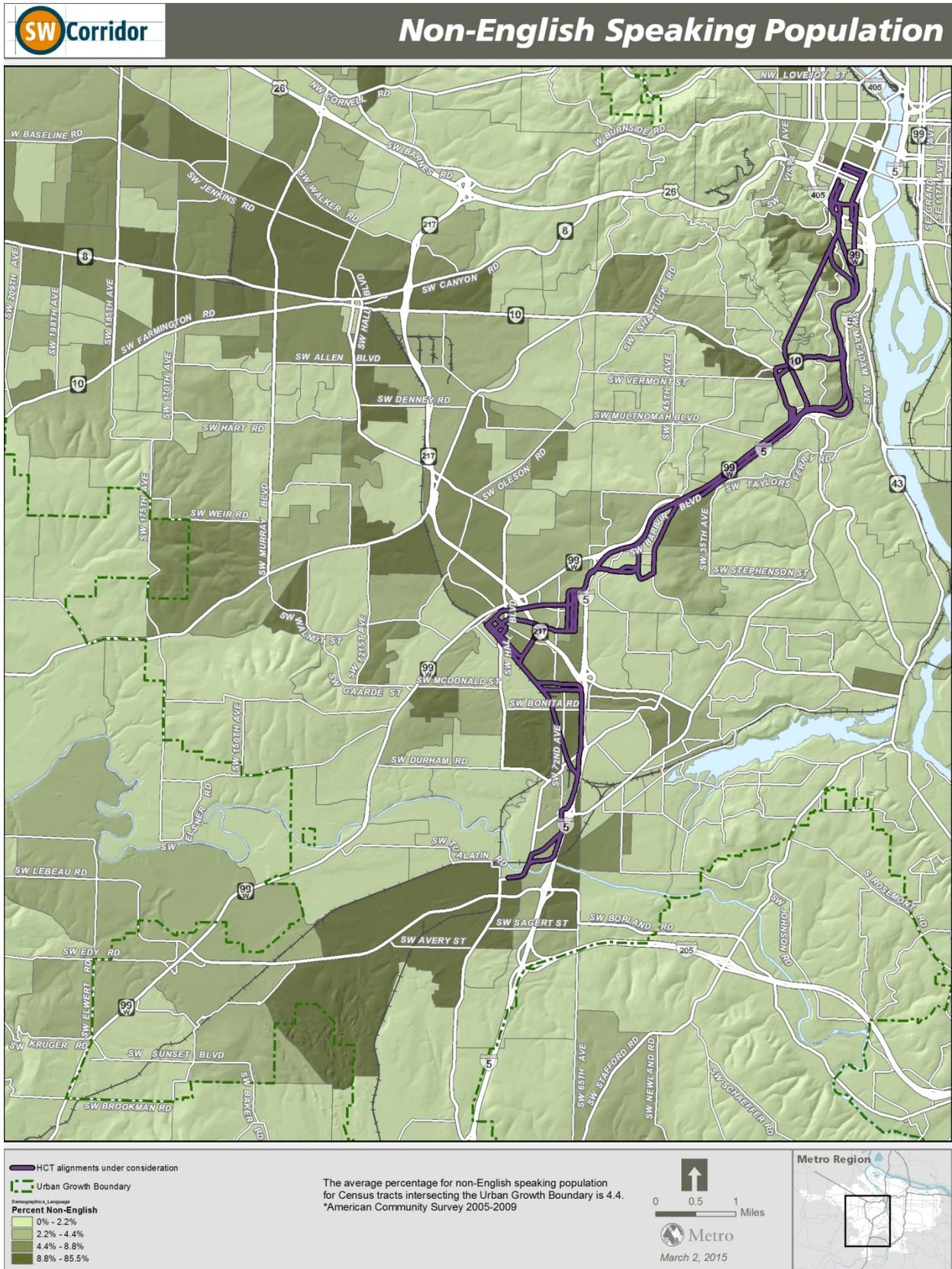


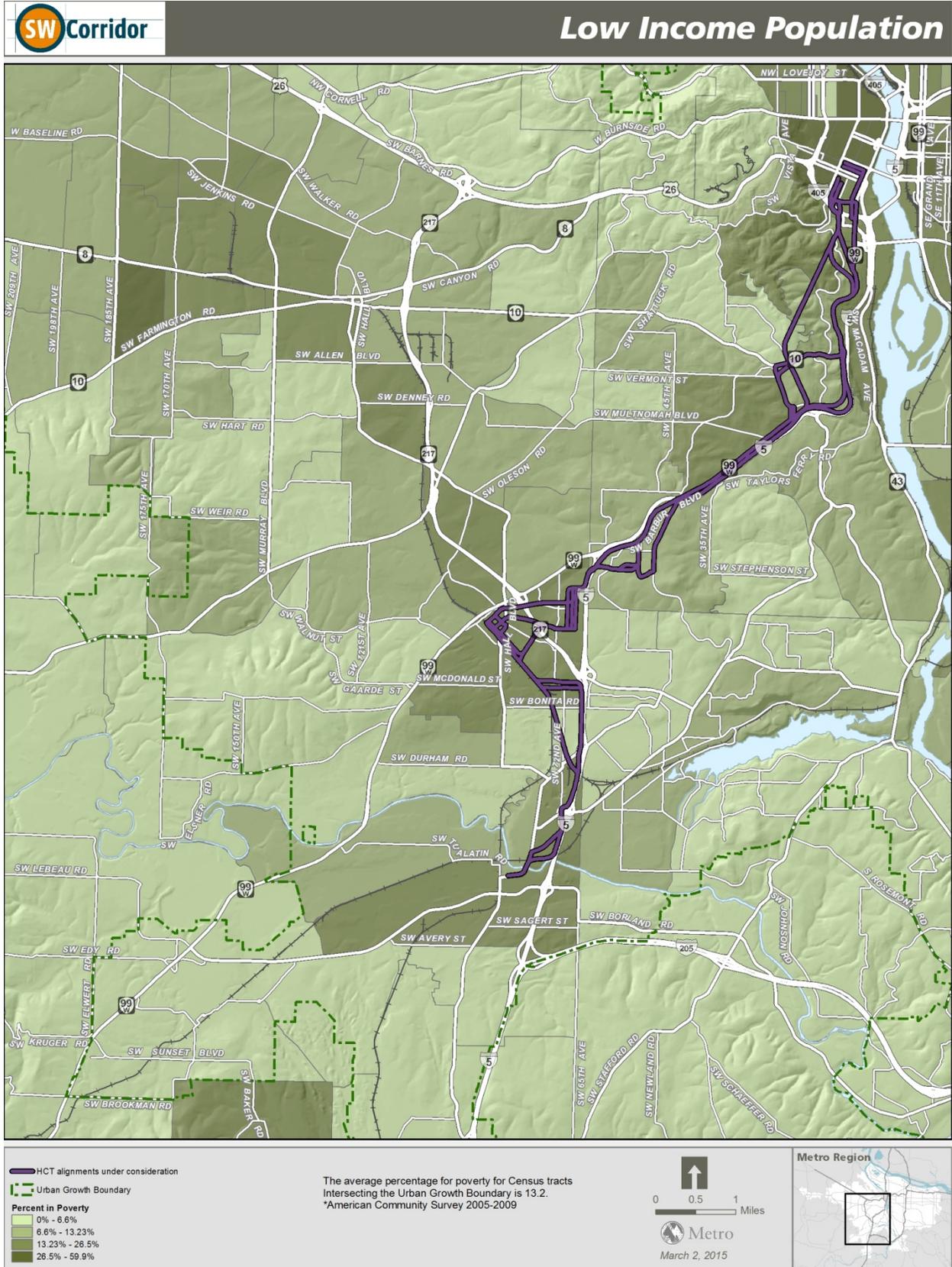


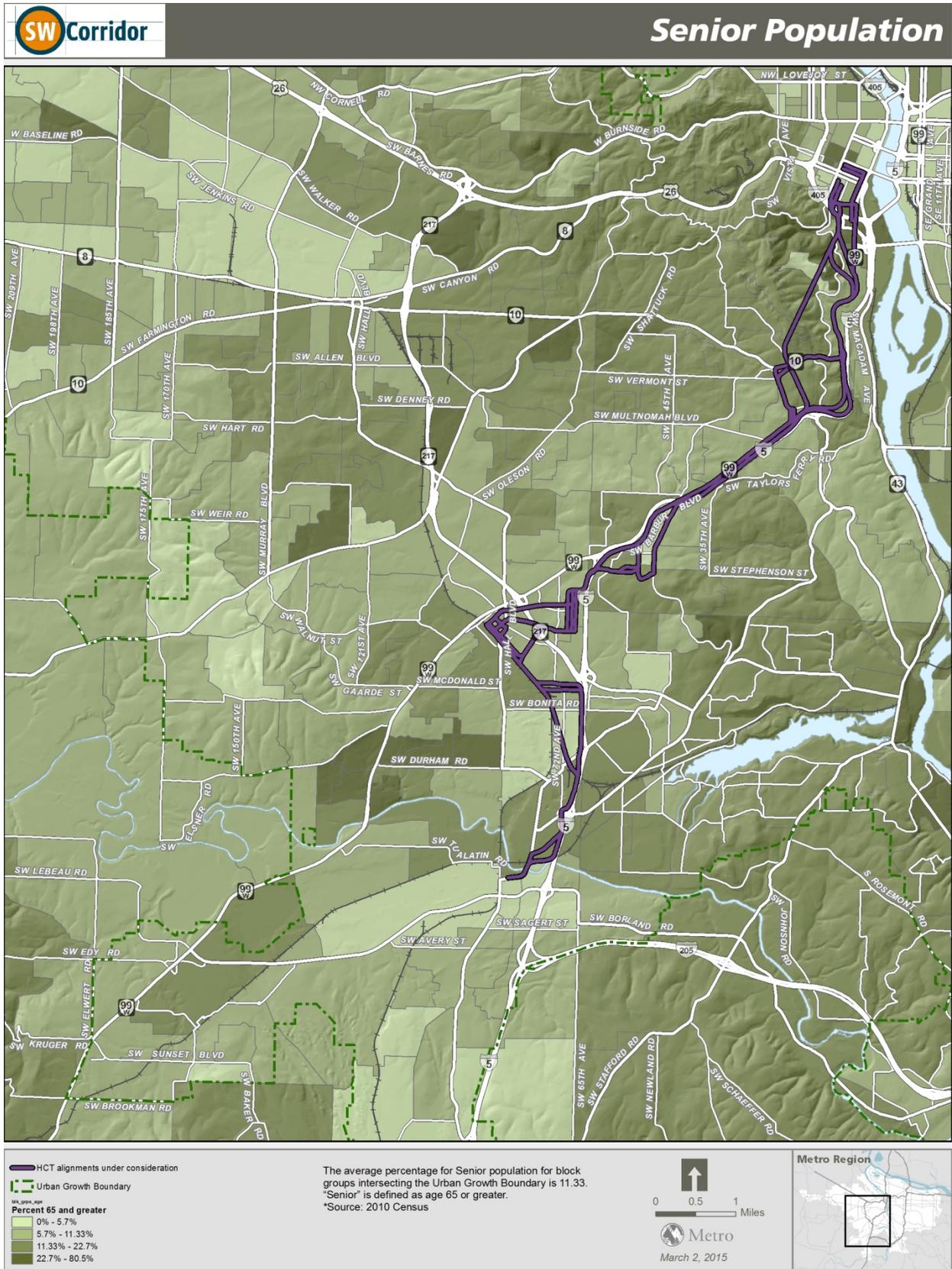




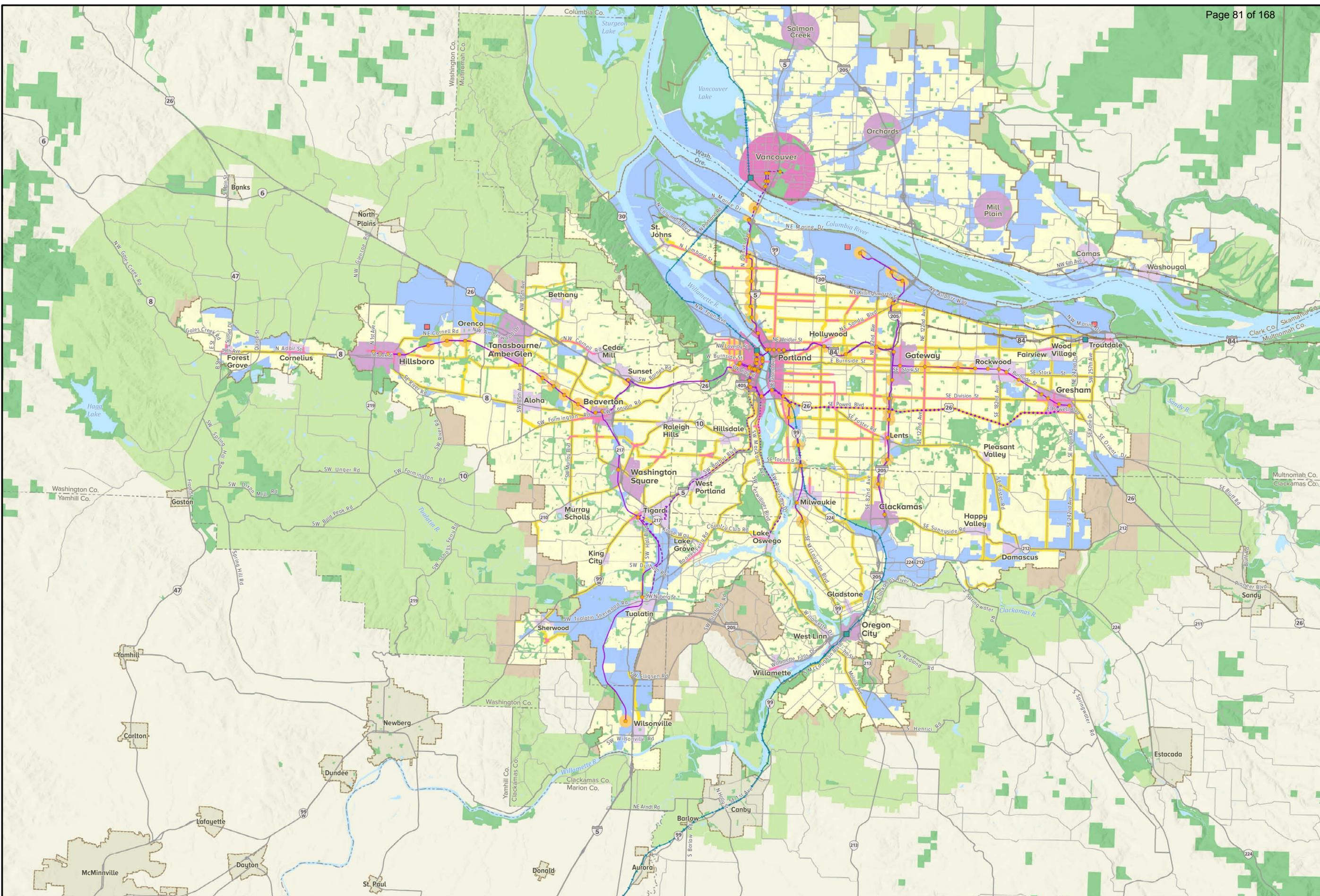






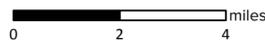


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# 2040 Growth Concept Map

September 2014



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

- Central city
- Employment land
- Existing high capacity transit
- Parks and natural areas
- Regional center
- Neighborhood
- Planned high capacity transit
- Airports
- Town center
- Rural reserve
- Proposed high capacity transit tier 1
- Intercity rail terminal
- Station communities
- Urban reserve
- Mainline freight
- Neighboring cities
- Main streets
- Urban growth boundaries
- High speed rail
- Corridors
- County boundaries



# **CITY COUNCIL ROLLING SCHEDULE**

## **Board and Commission Meetings 2015**

**Items known as of 11/09/15**

### **NOVEMBER**

<b>DATE</b>	<b>DAY</b>	<b>TIME</b>	<b>EVENT</b>	<b>LOCATION</b>
11/16	Monday	7 p.m.	City Council Meeting	Council Chambers
11/23	Monday	6:30 p.m.	DRB Panel A	Council Chambers
11/25	Wednesday	6:30 p.m.	Library Board	Library
11/26- 11/27	Thanksgiving Holiday – City offices closed			

### **DECEMBER**

<b>DATE</b>	<b>DAY</b>	<b>TIME</b>	<b>EVENT</b>	<b>LOCATION</b>
12/7	Monday	7 p.m.	City Council Meeting	Council Chambers
12/9	Wednesday	1 p.m.	Wilsonville Community Seniors	Community Center
12/9	Wednesday	6 p.m.	Planning Commission	Council Chambers
12/14	Monday	6:30 p.m.	DRB Panel A	Council Chambers
12/21	Monday		Council Meeting Cancelled	
12.23	Wednesday	6:30 p.m.	Library Board	Library
12/18	Monday	6:30 p.m.	DRB Panel B	Council Chambers

### **COMMUNITY EVENTS**

#### **Toy Drive Begins**

November 2 Park and Recreation Admin Offices through December 16<sup>th</sup>.  
For more information call 503-783-PLAY

#### **Wilsonville Leaf Drop-Off Day** – November 21

9 am – 2 pm  
City Hall Parking Lot

#### **Community Tree Lighting Ceremony**

December 2 -- 5:30 p.m. Town Center Park

#### **Reindeer Romp 5K Fun Run and Kids Dash**

December 12 – 8 a.m. registration; 8:45 a.m. Kids Dash; 9 a.m. 5K start  
Town Center Park register at [www.wilsonvilleParksandRec.com/holiday](http://www.wilsonvilleParksandRec.com/holiday)

#### **SMART Holiday Light Drives Begin**

December 15, 6:30 p.m. Meet at Community Center  
December 18 last day

#### **Holiday Fun Fest**

December 16 – 4-6 p.m. Community Center



## CITY COUNCIL MEETING STAFF REPORT

<b>Meeting Date:</b>  November 16, 2015	<b>Subject: Resolution No.2556</b> Right-of-way acquisition necessary for future Parkway Avenue improvements.  <b>Staff Member:</b> Kristin Retherford <b>Department:</b> Community Development	
<b>Action Required</b>	<b>Advisory Board/Commission Recommendation</b>	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>	
<b>Staff Recommendation:</b> Staff recommends the City adopt Resolution No. 2556.		
<b>Recommended Language for Motion:</b> I move to approve Resolution No.2556.		
<b>PROJECT / ISSUE RELATES TO:</b> <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input checked="" type="checkbox"/> Council Goals/Priorities Council Goal B “Ensure efficient, cost-effective and sustainable development and infrastructure.	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transportation System Plan	<input type="checkbox"/> Not Applicable

### ISSUE BEFORE COUNCIL:

Council authorization to purchase right-of-way along Parkway Avenue from the Xerox property for future road improvements.

### EXECUTIVE SUMMARY:

Xerox Corporation has been working with City staff to partition their property in order sell the remainder to a real estate investment and management firm. One condition of approval to the

partition is the dedication of needed right-of-way to meet future Parkway Avenue improvement requirements under the city's Transportation System Plan.

Under a typical road widening situation, right-of-way would be required from each side of the road. However, in this instance, the westerly side of Parkway Avenue abuts ODOT right-of-way. In order to provide sufficiently-wide right-of-way to allow full build out of Parkway as planned, the additional needed area will have to come from the Xerox property on the east side of the road. This additional right-of-way exceeds the amount of land that can be exacted as a condition of approval and will need to be purchased at a fair market value.

Approval of the attached resolution (Exhibit A) will allow staff to obtain an appraisal and begin negotiations with the new property owner once their transaction has been completed with Xerox, to purchase the property described in the attached Exhibit B. The amount of land needed from the Xerox parcel is a 13.5 foot wide strip running north to south on the boundary with Parkway Avenue, and totals 18,081 square feet.

Construction of this project will most likely not occur until there is additional development activity either on the Xerox property or on the Elligsen property to the north. However, it is prudent to move forward with the acquisition at this time given that the need for additional right-of-way has been discussed with both the current and future owners as a part of the partition process.

**EXPECTED RESULTS:**

With approval, staff will immediately move forward with hiring an appraiser and beginning the acquisition process.

**TIMELINE:**

Staff expects to begin appraisals in the winter of 2015/2016 and initiate negotiations as soon as appraisal work is complete.

**CURRENT YEAR BUDGET IMPACTS:**

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**LEGAL REVIEW / COMMENT:**

Reviewed by: MEK \_\_\_\_\_ Date: 11/5/2015 \_\_\_\_\_

Resolution approved as to form.

**COMMUNITY INVOLVEMENT PROCESS:** N/A/

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

Once constructed, this project will improve north-south transportation on Parkway Avenue by bringing this road section to minor arterial standards. This will also reduce the potential for

accidents by creating a left-turn lane for vehicle access to the Xerox site.

**ALTERNATIVES:**

N/A

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

- Resolution No. 2556

**RESOLUTION NO. 2556**

**A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING ACQUISITION OF PROPERTY AND PROPERTY INTERESTS RELATED TO THE IMPROVEMENT OF PARKWAY AVENUE ADJACENT TO XEROX**

WHEREAS, under and by virtue of the laws of the State of Oregon, the City of Wilsonville is duly authorized and lawfully empowered to construct certain planned public improvement projects, and to acquire real property as may be deemed necessary and proper for such planned public improvements; and

WHEREAS, the improvement of Parkway Avenue adjacent to Xerox will bring this road section up to minor arterial standards in conformance with the City's 2013 Transportation System Plan; and

WHEREAS, Xerox Corporation has been working with City staff to partition their property in order sell the remainder to a real estate investment and management firm; and

WHEREAS, a condition of approval to the partition is the dedication of needed right of way to meet future Parkway Avenue improvement requirements under the city's Transportation System Plan; and

WHEREAS, under a typical road widening project, right-of-way would be required from each side of the road; and

WHEREAS, in this instance, the westerly side of Parkway Avenue abuts ODOT right-of-way, which limits the ability to widen Parkway Avenue to the west; and

WHEREAS, in order to provide sufficiently-wide right-of-way to allow full build out of Parkway as planned, the additional needed area will have to come from the Xerox property on the east side of the road; and

WHEREAS, this additional needed right-of-way exceeds the amount of land that can be exacted as a condition of approval, and will need to be purchased from the property owner at a fair market value; and

WHEREAS, this additional land is an approximately 13.5 foot wide strip running north to south on the Xerox property boundary with Parkway Avenue, and totals 18,081 square feet and is further described in Exhibit A attached hereto and incorporated herein by reference; and

WHEREAS, the acquisition of the properties described in Exhibits A is necessary and will benefit the general public and will be used for public purposes; and

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

WHEREAS, the City is authorized to acquire property by any legal means, including eminent domain, to achieve the objectives of the City's Capital Improvement Program and shall conform to all statutory requirements to ensure that property owners' rights are fully respected; and

WHEREAS, ORS Chapter 35 empowers cities and agencies to acquire by condemnation real property whenever in the judgment of the City there is a public necessity for the proposed use of the property, the property is necessary for such proposed use and the proposed use planned is located in a manner which will be most compatible with the greatest public good and the least private injury; and

WHEREAS, the acquisitions presented herein reflect the least amount of property interest to ensure safe, efficient and adequate public improvements; and

WHEREAS, title to the acquired property interest shall vest in the name of the City of Wilsonville to provide for necessary care, maintenance and public safety authority; and

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

1. The Wilsonville City Council finds that there is a public necessity for the construction of the aforementioned street improvements, that the property described in Exhibit A is necessary for the construction of said public improvements, and that the proposed street improvements are planned and located in a manner which will be most compatible with the greatest public good and the least private injury.

2. City staff and the City Attorney are authorized and directed to negotiate with the owners of the real property herein described as to the compensation to be paid for the acquisition of the property, and in the event agreement cannot be reached, to commence and prosecute to final determination such proceedings as may be necessary, including condemnation of the property, to acquire the real property and interest therein, and that upon the filing of such proceeding may seek immediate possession of any of the real properties described in Exhibit A.

3. This resolution is effective immediately upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 16<sup>th</sup> day of November, 2015, and filed with the Wilsonville City Recorder this date.

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TIM KNAPP, Mayor

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp	_____
Councilor Starr	_____
Councilor Fitzgerald	_____
Councilor Stephens	_____
Councilor Lehan	_____

Exhibits:

Exhibit A: Legal Descriptions



**EXHIBIT A  
LEGAL DESCRIPTION**

RIGHT OF WAY ACQUISITION  
 CIP #4197, XEROX-PARKWAY AVE. ROW ACQUISITION PROJECT  
 TAX LOTS 200 AND 290, CLACKAMAS COUNTY ASSESSOR'S MAP 3 1W 11  
 PAGE 1 OF 2

A PORTION OF THAT PROPERTY CONVEYED TO XEROX CORPORATION BY DEED RECORDED AS DOCUMENT NUMBER 2000-000158, CLACKAMAS COUNTY DEED RECORDS, BEING LOCATED IN THE NORTHEAST 1/4 OF SECTION 11, T. 3 S., R. 1 W., W.M., CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF PARCEL 1, PARTITION PLAT NO. 2000-089, CLACKAMAS COUNTY PLAT RECORDS; THENCE ALONG THE EAST LINE OF THE INTERSTATE 5 RIGHT OF WAY NORTH 01°33'53" EAST 1336.46 FEET TO THE SOUTH LINE OF WIEDMANN ROAD, A 70 FOOT WIDE RIGHT OF WAY; THENCE ALONG THE SOUTH LINE OF SAID WIEDMANN ROAD SOUTH 88°46'04" EAST 13.50 FEET; THENCE PARALLEL WITH AND 13.50 FEET FROM THE AFOREMENTIONED EAST LINE OF THE INTERSTATE 5 RIGHT OF WAY SOUTH 01°33'53" WEST 1342.15 FEET TO THE NORTH LINE OF THE AFOREMENTIONED PARTITION PLAT NO. 2000-089; THENCE ALONG SAID NORTH LINE NORTH 65°50'52" WEST 14.62 TO THE POINT OF BEGINNING.

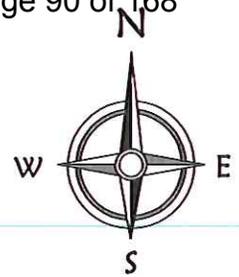
THE ABOVE DESCRIBED TRACT OF LAND CONTAINS 18,081 SQUARE FEET (0.4251 ACRES), MORE OR LESS.

PROPERTY VESTED IN XEROX CORPORATION  
 TAX LOTS 200 AND 290, MAP 3 1W 11

**REGISTERED  
 PROFESSIONAL  
 LAND SURVEYOR**

**OREGON  
 JULY 14, 1978  
 DON DEVLAEINCK  
 1634**

**DATE OF SIGNATURE:** 8/24/15  
**EXPIRES 12/31/2015**



Scale: 1" = 200'

WIEDMANN ROAD

70'

S88°46'04"E  
13.50'

13.50' RIGHT OF WAY ACQUISITION  
18,081 SQUARE FEET

INTERSTATE 5 RIGHT OF WAY

N01°33'53"E 1336.46'

S01°33'53"W 1342.15'

PROPERTY VESTED IN XEROX  
CORPORATION TAX LOTS 200 AND  
290, CLACKAMAS COUNTY  
ASSESSOR'S MAP NUMBER 3 1W 11

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JULY 14, 1978  
DON DEVLAEINCK  
1634

DATE OF SIGNATURE: *8/24/15*  
EXPIRES 12/31/2015

N65°50'52"W  
14.62'

**POINT OF BEGINNING**

NORTHWEST CORNER OF PARCEL 1,  
PARTITION PLAT NO. 2000-089

EAST LINE OF PARKWAY AVENUE PER  
PARTITION PLAT NO. 2002-047

PARCEL 3  
PARTITION PLAT  
NO. 2002-047

**EXHIBIT "B"**

**MAP TO ACCOMPANY LEGAL DESCRIPTION**

7594 Exh.dwg

**COMPASS** Land Surveyors  
4107 SE International Way, Suite 705  
Milwaukie, Oregon 97222 503-653-9093

RIGHT OF WAY ACQUISITION, CIP #4197  
XEROX-PARKWAY AVENUE ROW ACQUISITION PROJECT  
TAX LOTS 200 AND 290, CLACKAMAS COUNTY  
ASSESSOR'S MAP 3 1W 11, PAGE 2 OF 2

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, October 19, 2015. Mayor Knapp called the meeting to order at 7:05 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

- Mayor Knapp
- Councilor Starr
- Councilor Fitzgerald - excused
- Councilor Stevens - excused
- Councilor Lehan

Staff present included:

- Bryan Cosgrove, City Manager
- Jeanna Troha, Assistant City Manager
- Mike Kohlhoff, City Attorney
- Barbara Jacobson, Assistant City Attorney
- Sandra King, City Recorder
- Susan Cole, Finance Director
- Chris Neamtzu, Planning Director
- Cathy Rodocker, Assistant Finance Director
- Miranda Bateschell, Long Range Planner
- Mark Ottenad, Public and Government Affairs
- Jon Gail, Community Relations Coordinator
- Nancy Kraushaar, Community Development Director

Motion to approve the order of the agenda.

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

**Vote:** Motion carried 3-0.

## **MAYOR'S BUSINESS**

Mayor Knapp reported on the meetings he attended on behalf of the City since the last meeting, and noted the next meeting date of the City Council. The Mayor mentioned the Kitakata Sister City Delegation will be arriving October 29, and that he will be meeting with the newly appointed vice-president of Oregon Institute of Technology (OIT) this next week.

## **CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Francis James 7825 SW Wilsonville Road expressed frustration with the service and pricing for Comcast cable services and suggested a one year franchise agreement rather than the 10 year franchise renewal agreement. He proposed the City create an email database of all citizens email addresses to notify citizens of events, incidents, emergency notifications, and meetings. Mr. James thanked City Attorney Kohlhoff for his assistance in resolving the management issues at Creekside Woods apartments.

Mr. Cosgrove explained the City's website has an email notice sign up option to allow citizens to sign up for event, information, and meeting notifications.

Regarding the renewal of the Comcast franchise agreement Mr. Kohlhoff explained the City is currently in negotiations with Comcast for the franchise renewal and trying to negotiate the best contract for the community.

### **COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

Council President Starr – (Park & Recreation Advisory Board Liaison) thanked the public for attending the meeting. The Councilor announced the increase in reservations of the Stein Boozier Barn in Murase Park as a result of the improvements made to the barn itself, and noted he had made a recommendation to the Mayor on the appointment of a new Parks and Recreation Board member who will be appointed at the next Council meeting. Councilor Starr invited the community to participate in the annual toy drive through the Parks and Recreation department.

Mayor Knapp provided the results of the latest DRB meeting approvals.

Councilor Lehan – (Planning Commission and CCI Liaison) reported the Planning Commission held a work session regarding the West Side Urban Renewal Substantial Amendment, the Year 2000 Plan Minor Amendment, and the Coffee Creek Urban Renewal Agency update. She noted the next meeting of the Commission would be Thursday November 12 because of the Veterans Day observance on the 11<sup>th</sup>. The Councilor welcomed the public to attend the Fall Harvest Fest and the Wine and Chocolate Extravaganza both set for October 24<sup>th</sup>.

Mayor Knapp noted the deadline for ballots is November 3<sup>rd</sup>, and that there is a drop site for ballots at the Wilsonville Library.

### **NEW BUSINESS**

#### **A. Wilsonville Community Sharing Memorandum of Understanding**

Susan Cole, Finance Director, discussed the development of a sustainable fund raising plan and strategic visioning for Wilsonville Community Sharing (WCS). During the latest budget deliberations the Budget Committee recommended an additional \$15,000 be added to the City Manager's budget to be directed to those most in need to be determined by the City Council. These funds were in addition to the support agreement the City grants WCS, the support agreement is in the amount of \$32,000, it is also in addition to bill paying assistance in the

amount of \$16,000. Currently the City contributes about 55 percent of WCS funding. The idea is to develop a fundraising plan that would still have the City be a major funding partner of WCS but that they would expand their fundraising efforts to attract new contributors and donors to become self-sustaining in the future, so the City would not be a majority funding partner. Ms. Cole understood there had been recent fundraising efforts to try and offset these funds so the \$15,000 could be directed to a fundraising campaign and other needs of WCS.

Councilor Starr commented he had made the motion at the Budget Committee for the extra funding of \$15,000 towards WCS. At the last Council meeting the Council moved to give up to \$15,000 and Councilor Starr offered to try and raise the \$15,000; to date he has been successful in raising \$7,000. The Councilor felt it would be great if the \$15,000 could be raised allowing WCS to work on spreading the base of the organization.

Tammy Puppo, WCS Treasurer, said the marketing company putting together the sustainable fundraising plan and strategic vision for WCS have received a \$2,000 down payment and would need payment of the same amount December 1<sup>st</sup>, with the balance due when the project is complete.

Councilor Starr asked those who were able to contribute to email him by December 1<sup>st</sup>, and he would make sure WCS receives the check.

Mr. Kohlhoff requested the Council direct the City Manager to work with the Legal Department to wordsmith the current Memorandum of Understanding, to revise the wording to indicate any fundraising would offset the \$15,000.

**Motion:** Councilor Lehan moved that Council direct staff to amend the Memorandum of Understanding that the \$15,000 of the City's portion would be reduced by whatever amount Councilor Starr is able to raise by the December 1<sup>st</sup> deadline. Councilor Starr seconded the motion.

The Mayor asked in the event there are significant funds coming forward from the private fundraising effort, when and how will Council decide what purpose they wish to use the \$15,000 in some other capacity.

Mr. Cosgrove thought a request would be received from another Wilsonville non-profit on ideas they might have for spreading those funds over the widest base possible, but that would be a new process.

Councilor Lehan stressed how important it is for Wilsonville Community Sharing to have regular income; ongoing monthly donations will help to make a stable foundation.

Ms. Puppo indicated there were sustaining donor forms available in the room and questions can be answered via their website at [WilsonvilleCommunitySharing.org](http://WilsonvilleCommunitySharing.org) or by a telephone call. To learn more about who WCS is serving one could attend the Board meetings which are open to the public and held the third Thursday of each month. She said WCS is planning on having a larger community presence in 2016.

**Vote:** Motion carried 3-0.

**CONSENT AGENDA**

A. **Resolution No. 2554**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With Ch2M-Hill Engineers, Inc. For Phase 1 Design And Permitting Services For The Wastewater Treatment Plant Outfall Replacement Project (Capital Improvement Project #2095).

Mr. Kohlhoff read the Consent Agenda items into the record.

**Motion:** Councilor Lehan moved to approve the Consent Agenda. Councilor Starr seconded the motion.

**Vote:** Motion carried 3-0.

**PUBLIC HEARING**

A. **Resolution No. 2552**

A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2015-16.

Mr. Kohlhoff read Resolution No. 2552 into the record by title only.

Mayor Knapp explained the public hearing process and opened the hearing at 7:30 p.m.

Ms. Rodocker, Assistance Finance Director, prepared the following staff report. Oregon's Local Budget Law allows the Council to amend the adopted budget for an occurrence or condition that was not known at the time the budget was adopted. A transfer resolution moves expenditures from one category to another within a specific fund and does not increase the overall budget that was approved during the annual budget process. A supplemental budget adjustment will impact the budget by increasing revenues and/or expenditures. The supplemental adjustment can also recognize expenditures that exceed 10% of the adopted budget expenditures or 15% of the funds' adopted contingency.

The resolution being presented with this staff report is for a budget adjustment and will provide the needed budget authority for a number of capital projects that were not completed by June 30<sup>th</sup> as anticipated. Budget authority is needed in the current year for the following projects:

- Tooze Rd Waterline-\$55,500
- Flow Monitoring Stations-\$20,135
- Wastewater Treatment Plant Outfall-\$85,800
- Barber St.-Kinsman to Coffee Lake-\$107,000
- Tooze Rd-110<sup>th</sup> to Grahams Ferry Rd-\$42,500
- Streetlight Infill-\$84,125
- Bike Signage-\$27,750

- Annual Pedestrian Improvements-\$25,900
- I-5 Sound Wall-\$24,000
- Wilsonville Rd Median Improvements-\$50,400
- Purchase SWIMM Model-\$19,980
- Fiber Connectivity-\$25,000
- Tauchman House Deck/Porch Repair-\$35,000
- SDC Reimbursement: Palermo Park-\$259,000
- SDC Reimbursement: Promenade Park-\$149,354
- Recreation/Aquatic Center Study-\$20,490
- Villebois SAP E Park Design-\$130,022
- Advance Rd Sports Fields-\$36,900
- Boeckman Creek Trail Stabilization-\$49,400

The budget adjustment also includes the increase to personnel services to reflect the additional requirements as the result of labor agreements and various cost of living adjustments. In total, an additional \$343,937 will be transferred from contingency for the additional expenses. The following is a breakdown by fund:

- General Fund-\$148,657
- Fleet Fund-\$15,110
- Building Fund-\$16,050
- Community Development Fund-\$58,840
- Road Operating Fund-\$7,320
- Transit Fund-\$74,680
- Water Operating Fund-\$11,710
- Sewer Operating Fund-\$6,130
- Stormwater Operating Fund-\$5,440

Technology improvements to upgrade the existing video and audio system in the Council Chambers will also require a budget adjustment. The \$40,000 in improvements will be funded with the Public, Educational, and Governmental Fees (PEG Fees) that have been set aside in the General Fund's contingency.

Lastly, two projects will be added to FY2016 capital project listing which will be funded through the reduction of existing budgets:

- Xerox Right of Way Acquisition project, estimated budget of \$252,000, will be funded by reducing the Street SDC reimbursement project.
- The Transportation Performance Modeling project, estimated budget \$35,000, will be funded by reducing the Street Project and Development project.

Councilor Starr commented he did not see the Advance Road Sports Fields project come through the Parks and Recreation Advisory Board and he wanted to know what that was about.

Ms. Rodocker explained the project and funds were for the beginning planning phase of the project with the funds budgeted last year; however the project was not done so the funds were being rolled over to this year.

Councilor Starr remarked the way ball fields are working now, one would want them located together for tournaments to provide for that level of use. He did not know if the Parks and Recreation Department thought this was a good use of the funding and the location for the fields. Staff would check with the Parks Director and provide an answer to the Council.

Mayor Knapp added all of the projects listed were in the budget but not completed the previous fiscal year; now the funding and the projects are being carried over into the new fiscal year. The Mayor called for public testimony, hearing none he closed the hearing at 7:43 p.m.

**Motion:** Councilor Starr moved to approve Resolution No. 2552. Councilor Lehan seconded the motion.

**Vote:** Motion carried 3-0.

**B. Resolution No. 2553**

A Wilsonville City Council Resolution Adopting The Frog Pond Area Plan, Establishing Vision For The 500-Acre Frog Pond Area, Defining Expectations For The Type Of Community It Will Be In The Future, And Recommending Implementation Steps.

Mr. Kohlhoff read Resolution No. 2553 into the record by title only.

*The following is a transcript of the proceedings.*

Mayor Knapp called to order the public hearing on Resolution No. 2553, noting this matter is a legislative action before the Council for consideration. The Mayor explained the public hearing process. We want to provide everyone an opportunity to testify tonight and everybody will be allowed three minutes; a timer will be used to give an idea of the length of time people have been talking. We also are going to try to conduct this in a very respectful way, and ask there be no applause, boos, shouts, or commentary. If the audience desires to act that way, a recess will be called, with no testimony being taken during that time period.

We do request that testifiers come forward to the front dais in groups of three; we will call out three names and ask that three people come forward and each will have time to present their testimony. When you do come forward please sit at a microphone, begin your testimony by stating "for the record my name is" followed by either your address, or if for privacy reasons you do not wish to publically state your address, state that your address is as written on the Speaker Card submitted for the record. Please note that your testimony card is public record, and therefore you name and address are part of the public record and available for public inspection.

I do also request that those providing testimony not repeat testimony already given; simply indicating your agreement with certain prior testimony is entirely sufficient for you to document the record. We will request that the staff proceed. So the Council knows here, we will not be voting on this item tonight with a short Council of only three, we have one councilor with a

serious family situation, and one person who is out of the area. After we receive testimony we are going to continue the consideration and discussion to give the entire Council time to consider and evaluate the testimony they have heard and to weigh their information in an appropriate way. At this point it looks like the discussion on this item will occur at the Council's November 16<sup>th</sup> meeting and we will expect that discussion will be followed by a public vote. Tonight we intend to get through all of the testimony that people want to provide. We have received quite a bit of written testimony and I know that we all have paid attention to that. I have read every single email that I have received or that the City has received and forwarded to us. I'm sure the other councilors have done likewise.

At this point I will request staff to begin their presentation, this presentation will take a bit of time probably a 30-45 minute discussion of what all has been involved in this planning, and where we are now. So, Mr. Neamtzu if you please.

Chris Neamtzu, Planning Director, introduced key members of the project team: Joe Dills the Project Manager with the Angelo Planning Group; Scott Mansure will follow Mr. Dills, he is the transportation engineer and works for DKS and Associates; Steve Adams, the City's Development Engineering Manager, who will be talking about the infrastructure component of the project; and Nancy Kraushaar, Community Development Director, who will be providing conclusionary comments.

We have a robust presentation for you, we felt it was important to go through the steps that we have gone through as a project team to bring this project forward to you for your review this evening. Mr. Neamtzu's comments have been included here in their entirety.

1. Good Evening, my name is Chris Neamtzu and I am the city's Planning Director. Tonight, we have a public hearing on the Frog Pond Area Plan. The project team has a presentation that will include me, Joe Dills project manager with the Angelo Planning Group, Scott Mansur of DKS Associates, Steve Adams, Development Engineering Manager and Nancy Kraushaar, CDD.
2. The Plan has been under development for the better part of the past 18 months. The process has included excellent citizen participation, shaping the next generation of great Wilsonville neighborhoods. The City sincerely appreciates so many citizens taking time to share your point of view on the Plan.
3. I would like to start off by giving a clear explanation of what a Concept Plan is, stressing that the Plan can and will evolve as we move into the future. The Wilsonville Comprehensive Plan does not define or provide specific direction for conceptual land use plan elements. For the purpose of this project, the following description is used:

*A conceptual land use plan addresses the general character of proposed land uses, transportation, natural resources, public facilities, and infrastructure strategies for a study area. It uses a pictorial presentation to show the ultimate development layout of a site, which may be developed, in successive stages or subdivisions. A conceptual plan*

*need not be completely engineered, but it should have sufficient detail to illustrate the site's inherent features and probable development pattern.*

In fact, adoption of the Resolution tonight is not a land use decision. It is a technical term that we use in this venue, but it is not a sub-element of the Comprehensive Plan. WE are adopting this as a document that is guiding and supporting the Comprehensive Plan. But the action taken in a month would not be a land use action. Phase II of the project would be a land use action, that is when we adopt the Comprehensive Plan Map designations and the Zoning Map designations, as well as the actual development code language that would guide the ultimate development of the west neighborhood. Adoption of the Frog Pond Area Plan is supportive of the Comprehensive Plan, but is not being adopted as a sub-element.

4. I would like to take a moment to reflect on how it is we got here. The city's first general land use plan map from the early 70's, which hangs on the wall of my office, designated the Frog Pond area and surrounding properties as residential.
5. In 2002, Frog Pond West was added to the UGB. In 2003/2004, Metro was going through another growth management decision and designated almost 900 acres of future industrial development around Frog Pond West (MAP).
6. It was at this time that the community coalesced around protecting Frog Pond from industrial development by showing that the community's design was intentional, that our industrial areas are along the freeway and to the northwest and the residential areas are to the south and east. It was at that time that the Basalt Creek area was added to the UGB.
7. Following a significant regional battle, the area was preserved from industrial uses with a commitment to plan for the areas future by extending the existing high quality residential neighborhoods that exist to the south.
8. For the next several years, the Planning Commission undertook the 20-year look, which led into the establishment of urban and rural reserves. During that time, the school district invested in a 40-acre site for future schools that would be the centerpiece of future neighborhoods.
9. It is important to note that the three neighborhoods, West, East and South have different dispositions. The West Neighborhood is inside the UGB as is the 40 acre School District site located in the South.
10. Phase 2 Master Planning for this project will immediately follow Concept Plan adoption and will include creation of Comprehensive Plan and Zoning Map designations as well as development code language that will ultimately guide the development in the West Neighborhood.
11. Master Planning for the East and South Neighborhoods are many years away.

12. The East and South areas are currently designated as urban reserves. The urban reserve areas have been tied up in litigation for the past five years with resolution seeming far off. Metro will not even conduct another process to consider a UGB expansion until the reserves issues are resolved and a new regional process conducted to determine capacity of the UGB. These are complex issues that will take a lot of time.
13. While development in the West Neighborhood is within the foreseeable future and thus more certain to align with the Concept Plan, the East and South sides are not.
14. Nobody at the table has a crystal ball to predict the future. Thus, there will be many opportunities to re-evaluate the East and South neighborhoods in light of what future regulations, future citizens and government leaders bring. We have concepts for these areas now, to the best of our abilities, because the grant required us to do so. By approving the Concept Plan now, nobody is agreeing that the plan is set in stone with respect to density or amenities, including retail in the East and South Neighborhoods. City leaders will benefit from what is learned from the West Neighborhood, it will inform and make us smarter, resulting in better decision making for the East and South.
15. The law and the market place will dictate what happens on the East and South sides many years from now. Under Metro's current regulations, the East and South will be required to meet certain density and housing mix requirements if the City hopes to have the land brought into the urban growth boundary. This is the current reality that cannot be ignored during the Concept Plan process.
16. Nevertheless, while striving to meet this requirement under the planning grant and which the Plan recommended by the Planning Commission does, there are two things to also keep in mind.
  - a. One, a concept plan is a planning tool to be used as a guideline for development and it is not an absolute, so changes can and do occur.
  - b. Two, the Planning Commission especially recognized the fact that the reality of development on the east and south side was in the distant future and legal requirements and market demands were likely to change, so they recommended a strategy to wait on honing in on density until the master planning stage, which allows the City to meet Metro's requirements now at the conceptual stage, while preserving the ability to change in the future when more information is readily at hand.
  - c. With this in mind, it should also be noted:
17. Concept planning is an iterative process that in many cases includes compromise. I am proud to say that I think this has been an excellent process and the project team has listened. There has been open dialogue about issues, strong collaboration and thoughtful decision making. The Final Draft of the Plan that is before you tonight is highly responsive to public testimony.

18. The Plan has been through many revisions and modifications. The option before you tonight is the 7<sup>th</sup> full analysis of land uses and includes dozens of other citizen driven modifications including but not limited to:
  - a. removal of all apartments and condos from the Plan area;
  - b. revisions to pathway locations to address privacy issues;
  - c. increases in lot sizes in the West now with lots in the 8,000-12,000 SF category;
  - d. increases in the number of large lots in the West Neighborhood;
  - e. the inclusion of all single-family detached homes in the West Neighborhood;
  - f. and, a reduced size of the neighborhood commercial node from 5 to about 3 acres in size.
  
19. While everyone may not have gotten exactly what they would like, overall the Plan that has been prepared is responsive of community concerns and is fair and balanced.
  
20. The Planning Commission action, on a 4-2 vote, was to forward a recommendation of approval onto the City Council with three specific recommendations:
  - a. 1) that the neighborhood commercial area location is further evaluated as part of Master Planning for the East and South Neighborhoods;
  
  - b. 2) that the Land Use Framework densities for the attached row homes and cottages land use category are further evaluated as part of the Master Planning for the East and South Neighborhoods; and,
  
  - c. 3) that the Frog Pond Area Plan text is revised to include expanded use for the Grange to include theatre and arts.
  
21. Staff has taken this recommendation and has provided specific language that can be included in the Plan. Those changes will be covered in more detail by Joe and can be found in Attachment 7 (page 281 of 351).
  
22. A main objective of the Planning Commission recommendation was to broaden the housing options over time to accommodate a wider segment of the population, including singles, young couples, young families and seniors which is the most rapidly growing segment of the population.
  
23. In your packet is the draft Frog Pond Area Plan. In separate binders are the Technical Appendix. All of this material should look very familiar as the Plan is a compilation of the work that has been created over the course of the project. The technical analysis, mapping and graphics have been incorporated into the fabric of the draft Plan. City web site links in the staff report include the entire public record for the project including the citizen involvement summary and the Planning Commission record.

24. There are a number of new items to be entered into the public record. City Recorder Sandy King has compiled and distributed all of these items to the Council.

25. Before I turn the presentation over to Joe, I would like to provide the staff recommendation, which is to conduct the public hearing, deliberate and adopt the Frog Pond Area Plan as recommended by the Planning Commission.

Thank you.

Councilor Starr to put this into perspective, our ability to get the school into the UGB happened how long ago?

Mr. Neamtzu responded the summer of 2013.

Councilor Starr stated this was the work of the Mayor who had to convince Metro to get the land into the UGB to put a school where it made sense to put it, and that was 2013.

Mr. Neamtzu said it was a very difficult process.

Councilor Starr – so to frame that the land that is called north and east is all around that, and it's going to be a while probably, as much as we had to go through, I can speak from experience, I've got three kids, I spanned the high school for eleven years, my kids were in trailers in Wood Middle School because there was no room at the school for some of this. So it was so hard to get the property, just to even get it to where it needed to be, which I believe the school will open up in the fall of 2017. If it was that hard to put a school that was absolutely needed, I'm just trying to paint a picture, getting Metro to release that land, it's probably going to take a while for the north and for the east properties to come in would be my guess, but I'm asking you, would you say that would be consistent?

Mr. Neamtzu – we've been at it for about ten years on this and there's no end in sight. So yet, it's a very long way down the road, a complicated complex process.

Councilor Starr – I'm just going to take a shot while I've got it too. I think the word 'suburb' is not a fun word for the folks down at Metro. They are just not necessarily into giving us a whole lot of land to do stuff with. So that's just my own personal opinion. Just for contextual purposes I hope that makes a little sense on where we are on the other two parts of this.

Mayor Knapp – other questions? I guess related to what Councilor Starr was talking about, I was thinking about when is the master plan for east neighborhood and south neighborhood likely to happen if we are saying it won't happen until those come into the urban growth boundary, so those would come subsequent to a UGB decision. Is that accurate?

Mr. Neamtzu – that's the way we envision it.

Mayor – so Councilor Starr is just talking about how long a UGB decision may take. The master planning that will actually set the standards for those areas will come after whatever that time

frame is, and at that point there will be significant amount of public input, discussion. Experience with what has happened with the west neighborhood to draw on, and a lot more process. Is that an accurate statement?

Councilor Lehan – maybe I should save this for Ms. Kraushaar, but I wanted to along the lines of the middle school, ask about the infrastructure. Or ask you to speak to the importance of concept planning to the planning for infrastructure which is necessary to get urban services to that school. And for it to move forward, we need to know what we are going to build out there in terms of water lines, and sewer lines. They are all tied together, both are immediate. So even though that area may not develop for another 15 years or more, we need to know what we are going to build because those services are going to come back from the school, are going to have to get all the way back to the river, and the plant, at least that’s my understanding.

Ms. Kraushaar – Good evening Mayor and Councilors. Yes, Councilor Lehan that’s correct. The concept plan does provide a good opportunity for us to really understand what sewer line sizes, locations, water line sizes and locations, what the streets are going to look like, so that should things start to happen we are prepared and we can provide that infrastructure and have development construct that kind of infrastructure in a very organized manner.

Joe Dills – Good evening members of the Council. Next slide, I’ll let you click here for me. I think you covered, Chris, the topics we wanted to cover here, so we’ll skip past that. So to restate the Planning Commission recommendation, it is for adoption of the Frog Pond area plan, their resolution identifies these three elements to establish the vision to define expectations and to lay out the implementation steps. And, Chris read two out of the three specific directions that they had; I want to pause and describe these just a little bit.

Just draw an underline. The neighborhood commercial location is further evaluated in master planning the land use densities in the east and south are as well. There has been additional text added to the Plan to emphasize the opportunity for theater and arts. So how they got to number one and two really went through a very thoughtful discussion of the tradeoffs, of the costs of infrastructure, the cost of housing, and the demographic that Wilsonville is trying to serve over time. So there is this near term and long term element that permeated their conversations. And before they got to a vote, they were seeking a way to respect the range of opinions that there were on what the density should be in the east and south, and build in some sort of flexibility. And it got them into this discussion of time. That it will be – pick your number – 5 years, 10 years maybe even more, it will be during my retirement. That the UGB decisions are made and subsequent master planning decisions are made by the City. So they thought that was an appropriate vehicle to capture the range of opinions and this notion that the densities in the east and south should not be set in stone. They should be thought of a little bit more set in clay, and you can mold those in time.

The other back drop to that is the rest of the area plan, the land use in the west, the park system, the trail system, the infrastructure system, the finance, there was a pretty broad support for.

Let’s go to the next slide please. There were a few other technical amendments that we’re suggesting be done as part of the approval, so the finalization of the map for the three acre site as

it has been located to date for neighborhood commercial, and then a couple of corrections for the trail locations in the south neighborhood and the designation of 60<sup>th</sup>, these are really housekeeping kinds of things to get the report correct.

Next slide please. There was a little bit of confusion about the terms that were used for the land use designations, so we have suggested an unambiguous way of referring to those, R-10; R-8; R-6, so that everybody knows when they are looking at the map what the proposed densities are. And a couple of other housekeeping items are mentioned at the bottom of this slide.

So a few key issues to highlight for you; I've always come back to the vision each time we've done work sessions this summer that there's pretty broad agreement that we're working towards walkable neighborhoods, an extension of Wilsonville, building on community's excellent schools and parks and everything is just a short walk or bus trip away. These words are important, and these are the Wilsonville way. How you put those on the ground there are some ranges of how that might be, and ranges of opinion but the vision is pretty clear. Next slide please.

So the overall housing strategy as we have talked about this summer is to create three walkable and connected neighborhoods, west is all detached. For the east and south the notion is that the range of housing types provides a greater mix and as Chris indicated no apartments.

Here just in a cutout form is the land use framework for the west neighborhood, for those who are dialing on the map, just for reference Boeckman Road is at the bottom, Stafford Road is on the side, Frog Pond Lane is right here. And so this is a range of detached housing choices. The lightest green where the cursor is now, those are on average 10,000 square foot lots. The yellow color in the middle is on average 7,000 square foot lots, and the sort of tan color is on average 5,000 square foot lots. This was the plan that we came to after a series of adjustments and compromises and discussion.

Next slide please. And so in "what it might look like form" here is a demonstration plan that was drawn. The land use colors are fine, but really what this is all about is a neighborhoods, it's about walkable blocks, it's about a variety of housing, it's about front doors facing streets and active street life, it's about a place where the trick or treating is really good because there's lots of kids and you can walk around, and it's about a park that will sit in the middle of the neighborhood, and all those things. You could go on and on. Some of these are shown in the imagery on the right. But this is what the Phase II standards will seek to put into code form, and certainly underlies the vision for the west and to a large extent the east and south neighborhoods as well.

Back to the land use map. So here we have the east and south, just for reference Stafford Road is now on the left, Advance Road here, 60<sup>th</sup>, school site, and community park site. If you navigate by the Frog Pond Grange, it is right there. The densities in this future area are different to accommodate the strategy of a greater mix of housing, and so they are listed sort of using the new nomenclature here on the right, that at the lowest density it's at about 8,000 square feet and then 6, and then 4 and then what we're calling 2.5 to accommodate the single family attached and cottage. The commercial center is shown right here.

So if we could go ahead two slides. Here we are back again what we are intending the quality of the place to be like. Stafford Road is over on the left, this is sort of in the middle of the neighborhood here. Once again the plan is for a neighborhood park to anchor the area, a variety of different housing types that make up that attached and cottage category. As we were drawing them and trying to think through, we had cottages with common greens, we had duplexes on corner lots, cottages that face streets, townhomes close to the neighborhood center and you can see the variety of ones around this.

This illustration here is intended to show one of the planned elements of the east and south neighborhoods that even within a given land use designation it has variety and richness and trees and all of the qualities that we are talking about.

We're going to keep going forward. I want to make a couple of other points. Here's a couple of images of what housing that is in this 14-17 units per acre might look like. Of course, these are not Wilsonville, these are other places, but they give you an indication of the housing form and who knows what that implementation will be 10 plus years down the road.

Next slide just to make one more point about this in diagram form; from Stafford Road here to Advance, 60<sup>th</sup> is down like so, this is about 16 blocks of neighborhood here, there are eight different housing types that make up this range of land uses. This is a long way of saying there is a lot of intended variety within the east and south neighborhoods.

If you could back to right there, one of the other conditions that really is a point of emphasis from the Planning Commission is about the Grange itself. That there is a thriving theater group there now, it's fantastic to have that, and they were very passionate in their testimony about let's make sure that it is stated clearly in the plan that that is part of the use. We had already drawn this plan for the Grange, there's the Grange, a future community center, here's some parking you can get out on a trail on, maybe an environmental interpretive component to it, all of these uses are very much compatible with that vision, so we've added a few words to the Plan to make sure that theater and arts is explicit as well.

Here's the whole land use plan put together. Go to the next slide please. A few words about the other elements of the Plan, because it is about much more than lot size. This is one of the great ideas within the Plan for the Boeckman Creek trail, we are just a little bit north of Boeckman Road here showing how the Boeckman Creek trail will come up and form the west edge of this neighborhood, and I am very hopeful when people are living here it looks something like this. That there is a great trail a couple of blocks from your house that you can go out and get on and its directly looking at the nature that is right in Boeckman Creek.

We did parks in the form of a diagram so in the west two parks are planned, there is flexibility, but one is intended as one close to the trail, another one may be more central serving the rest of the neighborhood. Here is the one in the eastern neighborhood, when I showed you the demonstration plan the park was right about where the cursor is right now.

Couple more images of what these trails and parks spaces might look like. The commercial center was included very explicitly in the open house materials and we've carried through a series of what I call quality drawings to indicate the level of quality and the types of elements to insure people want to hang out there. That it is a community gathering place, that it matches the quality of Wilsonville that has already been established in a number of developments. So, commercial center direction is part of the package as well, even though that is many years down the road.

That's it for my key issue on the land use side. I'm going to turn the mic over to Scott to talk about transportation.

Mr. Neamtzu – just to lead in, there has been a lot of testimony about transportation and traffic and I wanted to take a couple of extra minutes to have Scott talk about this really complicated issue and try to explain the various layers. We obviously have a Transportation System Plan (TSP), we've got specific projects and a City-wide vision for all of the roads. Scott is going to try to address a lot of the comments and the things that we've heard and hopefully make concept planning and transportation and how improvements happen over time. Give that the time that it deserves in this presentation.

Scott Mansur, DKS and Associates – Transportation and Planner Engineer working on the Frog Pond Plan. The first thing I want to do is show you, this map is very small, really what I'm trying to show is the City did a lot of work on the future transportation systems plan for the City in looking out to 2035 of what roads, what extensions need to be made, what bicycle and pedestrian improvements need to be made, what roadway connections and neighborhood to neighborhood connections need to be made, and that plan was adopted. This figure I'm showing you there are all the projects that are the high priority projects that were identified as needs in the City. A lot of this is based on the City's 2035 transportation model that looked at land use that also included the west Frog Pond neighborhood as part of that TSP land use.

As you can see there were a lot of different types of projects identified. Some of those include safe routes to school plans. The City is, also as part of that work, conducting safe routes to school plans for all the schools within Wilsonville. Work plans have also been done for the Advance middle school even before Frog Pond develops to make sure they are connecting to the neighborhoods, and to make sure it is safe.

Since that plan was adopted the city has been doing a lot of great things to build some of these transportation improvements. In fact the Canyon Creek extension was recently completed between Boeckman and Town Center Loop; the Barber Street Bridge was recently opened, again these are all network improvements that are going to help traffic and reduce congestion throughout the City. The Town Center Loop was restriped for bike lanes; Boeckman Road has had some sidewalk infill as well as some bike lanes striped east of Parkway as well as the Barber extension. The City has designed three other projects identified in that plan: the Grahams Ferry Tooze intersection improvements, also the Kinsman Road extension from Barber up to Boeckman, as well as the Boeckman – Advance – Wilsonville Roads intersection is also currently in design as part of the Advance Road middle school project.

One other thing is that as part of the TSP was to identify what the future transportation improvements are going to cost. And the City identifies in their Transportation Systems Development Charges, so as new development occurs those developments will be assessed their transportation SDCs so that those funds can be used to build future transportation projects.

In the TSP there is many transportation projects that have been identified in the TSP that will help support the Frog Pond development. The three key ones relate to the Boeckman dip, just between Stafford and Canyon Creek, that was one of the key projects that needs to be constructed, as well as widening Boeckman Road, Stafford Road and Advance Road in the vicinity of Frog Pond, as well as signalizing or building a roundabout at the Stafford Road, Wilsonville Road, Boeckman and Advance Road intersection.

One other thing, as we think about east-west traffic in Wilsonville, another project that was identified was the Boeckman overpass over I-5 to widen that to a five-lane facility to provide additional east-west capacity in the City.

The City has been measuring traffic and over the last ten years as we looked at counts and to show the City has done an amazing job of keeping up with the traffic that is being developed as development occurs to make sure your transportation system is keeping up with your transportation standard. What we've shown here is as traffic volumes have increased, at a lot of the key intersections in Wilsonville, by creating those neighborhood to neighborhood connections and connectivity and roadway improvements we've been able to keep traffic delays at bay as growth has occurred.

Ms. Kraushaar – That is with the exception of when I-5 gets congested because of an incident or just because I-5 is at capacity. That is something that is out of the City's control, although we are working with ODOT regularly to see if there is anything that can possibly be done. But these numbers do not include all of the annoyances our community deals with when I-5 has a problem.

Mr. Mansure – Correct. Thank you Nancy. One other thing I want to talk about too as far as Frog Pond this is showing you the existing boundary for Wood Middle School and as you can see for residences that live east of I-5 right now buses, parents have to cross I-5 to reach Wood Middle School for their students. And with the construction of the Advance middle school the draft plan for this new middle school, and as you can see with the red dot here where the new middle school will be, that boundary is going to reduce the east-west travel in Wilsonville. So as we balance the land use and balance schools and other development, again it is one of those tools to reduce traffic loadings at the interchange and on Boeckman Road that currently go to Wood Middle School.

Trip distribution and SDC revenue as you can see the three Frog Pond neighborhoods, based on our modeling, the estimated traffic is 50% is going to go north on Stafford Road; 35% is estimated to go west on Boeckman Road; and 15% south on Wilsonville Road. As we've looked in the model there are minimal impacts from the Frog Pond development on the Elligsen-Stafford interchange as well as the Wilsonville Road interchange. Based on the projections of the Frog Pond development the City would collect approximately \$16.6 million in SDC revenues to be used towards future transportation improvements.

Regarding the traffic analysis, again the findings in the Frog Pond transportation study were very consistent with the Transportation System Plan, the same projects that were identified in that Plan are the same projects identified as part of the Frog Pond Master Plan with the added land use. Early on the traffic analysis was based on the early densities which were significantly higher than the current plan before you. The current plan reduces the project trips from Frog Pond by 30% for the residential and 36% for the retail, so there is significantly, as we analyzed the original Frog Pond we were able to make everything work, and since that time there has been significant reductions to the project trips in Frog Pond. As Nancy mentioned the last bullet covers that there are still incidents that are going to occur on I-5 and I-205 that are going to impact the City of Wilsonville but on typical conditions that are within the City's control will continue to meet all the project intersections will meet the City's mobility standards.

I have two more slides; this is just showing the connections within Frog Pond. You can see the complete streets of the collector roadway to connect between the neighborhoods and the proposed schools and city park. In the north the main collector intersection is going to be either a traffic signal or roundabout and these streets are going to provide good connectivity between the neighborhoods and all the uses. And finally the multi-modal improvements, we've got complete streets with bike facilities as well as a signal and roundabout to connect each of the neighborhoods with the regional trails, the city trails and the internal network.

So with that, I think that finishes my presentation.

Steve Adams – Good evening, I'm Steve Adams, Development Engineering Manager, and I'm here to discuss the underground infrastructure that's required for Frog Pond area. MSA has looked at the site and has been working with the City's Sanitary Sewer Master Plan, the Water Master Plan, the Stormwater Master Plan, and integrated all of the improvements that we foresee being needed to service this site in the utility plan.

We've looked at the major offsite improvements that are needed to service it. The majority of that is sanitary sewer upgrades to the lift station in Memorial Park and to our main service line down to Boeckman Creek. We've looked at the framework streets and what it takes to service this area as far as water pipe size, storm pipe size, sanitary size, and then off the main street will be the smaller local streets which we haven't re-plotted or looked at. They will grow and develop with the developers and what they have planned for the area. But all that has been looked at and everything has been budgeted out with expected SDCs. We will likely be working with Nancy and others with updating SDCs if we do find a shortage and need additional revenue to make the project pay for itself.

The coordinated framework streets and utilities, Scott covered a lot of this with the transportation, but this is the kind of backbone we envision for the Frog Pond west neighborhood. These would be the main streets and the main utilities within the streets required to service it. Minimal connection points to both Boeckman Road and to Advance Road, but everything has been looked at and studied and we feel will work quite well.

Nancy Kraushaar, Community Development Director – In wrapping up here this is a concept plan. Chris covered it quite well in terms of future additional planning and perhaps molding of this plan that will occur. We are actually planning for our future generations and, yes, this is very challenging. We all, I think for everyone in this room, feel that at some level or another. But it's such important work that we can prepare for Wilsonville to grow in an organized manner.

One of our main objectives in developing this plan was to make sure that our new neighborhoods integrate well with the rest of Wilsonville. The planning done to date really has looked at Frog Pond as a part of the total community, and this is something that was expressed especially by Joe and Scott. It is a high priority in the plan and especially to me as well that safe and walkable neighborhoods are in the plan and a transportation system that provides a convenient service to all modes of transportation are implemented. And I think the connectivity that you see in this plan is really great.

With this Plan it's a kind of different way of looking at things, but as this area grows we will have the opportunity to upgrade these narrow county rural roads and they'll be upgraded to city standards so that we'll have safe sidewalks to walk on, street trees and bike lanes. We also have the opportunity to achieve a Boeckman Creek trail all the way from Town Center all the way up to Frog Pond. Some of this will be achieved when the sanitary sewer line is replaced and up-sizing the line that is along Boeckman Creek now, but as part of this project we'll lay a trail and an access road for maintenance.

The finance plan that we've studied provides a solid framework. It's going to cost a lot of money, but it does provide a solid framework for how we pay for infrastructure in Frog Pond. It is important that Frog Pond west be funded on its own. The future timing of east and west is as you heard, "well we really don't know what that will happen". It's not certain and likely quite a ways down the road. That being said as has been planned for many years since the beginning of this century, Frog Pond will definitely fill out this edge of Wilsonville. Future home surrounding the new middle and primary schools will be making them neighborhood schools. There will be this large school area and then there will be homes around it – it's hard to imagine today.

This area as well as the west neighborhood, all three neighborhoods will have really great access to a future city park and those sports fields we're not exactly sure what those will look like yet, but that master planning will also occur in the future.

It's going to take decades, but it is so important that we continue this thoughtful planning process and it is not just about what decisions are made in the next month; it's about how we continue to make very thoughtful decisions on how the next Wilsonville neighborhoods do indeed become a highly valued part of the whole City.

We are happy to take questions, but we know you have a lot of public testimony out there to listen to tonight too.

Mayor Knapp – thank you staff for all of that input. It is truly eye-opening how complicated the interrelated parts are both with each other and with relating to the rest of our City so it does have

the chance to become an integrated piece of our City. Appreciate all of the work that you folks have put into it up to this point. Council do you have any questions for staff at this time? Councilor Lehan.

Councilor Lehan – I just had one that I had asked Mr. Neamtzu in a previous meeting about the existing homes that are there. That in the calculations some number, without choosing particular homes, some percentage or some number of existing homes, was assumed to remain. And my experience in other neighborhoods has been when an existing home remains, it's usually on a significantly larger lot because it has to be because it probably doesn't line up quite right with the streets or whatever and the garage and driveway, so you have to allow a bigger footprint for an existing house to work it into a neighborhood. What number are those and are we thinking those generally will have one acre, half acre or how were the calculations done for whatever number you were using?

Mr. Neamtzu – Sure. In the technical appendix is a document called the “Buildable Land Inventory” it's a fundamental starting point for these exercises. In that document you will find that we identified 39-40 properties that had certain values. The value that we use for a structure is likely to be retain is a value of over \$160,000 for the improvements. So we have 39 of those, that is in all three areas. When you imagine the ultimate development pattern in all three areas, you could assume, for example, there might be 39 additional homes, not in places we've planned these larger lots, they could be interspersed in medium sized neighborhoods or smaller neighborhoods, and they can range from anywhere from 15,000 all the way up to an acre, depending on the configuration and the property owner's desires to have that incorporated into the fabric of the plan.

Councilor Lehan – It just seemed we were forgetting we would have those extra-large lots. I was not thinking it was as high as 39.

Mayor Knapp – One quick question I guess. Kind of following up on that idea that Councilor Lehan is talking about. If someone has a property a house or acreage within this Plan and they do not want to do anything with it, they do not want to develop it, do not want to sell it, what is their position?

Mr. Neamtzu – They can choose to remain as they are today forever. There are obviously going to be changes in the community and when they see the changes occurring it is often the impetus to go and do something, go somewhere else. There is no forced annexation requirement to come in and become part of the plan if someone owns property and wants to continue to enjoy a beautiful hobby farm out there for the foreseeable future or forever, that would be at the property owners discretion.

Mayor Knapp – Thank you. Alright, thank you staff very much for that. Now we are going to proceed into these discussions. I have got numerous requests of “I want to be first”, “I want to be last”, “I want to be second”, “I want to be before her”. I can't do all of that. We are going to follow the protocol, which is we are going to ask for input from elected officials first, followed by input by any of our volunteer boards and commission members that do want to speak, if I can keep up with all of these as to who's who. Mr. John Ludlow is our County Commissioner for

Clackamas County. Sir would you please come forward, and following that we will ask for two Planning Commissioners, Mr. Al Levit and Mr. Peter Hurley.

Bryan Cosgrove – Mr. Mayor, I’m going to do my best on timing. I just wanted to announce in advance that this is not a strong suite for me.

Mayor – So what should people expect on timing?

Mr. Cosgrove – Three minutes.

Mayor – Alright how are you going to notify?

Mr. Cosgrove – I’m going to follow the conversation and take notes as I need to do and also keep the timer. I just want you to know in advance if I mess up it’s not intentional.

Mayor – so what’s the notification when we get to three minutes?

Mr. Cosgrove – you will hear a beeping noise from an iPhone, and the three minutes are up.

## **PUBLIC INPUT**

John Ludlow – I hope not to reach 3 minutes. My name is John Ludlow, I am the Clackamas County Chair, but I’m not here in that capacity here tonight. I’m here in the capacity as a resident here for 40 years, a real estate broker for 38 years and a heck of a lot of experience in the growth of Wilsonville. You know it was said tonight by Chris Neamtzu that compromise is necessary. We have compromised in this town. This town, of all the metropolitan cities has the highest density of multi-family. We have paid our dues here. Last time I ran, I ran on a position of “stop Portland creep”, it’s not Portland creep, its Metro creep. So, this density that they are requiring is something that we’ve paid dearly for and it’s time to slow it down. A request for 4,000 square foot lots minimum is not unreasonable. I think it’s very reasonable, and actually those are very small and not very desirable. If you look at what’s happening in the Portland metropolitan area, people are being squeezed out of the middle class. Right now I know a lot of people that drive to Silverton, hint, hint, Bryan Cosgrove.

Mr. Cosgrove – I do not drive to Silverton Chairman Ludlow.

Mr. Ludlow – don’t use my time.

Mr. Cosgrove – I don’t want that out there in the audience, don’t use my name.

Mr. Ludlow – well a lot of people drive a long distance to come to work here, and your own measurement says 91% of the people leave town to go to work someplace else and it’s because they want to live where they want to live. As a real estate broker that has an agent that lives, and works and grew up in Woodburn, he now says there’s been a run on Woodburn. You cannot find a single family residence, detached, in Woodburn and the prices are escalating fast. Metro and their lack of wisdom decided to study the urban growth boundaries and say ‘we don’t need any

more' for three more years after it went six after the last adjustment. That brings in the law of supply and demand. When there isn't something that people desire, the price for that something goes up. From toilet paper to beef to gasoline, it's all the same. So the bottom line here is, we really have paid our dues in Wilsonville. I would appreciate you taking into consideration what these people will be requesting. And I might add when your traffic engineer, we've been able to keep traffic problems at bay, you haven't been at Boones Ferry Road and Wilsonville road evidently. So I would say again, listen to what these people want. I find it ironic that this Council would hire lobbyists and work very hard to protect the people in Charbonneau from what might happen 25-30 years from now, yet you'd be fighting with these people in trying to do something that they don't want you to do. I'd also ask the citizens here tonight, since all of them will not be able to testify, and some of them don't want to testify, is when you agree with somebody, we do this at the Commission, it works real well, when you agree with something right after they are done raise your hands please. Thank you very much.

Mayor – thank you. Mr. Hurley.

Peter Hurley – Good evening Council. Peter Hurley, Planning Commission, address is on file. I don't want there to be misconception this Plan was passed with the full endorsement of the Planning Commission. Two members were in favor, two stated their doubts and concerns and without reason changed their minds and then the vote, when the vote came; one was absent, and two voted "No". This was not a resounding endorsement of the Plan. All commissioners were in agreement that our housing stock was out of balance, and that we needed to do something to bring it back into alignment with something closer to 50-50 between multi-family and single family. None were certain that this Plan was the plan to do it, yet in the end and possibly out of apathy or fear of what would happen if it were rejected, the "yes" vote won. Of the written and oral testimony there were, to my count, and I can't find my notes anymore, but I know it was pretty close to this, 47 items of testimony, only one written and one oral were in favor of this Plan. Of the other 45 they were against it. That's a 95 against from the citizens. Why are so many people voting?

Why are so many voting members of Wilsonville and its surrounding areas so upset at this Plan? For one this Plan looks little like what was asked for at the very first Frog Pond Task Force. Second, everyone I have spoken with over the last two years wants more options, more diversity to our housing stock and not less, which this plan does not give us. It gives us more of the same. Since Frog Pond east is years out, and has not been vetted, it should be severed from this Plan. Some people say that wanting more from this Plan than it gives is elitist, yet it is just the opposite. The vote "no" is to say "yes" to diversity, it is to say we want more, not less, for our community, and it is a "no" to the status quo. This is a bad plan for the economic diversity and long term health of Wilsonville. Please send it back to the drawing board, vote with the people, not against them. Vote "no". Thank you.

Mayor – The next three will be Mr. Postma, Keith Liden of the West Linn-Wilsonville School District, and Mary Closson whom I believe is on our Parks Department. Mr. Levit.

Al Levit – I'm on the Planning Commission, my address is on the record. I was the missing member of the Planning Commission when the vote was taken for this, but I did watch the

proceedings on the web. And I would have agreed with the Plan as recommended. I think the Planning Commission and the consultants and staff really did a good job of trying to work things together. There was a lot of uncertainty from what I could see during the vote and during the discussion. But I think since there is ample opportunity in the future to amend and change the layout of the land use, I think this would be a good time to adopt it so we can move on, and not have the goal posts continually move ahead of us. Thank you.

Mayor – Mr. Postma, Mr. Liden and Ms. Closson.

Eric Postma – While they're taking their seats I'll go ahead and thank you Council and your Honor for allowing me the opportunity to speak. I do feel it necessary because I come to you guys with a lot of hats today. I am here in the hat as citizen of the city of Wilsonville, and as a planning commission member and I'm not here on behalf of any clients today, and I'm not here on behalf of the Wilsonville Chamber of Commerce on this particular instance as well. So I do want to make sure that I have that clarification out there. I did hear a lot, from the staff speaking to this, this is a long time out. And to some degree what I hear in that is we shouldn't be that concerned about that. But what we're talking about today, we're speaking to our community's goals and our community's aspirations. Let's not downgrade what this is. We're speaking to what this community today says we want our community to look like in the future. And let's give it that due consideration.

You're going to hear a lot about diversity, and I want to make sure all of that is seen in the context of our Comprehensive Plan. Let me read from Policy 4.1.4 and 4.1.4(b) of our Plan, I'm just going to take a couple snippets of it because I think they are important. It says, "The city of Wilsonville shall provide opportunities for a wide range of housing types, sizes and densities, at prices and rent levels to accommodate people who are employed in Wilsonville. It is the City's desire to provide a variety of housing types to meet a wide range of personal preferences and income levels."

Right now you're going to hear a lot of from the testimony that we've been hearing in front of the Planning Commission for some time as Commissioner Hurley aptly pointed out, is that we are underserving those that seek something different those who seek larger lots that is something that isn't currently on the market here in Wilsonville. We have those who move from out of state to come to our area and they go away from the City of Wilsonville in large part because we don't have the product here that they are looking for. If you come from California and you have a large amount of money from the sale of a home in California, you're not going to take the tax hit and downgrade to something smaller, you're going to use those funds on a house. And we don't have that here. We are driving them to other communities. If they work in Wilsonville we're telling them we prefer you live in Tualatin or West Linn and commute here instead. And that's not good for our roads, that's not good for our environment, and frankly we just need to make sure there's an opportunity for those people to live in this community where they're going to work.

I took a look at the 2014 housing report graph and it shows that we had, in the 2014 housing report graph, shows that we are skewed towards multi-family for the last ten years. And this isn't news to anybody up here. In fact it was about two years ago that most of the

Commissioners, Commissioner Lehan, Councilor Lehan, excuse me, you were not here at that time, but every had acknowledged that we're out of balance and we need to fix that balance. And this is an opportunity to fix that balance. And while I appreciate the fact that we've taken apartments out of there, multi-family by Metro's definition is not just apartments, it includes attached housing as well. We're talking about a plan that includes a whole lot of attached housing.

Three minters are you kidding me Bryan?

Mr. Cosgrove – blame Apple, that's 180 seconds – sorry.

Mr. Postma – I blame Steve Jobs for a lot of things, this won't be the only thing. So I'm going to close it out with this, and this is extremely important I think. Councilor Starr said this earlier, and he said it somewhat jokingly, but I think it's true. Most of the meetings for Planning Commission, Development Review Board here, I've been to all of them, we don't even see 25% of this sort of turnout. Commissioner Hurley said we've got 90-95% testifying in opposition to this plan. And what I'd ask you to do is to honor that. Honor that. We beg for people to come and testify and they're here to do that. Let's listen to those in the overwhelming majority and honor that. Thank you.

Keith Liden – Good evening. My name is Keith Liden I'm at 319 SW Washington Suite 914 in Portland. I'm here on behalf of the West Linn-Wilsonville School District. Tim Woodley and others are busy at a School Board meeting this evening and couldn't be here. The District, for a long time, appreciated the close working relationship that we've had with the City. And this planning process was no exception we've been actively involved throughout. And we support the plan that you have before you and the four framework elements. Now on the land use part, the District is certainly neutral. You're having a lot of conversations about density and types of housing and we're whatever the community would like to do there is fine with us. what you are talking about for units is less than what we were originally anticipating for this area, so from that standpoint there really aren't any service issues that we see from this. Regarding transportation we appreciate the strong emphasis on active transportation in this plan, and in particular the School District is looking forward to working with the City more on Safe Routes to School as we get closer to opening the school. Parks and open space, we think that that is a very strong element and it ties in well with the school as well and in particular the proposed city park that would be adjacent to the school site we think there are going to be some really good cross pollination there and benefit from that. And then finally, with infrastructure certainly there's a lot to do there and the School "District is certainly looking forward to and willing to do its fair share for providing services to the school site. Thank you.

Mayor – thank you very much. Following Ms. Closson I would ask for Mr. Rudy Kadlub, Lyneil Vandermolen and Lori Loen please.

Mary Closson – Thank you very much Mayor Knapp. For the record my name is Mary Closson I live at 11692 SW Palermo Street. The points I want to make, first of all I'm in support of Resolution 2553. I'm looking at it from a strong perspective of diversity, recreation and community engagement. I have lived in Villebois for the past 4.5 hears. My home is on a very

small lot next to other home on small lots. My home is approximately 1800 square feet. Of course this is just one section of Villebois. I may live on a small lot, but I have Sophia Park just across the street, and I never feel hemmed in by the size of my lot.

With this creative design Villebois is filled with a variety of parks, pedestrian sidewalks, front porches that open up onto those sidewalks that really encourage community engagement. I've seen it happen over and over again in Villebois with my neighbors, whether they are like me, whether they are young families, single adults, middle aged couples, or retirees, we often communicate and engage on the sidewalks and in the parks because it's very open in its design. I love the diversity of people in the Villebois community and its design fosters walking, biking, and recreation. And I say all this in relation to 2553, which is in support of this type of development of a variety of housing options. To me diversity of housing means housing for people earning both more and less than \$100,000 per year. I support housing diversity because we need to support students, young professionals, single parents, growing families, the self-employed, small business people and retirees. Villebois accommodates this beautifully with its variety of housing options, including small houses on small lots. I think that Frog Pond can do this as well. I'm uncomfortable with focusing on one sector of the economy and building houses that only they can afford.

Demographic studies that have been pointed out show that we'll need more housing for students, professionals, business people, for families, retirees, and for single parents. Small lots mixed with larger lots means walkability, I see this daily in Villebois, I see bicycling, and they make a community. I see kids and adults from different families and different backgrounds playing with each other in parks, a variety of parks with mixed use, basketball, Pickleball, etc. So smart lots with smart design can lead to front porch and sidewalk conversations further building community, building, wow that went fast, I'll finish my sentence, building healthy lifestyles and strong safe neighborhoods. My sense is that a neighborhood consisting of only big houses on larger lots does not lead to walkable and workable communities for Wilsonville. Thank you.

Mayor – thank you very much. Mr. Kadlub, Ms. Vandermolen and Ms. Loen please. She's not here, then Jaimy Beltrain. Mr. Kadlub, thank you for coming out, I understand you're not feeling too well this evening.

Rudy Kadlub – I'll get through this with a frog pundy voice here. I don't really have a whole lot of prepared remarks; I'm as many of you know, the developer of Villebois and Orenco Station, two large scale master plans that are as large or larger than the Frog Pond area. And I empathize with the Council and Planning Commission, the staff and all their consultants. I know from experience how difficult it is to plan a large scale master planned community. I do agree with John Ludlow that our enemy is not the citizens of Wilsonville or Planning Commission or City Council. We have Metro to thank for and Senate Bill 100 from 1975 that dictates to us much of the kinds of densities we have to have and the communities that we have.

I've been involved a bit with this plan, as the City has asked just about everybody that's had to do, any stakeholders in Wilsonville to participate. And my concern early on was that there was too much large lot product being introduced into the original plan. Yes I appreciate previous testimony about Villebois and the diversity of housing there, and it's appropriate. And I'm

neither for high density or low density, I'm for appropriate density. And by appropriate that is that density that meets the demographics of the area. I would suggest that though there is a lack of some larger lots in Wilsonville, I think this plan adequately addresses the number of large lots that would be needed. I might point out that we have large lots and estate lots in Villebois at the edges of the plan as it relates to the construct. We have large lots in Phases 1, we have large lots in Phases 3, and we have large lots in Phases 7 and 8. As you recall, Arbor Homes was one of the first builders there and they left, and they left after selling out all of their small and medium lots, and they could not sell out all of their large lots. They ultimately had to sell their lots at a discount to Lennar Homes who came in and purchased those. So I think it's appropriate, I think they've done a commendable job of getting a good diversity, a good mix of housing, most of the single family housing, in fact all of it in the west neighborhood is 4,000 square feet or higher. Yes there's more density in subsequent phases, and I would suggest it would be better if there was a three ring circus of some higher density and lower density in all phases, rather than stuff all of the single family in the first phase and back fill with higher density in the back. But as a compromise as where you are and how hard it is to get here, I endorse the plan that you have before you tonight.

Lyneil Vandermolen – Yes I'm Lyneil Vandermolen my address is on my notes but I live on Stafford Road and I'd like to address my comments to everyone except for Mr. Starr, because Mr. Starr has always represented the majority of Wilsonville Residents while the rest of you seem to represent what the government wants for us. And you've been fighting us since this whole operation began. Now, I was surprised to learn that the apartments which supposedly were set in stone for this plan are suddenly gone, because that means that things that are set in stone are actually negotiable in the end. And I'm afraid with this current plan, we're still going to have the kind of community where people live just long enough until they can move to Tualatin or West Linn, because what you're interested in providing for everybody is that kind of anthill in the future where the government basically dictates to us how we're going to live. And since you were elected by the citizens I think you need to listen to us, look at all these people here, they normally wouldn't be here. But they're here because you don't want to listen to them. So you can be un-elected too. Thank you.

Jaimy Beltran – for the record my name is Jaimy Beltran and my address is on my document there. I'm a real estate agent here in Wilsonville. I wanted to share that I agree with John Ludlow's points there, but I also wanted to state that there are many times I am entertaining buyers out of state, local, whatever it may be, and I love to showcase this town, its an awesome city. We've come a long ways and we love what has been done in Villebois and I'm a resident of Villebois. But unfortunately we do lose a lot of folks because we don't have things to provide for them, homes on larger lots. I applaud the Council that put together the plan on the west side specifically, all the lots there were over 5,000 square foot. I would love to see that throughout the entire project and I do believe there is a market there for all sizes, but specifically those larger lots as we don't really have them to show incoming buyers here specifically from out of state or those that do want a little bit of space. So I would love to see those lots remain above that 5,000 square foot plan. Thank you.

Mayor – and next if I could ask Kate Greenfield, Jan Johnson, and Alice McKnight please.

Kate Greenfield – I live at 7698 SW Emery Circle. I’ve lived in Wilsonville since 2009 and I’d like to speak in favor of Plan G. I appreciate the work the City staff did to provide such a rich stock of information so that it really could be evaluated. I was speaking specifically to the west part of the developments since that’s the only part that’s really being planned at the moment. And there are a couple of things I noted from the testimony that’s include in the records of the meetings of the Planning Commission and I wanted to address two particular points.

I looked carefully at the descriptions of housing in the west neighborhood and I found that when you look at the chart of existing home prices in Wilsonville and the chart of the planned three levels of houses in Plan G in the western Frog Pond area, you find that the lowest, least expensive houses sell for \$439,700, large lots will start at \$775,400 compared to 2014 prices all of the homes in that area will be more expensive, this will be all of the homes, including the small lots, will be more expensive than over 71% of existing Wilsonville homes and that is an understatement because of the way the intervals work between the data that I had to work with. So we’re talking about a high end development starting with the least expensive parts of it. I also found that the medium and large lot homes in that new development will be on average more expensive than the homes in nearby Wilsonville neighborhoods, just south of it and along the eastern boundary. So that there is a significant up scaling of the kinds of houses being offered for sale compared to Wilsonville as a whole and compared to the surrounding neighborhoods. All of the residents of Wilsonville, all of us, have a strong stake in seeing that these houses in this development sell because we will be up fronting the infrastructure costs and so we really don’t want to wait decades for these things to be paid off or to be bought, and that’s an important factor.

Also I found in some of the nuances of the arguments that have been brought before the Planning Commission some misreading, I think, and some fears that we don’t need to be concerned about, people brought up the quality of our schools being affected negatively by this range of housing. Well I have a 40 year career in higher education; I’ve done a lot of research on testing and the results of testing, correlation between family income, between SAT scores, IG and family income

Mayor Knapp – could we ask you to summarize please.

Ms. Greenfield - Really quickly. The bottom line is that people have said things like have talked about needing school lunches and things like that, and that there was going to be growth on the low end of our public schools. In fact, all of these students that would come in demographically speaking according to the research done would raise the overall level of the students in Wilsonville schools; it’s not a case of lowering the community standards. I think that diversity is very healthy, I think it’s very important to old people, young professionals starting out, and that it’s a very healthy kind of addition to our community.

Jan Johnson – 6591 Landover Drive. I’ll read this so it will be fast. In the two years we’ve lived here the traffic on Wilsonville Road has become intolerable. East Wilsonville Road is a neighborhood road supporting two schools with a third planned. There are also large apartment buildings and two churches on this road. And at one time this was a country road. But the city planners subsequently made a nice neighborhood. Now we have semi-trucks where they do not

belong. With GPS these semi-trucks use these neighborhood roads as a short cut to I-5. As usual, nothing is being done to control the trucks; the semis use this road daily. I can count 15 a day from my family room window. We do not see a police presence except at the high school to enforce some speed, so we have many speeders and we're just waiting for some child to be killed or somebody to come through my house because they really do go fast. We have suggested the city have a truck route as the surrounding cities do and like they have on the other side of town. We suggested that they have a truck route that comes off the freeway at Wilsonville Road to Town Center Loop, east to Canyon Creek and then to Elligsen Road. As it is now, they take Wilsonville Road up to Boeckman then turn left through the dip to cut off miles. Sometimes they go straight ahead at Boeckman to Stafford. Stafford Road is not safe for these trucks as they speed up the road for there are driveways, curves and bicycles. Many drivers exceed the speed limit on the roads and we who live there avoid going to the park across the street for fear we might get because they do not pay attention to the flashing lights. Before you bring 1,000 more cars into this area take care of the traffic and speeding issues we have now.

I also have a question, I attended the Planning Commission, I heard the Chairperson of the Planning Commission is employed by Metro. If this is true, why did she not disclose this before she voted on the Frog Pond Plan, better yet, recused herself from the vote because of her obvious conflict of interest. It does not look good to the public at large. Thank you.

Mayor – before Ms. McKnight goes the next three we will ask for is, Katherine Budiao, Karin Grano, and Mary Ferros-Bower.

Alys McKnight – My name is Alys McKnight I live at 28548 SW Cascade Loop. I'll start by saying I do not like public speaking. I appreciate your service to our city I'd much rather be at home with my kids tonight but I feel it was important to come and to participate in our goings on. I heard a few things tonight that I appreciate in the planning, I have been concerned about the traffic, first of all, which I can't imagine when the Planner said tonight that the traffic won't increase that much when we are adding hundreds of homes. I can't imagine how that works. But I also have looked at the maps and haven't seen, although they talked about them, I haven't seen paths and walking and biking trails which I've gotten a survey about could we put up signs around town which I don't really understand. We have put in a new bike lane out here but as far as taking my kids biking around town, it's very unsafe most places around here. We have the park down by the middle school but you can't bike on most of those trails. I just don't think that there are a lot of paths that are bike-able for families, and I would appreciate that along Stafford and along Advance and along Boeckman. And I would appreciate if we could preserve as much country as we can to me that's more yards and places for the families to grow. We have wanted to move to a larger lot for our family, but there's not any around, so we just want to be able to stay in the area. Thank you.

Katherine Budiao – for the record my name is Katherine Budiao and I live a 7278 SW Bouchane Court. I oppose the Frog Pond area plan. I've lived in Wilsonville for 14 years, 13 of those years were on the west side of town in Rivergreen, and I've enjoyed the quality of life here for my husband, two boys, and my parents who live in Charbonneau. Which is close but not too close. Last week a member of the Planning Commission admitted he avoids driving on Wilsonville Road, but doesn't think building more homes and apartments will cause more traffic.

So that's why I feel the need to speak tonight because I just disagreed with that completely. And for him to admit that there is a problem but everything is okay. There is also a belief going around that rent will decrease when more apartments are built. Rent did not go down when Villebois was built, it increased, and so did traffic. We never had a rush hour before Villebois. I lived on the west side, I know this. I know this because living on the west side and I saw it change, and yes there's traffic even when I-5 isn't backed up. I drove to Charbonneau, Wilsonville Road took an hour just to get to the freeway. Once I got to the freeway it was wide open. So I should have gone up to Elligsen, the back roads. People are drawn to Wilsonville because it's a great place to live, great schools and pretty special community. People are leaving Tigard, Tualatin and other areas because their communities developed so much that they lost the quality of life they once had. I know this because I've talked to some neighbors. We keep this massive building going on and that's what's going to happen here. The reason we came to live here will be gone and Wilsonville will turn into Beaverton.

The middle school is already over-crowded and has been at least for four years not. The quality of education goes down with bigger class sizes – we all know this. They need to fix Portland so more Portland people can live there and not commute. People who want to live in apartment should be living there and not in the suburbs. If they can't afford to live there, that is not our problem. Woodburn, Aurora and Canby are all wonderful places to live and close by. My family doesn't live in Charbonneau because it's too expensive for us. I'm not going to try to force you guys to create cheaper homes there for me, I'm going to save my money, be patient, and if it's meant to be, it will happen.

I grew up on a half-acre in Los Angeles. All the homes in that area were on lots in that size, why not here. We too were a very close community; I'm still friends with those neighbors and a lot of them still live there. Building a walkable, biking Frog Pond area sounds beautiful when it's sunny, warm and people don't have to go to work in Salem or Portland. That is another reason people move here, our location. Once we use this land up it is gone. And please don't mess this up. Thank you.

Karin Grano – my address is on my speaker card. *Ms. Grano submitted her testimony in writing which has been made part of the record.*

Mayor – before we start our next three following this will be Amy Thurman, Doris Wehler, and Tony Holt, please.

Mary Fierros Bower – I sit on the Development Review Board, I'm the Chair of Panel A. I'm here in support of the concept plan and the address is on the record. I move to City of Wilsonville in 2005 and I was very impressed with City of Wilsonville when I first moved here, the walkability, the parks, the trees, all the sustainable measures in place with the City of Wilsonville. I also had the opportunity to attend the Smart Growth Conference last year and where they talked about parks and walkability, healthy, livable communities, neighborhoods which I believe this concept plan demonstrates. And which makes me more in favor of this plan. I do agree what is proposed now is great, but future phasing is up for debate. I think it can be molded, I think it, depending on demographics, at that time that can be visited and reevaluated at

that point. The goals for future generations I think are addressed in this proposal. It addresses the younger generations, and the older generations alike. Thank you.

Mayor – thank you very much and I apologize for not having you speak earlier with the other boards and commissions, I missed your speaker card. Thank you.

Amy Thurmand – 01411 SW Radcliffe Road in Portland. I have watched with interest the shift from Plans A, B, C to Plan G, bigger homes on bigger lots. I think part of it was obviously a concern about traffic, but I am going to trust, based on what I have heard that the city will take care of the traffic problem, they have to, whether there are 100 homes or 200 homes, it may not happen overnight, but it will happen. For the purpose of discussion, I'm going to cross traffic off the list. Therefore, are bigger homes on bigger lots a better community? Not necessarily. Big homes on big lots have a significant downside, and that is they are expensive, they are difficult to sell, particularly when interest rates go up or if there is any whiff of downturn in the economy, and lastly, often people are isolated in neighborhoods like this.

I'd like to share my 27 years of living in Dunthorp, as you've seen the infrastructure to build a neighborhood, schools, the roads, the street lights, extremely expensive, and the smaller number of owners you have the larger the proportionate share of each owner. I spend \$24,000 on property taxes each year so I added it up, I've spent \$540,000 on property taxes living in a community that back when it was designed it was determined that it should all be big houses on big lots. Why would we do that? Because that's what you're supposed to do. You're supposed to have a big home on a big lot and you work five or six days a week and the small amount of leisure time you have, you mow, and you pressure wash. I have 4 children ages 31-17, and I don't think any of them are going to go this route. They want something better. When I look at my Dunthorp community there's about 30 homes in my little area, four dead end streets off of Macadam and on my little road four of us have chicken coops, I have ten chickens, three of my neighbors have chicken coops but no chickens. They used to have chickens, they'd like to have chickens but it's hard when it's just you to shovel manure, feed, water, all that. About half of the people in Dunthorp overall have vegetable gardens, I would estimate. They find the one patch of sun or the biggest patch of sun, they usually have a raised bed and a vegetable garden, and just about everybody has a dog. So, what if when Dunthorp was being laid out we, instead of having big houses on big lots, had smaller houses still nice, small yard, and took the rest of the property, still owned it, but shared it; a big chicken coop where we all helped each other, a big nice garden in the sun, and maybe a dog park. I don't know. Along with my, daughter I have five acres right in the middle of Frog Pond Lane, to our east, West Hills Development owns five acres, and to our west neighbors own five acres, so that's 15 acres. And we are all interested in exploring this concept which would technically historically be called co-housing for legal purposes and are hoping that the city will support this and help us explore this as one of the options for diversity. Thank you.

Doris Wehler – my address is on the record. In May of this year we presented petitions signed by almost 400 people asking for large lots in Frog Pond. After some horse trading, we were about to get about 20% of Frog Pond in large lots. Staff responded by increasing lot sizes by 1,000 square feet. But even after that 33% of west Frog Pond is still slated for 4-6,000 square foot lots, that's too many small lots, especially considering that Wilsonville has already done

more than its fair share to support higher density and housing diversity opportunities in this community. With Option G, we learned that east and south Frog Pond are planned to have over 50% attached housing on lots averaging 2500 square feet. I vigorously oppose this apartment like development of east and south Frog Pond. To that end, last Monday I turned in a copy of the petition signed by 515 community members. The petition asked that no lots under 4,000 square feet be included in the Frog Pond Concept Plan. For more than a year, our community has asked for less density with their letters, petitions, testimony, we're very concerned that the very, that this heavy density will negatively impact our traffic as you have heard, our schools which is true, and property values.

Here are a few comments from the residents,

- The proposed high density Frog Pond concept Plan is potentially reckless and poses great risk to the future of our community, schools, parking and traffic, which are already at or over capacity.
- It truly amazes me that our City Council has no concept of what our city needs.
- We need housing that will encourage families to stay in Wilsonville, not just pass through." This means building houses that families want to purchase for long term ownership, not condos, not town houses.
- What is being planned is a certain reduction in the quality of life for every one living in Wilsonville.
- Let's keep Wilsonville special and provide the families of this community low density housing, an option that is currently lacking.

Councilors we know the state requires a 20 year supply of land, Metro chooses to interpret what that means in a way that forces density on cities. Handing out planning grants funded by construction excise tax is one way that Metro pushes jurisdictions into higher density zoning. Metro's plan is to say "we gave you the money, and now you are trapped". I think we should tell Metro to buzz off. Metro did not put you into office, the Wilsonville citizens did. Thank you.

Tony Holt – my name is Tony Holt, I live a 7670 SW Village Greens Circle in Wilsonville. I've lived in the city for 14 years and I volunteer on its Budget committee. I believe it's a great place to live and I want to keep it that way – for everyone.

This Frog Pond discussion has become very intense. I've read about the comments in the testimony, and I get really concerned when I hear that high density brings crime, brings drugs to the schools and much more traffic. That is real concerning. So sometimes I think we need to stand back and take a reality check on all this.

If I just mention the traffic problem, the current traffic problem on Wilsonville Road and on Stafford is a problem of I-5. And I'm one of the guilty people that when I get onto I-5 and see it jammed all the way up to the merge with I-205, sure I get off and go down Wilsonville Road and go down Stafford and get round that way. The big problem in the future in my estimation is actually the problem of I-5.

But this is really about great neighborhoods in my feeling and I agree with a lot of what Ms. Closson said. I live in Charbonneau and just for the record I should say what we are trying to

stop south of Wilsonville is a change in the rules for one family. It is not a similar situation to Frog Pond. Coming back to Charbonneau you may not know it, but we're a Wilsonville community with some 2500 residents with a wide spectrum of housing types – 126 apartments, 236 condos, 534 townhomes and 510 houses. The townhomes and houses are on lots ranging from just over 2,000 square feet to as much as 20,000 square feet. And resident renters and owners range in age from early twenties to nineties. It works! In fact it works really well. Crime is very rare and traffic inside the community is not a problem. And it's great to have such a cross section of ages. And I think Villebois works in much the same way.

I want to keep our community open to anyone who is interested in preserving Wilsonville's values, young or old, or in between. So I urge you to support a Frog Pond plan that, in its modified form will build a third vibrant community in the City, spanning the spectrum from millennials to retirees and one that both ends of that spectrum can afford. It's a great concept? Please support it.

Mayor Knapp called a recess at 9:24 and reconvened the meeting at 9:31 p.m. He called the next three speakers Steve Mager and Debi Laue would be the other two.

Lindsay Berschauer – and thank you for allowing me to come in here ahead of everyone. I live on the outskirts of Wilsonville towards Newberg, but I did move here in 2010 from Washington State and I moved into Villebois. And I bought a condo there from coincidentally, Rudy Kadlub of Costa Pacific Homes, and what happened over the next three years was a shutdown basically of development. And subsequently Mr. Kadlub, I'm not sure if he's still here, but I find it awfully disingenuous that Mr. Kadlub would come here and support a new plan and a new development when he received quite a bit of tax payer funding for Villebois, and then lost his financial backer and then went under and then had to essentially option off the row homes along Barber, which plummeted the value of my condo by about \$130,000.

I then moved over to Landover, so I'm very familiar with Jan and some others here, who have concerns over the impact of Frog Pond. What I want to say, and the reason I'm here, I do live kind of on the outskirts, but my son still attends Boeckman Creek, but what I do want to say is I'm very sympatric to the people who are here who have taken time out of their day and night to come here and testify and clearly a lot of people feel they are not being heard. And I just want to second that I hope that the majority of this Council votes the right way that is votes with the people in this room.

Debi Laue – P.O. Box 147 Wilsonville. Mayor Knapp, Councilwoman Lehan and Councilman Starr thank you for attending the very long meetings. A lot of work has been done; I appreciate the staffs work on this. I also appreciate the fact that the citizens are showing up and talking about what they want for the future of Wilsonville. Everyone in this room is here because we love Wilsonville, and we're concerned about the future and what that looks like relative to the planned neighborhoods going forward for the next 20 years. You have an opportunity as the city Council to stay with the status quo, which means a multitude of small lots and attached housing on Frog Pond south and east, or you can made a decision that can shape the future as the will of the people have made loud and clear. I implore you to be courageous and bring back the neighborhood designs that we would like to have a chance at again, which we haven't had for

10-15 years. Neighborhoods like Wilsonville Meadows, the Park at Merrifield and neighborhoods where you can run out in the back yard and play. Quoting from your handout *A Vision of Frog Pond for 2035*, “The community’s hallmark includes a variety of quality homes. Variety comes from lot sizes where builders are not forced into a cookie cutter design model.” An example for the need for main level living and you probably heard the term “age in place” comes from the recent sales on homes that never hit the market on Canyon Creek Road, 2100 square foot single level homes going for \$610,000 and two other main level living homes are selling for \$657,000 and \$686,000. That’s because they’re the only ones in town. If you do the math you can see what these numbers used to determine the market in Wilsonville did not take this style of home into consideration. These homes need a lot that accommodates a 50 foot wide footprint plus setbacks and that can’t happen on a 4,000 square foot lot and certainly not on a 2,000 square foot lot. Never did the consultants consider the great success of the Boat Club where homes are selling for \$750,000 to \$1 million. They are selling there because, again, it’s the only game in town.

We don’t have to design hundreds of future lots in the 2-4,000 square foot range to sell homes in Wilsonville. Larger lots make sense on the east and south parts of Frog Pond. They’re next to farms; they’re next to the new school site. High density can occur in the Basalt area, which will be your next planning area. As a community we value great schools and traffic patterns that do not mimic higher density neighborhoods, especially Beaverton’s been used as an example tonight and I’m going to use it again. The decision rests in your hands. I implore you to take the opportunity to offer those who are already here, and those who will surly come if invited by a home style that they are looking for, master plan of all Frog Pond that allows neighborhoods that we have not had access to for nearly 15 years.

Mayor Knapp – Mr. Mager before you start, the next three speakers will be Rhoda Wolf, Ryan Warnick, and Jayant D’Souza please. Is Mr. Mager here? Mr. Mager had to leave is that accurate okay.

Rhoda Wolf – my address is on record. And I want to, I think we’re all tired and I will just agree with what Doris Wehler, Peter Hurley have stated. Please remove all lots less than 4,000 square feet. I live in the Landover neighborhood and the traffic has gotten really unbearable. I commute to Lake Oswego I used to go off SW 65<sup>th</sup>, it’s so backed up now, sometimes I don’t choose to go that way very often, but once in a while if I do I’m backed up to Lee Farms, and It’s just like I should have taken the highway, but the highway is a mess as well. I’ve lived in Wilsonville for I think about 18 years and the traffic is really becoming unmanageable in that area and I hope that you do consider removing anything less than 4,000 square feet. Thank you.

Ryan Warnick - good evening, Ryan Warnick, 6887 SW Cedar Pointe Drive. My concern is it seems, I agree with much of what has been said in opposition to the Frog Pond Plan. I wanted to bring up two points. It seems somewhat disingenuous for the Planning Commission to say that decisions about the density in the east and the south neighborhoods will be made at a later date when the density plans are clearly included in this resolution and if approved will become part of the permanent record. I suggested it be noted that the proposed density for the east and south neighborhoods is undesirable and should not be approved even preliminarily within this resolution. Second thing, the conceptual neighborhood drawings that were shown include some

of the features of the Villebois development that many see as unfavorable. When homes are required to have garages facing the back of the house, you end up with unsightly and undesirable alleyways behind the homes and it eats up valuable land that could be better used for backyards because it requires that each home be serviced by essentially two roads, one in front and one in the backside of each home.

Another issue I see is the amount of land proposed for parks. The City has many wonderful parks which are valuable factor in the desirability and livability in Wilsonville, but the size of the neighborhood parks that I saw in the drawings seems too large. It eats up valuable land that would be better allocated to the properties of the single family homes. And the hefty HOA dues associated with Villebois can be attributed to all the common space and parks and commonly maintained landscaping. As much as the Planning Commission may like to think that they can create a neighborhood where everyone wants to live in a tiny cottage and ride their bicycle to work and spend their Saturdays in their shared HOA maintained front yard, which is simply not the reality. Families like to have homes where they can park their vehicles in their driveway and send their kids out to play in their back yard. It is the American Dream to purchase a home, raise a family, hold barbeques in your yard and plant your own trees and mow your own lawn. I love to socialize and be part of a community, but I also prefer to operate my home autonomously. Let's populate the Frog Pond area with homes where families will want to set down roots, and raise a family. Thank you.

Mayor – and after Mr. D'Souza, we will ask for Paul Chaney, Julie Tolboe, and Elizabeth McCord.

Jayant D'Souza – Good evening, thank you for giving me the opportunity to speak. My address is on the speaker card. I live in the Landover neighborhood and I agree wholeheartedly with everyone who's opposed the plan and I ask you to please oppose this plan for the Frog Pond neighborhood. Primarily because one of the things that I, besides the large lots, the smaller lots that have been brought up many times, one of the big problems that we have is traffic on Stafford Road and Wilsonville Road. I've lived in Wilsonville for eleven years now, and I've seen the City grow. And I've seen the traffic on Wilsonville Road grow tremendously, multiple times. The intersection of Stafford Road and Wilsonville Road is an extremely unsafe intersection; the volume to capacity is extremely high and nothing in these plans addresses it at all. I also have three small children; two of them attend Boeckman Creek, it's almost impossible to cross Wilsonville Road. There are semi-trucks, there are a huge number of trucks that speed on the road and it is almost impossible, by putting more than 1,000 cars now on that road by building out this neighborhood you're going to have far more traffic than just 15%. It seems like this is the status quo and it seems fine. I don't think we should stand for this kind of traffic on that kind of neighborhood where you have small children and a growing population of kids going to school. Thank you.

Paul Chaney – thank you. Mayor, Council members my wife and I have been property owners in the Frog Pond area since 1972. When Frog Pond was brought into the Urban Growth Boundary in 2002 there was an original attempt to plan the original 181 acre parcel and that was now identified as Frog Pond West by interested developers. Unfortunately the great recession

happened and all planning ceased. The addition of Frog Pond east and south has added a complication and is now the subject of many vigorous debates. We feel that the planning efforts, conversations that yielded the plan, while not acceptable to some, will satisfy many and meet the city's future housing needs. We ask the Council to approve version "G" as approved and forwarded to you for your consideration from the Planning Commission. As much as the east and south areas are not currently in the urban growth boundary, and may not be included anytime in the near future, we feel that this will allow for the continued development of Frog Pond West which has been on hold. Revisions to density and lot sizes in the east and south areas can, and should be revisited when inclusion in the urban growth boundary is eminent. Thank you.

Julie Tolboe – hi, I'm Julie Tolboe and my address is on record. I've been a resident here in Wilsonville for almost 15 years, and I'm here tonight to encourage the City Council to reflect on the guidelines that the State, Metro, and the constituents have established and vote no on the current plan to develop Frog Pond west, east and south in consideration. Oregon statewide planning goals and guideline goal number ten dictates that development should provide for the housing needs of the citizens of the state. The plan shall encourage the availability of adequate numbers of needed housing units at prices, price ranges and rent levels which are commensurate with the capability of Oregon households and allow for the flexibility of housing lactation, type and density. Planning guidelines include allowances for a variety of densities and types of residents in each community, plans for development that meets the needs of households of all income levels. This should cover all needs including lower density, varying housing sizes and ranges of income.

The City is proudly claiming great growth in the community, but nearly all of that is come via high density and multi-family housing. Based on the City's 2014 housing report, I could find only 41 lots that were detached single-family that were zoned in PDR-4, 5, with an average lot size over 5,000 square feet. Those were in the Renaissance Boat Club, and Canyon Creek. All other single family detached homes were far lower including those in the Village Zoning designation that include lot sizes in the 1900-3000 square foot range. The new housing development tin Wilsonville over the past decades has severely neglected to provide adequate options for those wanting larger lots, including those over 5, 000 square feet. And I might add that you refer to the large lots going into the Grande Point neighborhood in Villebois as being large, when they are actually on average 4,800 square feet, so if that's giving us a guideline as to what the Council is considering large, then I think that should be stated.

At Planning meetings there's been much discussing about Metro requirements for land use in the Urban Growth Boundaries, public questions have been raised about density requirements by development versus total community. It appears the Planning commission and the City are not looking at the housing diversity for the entire city, and advocating for plans that positively impact the area. In fact, Metro Charter Regional Planning Functions include protection of livability of existing neighborhood plans. They should have measures to protect existing neighborhoods taking into consideration air pollution, water pollution, noise and crime as well as provisions for adequate level of police, fire, transportation and emergency services, public utilities, etc. Metro's charter offers also states that Metro's report is t be issued prior to the UGB amendments addressing traffic patterns and any resulting increase in traffic congestion, commute times and air quality, and the cost impacts on existing residents in providing the needed public

services and the public infrastructure. These reports were to be given to the City and the County. I was unable to find such reports on the City website and rally haven't seen these topics addressed. In closing I think, sadly some of the members of the Commission and the City Council are allowing this to become a political and socioeconomic issue and having it promoted this perception on social media. I think this is divisive behavior and it is irresponsible and we should all be considering what is best for the community for everyone, not just one or two designated populations.

Mayor Knapp – and after Ms. McCord, we will ask for Kathy Erickson, Katherine Kinbick, and Grady Nelson.

Elizabeth McCord – for the record my name is Elizabeth McCord and my address is on the record. Also for the record, the petition Doris mentioned now has 560 signatures to remove all lots under 4,000 square feet. Mr. Mayor and Councilors thank you for your time and consideration for community input on Frog Pond. There have been statements made about how passionate some in the community are regarding this issue. Passion for this development is because this is where families have desired to live, raise kids, and retire, and they want to maintain what initially brought them to this community. Many of the previous City Council meetings and here tonight are not transient residents to this town, but rather they have been here for years, and some generations and have a strong desire to stay in Wilsonville.

The east and south neighborhood lot diversity is skewed to the smaller sized lots with attached row homes and cottages, and overall smaller sized lots compared to the west. Requesting lots at a minimum of 4,000 square feet are still small and will provide for those that do desire a small lot or home. However, you need larger lots to provide diverse housing needs such as ranch style, single story homes, homes with 3-car garages or more, larger lots for those who desire more than just a postage stamp lot. Increasing smaller lots and a commercial building means an increase of cars on your streets, children in our schools, and a crammed corner with attached housing, commercial mini-mark and community and a park and school across the street. That will be a fun intersection to navigate, and I'm speaking from experience because I drive north on Stafford daily and I have for the last 8 years. In the last two years there's been a huge increase in traffic along Stafford without anything being built in the Frog Pond area.

I'm not asking to eliminate all smaller lots, but control density and provide for larger lots in Wilsonville. At what point does the City realign the housing market in Wilsonville to bring more balance to this city. I support the use of the Grange to include a theater and an art center; I also think another use for where some of the attached homes and cottages are is a plan for another community sports park. We have a shortage of community softball, baseball fields and soccer fields and I know this as a parent who is having to take kids to late evening practices.

To conclude, I'd like to read a quote from an Oregon Live article, and I quote, "Wilsonville is still small enough where I think an individual can have an effect. I'm interested in Wilsonville growing in appositive way that preserves the values and qualities that people talk about most frequently." That quote is from Mayor Knapp when he was discussing his running for re-election for Mayor in 2012. Mr. Mayor and Councilors, I hope that the Frog Pond project will preserve the value and qualities that our community has been vocal about. The Frog Pond area

will have a huge impact on future generations of the Wilsonville community. The area planned for west, east, and south begins to lay the foundation for this area. Thank you.

Cathie Ericson – hi, for the record I’m Cathie Ericson and my address is on my speaker card. I have lived here for 14 years, I moved here because we did not care for the traffic in Tualatin, and when we moved here we found that this was a place where we could have yards, we could raise our kids, and we could have plenty of room to do the things we wanted to do as a family. We’ve become very involved in the community, I’ve been PTA president in Boeckman and Wood,. My husband is the Wilsonville Youth Sports director; we know that it takes families that are committed to Wilsonville to make all these things happen. And we’re very interested in seeing there being an option for people who do want to raise their kids in houses with large lots, back yards and all the things that many of us had growing up. We think that if there is too many small lots, that leads to transitional housing, those families are often not as invested in the community, they don’t spend as much time doing the volunteer work that makes all the different things in our community grow. We are also concerned about traffic, not only the traffic on the roads, but the overcrowding of schools, the library, and all the infrastructure that we have in our town. And we ask you to listen to all these people who have given up their evening, who’ve been writing to you guys for months. And very passionate as others have said about this issue. Thanks.

Katherine Kubick – my address is on record. I’ve lived in Wilsonville for 25 years in the Wilsonville Meadows neighborhood. I wanted to discuss mostly the west plan. I appreciate the ideas for the trails, preserving of the old oak trees. I would like to see this community taking a step in the future to embrace enabling solar energy. Many of those things can be enabled by having east west streets, controlling the size of trees that are newly planted so there is less shadow on those houses that are built. I think the City has made an effort with Villebois and all to have a different style of house that can appeal to people that want to have the front porches, and the public parks, and I would like to see in the future that the city plan for the solar option in those areas of the frog pond area that can enable that. That’s my comments.

Grady Nelson – thank you Mr. Mayor. I testified at some of these, I testified at the Planning Commission meeting and I guess my frustrations are I’m hearing the same thing. I had a speech but I would be repeating a bunch. So ultimately I’ll tell you who I am. I’m a 40 something year old guy, married with his, mine and our children, I’ve lived in the City of Wilsonville, I moved here for the reasons of the community. I started in an apartment, I moved over to the west side and I moved up now I’m in the Meadows-Landover area, and I can tell you that Frog Pond will definitely impact what I do. It will impact the decisions that I make in the future and it will impact the house that I, that my wife and I end up buying as we continue to want pieces of property. I’m currently a PTA president in school, I see the kids walking to school, I see the safety risks. I’m concerned. I hear the parents, I hear the people talk about the congestion and the traffic flow and it frustrates me because I think the people that were here, and everybody that was saying, we’re all saying the same thing. We elected you guys to make a decision for all of us. and the majority is speaking that we don’t want these small lots. We continue to say that and I think that you guys heard us a little bit when you made some adjustments to the west, and while we thank you for that we are standing very strongly and telling you don’t do this for the east and the south. You know my kid is going to go to that middle school. I don’t want 1900 homes that are going to have at least a car and probably two traveling up that road when the infrastructure

doesn't do it. You know TSP and all these other guys that are crunching numbers, that's great on paper, but a map looks good too if you want to go for a hike. The problem is when you get out to the territory and start walking, you realize that there are cliffs involved, the topography is different. So although we can see that "X" amount of vehicles fit on a street, unless you're there early in the morning and you're driving that neighborhood because I do, my son can't take a bus because we live within a mile, and it scares the crap out of me in order to put him on his bike to go to school.

And we're standing here telling you that, that these homes we will buy them. Build them essentially, and we will buy them, we have some top realtors in this community that are willing to sell it. They are willing to sell these properties; they are standing before you telling you multiple times don't build it. And the majority of the people say we want diversity, okay I agree with that, but that's what Villebois is, that's what some of these little houses are, that's what Charbonneau is. Charbonneau is diversity. So give us the diversity on the east side and don't build small density housing.

In closing I would tell you that I'm very concerned because there was an email that I got on September 28<sup>th</sup> that talked about from the city in regards to a grant that metro gave us in order to develop the Town Center area, and it talked about public input, it talked about putting together these focus groups, and my question is, you're not listening to us now, what makes us think that you would listen to us then because it talks about Metro. If metro is tying our hands then stop going for the grants that Metro is tying our hands with, let us do what we're going to do, let us build and let us do it at our pace, not at yours. Because ultimately, you're not going to be here in office ten years or 15 years from now. I am, my son is, and all my friends are behind me. Thank you.

Steve Schoop – I've lived on the edge of Tualatin for 24 years, and I've followed the planning arena going way back even when my parents bought a, built a house in Charbonneau, one of the first phases. And it's so interesting to see the history lesson going on here, because Charbonneau in its glory today was looked upon as a blight on the valley, and it led to Senate Bill 100 and the planning behemoth we see before us now pleading to this quagmire that offends all of these people. And I want to tell these people that having followed the planning arena for many years and the careers of some of the councilors sitting up here, they aren't listening. Metro doesn't listen, and I know for a fact that the Mayor Tim Knapp and Charlotte Lehan are stalwart dedicated supporters of all of the infill transit oriented development, smart-growth, new urbanism, that Metro wants. That's why you have the chair of the Planning Commission an employee of Metro. This is how they operate. They will not listen to any reason. Then only way you are going to get what you want as a city and a community is to remove them from office. I was around when Charlotte narrowly escaped a recall election before, I was around when WES was planned, I was around when Villebois used to be a mental hospital, and it was to become a utopian village. Charbonneau used all private money, didn't need a bank of planners, didn't need Metro. Villebois is eaten up some \$120 million of urban renewal money, and to get to the transportation card which is the most offensive. When Villebois was being planned and Charlotte was Mayor, ODOT said that without a Boeckman interchange it's a fatal flaw for Villebois. In order to get around that they paid a consulting firm to come up with an alternative, they didn't need to build it. It was six lanes in each direction on Wilsonville Road. That was in

order to facilitate the traffic only from Villebois. Then came the Fred Meyer urban renewal expansion and all that traffic. So you can see they're not really interested in traffic, in fact the only time they are concerned with traffic comes up genuinely is when they want to use it as a deterrent for jobs land south of the river, or to stop the I-5/99 connector which Charlotte Lehan did, and now it's going to stop at Grahams Ferry Road. So don't believe them when they're talking about fixing traffic, because they're not. They're not going to listen to you about neighborhood density because they're all for it. They believe in Smart growth, new urbanism and everything Metro wants. Metro in the region is the bully, they're not going to cooperate with anybody, and they're happy to have people like this on city councils so that you don't get what you want. So if you want to have your way in your neighborhood, your community, your schools, parks the way you want them, and your density, you'd better get animated and go do the battle it's going to take. Thank you.

Mayor Knapp – okay, that is all the speaker cards we received at this point. So, our plan is to have deliberation and discussion and consideration by the Council when we can get more people here, we also will have time for the people that aren't here to review the testimony on video and get up to speed. And we will look forward to that on the November 16<sup>th</sup> meeting. At this point I would entertain a motion to close the hearing. We have heard all the people that wish to be heard tonight. Is there a motion?

**Motion:** Councilor Lehan moved to close public hearing on Resolution No. 2553. Councilor Starr seconded the motion.

**Vote:** Motion carried 3-0

Mayor Knapp - So we will move this item into the discussion and consideration phase roughly thirty days from now. Thank you everyone who has come and provided a perspective and input, I very much appreciate that. We do have some other business still to conduct here, so the meeting is still in session. The next item up is City Manager's Business

*End of transcript.*

#### **CITY MANAGER'S BUSINESS**

None.

#### **LEGAL BUSINESS**

Mr. Kohlhoff mentioned the City received a high bid for the surplus land on Tooze Road, and setting the time of November 2<sup>nd</sup> for the Urban Renewal Agency to accept or reject that bid. It looks like it is a very sound bid; it is \$1 million over what the City was hoping for as a minimum. There is a very good, solid down payment, in excess of five percent, with closing in about five months. The sale would meet the City's ability to move forward with the Tooze Road improvements. Mr. Kohlhoff recommended that the Council recommend to the Urban Renewal Board accepting the bid subject to the Legal review and approval of the purchase and sales agreement.

Mayor Knapp explained the City has owned the property for approximately nine years and Council directed staff to seek bids that would make the property profitable to sell, and a bid was received that was \$1 million above the base price.

Mr. Kohlhoff said that was correct, the total bid is \$5,150,000 for approximately 10 acres submitted by Polygon WLH LLC is the top bidder.

**Motion:** Councilor Starr moved that City Council recommend to the Urban Renewal Agency Board that the bid from Polygon WLH LLC for the Tooze Road surplus property in the amount of \$5,150,000 be accepted subject to the City Attorney's approval of the purchase and sale agreement that has been tendered. Councilor Lehan seconded the motion.

**Vote:** Motion carried 3-0.

## ADJOURN

Mayor Knapp adjourned the meeting at 10:10 p.m.

Respectfully submitted,

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Sandra C. King, MMC, City Recorder

ATTEST:

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Tim Knapp, Mayor

*Staff report prepared by Chris Neamtzu, Planning Director dated October 19, 2015, without attachments.*

**ISSUE BEFORE THE COUNCIL:**

The Council will conduct a public hearing to consider the Frog Pond Area Plan for adoption. The draft plan before the Council reflects the **Option G** Land Use Framework as recommended by the Planning Commission following their September 9, 2015 public hearing. At the conclusion of that meeting, the Planning Commission added three items for the Council to consider: 1) that the neighborhood commercial area location is further evaluated as part of Master Planning for the East and South Neighborhoods; 2) that the Land Use Framework densities for the attached row homes and cottages land use category are further evaluated as part of the Master Planning for the East and South Neighborhoods; and, 3) that the Frog Pond Area Plan text is revised to include expanded use for the Grange to include theatre and arts.

This follows an 18-month process (the City entered into a contract with Angelo Planning Group on March 18, 2014) of public involvement, collaboration, balance and compromise, including two public open houses (on-line included) and numerous work sessions with the Planning Commission and City Council. The draft Concept Plan contains sections on background and context, vision and guiding principles, land use and community design, the transportation framework, parks and open space framework, infrastructure and implementation. The City Council is the final local authority on this action.

**EXECUTIVE SUMMARY:**

The preparation of the Frog Pond Area Plan was guided by the work of a Task Force and Technical Advisory Committee and included significant public participation. The Task Force included representation from the City Council and Planning Commission as well as project area property owners (owners both inside the project area, adjacent to the project area and inside the city). The Technical Advisory Committee served in an advisory role on the project and included staff from the West Linn/Wilsonville School District, TVFR, BPA, Metro, ODOT and Clackamas County.

Over the past several months, the Planning Commission and the City Council have received significant amounts of oral and written testimony on the draft Plan. The Plan has been through numerous iterations, and currently stands as Option G as the recommended draft Plan. The project team has responded to a wide variety of citizen input, including but not limited to: the removal of multi-family housing (i.e. apartments, condos) from the entire plan area; an increase in the size of single family lots from a maximum of 8,000 square feet (SF) to 12,000 SF in the West Neighborhood; an increase in the total amount of land designated as large lot residential (approximately 11 acres); inclusion of 100 percent single-family detached homes in the West Neighborhood; a reduction in the total acreage of the neighborhood retail node, from 5 acres to 3.5 acres, to provide a more appropriate neighborhood scale; and, adjustments to the alignments of trails to address privacy concerns. All of these adjustments were made based on thoughtful public dialogue and are demonstrative of a highly responsive public process.

At their July 8, 2015 meeting, a majority of the Planning Commission favored Option G. At their August 17, 2015 work session, the City Council discussed the status of the Plan,

specifically Option G, and directed staff to prepare the Plan for a public hearing before the Planning Commission at their September 9, 2015 meeting. The Council appreciated the Commission's thoughtful deliberations and responsiveness to community concerns on the Plan but maintains concern about affordability of housing for young families, singles and seniors citizens. At the September 9, 2015 meeting, the Planning Commission received testimony, deliberated and forwarded a majority vote to the City Council to approve the Frog Pond Area Plan with three specific recommendations that are addressed at the bottom of opening paragraph of this staff report.

**EXPECTED RESULTS:**

Completion of Phase 1 of the project (concept planning) will lead to Phase 2, which includes among other things Comprehensive Plan and Development Code amendments setting the stage for the creation of the next generation of great Wilsonville neighborhoods.

**TIMELINE:**

The Planning Commission conducted a public hearing on the proposal at its September 9, 2015 regular meeting, forwarding a recommendation of approval to the Council. Phase 2 of the project will be initiated following adoption of Phase 1, with the tentative project schedule going through August of 2016. Phase 2 of the project will include the creation of Comprehensive Plan policies, objectives and implementation measures in addition to zoning code language that will ultimately be used to guide the development of the West Neighborhood. The Phase 2 package will be a land use decision and will propose modifications to the Comprehensive Plan and Planning and Land Development Ordinance.

**CURRENT YEAR BUDGET IMPACTS:**

The city received a Metro Community Planning and Development Grant to complete both phases of the work.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: SCole Date: 10/9/15

**LEGAL REVIEW / COMMENT:**

Reviewed by: MEK Date: 10/8/2015

The Resolution is approved as to form.

**COMMUNITY INVOLVEMENT PROCESS:**

The preparation of the concept plan for the Frog Pond area is guided by a detailed Public Involvement Plan (PIP). Throughout the project, citizen involvement has been, and will continue to be, a focal point of the project. Over the past several months, the Planning Commission and City Council have conducted numerous work sessions in preparation for upcoming public hearings.

The Frog Pond Area Plan was prepared with extensive involvement of the Wilsonville community. The open and inclusive process began in March 2014, and continued into fall of 2015. The process included a community kick-off meeting, formation of an 18-member Task Force (four meetings), a 13-member Technical Advisory Committee (3 meetings), 2 open

houses, and 2 on-line surveys.

At the mid-point of the process, a joint work session of the Planning Commission and City Council was held. Prior to hearings, two work sessions were held with the Wilsonville Planning Commission, followed by two work sessions with the City Council. Throughout the various meetings, options were presented, follow-up analysis and dialogue was conducted, and the plan was changed to incorporate community input. The project team conducted stakeholder interviews and many individual meetings with groups and individuals.

Public information was provided at many levels: the project web site; updates in The Boones Ferry Messenger; email informational updates, mailed notices for events, and a Frequently Asked Questions informational document (see Attachment 10).

Please refer to Attachment 4 (found within Attachment 5) for a complete list of all public outreach conducted for the Plan.

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

Completing a concept plan for the Frog Pond area is a City Council goal. Conducting a thorough and thoughtful planning process will identify and resolve potential impacts to the community. The benefits to the community include the potential for well-planned new neighborhoods that are well-connected to existing neighborhoods and that include new housing opportunities, quality schools, trails, parks, sports fields and retail services to serve new and existing residents.

**ALTERNATIVES:**

The Plan has been through many revisions. The City Council may direct Staff to modify any of the recommendations contained in the Frog Pond Area Plan.

**CITY MANAGER COMMENT:**

**ATTACHMENTS:**

Attachments 1 through 4 – These are all part of the Planning Commission public hearing record and can be found in Attachment 5 and on line at: <http://www.ci.wilsonville.or.us/636/Maps-Documents>.

Attachment 1 – Frog Pond Area Plan and Technical Report, final draft dated September 2, 2015.

Attachment 2 – Findings to Title 11 of Metro’s Urban Growth Management Functional Plan.

Attachment 3 – Planning Commission Work Session Record Index.

Attachment 4 – Public Involvement Summary and Public/Citizen Comment.

Attachment 5 – Planning Commission public hearing record (all of the documents can be found on-line at: <http://www.ci.wilsonville.or.us/636/Maps-Documents>).

Attachment 6 – Planning Commission Decision packet (Notice of Decision, draft meeting minutes, Resolution).

Attachment 7 – “Frog Pond Area Plan – Updates and Revisions” memorandum dated October 6, 2015 prepared by APG.

Attachment 8 – “Frog Pond Area Plan – Transportation Analysis Update” memorandum dated October 1, 2016 prepared by DKS Associates.

Attachment 9 – “Frog Pond Area Plan – Concept Plan Infrastructure Analysis” memorandum dated October 7, 2015 prepared by MSA.

Attachment 10 – June 3, 2015 “Frequently Asked Questions”.

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**CONCLUSIONARY FINDINGS**  
**October 19, 2015**

**In support of Approval of Application #LP15-0002**  
**Frog Pond Area Plan**

**Definition of a Conceptual Land Use Plan:**

The Wilsonville Comprehensive Plan does not define or provide specific direction for conceptual land use plan elements. For the purpose of this staff report, the following description is used:

*A conceptual land use plan addresses the general character of proposed land uses, transportation, natural resources, public facilities, and infrastructure strategies for a study area. It uses a pictorial presentation to show the ultimate development layout of a site, which may be developed, in successive stages or subdivisions. A conceptual plan need not be completely engineered, but it should have sufficient detail to illustrate the site’s inherent features and probable development pattern.*

**Comprehensive Plan Supporting Documents:**

All of the documents listed on pages 5-6 of the Comprehensive Plan, including amendments that may subsequently be made, should be considered to be supportive of the contents of the Comprehensive Plan. However, only those documents that have been specifically adopted by the City Council as part of the Comprehensive Plan shall have the force and effect of the Plan. Adoption of the Frog Pond Area Plan is not a land use decision. It is supportive of the Comprehensive Plan, but is not being adopted as a sub-element. Phase 2 will be a land-use decision.

**Comprehensive Plan: Area of Special Concern - AREA L**

*This area is located north of Boeckman Road, south of Frog Pond Lane, west of Wilsonville (Stafford) Road, and east of Boeckman Creek. It contains a mixture of rural-residential and small agricultural uses. Eventual redevelopment of the area is expected to be primarily residential. The West Linn – Wilsonville School District and a church have acquired property in the area, causing speculation that redevelopment with full urban services could occur prior to 2010. In fact construction of a new church has already commenced at the corner of Boeckman Road and Wilsonville/Stafford Road.*

*The existing development patterns, and values of the existing homes in the Frog Pond neighborhood are expected to slow the redevelopment process. Most of the land-owners in the area have expressed little or no interest in urban density redevelopment. The Metro standard for urbanizing*

*residential land is an average residential density of at least 10 units/acre. Those densities may not appeal to many of the current residents of the area who live in large homes on lots with acreage. In view of the School District's plans to construct a school within the neighborhood, the City must prepare plans to serve the new school and the surrounding area.*

**Response:** This section of the Comprehensive Plan will be proposed to be modified in Phase 2 of the project to reflect up-to-date conditions. The West Neighborhood of the Frog Pond area was brought into the Wilsonville Urban Growth Boundary by Metro in 2002. In 2006-08, the city and private development partners initiated a concept planning process. That process was abandoned due to the Great Recession. In August, 2013, the City received a Community Planning and Development Grant from Metro to prepare a Concept Plan for the area. Preparation of this Concept Plan satisfies the action called for in the text of Area of Special Concern L.

## WILSONVILLE DEVELOPMENT CODE

### **Section 4.032. Authority of the Planning Commission.**

*(.01) As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:*

*B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;*

**Response:** The Frog Pond Area Plan is a support document of the Wilsonville Comprehensive Plan, and as such is not a land use action. However, it will guide Phase 2 of this project, which will include Comprehensive Plan and Development Code amendments. The Planning Commission conducted a public hearing on the concept plan on September 9<sup>th</sup> providing the City Council with a recommendation of approval. The City Council is the final local authority on this Plan. **These criteria are satisfied.**

### **Section 4.033. Authority of City Council.**

*(.01) Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:*

*B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.*

*E. Consideration of the recommendations of the Planning Commission.*

**Response:** The City Council has received a recommendation from the Planning Commission on the Frog Pond Area Plan. The City Council is the final local authority regarding adoption of the

Frog Pond Area Plan, which will be adopted via Resolution as a supporting document of the City's Comprehensive Plan. Phase 2 of the project, which runs through summer of 2016, will include the proposed amendments to the Comprehensive Plan and follow the same adoption process. **These criteria are satisfied.**

*(.02) When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.*

*(.03) To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.*

**Response:** Following the public hearing before the Planning Commission, the Planning Director scheduled an October 19<sup>th</sup> public hearing before the City Council, at which time the Council will review the findings and recommendations provided by the Planning Commission. **At conclusion of the public hearing process before the Council, these criteria will be satisfied.**

**Section 4.198. Comprehensive Plan Changes - Adoption by the City Council.**

*(.01) Proposals to amend the Comprehensive Plan, or to adopt new elements or sub-elements of the Plan, shall be subject to the procedures and criteria contained in the Comprehensive Plan. Each such amendment shall include findings in support of the following:*

- A. That the proposed amendment meets a public need that has been identified;*
- B. That the proposed amendment meets the identified public need at least as well as any other amendment or change that could reasonably be made;*
- C. That the proposed amendment supports applicable Statewide Planning Goals, or a Goal exception has been found to be appropriate; and*
- D. That the proposed change will not result in conflicts with any portion of the Comprehensive Plan that is not being amended.*

**Response:** Preparation of the Frog Pond Area Plan is a City Council Goal. The Frog Pond Area Plan addresses regional requirements to responsibly plan for and ultimately serve and govern areas added to the city's Urban Growth Boundary (UGB). This package does not include any proposed amendments to the Comprehensive Plan. The Frog Pond Area West Neighborhood was added to the city's UGB in 2002. The East and South Neighborhoods are currently designated Urban Reserves, with the exception of the West Linn-Wilsonville School District's

40-acre ownership in the south neighborhood, which was added to the city's UGB in 2013. Accordingly, the Plan has been prepared in compliance with the requirements of Metro's Urban Growth Management Functional Plan Title 11 (please see Attachment 2 within Attachment 5). The Plan also responds to many of the needs and goals identified in the recently adopted Housing Needs Analysis. In addition, the Plan's vision and guiding principles follow the tenets of the Comprehensive Plan and will be the basis of future text proposals. **The above criteria are satisfied.**

## WILSONVILLE COMPREHENSIVE PLAN

### *Citizen Involvement*

*GOAL 1.1 To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

*Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

**Response:** Attachment 4 within Attachment 5 contains a list of public outreach efforts that were conducted as part of the planning processes as well as a complete summary of public involvement activities and comments. The Planning Commission/Committee for Citizen Involvement hosted two widely advertised public forums to present and discuss the project's findings and recommendations, followed by on-line open houses to garner input from additional community members. At every stage of the project, documents and maps were posted to the City-hosted project web page. The project was highlighted in the City newsletter, which is mailed to every property in the 97070 zip code and the Wilsonville Spokesman.

The City Council and Planning Commission conducted numerous work sessions (including joint work sessions) on the framework plans, strategies and recommendations contained in the Frog Pond Area Plan. These work sessions were televised, streamed online, and open to the public. The Council and the Commission have received public testimony in regular meetings under citizen input regarding various aspects of the draft Plan. Public notice of the public hearing was mailed to affected agencies and a list of interested individuals, as well as posted in three locations throughout the community and emailed to the interested parties list. **The above criteria have been met.**

*Implementation Measure 1.1.1.a Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in "draft" form, thereby allowing for community involvement before decisions have been made.*

**Response:** The Planning Commission practice is to conduct a minimum of one work session per legislative agenda item allowing for early involvement into the concepts being proposed. The Commission held numerous work sessions on this project, in addition to a joint meeting with City Council. Staff reports, technical analysis and memoranda were posted on the project website throughout the project, and draft versions of the Plan and all supporting documents have been

available in paper and digital form, as well as on the City web site, since project inception. **This criterion is met.**

*Implementation Measure 1.1.1.e Encourage the participation of individuals who meet any of the following criteria:*

1. *They reside within the City of Wilsonville.*
2. *They are employers or employees within the City of Wilsonville.*
3. *They own real property within the City of Wilsonville.*
4. *They reside or own property within the City's planning area or Urban Growth Boundary adjacent to Wilsonville.*

**Response:** Through the formation of the project Task Force and Technical Advisory Committee, public open house process, work sessions, public notification, web site and public hearing schedule, the City has encouraged the participation of a wide variety of individuals representing the groups listed above. **This criterion is met.**

*Implementation Measure 1.1.1.f Establish and maintain procedures that will allow any interested parties to supply information.*

**Response:** The established procedures, public notification processes and City web site notifications allow interested parties to supply information. The Commission and Council citizen input portions of regular meetings have also provided an important venue for citizen communication on the Plan. **This criterion is met.**

*GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.*

*Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.*

**Response:** Through the two public and on-line open houses, work session schedule, public hearing notices, e-news updates, Planning Commission meeting minutes and project-related materials and announcements on the City website, Council liaison reports and Spokesman/Boones Ferry Messenger articles, the City has informed and encouraged the participation of a wide variety of individuals. **This criterion is met.**

### ***Urban Growth Management***

*Goal 2.1: To allow for urban growth while maintaining community livability, consistent with the economics of development, City administration, and the provision of public facilities and services.*

*Policy 2.2.1: The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.*

**Response:** The Frog Pond Area Plan supports the Comprehensive Plan in its approach to plan for future residential development in the Frog Pond area. The West Neighborhood and the West Linn/Wilsonville School District site in the South Neighborhood are located inside the UGB.

The Concept Plan is the vehicle that will lead to Phase 2 of the project, providing important plans for future urbanization of the area. **This criterion is met.**

### ***School and Educational Services***

***Policy 3.1.10:*** *The City of Wilsonville shall continue to coordinate planning for educational facilities with all three local school districts and Clackamas Community College.*

**Response:** The South Neighborhood contains a future site for a shared Middle/Primary School as well as 10-acre community park. Recently, the West Linn/Wilsonville School District petitioned the city to annex the 40-acre site into the city and assigned Comprehensive Plan and Zoning Map designations. Currently, the District is working on the Stage II final plan and site design for the Middle School, which is anticipated to open in September, 2017. The City has been a partner for many years on the planning of the site for schools, parks, circulation and recreational amenities. **This criterion is met.**

### ***Parks/Recreation/Open Space***

***Policy 3.1.11:*** *The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.*

**Response:** The Frog Pond Area Plan identifies the general area for three future neighborhood parks (two in the West Neighborhood, one in the East Neighborhood) and a Community Park in the South Neighborhood. The Plan is consistent with the 2007 citywide Parks and Recreation Master Plan. The Parks and Recreation Department anticipates an update to the citywide master plan sometime in FY 15-16. The opportunity for shared recreational facilities with the School District is also a goal of the City. There has been conversations between the Parks and Recreation Department and School District staff regarding this collaboration. The boundary of the Boeckman Creek corridor will be refined and mapped as SROZ consistent with the policies of the Comprehensive Plan and the Wilsonville Development Code. Areas of the site also include a BPA powerline easement, tree groves and other natural and open areas that are supportive of the above Policy. **This criterion is met.**

### ***Transportation***

***GOAL 3.2:*** *To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.*

***Policy 3.2.1*** *To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.*

***Implementation Measure 3.2.1.a*** *Provide a safe, well-connected, and efficient network of streets and supporting infrastructure for all travel modes.*

***Policy 3.2.2*** *To provide for a mix of planned transportation facilities and services that are sufficient to ensure economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.*

**Response:** The Frog Pond Area Plan contains a transportation framework chapter that focuses on connectivity, circulation and safety. The Plan has been developed with multiple modes of transportation in mind, from the gridded street network to the identification of a hierarchy of street classifications, intersection treatments and pedestrian enhancements including potential street under-crossings, Safe Routes to Schools, off-street trail planning and transit routes. The transportation framework section of the Plan is directly supportive of the above transportation goals, policies and implementation measures. **These criteria are satisfied.**

### ***Land Use and Development***

*Policy 4.1.2 The City of Wilsonville shall encourage commercial growth primarily to serve local needs as well as adjacent rural and agricultural lands.*

**Response:** The Frog Pond Area Plan identifies a small neighborhood commercial node in the East Neighborhood. The scale of the node at 3.5-acres has been specifically drawn to provide the opportunity for localized commercial services, including the surrounding agricultural lands. Design requirements and lists of permitted uses shall be created in Phase 2 of the project. **This criterion is met.**

*Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.*

*Implementation Measure 4.1.4.b Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.*

*Implementation Measure 4.1.4.d Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.*

**Response:** The Plan demonstrates that future development in Wilsonville will implement policies for creating a diverse stock of housing, and that a variety of housing types and price levels are provided in all three neighborhoods. While there has been much focus on lot size and housing for the upper class, the Plan provides a mix of housing types, excluding multi-family housing that will meet the needs of individuals of most segments of the population, including young families, singles, and older adults on fixed incomes. The recently adopted (2014) Housing Needs Analysis concluded that though Wilsonville will have an on-going need for

housing affordable to lower-income households, the City is planning for needed housing types for households at all income levels. **This criterion is met.**

## STATEWIDE PLANNING GOALS

**Statewide Planning Goal #1 - Citizen Involvement (OAR 660-015-0000(1)):** *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

**Response:** Please refer to Attachment 4 within Attachment 5 for the complete public involvement summary. Two public open houses were held, both in-person and on-line. Numerous work sessions were held with both the Planning Commission and City Council throughout the project in addition to joint work sessions, including one between the City Council and the School Board. The project web site has been updated regularly containing all of the information and maps created for the project.

The City of Wilsonville has provided notice of public hearings before the Planning Commission and City Council consistent with the Planning and Land Development Ordinance requirements. Such notices were posted in the newspaper, and were provided to a list of interested agencies, emailed to interested parties, mailed to interested parties, and posted in three locations throughout the City and on the City's website. Notice was published in the Wilsonville Spokesman. At the upcoming public hearing, the public will be afforded an opportunity to provide public testimony. **This Statewide Planning Goal is met.**

**Statewide Planning Goal #2 - Land Use Planning (OAR 660-015-0000(2)):** *To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

**Response:** This goal is implemented through the applicable Goals and Policies in the Land Use and Development section of the Wilsonville Comprehensive Plan. Because the Frog Pond Area Plan is a supporting element of the City's Comprehensive Plan, the application to adopt the Plan was processed pursuant to the legislative decision process outlined in the City Code. The Plan is consistent with Statewide Planning Goal 2. **This goal is met.**

**Statewide Planning Goal #5 – Natural Resources, Scenic and Historic Areas, and Open Spaces (OAR 660-015-0000(5)):** *To protect natural resources and conserve scenic and historic areas and open spaces.*

**Response:** This goal is implemented through the applicable Park/Recreation/Open Space Goals and Policies in the Public Facilities and Services sections of the Comprehensive Plan. The City Code contains specific review criteria for establishing a Significant Resource Overlay Zone (Development Code Section 4.139.00, SROZ Ordinance) to ensure that designated Goal 5 resources are appropriately considered when development is proposed. Goal 5 resources were considered as part of the Plan. Additional regulatory work and mapping of riparian corridors and

wetlands will be required in Phase 2 of the project. **This goal is met.**

**Statewide Planning Goal # 7 – Areas Subject to Natural Disasters and Hazards:** *To protect people and property from natural hazards.*

**Response:** Areas subject to natural disasters and hazards, such as floodplain or steep slopes have been considered in the development of the Buildable Lands Inventory for the Frog Pond Area Plan. **This goal is met.**

**Statewide Planning Goal #10 – Housing (OAR 660-015-0000(10)):** *To provide for the housing needs of citizens of the state.*

**Response:** The Frog Pond Area Plan builds on the findings and recommendations of the recently adopted Housing Needs Analysis specifically by providing a mix of housing types at a range of price points; providing a mix that helps to balance the city's single-family/multi-family ratios; and recommends the inclusion of only single-family detached homes in the West Neighborhoods, with increased housing diversity and affordability in the East and South Neighborhoods. **Overall, the Frog Pond Area Plan is supportive of Statewide Planning Goal 10.**

## METRO FUNCTIONAL PLAN

**Title 1: Requirements for Housing and Employment Accommodation** – *Use land within the UGB efficiently by increasing its capacity to accommodate housing and employment. Each city and county in the region should consider actions to accommodate its share of regional growth.*

**Response:** The Plan includes findings to demonstrate that Wilsonville is surpassing its Title 1 requirements. Wilsonville is in compliance with Title 1, and has surpassed the Table 3.07-1 goal for dwelling unit capacity. No change to the capacity of any Plan designation is proposed.

**Title 7: Housing Choice** – *Establish voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress toward increasing the supply of affordable housing.*

**Response:** Wilsonville is in compliance with Title 7. No subsidized affordable housing is proposed in Frog Pond. The City of Wilsonville has a variety of publicly and privately assisted housing options, including housing for people with physical and mental disabilities. Wilsonville has seven low cost apartment complexes for low-income residents, with a total of 474 units.

**The requirements of Metro Functional Plan Titles 1 and 7 have been met.**

**Title 11: Concept Planning** – Please refer to Attachment 2 within Attachment 5 for a full analysis of the Urban Growth Management Functional Plan requirements for concept planning urban reserves. **Attachment 2 demonstrates compliance with the requirements of Title 11.**

## GENERAL CONCLUSIONARY SUMMARY OF FINDINGS

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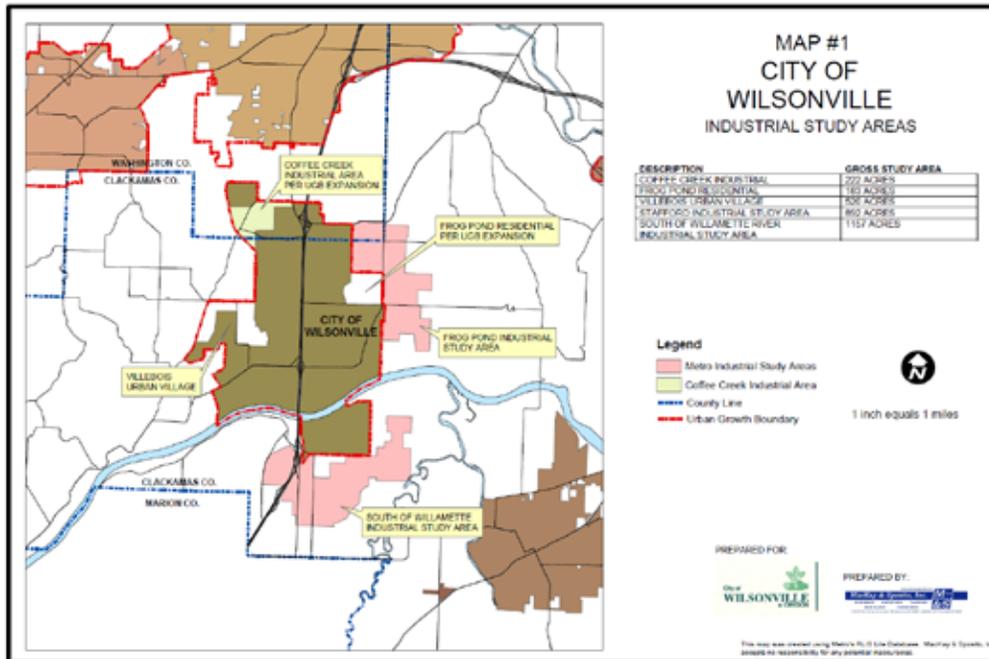
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The Frog Pond Area Plan complies with, and demonstrates that the City’s adopted policies comply with applicable Statewide Planning Goals, Metro regulations including Title 11, the Wilsonville Comprehensive Plan, and applicable provisions of the City’s Development Code.

Planning Commission Letter to Metro - April 2004

**Conclusion**

The recommendation to include this area (Wilsonville East – the area around FP) is totally contrary to 30 years of land use planning and implementation in Wilsonville. We believe that Metro has erred in their findings regarding compliance with applicable criteria as detailed in the attached document, and respectfully request that the Metro Council and staff review our data carefully, and remove Wilsonville East from further consideration for industrial use and inclusion within the Metro UGB.



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A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, November 2, 2015. Mayor Knapp called the meeting to order at 7:13 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp  
 Councilor Starr – Excused  
 Councilor Fitzgerald  
 Councilor Stevens – Excused  
 Councilor Lehan

Staff present included:

Bryan Cosgrove, City Manager  
 Jeanna Troha, Assistant City Manager  
 Mike Kohlhoff, City Attorney  
 Barbara Jacobson, Assistant City Attorney  
 Sandra King, City Recorder  
 Susan Cole, Finance Director  
 Cathy Rodocker, Assistant Finance Director  
 Pat Duke, Library Director  
 Deborah Gitlitz, Outreach Librarian  
 Jon Gail, Community Relations Coordinator  
 Nancy Kraushaar, Community Development Director

Motion to approve the order of the agenda.

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

**Vote:** Motion carried 3-0.

**MAYOR’S BUSINESS**

A. City Attorney’s Employment Contract

Mayor Knapp stated the City’s Attorney Mr. Kohlhoff has been with the City the past 35 years and has been instrumental and present in numerous contracts, negotiations and policies over the years to move the City forward. Mr. Kohlhoff will be retiring the end of November; but has agreed to assist during the transition period and help with complex projects that are currently underway. An employment agreement starting December 1 and running for the next six months is before the Council for consideration.

**Motion:** Councilor Fitzgerald moved to approve City of Wilsonville employment contract with Mike Kohlhoff for 2015-16. Councilor Lehan seconded the motion.

Councilor Lehan thought this was a good way to proceed with an orderly transition to a new City Attorney.

The Mayor agreed with the Councilor’s comments and introduced Ms. Barbara Jacobson, Assistant City Attorney who will continue in her position. He thought having Mr. Kohlhoff available for questions, and to address the complex projects that are underway will benefit the City.

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**Vote:** Motion carried 3-0.

Mr. Kohlhoff stated it has been an honor to serve the City of Wilsonville and its citizens as its City Attorney. He had confidence that Ms. Jacobson will do an excellent job.

Mayor Knapp announced the Board and Commission appointment opportunities and encouraged interested parties to apply.

- B. Appoint Dave Becker to the Parks and Recreation Advisory Board to Fill The Unexpired Term of Adam Rahmlow. Term to begin 11/2/15 and end 12/31/18.

The Mayor indicated Councilor Starr interviewed Mr. Becker for the Parks and Recreation Advisory Board, and felt he would be an outstanding addition to the Board.

**Motion:** Councilor Lehan moved to appoint Dave Becker to the Parks and Recreation Advisory Board to fill the unexpired term of Adam Rahmlow with a term to begin 11/2/15 and end 12/31/18. Councilor Fitzgerald seconded the motion.

**Vote:** Motion carried 3-0.

- C. Upcoming Meetings

Mayor Knapp provided an update on the meetings he attended on behalf of the City, in particular the first meeting of the Tourism Advisory Committee. He noted Councilor Lehan is the Council liaison to that Committee.

Councilor Lehan added the Committee is made up of seven individuals from a variety of tourism related interests in and outside of the community and they are an enthusiastic and talented group. The Committee will develop a one-year and a five-year plan for tourism promotion for the City.

## **COMMUNICATIONS**

- A. Kitakata Sister City Student Delegation

Mayor Knapp welcomed the Sister City Delegation from the city of Kitakata, Japan. He invited a representative to say a few words.

Bev Schalk, President of Wilsonville Sister City Association, stated the City and Kitakata, Japan has had a sister city relationship since October 1988. This year a delegation of 20 students and 2 chaperons were visiting Wilsonville. She thanked the Council and citizens for extending a warm welcome. The Students stood to be formally recognized and to have photographs taken with the Council.

Councilor Lehan stated the new Tourism Committee wants to focus on international travel, and they would be interested in what enhancements the students felt the City can make to encourage tourism.

- B. Introduce New Library Outreach Librarian, Deborah Gitlitz (Duke)

Pat Duke acknowledged members of the Library Board and Library Foundation in the audience, and introduced Deborah Gitlitz. The position was created to reach out to citizens who were not currently

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using the library. Ms. Gitlitz's initial goal is to reach out to families who have pre-school children and bring the Dolly Parton's Imagination Library to them with the hope of enrolling the children in the program. Ms. Gitlitz outlined her library background and explained the goals she hoped to achieve.

**CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Fred Rine, resident of Sundial Apartments, raised the issue of rent increases he is experiencing at the Sundial Apartments. His rent increased \$60 per month last year; and was increased again this year by \$155 per month or 18% for a ten month lease. Mr. Rine was able to negotiate with the apartment complex for a reduced ten-month lease by \$30 a month or \$125.00 increase. The apartment management company is saying rents are increasing because property values are up. Mr Rine felt regulating property management companies was warranted.

Mayor Knapp thanked Mr. Rine for addressing Council and noted Council has heard reports that this is happening in the area; however, he did not know in what manner Council becomes involved, but it was helpful to have a resident's perspective.

**COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

Councilor Fitzgerald – (Development Review Panels A & B Liaison) reported on the decisions made by the DRB-A. The Library Advisory Board enjoyed a tour of the library, and received a report on their Strategic Plan. Councilor Fitzgerald announced the Toy Drive, and that voters must turn in their ballots at the Library by 8 PM Tuesday.

Councilor Lehan– (Planning Commission and CCI Liaison) noted the Planning Commission is meeting next on November 12<sup>th</sup> due to the Veterans Day holiday. The Councilor announced the Local Historian Summit; this will be a chance to give input on historical feasibility for a national heritage area that would go from Lake Oswego to Mission Bottom State Park near Salem. She noted the annual leaf drop off day is the 21<sup>st</sup> of November in the City Hall parking lot and recommended residents keep storm drains clear of leaves to prevent flooding.

**CONSENT AGENDA**

Mr. Kohlhoff read the Consent Agenda items for the record.

A. Minutes of the October 5, 2015 Council Meeting.

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

**Vote:** Motion carried 3-0.

**PUBLIC HEARING**

A. **Ordinance No. 776-**

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An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 3, Right Of Way And Public Easement Management Section, By Amending Section 3.410, Franchise Required, And Adding A New Section 3.415, Franchise Fees.

Mr. Kohlhoff read the title of Ordinance No. 776 into the record on the first reading and noted the item should be continued to the first meeting in December.

**Motion:** Councilor Lehan moved to continue Ordinance No. 776 on first reading to the December 7, 2015 Council Meeting. Councilor Fitzgerald seconded the motion.

**Vote:** Motion carried 3-0.

**B. Ordinance No. 777 – 1<sup>st</sup> Reading**

An Ordinance Of The City Of Wilsonville Adding Section 10.250, Amending Section 10.430, Renumbering Sections 10.500 And 10.550, And Repealing Section 10.530 Of The Wilsonville City Code.

Mr. Kohlhoff read the title of Ordinance No. 777 by title into the record on the first reading.

Mayor Knapp opened the public hearing on Ordinance No. 777 at 8:02 p.m. and read the hearing protocol.

The staff report was presented by Mr. Kohlhoff. Chapter 10 of the Wilsonville City Code currently has a penalty section stating that except as specifically otherwise provided within the Chapter “a violation of any provision of the chapter is punishable by a fine of up to \$1,000 or imprisonment not to exceed one year”. Given law enforcement’s assessment that many of the provisions contained within Chapter 10 are of a less serious nature than others, Section 10.530 should be deleted and Section 10.430 should be applied, unless otherwise specifically noted within a particular section of Chapter 10.

In conjunction with the above revision, Section 10.250 was added to Chapter 10.200 Animals in order to retain the potential higher penalty provisions for the serious offenses under that Chapter, while still applying the lesser punishment to 10.240 (1) (leash law provision) and 10.240 (2) (scoop law provision).

Mayor Knapp asked for clarification on what the ordinance accomplishes, is the issue the amount of discretion, or the fine, or the category of the violation as a misdemeanor.

Mr. Kohlhoff explained the changes deal with the category of the violation. If a category is a misdemeanor one would be entitled to have an attorney present, and if the violator could not afford one, the City would be required to provide one. In addition, it would be rare to have an incarceration for these types of offences; rather than have that potential there, it made more sense from both a justice point of view and an administrative point of view to reduce the violation category. The judge is also allowed to exercise discretion in applying the fine amount.

Mayor Knapp referred to page 1 of 3, Section 5, sub-item 1 where the language reads “fine not to exceed”; however in item 2 the language reads “up to”, and asked for the distinction between the wordings.

Mr. Kohlhoff indicated staff would review and bring any changes back on second reading.

The Mayor called for public testimony, hearing none he closed the public hearing at 8:08 p.m.

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**Motion:** Councilor Lehan moved to adopt Ordinance No. 777 on first reading and get some clarification on the issue the Mayor raised in paragraph 5 by second reading. Councilor Fitzgerald seconded the motion.

**Vote:** Motion carried 3-0.

**NEW BUSINESS**

A. **Resolution No. 2555**

A Resolution Of The City Of Wilsonville Authorizing Guidelines Governing The Use Of City Funds for Utility Bill Paying Assistance.

Mr. Kohlhoff read the title of Resolution No. 2555 by title into the record.

The staff report was presented by Susan Cole. The resolution would approve guidelines as discussed at the October 19<sup>th</sup> Council meeting. The guidelines are proposed to govern the use of City funds for Wilsonville Community Sharing's (WCS) utility bill-paying assistance program. The guidelines are largely based on the procedures used by Clackamas County Social Services and reflect the current process used by staff of WCS to award assistance.

Councilor Fitzgerald thought the guidelines were thorough and clear and would allow for incorporation of whatever the current standards of living, income, and inflation levels were in the year by stating "60% of median income by household size".

Mayor Knapp wanted to know if the numbers used by Clackamas County contained in the guidelines would evolve over time. Could the 60% value be changed up or down?

Ms. Cole responded Wilsonville Community Sharing follows Clackamas County guidelines. Should the County change their guidelines then Wilsonville Community Sharing would update their guidelines. Once each year WCS will true up with the County, and on an annual basis they would follow what the County does, so if the County does change their guidelines then in August or September WCS would true up to the County's guidelines and check in yearly with Clackamas County Social Services.

Councilor Fitzgerald confirmed that should it be necessary the Council had the discretion to adjust the caps for utility bill paying assistance.

Ms. Cole stated the caps have been in place for some time and they struck a good balance between the need in the community and the funds available over the course of the year. It does leave room for the City to adjust the caps if the need is determined. The reporting by WCS will go to the Finance Department for review.

**Motion:** Councilor Lehan moved to adopt Resolution No. 2555. Councilor Fitzgerald seconded the motion.

Councilor Lehan indicated the guidelines have been discussed with WCS and worked with them to have a cohesive program.

**Vote:** Motion carried 3-0.

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**CITY MANAGER’S BUSINESS** – There was no report.

**LEGAL BUSINESS** – There was no report.

**ADJOURN**

Mayor Knapp adjourned the meeting at 8:13 p.m.

Respectfully submitted,

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Sandra C. King, MMC, City Recorder

ATTEST:

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Tim Knapp, Mayor

**ORDINANCE NO. 777**

**AN ORDINANCE OF THE CITY OF WILSONVILLE ADDING SECTION 10.250, AMENDING SECTION 10.430, RENUMBERING SECTIONS 10.540 AND 10.550, AND REPEALING SECTION 10.530 OF THE WILSONVILLE CITY CODE**

WHEREAS, Wilsonville Code Chapter 10 Offenses regulates activities deemed unlawful in the City of Wilsonville; and

WHEREAS, the City of Wilsonville seeks to clarify its authority to issue penalties for offenses set forth in Chapter 10 Offenses of the Wilsonville City Code.

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

1. Section 10.530 is hereby repealed.
2. Section 10.540 Working Out Fine and Costs is renumbered 10.530.
3. Section 10.550 Civil Exclusion is hereby renumbered 10.540.
4. The following is added to Chapter 10 of the Wilsonville City Code as Section 10.250 Animals - Penalties:

**“Section 10.250 Animals - Penalties**

*“Violation of any provision of Chapter 10.200, except Sections 10.240(1) and (2) which are punishable under Section 10.430, is punishable by a fine not to exceed \$1,000.00 or imprisonment not to exceed one year, or by both fine and imprisonment, provided, however, if there is a violation of any provision of Oregon statutory law adopted by reference with a mandatory lesser penalty attaching, punishment may be limited to the lesser penalty described in the State law, but only to the extent required by state law.”*

5. Section 10.430 Penalties is amended to read as follows:

**“Section 10.430 Penalties**

*“Except as set forth in 10.250 and 10.400, violations of any provision of Chapter 10 shall be punished as follows:*

*“(1) First Offence, a fine not to exceed \$250.00.*

*“(2) Second Offence within one year, shall be subject to punishment of a Class C misdemeanor (~~up to~~ **not to exceed** \$500.00 fine, ~~up to~~ **not to exceed** 30 days imprisonment).*

“(3) Any person who violates the provisions of WC 10.420 shall be punishable as a Class A misdemeanor (~~up to~~ not to exceed \$2,500 fine, ~~up to~~ not to exceed one year imprisonment).

“(4) Upon conviction of WC 10.410 or WC 10.420, the Court may in addition to any other penalty order that the skateboard that was used be impounded until such times as may appear just and reasonable or may be ordered forfeiture of the skateboard. Provided, however, it shall be a defense to forfeiture if it is proven to the Court by the preponderance of the evidence that the defendant is not the owner of the skateboard and the owner did not know or could not have reasonably known that the skateboard would be ridden in violation of the provisions of this ordinance.

“(5) Any person who is convicted of violating the provisions of WC 10.305 shall be punished as a violation pursuant to Section 1.012.”

5. The City Recorder is directed to amend Wilsonville Code Section 10, as approved above, and to make such format, style, conforming, and numbering changes to match the format and style of the Offenses section of the Wilsonville Code.
6. Except as set forth above, Section 10 of the Wilsonville Municipal Code remains in full force and effect, as written.

SUBMITTED to the Wilsonville City Council and read for the first time at a meeting thereof on the 2nd day of November, 2015, and scheduled for second reading on November 16, 2015, commencing at the hour of 7 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the \_\_\_\_ day of \_\_\_\_\_, 2015, by the following votes:                      Yes: \_\_\_\_\_                      No: \_\_\_\_\_

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

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TIM KNAPP, MAYOR

SUMMARY OF VOTES:

Mayor Knapp

Council President Starr

Councilor Fitzgerald

Councilor Stevens

Councilor Lehan

**RESOLUTION NO. 2553**

**A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING THE FROG POND AREA PLAN, ESTABLISHING A VISION FOR THE 500-ACRE FROG POND AREA, DEFINING EXPECTATIONS FOR THE TYPE OF COMMUNITY IT WILL BE IN THE FUTURE, AND RECOMMENDING IMPLEMENTATION STEPS.**

WHEREAS, the creation of the Frog Pond Area Plan was a City Council Goal for FY 2013-2015; and

WHEREAS, the West Neighborhood was added to the city's Urban Growth Boundary (UGB) in 2002; and

WHEREAS, the City is required to prepare a concept plan the entire area before a request to include the urban reserve land inside the UGB can be made; and

WHEREAS, the City received a Community Development and Planning Grant from Metro to fund the creation of the Plan and the City awarded a planning consultant contract to Angelo Planning Group (APG) to assist in the planning process to develop a concept plan; and

WHEREAS, citizens have had extensive input into the Plan, shaping many elements; and

WHEREAS, the Plan creation was guided by a Public Involvement Plan that included the involvement of a project Task Force, as well as a Technical Advisory Committee; and

WHEREAS, two widely advertised public open houses (including on-line) were conducted as part of the project; and

WHEREAS, the Wilsonville City Council and Planning Commission have held numerous work sessions on the Frog Pond Area Plan (Phase 1: Concept Planning); and

WHEREAS, the Wilsonville City Council has received public testimony on the Plan as part of the citizen involvement portion of regular Council meetings, in addition to the citizen input portions of the project; and

WHEREAS, the Planning Commission conducted a public hearing on the Frog Pond Area Plan on September 9, 2015, affording all interested parties an opportunity to provide input and following testimony, deliberated, providing a recommendation of approval to the City Council; and

WHEREAS, following the Planning Commission public hearings, the Planning Director forwarded the recommended Plan onto the City Council, along with a staff report and attachments, in accordance with the public hearing and notice procedures that are set forth in Sections 4.008, 4.010, 4.011 and 4.012 of the Wilsonville Code (WC); and

WHEREAS, the City Council, after Public Hearing Notices were provided to over 1,000 property owners, a list of interested agencies, emailed to over 300 people, and posted in three locations throughout the City and on the City website, held a Public Hearing on October 19, 2015 to review the proposed Frog Pond Area Plan, and to gather additional testimony and evidence regarding the proposed Plan; and

WHEREAS, the Council has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the City Council has duly considered the subject, including the Planning Commission recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The Wilsonville City Council does hereby adopt the Frog Pond Area Plan and the Planning Staff Report (attached hereto as Exhibit A) with Attachments, which include the Planning Commission's recommendations.
2. Adoption of the Frog Pond Area Plan will be followed by Phase 2 of the project for the West Neighborhood, which will include Comprehensive Planning, Zoning map and code creation that will be the basis of future land use decisions ultimately guiding development for the West Neighborhood.
3. The staff recommendations contained in the APG memorandum dated October 6, 2015 titled "Frog Pond Area Plan – Updates and Revisions" shall be incorporated into the final Plan.
4. This resolution shall be effective upon adoption.

ADOPTED by the City of Wilsonville City Council at a regular meeting thereof on November 16, 2015 and filed with the City Recorder.

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TIM KNAPP, Mayor

ATTEST:

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Sandra C. King, City Recorder, MMC

**SUMMARY OF VOTES:**

Mayor Knapp

Council President Starr

Councilor Stevens

Councilor Fitzgerald

Councilor Lehan

CITY OF WILSONVILLE

# Monthly Report

COMMUNITY DEVELOPMENT DEPARTMENT



October 2015



## FROM THE DIRECTOR'S OFFICE

In October, the Community Development Department made steady progress on our work plan.

There are some very interesting development projects coming forward. We have been engaging a design team for the property located at the southwest corner of the Day Road / Boones Ferry Road intersection. Another project is a proposed expansion at Republic Services for a SORT Bioenergy's anaerobic digester for organic waste. In accordance with SB 462, before the land use application can be submitted to the City, Republic Services is required to 1) hold a meeting with various regulatory agencies, including Metro and the Oregon Department of Environmental Quality (DEQ), and 2) hold a public meeting with the citizens of Wilsonville. Those meetings will occur in December and January.

Mayor Knapp and I attended a meeting with ODOT's Director Matt Garrett to discuss the Newberg-Dundee bypass project and potential impacts on Wilsonville Road. The Clackamas County Commission chair and the mayor of Newberg also attended the meeting. We discussed the Newberg Transportation System Plan amendment that ODOT has applied for with the City of Newberg. We also discussed additional transportation modeling and a safety audit for Wilsonville Road—to be completed after the next phase of the Newberg-Dundee Bypass project is put out to bid.

Our Natural Resources Division completed the 2015 NPDES MS4 Permit and TMDP Implementation Plan Annual Report which will be submitted to DEQ as required in November.

Thanksgiving, one of my favorite holidays, is just around the corner. I am thankful for the opportunity to work for a terrific city with an incredibly talented and fun staff. Happy harvest!

- Nancy Kraushaar, PE



## Engineering Division, Capital Projects

**Canyon Creek Pedestrian Enhancement (4717):** Construction of the four (4) crosswalk safety improvements along Canyon Creek Road (Burns Way—Boeckman Road) is underway. Construction is anticipated to be completed by the end of the year.



**Charbonneau High Priority Utility Repair (2500/7500):** Preliminary design work is underway. A public open house will be held on November 17th, 6—8 pm at the Charbonneau Club House, Large Dining Room. Design of Phase I is anticipated to be completed in March 2016 with construction taking place over Summer 2016.

**Kinsman Road (4004):** Property acquisition work continues. Coffee Creek Interceptor upsizing (CIP 2079) and Willamette Water Supply pipeline (CIP 1127) are being incorporated into the project plans. Updated environmental permits adding pipelines to the project are being reviewed by the regulatory agencies for their review and approval.

**Morningside Ave. Curb Extension (4184):** Construction work has started on this project. Morningside Avenue should be open to entering vehicles in early November. All landscape work should be completed by late November.

**Signal Improvements (4118):** The City has extended its partnership with the School District and is connecting City infrastructure west along Wilsonville Road

**Street Maintenance (4014):** Concrete repair work has been completed, replacing cracked concrete at various locations throughout the city.

**Water Treatment Plant Master Plan (1122):** The consultant and Technical Advisory Committee have completed review of Draft-Final Level of Service Goals and Operating Alternatives, and associated cost estimates. Further discussions at the higher level Governance Group are pending.

**WWTP Outfall Replacement (2095):** A contract was executed with CH2M Hill for design and permitting services. Field work will begin immediately.

**Willamette River Storm Outfalls (7053):** Temporary repairs are under construction and will be completed in November. Permanent repairs are being designed by AKS Engineering.

**Wilsonville Road/French Prairie Drive Pathway Repair (4014/4715):** Preliminary design work is underway. A public open house was held at the Charbonneau Country Club on October 12. Design is anticipated to be completed in January 2016 with construction taking place in Spring 2016.



## Engineering Division, Private Development



**Wilsonville Subaru:** A Public Works Permit has been issued to the new Subaru dealership located south of Fred Meyer, fronting I-5.

### **Villebois Montague Park and Street Work:**

Trees have been removed and construction has begun on Montague Park and on extensions of Costa Circle West and Orleans Avenue. Once completed, these two streets will serve to connect Villebois Central with Villebois North neighborhoods.



## Building Department

**Single Family Dwelling Permits YTD:** 310

### **Major Projects Under Review:**

- Subaru Building
- DW Fritz Build-out W3
- A Storage Place

### **Temporary or Certificates of Occupancy Issued:**

- Power Max, 8553 SW Main St. #100



DW Fritz Building

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## Planning Division, Current

On October 12<sup>th</sup> DRB Panel 'A' voted to approve Resolution 315 for Grande Pointe at Villebois, Temporary Use Permit for a modular sales office and five (5) model homes. Villebois LLC and Grande Pointe Homeowners Association - applicant. Staff: Daniel Pauly AICP Associate Planner. Case File: DB15-0061.

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## Planning Division, Long Range

**Basalt Creek Concept Plan:** The Basalt Creek Concept Plan will establish a vision and jurisdictional boundary for the 847 acres between the cities of Wilsonville and Tualatin. After postponing the September 8th Wilsonville and Tualatin Joint Council meeting, the project team met to discuss the results of the individual City Council work sessions and determine next steps. The project team has conducted additional analysis to answer some of the questions of both Councils, and the Joint Council meeting has been rescheduled for December 16, 6-8 p.m., at Wilsonville City Hall.

For more information, visit the project web page at [www.basaltcreek.com](http://www.basaltcreek.com).

**Frog Pond Area Plan:** The Frog Pond Area Plan will establish the vision for the 500-acre Frog Pond area and define expectations for the type of community it will be in the future. The City Council conducted a well-attended public hearing on October 19th continuing the discussion to the November 16th meeting.

For more information, visit the project web page at [www.ci.wilsonville.or.us/frogpond](http://www.ci.wilsonville.or.us/frogpond).

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## Economic Development Division

**Economic Development:** In October, staff participated in a half-day economic development branding workshop and three business outreach meetings. Staff also participated in a regional site selector forum with out-of-state site selectors, and participated in the Oregon Economic Development Association fall conference in Medford and the Oregon Entrepreneurs Network annual awards event. Additionally, staff attended a SEMI event hosted by Mentor Graphics.



Economic Development Branding Workshop

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450 community members came out to the annual Fall Harvest Fest on October 24th. The event was held at the Stein Boozier Barn and featured horse and wagon rides, pumpkin decorating and a costume parade.

The Community Center hosted a Halloween party on October 30th featuring a ghoulish themed lunch and a costume contest. Sweet potato chili, salad and pumpkin bars were served to 75 participants including friends and family who attended the party.

### Active Adults 55+ Program News

#### Senior Trips

In October, the trips ventured to Powell's bookstore in Beaverton, and the Hill Street Heritage Center in Salem. In November, they will head out to Washington Square Mall and Portland Center Stage for Ain't Misbehavin'.

#### Social Services Update

The Community Center offered a variety of Medicare enrollment assistance during October, including a group presentation and 1 on 1 assistance appointments. In total, 26 participants attended the program. The Center offers SHIBA appointments on an "as needed" basis throughout the year, as well as a monthly Medicare 101: Extra Help clinic.

## Parks Maintenance Update



Topdressed with over 160 tons of sand on soccer fields



Before



Performed safety inspections on all play structures



After

Landscaped and added engineered wood fiber paths at Murase Plaza embankment slide



Completed in-house clean up at the Duckworth Property

## Upcoming Events and Programs

- \* Community Toy Drive: November 2nd - December 16th. Collections accepted at Parks and Rec Admin Building
- \* Community Tree Lighting: Wednesday, December 2nd, 6pm at Town Center Park. Entertainment starts at 5:30pm
- \* Reindeer Romp 5k and Kids Dash: Saturday, December 12th, 8:45am at Town Center Park
- \* Holiday Fun Fest: Wednesday, December 16th, 4-6pm at the Community Center



# Public Works

October 2015

## **ANNUAL LEAF DROP DAY**

### ***Roads***

The City is partnering up with Republic Services and Wilsonville Community Sharing to offer the citizens of Wilsonville a place to drop off their leaves this year on Saturday, November 21, 2015..

Disposal is free of charge, however, monetary donations for this service will be requested and collected by Wilsonville Community Sharing.

Please do not park in the northwest corner of the City Hall parking lot on this day, in order to leave room for the drop boxes that Republic Services will be providing.

## **SPECIAL MAINTENANCE – CHARBONNEAU CONTROL VALVES**

### ***Utilities ~ Water Distribution***

With the help of Schneider Water Services, all three control valves associated with the booster pumps in Charbonneau were rebuilt this month. Although these valves were working correctly, they were due for preventive maintenance. Routine maintenance such as rebuilding valves helps to ensure the reliability of the City's infrastructure.



**Before**

**After**

## LIBRARY GUTTER REPLACEMENT

### *Facilities*

The old gutters on the Library had many sections with numerous seams which leaked. This did not allow the gutters to drain properly, causing algae growth. New continuous gutters were installed at the Library. They are sturdier, wider, and were installed using heavy duty blind fasteners.



## WATER METER AND METER BOX REPLACEMENTS – CHARBONNEAU

### *Utilities ~ Water Distribution*

Utility Maintenance Specialist Shawn Powlison and Water Intern Ian Eglitis performed water meter and meter box replacements along Juliette Drive in Charbonneau. As a group, the water crew aims to perform 250 meter replacements each year based on the recommendations in Wilsonville's 2013 Water Management and Conservation Plan.



## COMMUNITY DEVELOPMENT FRONT DESK MODIFICATION

### *Facilities*

Facility Technician Ivan Crumrine worked throughout the night to convert the existing front desk on the first floor of City Hall into a new stand-up desk. This project required difficult fabrication to be performed in place rather than in the shop. The result is a beautiful stand-up desk that allows the person to stand and stretch out their back throughout the workday.



Before

After

## LARGE METER MAINTENANCE – CITY WIDE

### *Utilities ~ Water Distribution*

The water crew has just completed annual maintenance of the City's three inch and larger water meters. The crew cleans and inspects the vaults and equipment, and then a contractor verifies the accuracy of the meter with specialized equipment.



## AUTUMN MAINTENANCE & COLD WINTER PREP

### *Facilities*

To prevent freezing pipes and damage to the City's irrigation systems for grounds, Rob Rollins has winterized all the irrigation systems. Additionally In between, he has been applying Lime and fertilizer to the City's turf areas, as well as continuously removing leaves from lawns, entrances and sidewalks around the facilities.



**November 2015**

## Director's Report

### Draft Transit Master Plan Goals

Meeting on November 3, SMART's Transit Planning Task Force agreed to use the following Mission Statement and Goals as the basis for the update of the Master Plan.

#### MISSION

**SMART'S MISSION IS 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'S 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.**

#### GOALS

**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.**

*This language is likely to evolve as the public becomes more involved in SMART's master planning process. But for now, the Planning Task Force has given the staff and consultants a good foundation to build on.*

***Stephan Lashbrook***

## Operations Report

*Steve Allen, Operations Manager*

Although October saw the greatest ridership count so far this fiscal year (28,367), ridership continues to lag behind the previous two years. At 108,766 riders to date, we have carried 11,844 fewer riders than last year (-9.8%).

During October, the price of a gallon of gas at Costco was as low as \$1.99/gallon. WES is also down about 8%, which of course affects SMART's ridership as well, as there are fewer transfers between systems. Only the Canby route (+15.5%) and the Villebois route (+20.4%) had ridership increase.

Demand response also increased, but this was at the expense of the Crosstown Route 4 due to the relocation of Victory Academy School which was no longer on route of the Crosstown bus. Instead, they are taking Dial-a-Ride into town from their new location on Tooze Rd.

Special event trips that SMART provided service include:

Lowrie primary school = 16

Rotary City tour = 20

Coffee Creek tour = 37

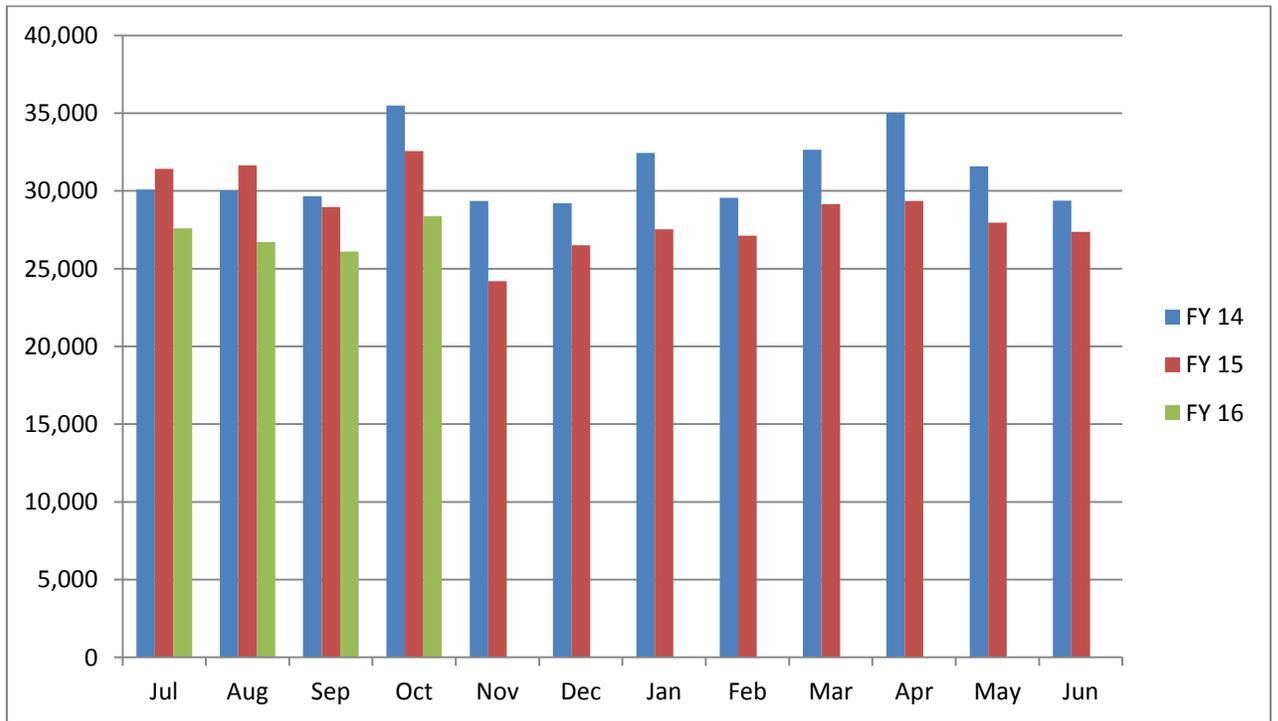
Port of Portland = 15

Kitakata delegation = 32

Halloween trolley tour = 281

### SMART Ridership – FY 14 through FY16

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 14	30,094	30,024	29,661	35,481	29,342	29,216	32,432	29,551	32,645	35,010	31,581	29,371	374,408
FY 15	31,421	31,650	28,971	32,568	24,192	26,510	27,535	27,122	29,155	29,348	27,956	27,365	343,793
FY 16	27,589	26,720	26,090	28,367									



**Be seen. Be safe.**

This season, bright is in. Be seen wearing light colored and fluorescent clothing, and step up your look by adding reflective materials and personal lights. Wear outerwear and accessories that feature reflective material or use a reflective band or light.

Auto drivers also need to be especially alert to see pedestrians and cyclists. According to AAA, taking your eyes off the road – even for two seconds – doubles your risk of getting into a crash.

SMART bus drivers are handing out wearable blinky lights and reflective stickers to passengers while supplies last.



Think Smart. Ride SMART  
ridesmart.com  
503-682-7790