

**CITY OF WILSONVILLE  
PLANNING COMMISSION**

**WEDNESDAY  
JUNE 12, 2013**

**6:00 P.M.**



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

## PLANNING COMMISSION MEETING

WEDNESDAY, JUNE 12, 2013

6:00 PM

### AGENDA

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

Ben Altman, Chair  
Al Levit  
Marta McGuire  
Ray Phelps

Eric Postma – Vice Chair  
Peter Hurley  
Phyllis Millan  
City Council Liaison Julie Fitzgerald

**II. 6:05 PM PLEDGE OF ALLEGIANCE**

**III. 6:10 PM CITIZEN'S INPUT** – This is an opportunity for visitors to address the Planning Commission on items **not** on the agenda.

**IV. 6:15 PM CITY COUNCIL LIAISON REPORT**

A. City Council Update

**V. 6:20 PM CONSIDERATION OF THE MINUTES**

A. Consideration of the May 8, 2013 Planning Commission minutes

**VI. 6:25 PM WORK SESSIONS**

A. Metro's Climate Smart Communities (Kraushaar)  
B. Goal 10 Housing Needs Analysis (Mangle)

**VII. 8:00 PM OTHER BUSINESS**

A. 2013 Planning Commission Work Program  
B. Commissioners' Comments

**VIII. 8:05 PM INFORMATIONAL ITEMS**

A. SMART Newsletter, May 2013  
B. Metro Making a Great Place: Voters Invest In Nature

**IX. 8:10 PM ADJOURNMENT**

*Time frames for agenda items are not time certain.*

**Public Testimony**

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

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

Thank you for taking the time to present your views.

For further information on Agenda items, call Linda Straessle, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at [straessle@ci.wilsonville.or.us](mailto:straessle@ci.wilsonville.or.us).

Meeting packets are available on the City's web site at: <http://www.ci.wilsonville.or.us/pdocs>.

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

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

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

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

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**June 5, 2013**

**Planning Division  
Memorandum**

**To: Planning Commission**

**From: Chris Neamtzu, Planning Director**

**Subject: June 2013 Meeting**

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At the upcoming June 12, 2013 meeting, two worksessions are scheduled. Both are topics that will be discussed in more detail at the joint City Council/Planning Commission worksession on July 15<sup>th</sup>.

First, Nancy Kraushaar, Community Development Director, will be in attendance to present an overview of Metro's Climate Smart Communities work. This is a multi-year project that is intended to result in long-term regional reductions in the production of greenhouse gases from light duty vehicles. Metro is working with the region to identify numerous scenarios that can be tailored to local communities needs as part of compliance.

Next, the Commission will conduct another worksession on the Statewide Planning Goal 10 Housing Needs Analysis. Bob Parker and Beth Goodman of EcoNorthwest will be in attendance to share more of their research into Wilsonville's housing market. They will be specifically focusing on national, regional and local housing development trends. Analyzing the housing mix and density are key variables in forecasting future land needs.

If there are any questions about these or any other long-range planning projects, please contact Katie or me at 503-682-4960.



City of Wilsonville

## **PLANNING COMMISSION MEETING**

**WEDNESDAY, JUNE 12, 2013**

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### **V. CONSIDERATION OF THE MINUTES**

- A. Consideration of the May 8, 2013 Planning Commission minutes

**PLANNING COMMISSION  
WEDNESDAY, MAY 8, 2013  
6:00 P.M.**

**DRAFT**

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

**Minutes**

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

Chair Altman called the meeting to order at 6:07 p.m. Those present:

Planning Commission: Ben Altman, Ray Phelps, Al Levit, Phyllis Millan, and City Councilor Julie Fitzgerald. Peter Hurley and Marta McGuire were absent. Eric Postma arrived after roll call.

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle and Steve Adams

**II. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

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

**IV. CITY COUNCIL LIAISON REPORT**

A. City Council Update

Councilor Fitzgerald reported that recently City Council:

- Reviewed the Transportation System Plan (TSP) and proposed amendments to the Comprehensive Plan and Development Code recommended by the Planning Commission. Everyone was pleased how that process was going.
- Considered plans for improving the parking lot at Memorial Park.
- Continued discussion about implementing a Tax Increment Financing Zone, which was proceeding well.
- Was close to beginning work with the Tourism Strategy Taskforce. Formation of the committee was about 95 percent complete. A request for proposal was being developed for a professional consultant to guide the work of the taskforce, similar to how the Economic Strategy Taskforce was handled. Councilor Fitzgerald would be the ex officio chair of the tourism taskforce.
- Passed a resolution to modify the street lighting standards for some sections of Grahams Ferry Rd adjacent to Villebois resulting in lighting that would be shorter in height.

**V. CONSIDERATION OF THE MINUTES**

The April 10, 2013 Planning Commission minutes were unanimously approved as presented.

**VI. PUBLIC HEARINGS**

- A. LP13-0003 - Adoption of an update to the City's Transportation System Plan (TSP) and associated Comprehensive Plan text amendments. (Neamtzu)

Chair Altman read the Legislative Hearing Procedure into the record and called the public hearing for LP13-0003 to order at 6:12 p.m.

Chris Neamtzu, Planning Director, briefly reviewed the adoption process for the TSP Update, which was included in the Staff report. The public involvement summary and all the comments received to date were included on a CD in the record and as a 600-page appendage to the TSP. He noted that Gail Curtis of ODOT, the Transportation and Growth Management (TGM) Grant funders of the project, would make a few comments about the TSP Update. He reminded that the Planning Commission would be providing a recommendation regarding the TSP to the City Council who has the final authority on matters at the local level. If the TSP Update was forwarded with a recommendation tonight, the City Council would convene its public hearing on June 3, 2013, allowing for more opportunities for public testimony and input into the draft TSP. If no recommendation was rendered tonight, the TSP would be revisited by the Commission at their June meeting. At that time, a continued public hearing and additional discussion regarding outstanding items would occur, and that the June 3<sup>rd</sup> meeting with City Council would not take place, but instead be continued to a later date.

- He explained that the first case file, LP13-0003, included the TSP and Comprehensive Plan text amendments. The second case file, LP13-0004, regarded a series of Development Code text amendments that would be presented by Katie Mangle and addressed in a separate public hearing. He noted that citizens could testify on either case file during this hearing's public testimony and Staff would carry comments regarding the Development Code changes into the next public hearing, which was acceptable to the Commission.

Chair Altman disclosed a potential conflict of interest, stating that as currently drafted, the draft TSP scheduled for hearing tonight included no specific recommendations for a preferred alignment for the Brown Road/Old Town extension. However, testimony might be presented during the hearing that would lead the Commission into a discussion of the two alternative alignments. If such a discussion did arise, he would recuse himself from that discussion based on a potential conflict of interest.

- In the past, he represented OrePac by providing analysis and recommendations about the alignment of Kinsman Road extending south of Wilsonville Road. The analysis also included a consideration of two alternative alignments presented in the current TSP. He noted he also discussed the alignment options with Wilsonville Concrete, but only to explain them as they are currently presented. He was never under contract with Wilsonville Concrete nor did they request that he represent any preferred alignment on their behalf. He was not currently under contract with OrePac or any property owners or businesses with specific interest in either of the two alternatives, but there was potential for public perception based on his past representation. To avoid any potential consideration that a conflict existed, he would not participate in any discussion related to the alternative alignments.
- He explained that when the Commission got to that portion, noting testimony had already been received, he would step aside and allow the rest of the Commission to consider the testimony related to the two alternatives, reach a conclusion, and make a decision on the alignment. He would then participate in the rest of the hearing and the decision to be made on the TSP Update.

Barbara Jacobson, Assistant City Attorney, said Chair Altman's disclosure was helpful, adding that Staff's current recommendation did not involve getting into those details. As testimony progressed, there might be testimony from the audience and he was welcome to stay at the dais to listen to that testimony, but she recommended that he refrain from commenting one way or the other. They would see if there was any issue when it came time to vote, but she suspected there would no issue with Chair Altman voting on the TSP tonight.

Commissioner Postma arrived at this time.

Mr. Neamtzu entered the following exhibits into the record:

Exhibit G: Letter dated May 6, 2013 and accompanying material from Alan Kirk of OrePac.

Exhibit H: Email dated May 7, 2013 received from Commissioner Al Levit regarding proposed changes on the TSP Comprehensive Plan Amendments.

Gail Curtis, ODOT Land Use and Transportation Planner, thanked the Commission and City for partnering with ODOT, noting that through the TGM Program ODOT has funded the majority of the costs of the TSP Update. She has played two roles, both as Grant Manager and as the ODOT Project Manager. It has been a pleasure working with Staff who had done a tremendous job along with the consultant team. The work had been challenging as Staff had to become transportation planners when they were accustomed to doing a number of other different things. She noted that Wilsonville was important for many reasons, but especially because of Wilsonville is a major employment center for the Portland metropolitan area. In terms of trends of transportation from the state's point of view, optimal transportation systems were those that provide transportation choices for both people and the distribution of goods. The TSP before the Commission furthered those choices for the Wilsonville community. She encouraged the Commission to adopt the TSP and thanked them for their partnership.

Scott Mansur, DKS & Associates, presented an overview of the TSP Update process via a Prezi presentation, entered into the record as Exhibit I. His key comments regarded the following:

- He explained why the TSP is important and how it fits in the planning context and relationship with other City documents, including previous TSP Update documents, the Comprehensive Plan, municipal codes and standards, as well as other City master plans. The current Development Code and Public Works Standards would be updated for consistency within the TSP Update, which must also coordinate and comply with all state, county and regional requirements, including Statewide Planning Goals, Metro's Regional Transportation Plan (RTP), and the Metro 2040 Regional Framework Plan.
- The TSP Update process began in the spring of 2011 and involved a significant number of work sessions and public outreach methods and venues, including outreach to freight users in the area.
- With regard to the TSP's organization, he explained that the intent of the TSP was to tell a story of the City's vision for the transportation network and how that ties into planning efforts and helping the community achieve their vision for the transportation network. He briefly reviewed each of the proposed TSP chapters, describing their content and purpose within the TSP as a whole and identifying key factors of the ongoing process that would help achieve the City's vision. Items in the TSP Appendix were also noted and described.
  - The focus of the proposed TSP Update was to apply best practices and support Wilsonville's progression toward a well-connected, multi-modal system, setting the stage for future needs, development and transportation.
- He briefly described the changes that had been made to the TSP Update document since the Planning Commission's March meeting, including items addressed by City Council which were shown in the "Issues Memorandum" of the meeting packet.
- He concluded stating that the next steps in the TSP adoption process would involve making revisions based on feedback received from the Planning Commission and during public testimony tonight. A revised draft of the TSP Update would be presented to City Council on June 3, 2013.

Chair Altman confirmed there were no questions from the Commission and called for public testimony.

Sheila Stites, 29036 SW Courtside Drive, Wilsonville, OR stated that her testimony regarded the continuation of Canyon Creek Road past the Sundial Apartments, which would dump traffic into Vlahos Drive/Town Center Loop East. Her concern regarded how Canyon Creek Road would funnel into Town Center Loop East or onto Vlahos Drive. Her concerns were two-fold:

- One regarded the dangers of the high traffic flow to pedestrians. Residents of Windfield Village and The Wilsonville heavily travel Vlahos Drive on foot and using wheelchairs and walkers, to reach local amenities and the Mentor Graphics path. In her 20 years of residency on Courtside Drive, she

has seen a large amount of traffic flow. It was a great place for citizens to live and be able to walk without fear of a lot of traffic. She stated that the Mentor Graphics path was heavily used for walking, jogging and bike riding. If Vlahos Drive were heavily traveled, it would affect pedestrian safety.

- As a resident of Courtside Drive, she was also concerned about the traffic flow of vehicles using Courtside Drive as a thoroughfare instead of traveling onto Town Center Loop East.

Tim Knapp, 11615 SW Jamaica, Wilsonville, OR stated for the record he was testifying as a citizen this evening and that his testimony would pertain exclusively to the map and description regarding the Brown Road Extension Alternatives on Page 5-15 of the TSP draft document, and to Exhibit F which began on Page 60 of 135 of the Staff report, all of which pertained to the alternate Bailey Street/5<sup>th</sup> Street option that was in the Appendix. He had personal interest in properties that would be advantaged or disadvantaged by the choices there. He intends to recuse himself on that portion of the TSP when it came before City Council because of his personal interest. His understanding was that Staff would be able to bifurcate that portion, so he would be able to address the balance of the TSP in his capacity as Mayor. He would not participate in voting or discussion when this portion was addressed.

- He stated that he had participated in the previous TSP and a subgroup that the Planning Commission and many citizens were members of called the Adjunct Transportation Planning Committee. The Committee met for seven years to hammer out the TSP that currently existed in the City of Wilsonville and was adopted in 2003. He knew it was a lot of work and he was very impressed with how thorough the current process had been without occupying as much time.
- He displayed several photos of his project, called Old Town Village, via PowerPoint (Exhibit J). The business was located between the north side of 5<sup>th</sup> Street and down to 4<sup>th</sup> Street, along the west side of Boones Ferry Rd. Since 1996, he and his wife have worked on the Old Town Village project, developing a three building complex that includes small business spaces of a type that were not generally available in Wilsonville. The project was built with a historic motif designed to be both attractive and durable, and not subject to a fad of retailing changes or things of the sort.
  - The complex could accommodate up to 18 businesses, dependent upon how internal partitions were managed, and was designed with wide sidewalks and setbacks in a neo-traditional style with differing rooflines, setbacks and finish materials that gave the look and feel of a row of common wall early 20<sup>th</sup> century buildings.
    - The buildings were actually constructed of concrete and very serviceable for a variety of different usages. He believed they brought a strong local business component to the community, housing businesses that would otherwise not be able to exist and function within the economics of other available spaces in Wilsonville. As such, he believed they were an asset to the community and had worked for a long time to make the project work economically.
- The question of Bailey Street or 5<sup>th</sup> Street related to how effectively the policies in the community either supported or disadvantaged local small businesses at this scale.
  - The primary consideration of the TSP should not be how much traffic can be moved but how well policies enabled the community to function as people wanted; how well does it enable businesses and residents to live in the community and have a desirable type of community in which to succeed. As such, the TSP should be supportive of the qualities being sought in the community.
- He has invested a lot of time, money and effort working on his project over the past 17 years, and he had strong concerns about routing local traffic away from this area and he believed that doing so would make it very difficult for local business at this level to succeed in this complex.
- He outlined numerous ways over the past 17 years that this concept has been folded into the City's overall plans and accepted as the direction the community intended to go as follows:
  - He displayed an image showing the end of Bailey Street looking west where the Bailey option would have to connect (Page 135 of 135 in the Staff report). He indicated 25 large evergreen trees that are about 18 inches in diameter, 40 to 50 feet of OrePac Product's warehousing facility that would have to be a taking by the City of Wilsonville, and a railroad spur feeding that facility that

the City would have to reroute. There were other significant impediments to that particular connection and he did not believe that the connection was appropriate.

- He presented a brief overview of a list of documents referenced in Exhibit F on Page 65 of 135 of the Staff report as follows:
  - The map on Page 66 of 135 was displayed. He stated a Lennertz & Coyle discussion was included in the TSP and regarded a concept by nationally recognized consultants that neighborhoods essentially consist of a ten-minute walking radii. The idea was to lay out areas in Wilsonville where such neighborhoods exist.
  - He indicated the area being discussed which was the center of the Old Town Neighborhood. The concept was that there should be a civic, social or community component in the neighborhood center to draw neighborhoods together. The ultimate idea was to work to interconnect, neighborhood-to-neighborhood, throughout the city. This presented a challenge because of the I-5 corridor and the river running east/west. (Page 67 of 135)
  - He hoped that the City would remain committed to the idea of interconnecting Wilsonville's neighborhoods. The Old Town Neighborhood and the connection at 5<sup>th</sup> Street were an inherent part of that idea.
  - Starting on Page 68 of 135, Exhibit F outlined several different pieces within the Wilsonville West Side Master Plan, which he urged Staff to read. The Plan was adopted in December 1996 and discussed the intent of having commercial services available on that side of the freeway, so people would not be required to go east/west through the city's limited interchanges to access commercial services and goods on a day-to-day basis.
  - The Main Street Handbook, starting on Pages 84 of 135, was initiated and issued by Metro in March 1996. The handbook described traditional and neo-traditional Main Street commercial districts throughout the Portland metropolitan area and discussed their advantages and what they brought to the community. The discussion within the noted section involved why main streets work and their advantages and the need for traditional style development for that purpose.
  - The Bicycle and Pedestrian Master Plan also rolled in different components of alternate mode connections, as well as the need to be able to get to and from commercial services by bike and car. This Master Plan also included several pages of discussion.
  - The Old Town Neighborhood Plan, specifically created by the Old Town Neighborhood, was adopted by the City in 2011. The Plan designated blocks within the neighborhood to create a neo-traditional Main Street commercial district within Old Town. This concept contained in the Old Town Neighborhood Plan had advanced and was agreed upon through multiple years of discussion in the development of that Master Plan.
    - At the center of the Neighborhood Plan was the 5<sup>th</sup> Street connection. Bailey Street then routed traffic around this commercial district; thereby creating a significant challenge regarding how viable it would ever be if people were not able to see and pass through it.
    - Metro's Main Street Handbook contains significant sections discussing the traffic needs of traditional Main Street commercial.
  - The Comprehensive Plan included a section that discussed public facilities and services, as well as the transportation network and outlined several broad concepts important for the Commission to understand. In Exhibit F, he highlighted several sections for the Commission to review.
    - The Comprehensive Plan discussed Special Area of Concern F, the area west of the tracks, and the way it needs to be integrated into the city. Also discussed is Area K, the section along the riverfront west of the railroad tracks. The Commission needed to understand the specific and unusual components that make up the special areas of concern.
  - He noted the Old Town Overlay Zone section of the Development Code. An Old Town Overlay Zone was actually developed through the history of meetings within the community and called for the neo-traditional style of development along that area and indicated the desirable outcomes.

- This particular Code influenced the development of the Fred Meyer and somewhat at the Albertson's center. The architectural approaches desired by the community that were codified in this section.
- The Old Town project he had built was mentioned in the section as an example of the type of development the Code section called for.
- Included in Exhibit F were a few pictures not shown on the PowerPoint presentation. The pictures showed the streetscape looking west in more detail along the Bailey Street and 5<sup>th</sup> Street alignments.
- A map was also included in Exhibit F that included some hand drawn concepts. The intent of the sketches was to maximize the available land utilized in the zone called for in the Comprehensive Plan.
  - The area along the railroad tracks was industrial. The layout he suggested maximized the amount of industrial land available for development without taking up space for roads.
  - The area west of Industrial Way on the south side of Wilsonville Road was residential in the Comprehensive Plan and the layout maximized the acreage of residential land available for the owners to develop.
  - The layout missed takings on the Young property, on the former Ehlers farmhouse property, and Tom Bernert's house, thereby minimizing public expense to provide direction on and connection to this road by not allowing excessive public takings of properties that did not need to be taken. It also maximized the utilization of the existing 5<sup>th</sup> Street right-of-way (ROW), which went quite a distance west of the railroad tracks, there again minimizing expense.
- Also included in his submission was a significant list of errors, as he perceived them, in the understanding of the proposal for Bailey Street and what the costs and impacts of connecting at Bailey Street would be.
- He felt that there was a significant indication that items requiring further consideration existed and needed to be discussed. In the past few weeks, he had opened dialogue with owners of other properties along the west side of the railroad tracks, specifically representatives of OrePac.
  - A letter from Mr. Kirk, who represented both the company and the property owners west of there on OrePac property, had been distributed to the Commission. The letter indicated that in the future they would like to have expansion capability to the south and that would be torpedoed by the Bailey Street alternative. Therefore, they supported the 5<sup>th</sup> Street alternative.
  - He also had a discussion with David Bernert, owner of Wilsonville Concrete, who was present at the meeting tonight.
  - He had found some hope amongst the property owners to continue discussions and arrive at mutually agreeable, beneficial plans for the area. There had not been time to achieve that yet, but there was cause for optimism that it was a possible route to the future and he hoped they could continue with that.
- His concern was that a judgment not be made on a short time frame using incomplete or erroneous information, which was why he felt it was necessary to outline that material in his submission.
- He asked that an adverse decision not be made tonight. If the Commission was moving toward a decision, he believed the material he submitted made a very strong case about what the appropriate direction is.
- He also believed it reasonable to suggest that the City should pursue private discussion amongst property owners in order to see if a plan, which met everyone's largest needs, could be met as effectively as possible.
- His intention was to try to do that, if they were afforded time to do so, about which they had already started discussion.

Commissioner Postma:

- Noted the Staff report stated the Commission was including a recommendation for deferring the decision and asked if Mr. Knapp disagreed with that.

- Mr. Knapp replied it was a difficult answer. He agreed with the recommendation in the immediate short run. In the long run, if it were ten years before the City came back to the TSP, it was a problem because it inhibited potential private-sector investment in the proposed Main Street commercial district along Boones Ferry, the industrial land that laid west of the railroad, and conceivably in further development of some of the property west of the railroad that ran down toward the river and might have development potential.
- The optimal approach would be to not decide temporarily, but rather enable and encourage the owners to move forward in a fairly short time frame to have discussion to see if a consensus among property owners was possible.
- He clarified he was not advocating for today, but sometime soon, before ten years from now.
- Asked if Mr. Knapp took issue to specific language, noting that OrePac provided an indication of Pages 4 and 5 where they specifically spoke about the Brown Road extension, advocating for a decision sometime soon.
  - Mr. Knapp agreed with sometime soon, but was unsure as to how it should be done.
- Confirmed Mr. Knapp had no objection to language as currently stated.

Commissioner Phelps:

- Appreciated Mr. Knapp's comments.
- Stated he was prepared to defer this until such time as the local property owners had a chance to work it out. Given his past experiences with the legislative process, he did not believe this was the right forum. If the people with the problem wanted to work together to solve it and bring a solution back, he felt the City should stand down and wait. He saw no reason to burden the Commission's process or create uncertainty among people that vested a great deal of money in the property if a solution may be at hand, and he suspected it may be closer than the Commission believed.
- Recommended the decision be delayed until the Commission heard back from the property owners.
  - Mr. Knapp stated he was unsure, from Staff's point of view, if it was difficult to foresee a short-term amendment to the TSP, if the process were to go through and the TSP as a whole were moved forward to keep consultant bills from running up. With all those involved, he wondered if it were possible to do that and say that an amendment would be considered in a relatively near term if private owners could arrive at a recommendation jointly. If it were possible, he wondered what the process would look like.
  - Mr. Neamtzu stated that an amendment to the TSP would be a legislative amendment and would follow the process that had currently taken place: work sessions with the community, dialogue with the Planning Commission, a public hearing, a recommendation of the City Council and final action of the City Council. TSPs had been amended in the past and it is a lengthy process, even for a relatively small addition to a policy document such as this one.
    - That being said, it was important to hear all testimony. Then the Commission could determine if there was an opportunity to insert something that spoke to what was being suggested and if any appropriate additions needed to be made to tonight's proposal.
- Was not opposed to anything other than resolving the situation and suggested a deferment until the next meeting, which might stop the flow for only a month, but allowing three or four weeks opportunity for the entire plan could be sent through to City Council. If that did not work, parallel to that Staff might be working on Mr. Knapp's suggestion to bifurcate the deal and set it up so it was available and prepared to go forward as soon as there was a resolution.

Commissioner Millan:

- Understood the Commission was looking at the language in the Staff report, which stated, "It is recommended that the decision related to the two conceptual alignment alternatives be deferred to a later point in time due to a number of outstanding issues." The Commission was hearing testimony from the public that they preferred one resolution versus another. She did not understand why this would hold up passing the TSP Update as it was currently stated, explaining it would not prohibit the

process from going forward. She asked whether it would interfere with the process going forward where a good decision would be reached at some future date.

- Mr. Neamtzu believed the Plan was set up to achieve the objectives of collaboration amongst property owners. Perhaps it was not as clear as it could be regarding the time line Mr. Knapp articulated. He believed the Commission would want to collect all testimony and decide whether the information in the Plan was appropriate as written, or if some adjustment might be warranted. He was unsure what additional testimony would be heard tonight and was apprehensive to offer much guidance in terms of what should be done at this point in the process.

Chair Altman proposed continuing with public testimony, returning to the current issue and then determining where the Commission stood. He asked Staff to consider how this particular element might be separated, to allow for a continuation of that part of the public hearing, and return to the Commission before it made its way to Council. The Commission had not heard all testimony and he was unsure whether they may hear other components that would affect the rest of the TSP. He noted that alternatives had not been scattered throughout the Plan, whereas the current issue had been around for a long time.

Commissioner Levit:

- Asked how long it would take for property owners to meet and how many were envisioned to do so.
  - Mr. Knapp stated he was prepared to meet intensively and multiple times in the upcoming weeks and month if the other property owners felt they could and jointly thought it advantageous to do so. He stood prepared, but the other property owners would have to speak for themselves regarding whether they felt that was a high potential approach.
  - It was difficult to answer how many were envisioned to meet because multiple properties were owned by groups of people, not one person.

David Bernert, Owner, Wilsonville Concrete, 41200 SW Industrial Way, Wilsonville, OR, stated for the record that he owned Wilsonville Concrete and represented the property owners, entirely or with other owners present, for 99.8 acres, so all property west of the railroad to the water treatment plant and from the river to Wilsonville Road. Wilsonville Concrete's companies, of which five were located in Wilsonville, had been in Wilsonville since 1958, and had watched and aided in the development of Wilsonville over that period of time.

- He had read the entire TSP Update, commenting that it was a very good overall plan that complemented previous plans, which Wilsonville Concrete was involved in. The body of work spoke for itself in terms of its thoroughness in a somewhat difficult environment due to conflicting interests. Mediating those is no trivial task.
- They were very pleased to see Policy 25 which had a marine emphasis. Wilsonville existed because of the Willamette River and looking at historical trends, this section of the river supported two million tons of freight, or 80,000 truckloads, on average over a 50-year period. In 2006, it supported 600,000 tons of freight. The TSP had significant infrastructure impacts and the ability to incorporate marine transportation, particularly over a 20-year period, was critical.
  - He believed the TSP could be expanded. Marine transportation was in three or four places, but it did not get the kind of coverage roads did. While that was appropriate, it was definitely a development area because of the long-term deferment costs when removing trucks from the road and also having significant greener options. The cost reduction in moving freight by marine was 75% less per ton of freight moved per mile and marine transportation was 85% more environmentally friendly in terms of the reduction of gas emissions.
- He had written a letter, one of the few documents not found in the evidence, and would like it to be included in the Appendix because it specifically regarded the Master TSP.
  - Staff responded to his letter very positively and a few work sessions took place and most all his critical items were addressed; number one being roundabouts. Some of the future designs for the Brown Road extensions incorporated roundabouts that his dump trucks with a tongue and pup

could not move through. The implication was to their property, because they would have the largest impact with the 100 acres the Brown Road extension would go through. In comparison to the 15 acres OrePac had in terms of Section G, Wilsonville Concrete owned essentially all of Section G, which raised a good point; the Master TSP is part of the Master Comprehensive Plan for the City of Wilsonville, which included goals and objectives for Section G, which would have the highest impact, and also Section K. These should be reviewed because there were some very specific objectives there.

- The extension of Industrial Way was reflected in the TSP as a freight route. Industrial Way was privately owned by Wilsonville Concrete, who allowed easement to the City and OrePac for use. The company was on the road moving trucks every day and it was nice to see this incorporated into the TSP, reflecting their work session with the City.
- Language regarding development and the rights to adhere to policies associated with the Comprehensive Plan if Section G or the Brown Road extensions were developed had also been incorporated into the TSP. Two items were not included in the TSP that should be.
  - The first he had mentioned, the documentation submitted in a letter format was not in the Appendix, which could be easily rectified. The letter expressed significant points on policy contradictions and issues that were addressed for the most part.
  - Second, the base conceptual map for the TSP had errors. There was a settlement agreement in 2006 when the City built Arrowhead Creek Lane on Wilsonville Concrete's property. Part of that settlement was to eliminate bike and pedestrian paths.
    - Page IV of the TSP still showed a default graphic that had been replicated throughout the entire document. The graphic showed City paths on Arrowhead Creek Lane, which is in direct conflict with the settlement agreement that shows no paths to that portion. This was an error that should be corrected both in the Comprehensive Plan and the Bicycle and Pedestrian Master Plan.
    - The City set expectations with citizens that Arrowhead Creek Lane was a given path and reinforced those expectations with their maintenance of the path. After having maintained the path, they added a sign stating that it was, in fact, not a path. However, if the path is mowed and use is encouraged by behavior, the City was not supporting Wilsonville Concrete's settlement agreement. The agreement was important because it was a safety issue. There were significant conflicts with pedestrian traffic and Wilsonville Concrete's truck traffic. The two were not compatible until the roads were developed, which is the main reason it was maintained as a private road. He noted it was for sale if the City wanted to buy it.
- The routing of Brown Road extension was currently a point of conflict. In the letter, they clearly supported the study DKS put together which showed Bailey Street as the optimum route. It was 15% cheaper, consumed significantly less resources in terms of the total available land, and was a more direct route. The company was open to conversations. He believed a property owner intended to speak.
  - The company has continued to support the Bailey Street extension since the early 1980's because of its impact to the rest of their acreage, which was significant compared to any other property owners.
- He thanked Staff for their work, noting they had produced a very powerful document and a very strong vision for the City of Wilsonville. Wilsonville Concrete supported the City's vision, but felt enhancements should be made to the inter-modal capability sets on the marine side, which was a jewel that very few cities had. When considering cities with significantly more history, people moved back to the river and used it as a much stronger asset than what was incorporated in the proposed TSP. It may take 100 years, but laying the foundation now was important.
- He would like to see the letters they submitted in the Appendix of the TSP, just as everyone else's had been.
- He thanked the City for the work sessions, noting that they did a great job incorporating their feedback.

- They would also like to see the use of stronger language with regard to rights to develop and the privilege associated with whether the Brown Road Extension became a City-based project. It was pretty clear that if the road extension was a developer-based project, the process would become a capital project for the City. Some of the language was still a bit soft and they would like it more assertive, similar to the requirements associated with developer funded roads and extensions, particularly in Section G.

Chair Altman confirmed that policy conflicts mentioned in the letter had been corrected.

Mr. Bernert answered yes, adding most of the conflicts dealt with the settlements, as well as previous documentation. For example, Wilsonville Concrete gave Morey Lane to the City to allow access to the Water Treatment Plant so there would be no need for a bike or pedestrian path out Arrowhead Creek Lane, and right away, they put paths out for almost the next two years. Most policy conflicts mentioned were because no one knew the 50 years of City history the company had in its files. There was a bit of turnover and they had been fairly stable, so their files might be more complete with regard to their narrow scope of interest.

Sherilynn Young, Silver Leaf Farms, residing at 6189 SW Delker, Tualatin, OR, stated she was among the property owners associated with the Bernerts on the west side of the railroad tracks. She was on the West Side Task Force in the 1990's and stayed on the planning process into 2003.

- She kept looking at the maps presented and was highly concerned with something taking place south of Wilsonville Road. She noted the Area of Special Concern circled in red on Figure 5.5 in Chapter 5 The Projects, adding essentially from Boeckman Road to the Willamette River. She agreed with Mr. Knapp and Alan Kirk that they had to move forward with the Brown Road alternative. People have been talking about this for more than 20 years. The high priority projects, included fixing things up at the corner of Villebois and projects like the \$11 million project to extend Kinsman Road to Boeckman Road, and Boeckman Road had already been extended.
- She was concerned the City did not prioritize things within the city that had been a problem for citizens in Old Town. Part of the planning process had been to find an alternative to Wilsonville Road, south of Wilsonville Road, not just for property owners, which was a key point of concern. Commissioner Millan had noted the Commission was hearing public concern, but honestly, they were actually hearing from property owners. The push for this road came from Villebois, and those living to the west and in Old Town who were not present at the meeting and have not registered their priorities for the City. She questioned whether they would care more about having a road going from Barber Street to Boeckman Road or having another way to get out of Old Town when Boone Bridge breaks and Wilsonville Road is clogged up for six hours.
  - One thing Mr. Knapp discussed was if the extension went to Bailey Street, traffic would be directed away from his business. She believed if traffic could flow out of Fred Meyer and Albertsons, making its way to Brown Road or Villebois, Mr. Knapp would have a lot more traffic much closer to his business than existed currently. And Old Town residents that felt trapped would have a major improvement, maybe 1,000 ft between Wilsonville Road and Bailey Street, where they could get out.
- Whether or not property owners could get together on this should not be the Commission's only consideration. There are real differences of opinion amongst property owners. She liked Mr. Knapp and had spent hours talking with both he and Alan Kirk. She knew they had specific interests regarding the extension, but felt that the Commission had to be ready to consider what they wanted. When going home from Fred Meyer, if one left via Bailey Street to Brown Road the route was shorter than going north from the Fred Meyer entrance and up Wilsonville Road, or at least it was when mapped out 16 years ago.
- If the City were to have a work session, all the maps needed to be taken into consideration and any errors could be worked through. Mr. Knapp's map had many good ideas, but it also included many

inaccuracies. The City could try to work these through with property owners, but an underlying fundamental difference would still be present.

- She noted the photo of Bailey Street Mr. Knapp provided looking across the railroad crossing and at the trees near OrePac. The Commission should take a good look because she believed that 30 ft of right-of-way was already in a City easement.
  - She empathized with OrePac wanting to expand to the south and not wanting a street there, but noted it was not the Commission's concern to benefit OrePac over anyone else's industrial use. If OrePac was allowed to skip landscape buffering by using an easement area for trees and using it for their industry, she questioned whether that was a policy the City should move forward with. If someone developed a portion of the city, allocated an easement to the City and then built on it, would the City have an obligation later to allow them to colonize. That was an important policy issue.
  - She would like to see the trees, but that was already a City easement property and ROW should be looked at all the way along that area.
- She noted there was no longer a house on that property and she did not think the City's determination of what a road route should depend on a 60- or 70-year old barn. It would be inconvenient to the property owners if it had to be removed.
- Another point when looking at Mr. Knapp's map was if the route that he was advocating was taken, it meant that a second crossing would be necessary to get from Industrial Way to the property that OrePac wanted to expand on. This meant having two bridges. She recalled that the West Side Task Force felt that one crossing should be concentrated on and, if anything, two railroad crossings. As owners, they were open to saying if Bailey Street was there, there would be a second road north/south between Bailey Street and 5<sup>th</sup> Street. These options had to be looked at from many angles.
- Mr. Knapp stated that his proposal would minimize property damage, but when looking at the 5<sup>th</sup> Street extension across the south part on the west side of Seely Ditch, his proposal cut an industrial property into two triangles at its base. She wondered how his proposal ended up having one acre in the triangle in the corner and another triangle. Every time a triangle was created on a property, the useable square footage was reduced. Industrial property was currently running \$9 per square foot. How much did the City want to acquire at mitigation rates to put a road ROW through here or two to three extra acres of property that was otherwise buildable industrial? Many considerations needed to be laid out regarding the price of different roadways as they would be beneficial for.
- She emphasized that this could not be put off for another ten years, even though it had already been put off for 20 years because the area north of Bailey Street had commercial development now. Whether or not Main Street, south of Bailey Street, was an acute tourist attraction, when it came to moving people and meeting the city needs, the City was looking at how to service the commercial area with its large amount of traffic, citizens and needs to get them in and out of the large residential areas to the west.
  - There was another option if they came in at Bailey Street and a 5<sup>th</sup> Street crossing was not possible. Mr. Bernert had always said you could not have two railroad crossings, but he had also discussed arranging railroad crossings as well, so it was not that two crossings could not be done. Wilsonville currently had one crossing that was private and one that was public. Even if there was only one, underpasses could be created on the railroad tracks closer to the river, so other options were available for citizens to get out of Old Town.
- She noted Mr. Knapp mentioned that many of the old people that planned and came to Wilsonville, but that did not dictate policy, the overall policy the City was creating had to be looked at.
- When talking about priorities, the location on Mr. Knapp's map indicating a possible OrePac access showed the access crossing Seely Ditch. She had not testified to the Commission regarding this, but when the last Stormwater Master Plan was created that crossing was one in which the City replaced the owner's bridge in the 1980's to enhance Seely Ditch for the City's stormwater purposes. However,

the City did not replace the crossing at the same level they had others and it has now washed out and was broken.

- At the time, she had asked if the crossing could be identified in the City's Stormwater Master Plan to allow the owners the opportunity to put in a new one. The owners would take responsibility for going to the state and taking care of permitting, but the cooperation of the City was required because DSL would not listen to owners if the City objected.
  - At that time, the vote was to not identify that at all in the Stormwater Master Plan because it was not important and was not considered to be a public responsibility, and one reason not to do it was that this new TSP was underway and would take care of the crossing.
  - As minor as the Commission might felt it was, she could no longer get her combine up the road to Boones Ferry and had issues getting agricultural equipment and heavy trucks back and forth on it because the culvert was broken.
- As far as she was concerned, the City made a commitment to do something to get the road across Seely Ditch and if they wanted to put it off for another five to ten years, it needed to be revisited to allow owners to put a new crossing in themselves because they needed to get across.
  - Her family owned property that they farmed in common with Mr. Bernert, but they also farmed north of Wilsonville Road. They needed to get the crossing in and the City needed a decision on it. They could try to work with other landowners, but it was not the landowners' concern. Instead, it was the Commission's concern regarding the priority of what was needed for the city as a whole on this specific section of the city.

Commissioner Levit understood the culvert was located between the new nursery and just north of the Young house or barn.

- Ms. Young answered yes, just north of the barn, adding it was supposed to be a 6- or 8-ft culvert, like the one south on 5<sup>th</sup> Street, but the City ran out of culverts and installed two small culverts covered with concrete instead. City Engineer Mike Stone, Building Official Martin Brown, Natural Resources Program Manager Kerry Rappold, and others had visited the location several years in a row to take a look at the culvert, stating it could not be fixed; it was broken concrete and was not fixable.
  - She added that the business of having trails marked that were not trails was dangerous. She took bikes, trikes and toys out of that crossing regularly. People already cross from the Bailey Street crossing through the nursery. It was an attractive hazard and they were unsure what could be done about that until there was a proper crossing.

Mr. Neamtzu responded to comments provided during public testimony as follows:

- He confirmed for Ms. Stites that Staff had identified how safe the Wilsonville transportation system was through the update process. The Canyon Creek extension to Vlahos Drive would have a connection to Town Center Loop. He understood there was a plan for a signalized intersection, which would control pedestrians coming from the Windfield Village side of the line. He assured that safety was at the foremost of everything that the City does.
  - He would be happy to have the Civil Engineering Staff talk with Ms. Stites about her safety concerns to ensure that Staff was thinking appropriately about the issues she had been raised and to make sure that designs had taken into consideration the movements she had observed as a resident of that local area.
  - He confirmed that the Canyon Creek extension would go all the way to Town Center Loop and Vlahos Drive would intersect to it. The extension would come down west of the Sundial Apartments, parallel to their property, and then hook over.
- Regarding Mr. Knapp's testimony about bifurcating, he stated that was an approach that could be taken at the Council level and he wanted to be clear that Mr. Knapp could recuse himself on that issue regarding any decision that was potentially made. One could see why the plan was set up the way that it was; hearing the strong testimony on both sides of the issue, Staff knew the Brown Road Extension was going to be a major issue in the Plan tonight and were not surprised. He believe the Commission

had a Plan that set the stage for future discussions and he invited the Commission's input about what the Plan stated regarding what had been heard on testimony tonight.

- He clarified that Mr. Bernert's letter was provided at a prior Planning Commission meeting, and he was certain it was in the record, most likely in the Planning Commission's record leading up to this point. The Commission had seen the letter and it had been circulated at this meeting. He confirmed that he would track down its location to confirm where it was in the record.
- Showing the proposed extension of the Tonquin Trail across Arrowhead Creek Lane, Mr. Bernert discussed where the path ended and where it was graded out as it headed to Arrowhead Creek Lane. Staff added language to the report to specifically state that it would stay on the west side of Industrial Way and not cross Industrial Way. He stated that it was always a tricky situation when proposing a plan that was a 20-Year plan, especially when trying to show connections within existing conditions. If there were something Staff could do to make sure that it was more clearly identified as a proposed future condition, they would. Staff never meant to promote pedestrian access onto Industrial Way.
- He had not read all of the details of the settlement agreement.
- The policy measure had been added on the marina and port concept. Staff had been given a lot of great background material and was excited about some of the possibilities that concept held. If the Commission found it appropriate to add additional text, it seemed like a small task and something that could be fleshed out more. He confirmed that there was no objection from Staff on addressing that.
- He noted OrePac was not present to provide additional input to the Commission about the testimony they submitted.
- Many great comments came from Ms. Young. Mr. Knapp and Ms. Young had some of the lengthiest histories on planning issues in the community, along with Chair Altman. The City had three individuals that had seen it all from the very beginning and when they discussed these issues, they had been there and done it. They had done their time considering the issues and it was always enlightening to receive testimony from the individuals that had been a part of the foundation of planning this community.
- He noted Ms. Young had raised many good points. He had been a part of some of the Stormwater Master Plan issues and was unsure how they had addressed the crossing she mentioned in the TSP, short of a public crossing, because they were discussing public streets and public trails. His understanding it was a private crossing used for equipment that was used to farm those areas so that one was a bit more difficult. He was unsure what he could do in the TSP to address the crossing. He might have to look back at the Stormwater Master Plan or talk with the Staff members who had been a part of some of those discussions.

Chair Altman believed it might be an issue that got kicked down the road and did not get resolved. He sensed there might have been a time when that crossing was part of one of the alternatives and that was a conflict. If there was a way to clarify that a private crossing was outside the scope of the TSP it might be helpful so the Commission was not holding up a process there.

Mr. Neamtzu also addressed Commissioner Millan's question regarding whether the TSP was set up appropriately, explaining the Plan stated what was needed to allow conversations to occur. The TSP set the stage for that and, given what was heard, if there was an addition that needed to be made to discuss or encourage a specific time line that would be a small adjustment, requiring Staff to return next month to show the Commission what they would propose to address the issue. He concluded Staff would take the Commission's lead on that.

Chair Altman explained that was what he had been looking for in a bifurcation; if they split that piece out.

Mr. Neamtzu stated he would hold the whole Plan up. He did not want to pull a piece of it out and allow the rest to go forward. It was an entire master-planned document and Staff wanted to make sure

the Plan was cohesive, speaking as one document. If additional work was desired, Staff would hold up the entire Plan. He did not see a real reason to break out a piece and move the rest. It did not make any sense to him.

Ms. Jacobson advised informing the Commission about ramifications of a continuance.

Mr. Neamtzu explained Ms. Curtis was present because he was on a strict deadline under the TGM Grant Program to wrap up this work. The Mayor alluded to the fact that the City would begin picking up the tab after June 30<sup>th</sup> and a continuation would result in missing that deadline, which was a reasonable thing to do. So this was one minor issue as far as budget implications on the project. One suggestion was that a project that might be added could be a more detailed Corridor Study for this particular area. The topics included in the Brown Road technical memorandum were outlined, the white paper the Commission received on Brown Road. All those headings about the items to be considered were added. It was not uncommon for a particular study to be added as a project. It could be an approach where the City might want to put money towards helping the property owners come to the table to start discussing what this looked like, having a more of a facilitated dialogue around resolution of the issue. He agreed that another ten years on the extension was not an acceptable way to go. The study could be a way to prioritize the project and encourage that it happened soon. It would become a project that the City would have to prioritize with the workload that they already had, but at least it would be a go-to-do kind of thing. He was unsure how people would feel about that, but that was one way to get at the root of the issue and Staff would offer that as a suggestion to break it loose.

Commissioner Postma:

- Asked if a full-scale amendment to the TSP was required to add a corridor study to Brown Road as the language currently stated.
  - Mr. Neamtzu replied that adding a project was easy enough as long as the Commission was clear on some appropriate dollar amount and the consultant team could take that to advance the Plan on to the next level. The Commission would have an opportunity to see it as soon as Staff was able to get it. If a problem did arise, a discussion of what it looked like could take place as they moved into the Council level and the Commission could be very clear in articulating some dollar amount and the identification of a Brown Road Corridor Project to resolve this issue.
- Commented that the fact that the project was in the TSP as it was now did not drastically change the procedure. There would still be an investigative process that would take time, dollars and input from multiple people. They would have to go down that road no matter what, so adding language to the TSP did not really add anything to the equation.
  - Katie Mangle, Manager, Long Range Planning, stated one thing Staff had been discussing regarded what would motivate a decision between the alternatives, such as if it were a City or a private master planning project for the development of those sites. If a project were added, it would identify this as a priority for the City to push the issue forward. But generally, the language in the TSP set up the City to take on any of the three scenarios whether it was privately motivated, publicly motivated or publicly facilitated with the community.
  - She confirmed that incorporating the new project would not delay the process of the TSP. Instead it would be a way to identify the next step, stating that the City intended to fund that next step with the study, but it would happen after the TSP.

Commissioner Millan understood there was the potential for other studies that needed to be completed with any implementation of the TSP. This could not go forward without additional work, but according to Staff, if the Commission wanted to make that a specific recommendation they could do so separate from passing the TSP.

- Ms. Mangle responded a specific recommendation as a project in the TSP and this was the only significant street extension that had alternatives in the TSP. It was different from other new streets, so

it might be acknowledging that there was a City priority and City interest in helping to move that forward towards resolution, but not holding up the TSP process to do so.

Commissioner Levit asked if a developer with grand plans for that whole area could come in and override any alignment the Commission put in or were they beholden to whatever plans were there. He knew in other cases, a developer could not come in and modify a road that was specifically identified.

- Mr. Neamtzu replied if a Corridor Study were done, it would have to do with how that study ended up being officially adopted or recognized. If a study were completed and put on the shelf, it would not carry any weight. If it ended up being created, and there was an agreement around what it looked like and it was recognized by the official governing body via a Resolution, it would carry force and effect and therefore be adhered to.
- He would hope that if they went through the exercise of creating a corridor study it would be agreed upon at the end that the City could come out with something that everyone liked and it would be the implemented alignment. Once a choice had been made, they would want to go back and make sure the Plan reflected those agreements at that time, recognizing that another body, at some point in the future, could do something else. That was one suggestion for moving this down the road.

Chair Altman believed it made sense from a policy standpoint for the City to emphasize doing something to move that forward because it was the only alternative available in the TSP and the only one that had dangled forever. It hampered things from taking place that might happen if a decision was finally reached.

Commissioner Levit agreed. The area was too complex and it would be good to get some forced resolution. The potential conflicts of trails, roads, businesses and the potential flyover of I-5 made it a complicated area and it would be good to get some resolution as to how that would happen.

Commissioner Millan noted recommended language for a motion to approve the Resolution of the TSP to the next level. She asked if a corridor study would be added as an amendment to the motion and, if that was the process whether that would be initiated in the case.

- Mr. Neamtzu stated that there may be the addition of other items in terms of modifications to the TSP during the Commission's deliberations. It would be good for the Commission to spend time deliberating around other topics. A lot of time tonight had been focused on this issue and this was a citywide plan with many projects and a lot of money in many different areas of the community.
- He noted Commissioner Levit had several suggestions under the Comprehensive Plan findings. He agreed with two of the recommendations, which would be amendments to the package as well. There were three items there that the Commission should discuss and other Commissioners could bring forward specific additions. The Commission should start moving into some of that if they were happy with where they were on the Brown Road piece.

Commissioner Postma understood it was not a necessity to put a corridor study or some other alternative into the TSP right now.

Mr. Neamtzu addressed Commissioner Levit's comments in Exhibit H as follows:

- He agreed that Policy 3.2.2 on Page 46 of 135 would read better if "economic" was "economical".
- Policy 3.2.3 was a little more problematic, the problem being that the term "adequate" was vague. A substantial amount of time had been spent discussing vague terms in the TSP. This was existing language that had not been changed very much, if at all. He believed there were more clear policies in the new document that captured the detail of LOS and concurrency that actually build upon the general concept. He suggested that adding more detail would be more confusing than helpful.

Commissioner Levit replied he was satisfied.

Chair Altman stated his tendency was to have a policy that said it needs to be adequate, such as public services, and then the Development Code specifies what that meant, which had been done with the LOS standards and other things.

Commissioner Postma added sometimes vague standards work.

Mr. Neamtzu agreed Commissioner Levit's third suggested amendment seemed perfectly appropriate. There were numerous standards where the word "between" could be changed to "among."

Commissioner Phelps said he was still of the opinion that it could be fixed, but he would not interfere with a budget issue and a few of the other things. He was a bit frustrated that they had waited to get to this point to run out of money.

- He liked the suggestion that those with vested interest could see if they could find a solution.
- He believed the proposed amendment may be an appropriate solution, but to do the Plan and a corridor study in ten years put the City where it was today. He would move this forward but not happily. He believed it could be addressed tonight, but that did not seem to be the case for a number of different reasons.
- He hoped the corridor study would get done quickly because time is money. This company had been there for 25 years and they did not know if they would stay or leave. Pavement on the ground may not seem important to some people but it would put the other guy out of the game. The same was true for the other business developments.
- Wilsonville was changing and becoming much more vibrant and dynamic; they did not have ten more years. The Old Town area had come alive. The Old Town Master Plan was very impressive and he enjoyed driving through the area. However, it definitely needed a transportation fix to make the rest of it available for reasonably good development and putting the corridor study off was not acceptable.
- He would join in on the amendment and vote frustratingly that it was the best they could do.

Commissioner Millan noted they had glossed over the idea of adding some language around marine development and asked if that would be something the Commission would want to add as an amendment in some way. It was sort of silent on the matter and it had been pointed out that it was an area that should be more emphasized in the Plan.

Chair Altman agreed some emphasis could be added. He was encouraged it was mentioned and that there was a policy acknowledging it as an issue. Some of the information provided by Mr. Bernert in terms of comparing the volumes of truck traffic and freight movement was important and emphasized why more priority should be placed on considering the river as an option.

- Mr. Neamtzu suggested The Needs chapter of the TSP was an appropriate place to insert a paragraph about that concept. Something could be crafted and added to the TSP as it was advanced, again circling back with the Commission for review of the language and feedback prior to actual hearings before the Council on June 3.

Commissioner Levit asked if that was in addition to what was on Page 4 of 16.

- Ms. Mangle replied she was referring to Pages 4-8 and 4-9 of the draft TSP document which dealt with truck and possibly rail freight. She believed it would be a place to make the points made tonight, acknowledging the opportunities and gaps without necessarily committing to specific actions.

Commissioner Millan responded that addressed her concern about the language being soft.

Chair Altman closed the public hearing for LP13-0003 at 8:08 p.m.

Ms. Jacobson advised the Commission on how to address the proposed amendments in a motion.

Chair Altman clarified that with regard to his declared conflict, there did not appear to be anything being created that he could not act upon appropriately.

Ms. Jacobson agreed, adding nothing would be done one way or another on the road except for maybe to say study it further.

**Commissioner Levit moved to amend the TSP Comprehensive Plan to reflect the following language changes:**

- **On Page 46 of 135 of the Staff report, amend Policy 3.2.2 to state, “...sufficient to ensure ~~economic~~ *economical*, sustainable and environmentally sound...”**
- **On Page 46 of 135 of the Staff report, amend Implementation Measure 3.3.1.a to state, “Encourage a balance ~~between~~ *among* housing, employment, and commercial activities within the City...”**

**Commissioner Phelps seconded the motion, which passed by a 5 to 0 vote.**

Chair Altman called for a motion regarding the corridor study.

Ms. Mangle suggested a way to phrase the motion, directing the Commission to Page 5-10 in the Draft TSP which referred to higher-priority projects. The change would be to add new a project to Table 5-4 on Page 5-10; the project being to conduct a corridor study of the Brown Rd Extension to define the alignment. A cost would need to be defined for the study. Staff would work with DKS Associates to ensure it could be accommodated within the higher priority project budget.

Commissioner Postma asked the cost of the study.

- Mr. Mansur responded the cost would be \$15,000 to \$20,000 which could be accommodated within the cost of the Brown Rd Extension Project. That quote would be from the transportation standpoint. He deferred to Staff for ideas on public involvement, which Staff would take the lead on.
- Mr. Neamtzu noted they wanted to discuss bicycles and pedestrians and ensure they were looking at all the modes through there.
- Brad Coy of DKS Associates believed that could be folded into the project, as opposed to making a new project.
- Mr. Mansur suggested changing Roadway Extension RE-04 to RE-04A, so it would be tied to the roadway extension project.
- Mr. Coy noted that on a planning level, \$20,000 for a \$15.7 million project was a wash.
- Ms. Mangle explained that would only put it into this bucket, the actual funding of the project would be a separate, later decision made by Council. However, it would identify it as a standalone step. Staff would assign a number, linking it to RE-04, and send it out to the Commission via email to confirm their direction was being interpreted correctly before forwarding it to Council. She did not think it would be appropriate to include a time line because it had not been done with any other project.

Chair Altman believed it warranted at least a reference to time being important, rather than leaving it dangling.

- Ms. Mangle responded that perhaps something could be included in the Planning Commission resolution documenting recommendation for the Plan, as opposed to being in the text of the TSP. She confirmed no projects were prioritized in the TSP and there was no other commitment to certain timing so doing so would be an anomaly.

Commission Millan asked if there was a way for the Commission to send a message saying that the Commission supported it or wanted it to happen, rather than adding it to Plan.

- Mr. Neamtzu believed having a finding articulating the desire to have it happen on a shorter time frame was a good way to go, incorporating that into the resolution. They did not want to bind a future budget committee to something out of the Commission's control as an advisory body. It was important that they state clearly and nod softly the intent of all parties to work together collaboratively towards some sort of resolution in a short time frame. The language could be included in the revised finding resolution that the chairman would sign.

Commissioner Postma:

- Inquired about tying themselves to the extent that they add it to RE-04 versus a separate item, tying how Council or the Planning Commission could deal with it when it was time for decision-making, funding and green lighting the project. He asked if it would be better to be separate rather than incorporating into the \$15.2 million extension.
  - Ms. Mangle replied she envisioned that it would still be on its own line with the label of RE-04. It would be separated with the advantage of making the point that it would be important to happen next, but not be something else they would need to map or track separately.
- Said he wanted to make sure there was still enough separation between the projects so that from a funding standpoint the decision could be made separate and distinct from the \$15.2 million to conduct the individual study without committing to something different or larger.
  - Ms. Mangle replied it would have to be that way.

Chair Altman:

- Added if there was an A and B under RE-04, then it would break that out.
  - Ms. Mangle agreed, noting, for example, A would be the \$15 million and B would be \$20,000.
- Said he would switch that around.

Commissioner Levit expressed concern because the French Prairie Bridge was also a high priority but the actual project was not. The roadway extension project would be different because it would still remain high priority. He was not happy that the projects were not parallel.

Commissioner Phelps stated that with regard to the resolution, he would like to see that this is resolved and that no work occurs on Brown Rd extension until the corridor study was conducted.

Commissioner Millan suggested going with Staff's recommended language for the amendment, stating something like the Commission is adding to Table 5-4 amendment RE-04A, which would include conducting a corridor study to resolve the placement of the extension in a short time frame, though she was uncertain that should be added. An additional amendment would be to relabel RE-04 in Table 5-4 to RE-04B. She confirmed the new project [corridor study] would be RE-04A and the current project would be RE-04B.

Commissioner Postma stated that then the resolution would be amended to speak to the urgency of the requested urgency.

- Ms. Mangle confirmed there was a resolution to document the recommendation the Planning Commission would vote on that night. The Planning Commission could also write a formal letter to Council regarding this issue.

Ms. Jacobson cited language of the Resolution, stating, "The Planning Commission does hereby adopt all planning Staff Reports along with the findings and recommendations contained therein and further recommends that the Wilsonville City Council approve and adopt the TSP Update and associated Comprehensive Plan text as reviewed and amended by the Planning Commission." She suggested adding, "And the Planning Commission further recommends that City Council direct Staff to make the Brown Road corridor study a priority and assign a time frame for getting the work completed" before

the " BE IT RESOLVED" portion. This would be the Commission's recommendation to Council and then they would discuss what would be reasonable. This would enable the Commission to move the Plan forward and be done. She noted that before getting to the step of adopting the Resolution, other clean up items still needed to be addressed.

Commissioner Phelps:

- Added for the record that using the A and B nomenclature would indicate that the corridor study would be done before anything on Brown Road.
  - Ms. Mangle agreed, adding she believed the corridor study would be the first step of the project anyway. This was saying it was in the City's best interest to pull out the first step and gather everyone together to figure it out. That would probably be the next step whether it was a done privately through a master planned project or as a capital project. They were simply identifying that and saying they wanted to do the corridor study soon.
- Noted many of these projects do not require a corridor study so he wanted to clarify for the record that the corridor study would precede the Brown Road Extension Project.

**Commissioner Postma moved to amend the Wilsonville TSP by revising Table 5-4 Higher Priority Projects (Southwest Quadrant) of Page 5-10 of Exhibit A to include RE-04A Corridor Study for the Brown Road Extension with language to be provided by Staff, and for the language for the current project included in RE-04 to be included as RE-04B. Commissioner Phelps seconded the motion, which passed unanimously.**

Chair Altman:

- Noted the other item discussed was the river freight emphasis.
  - Mr. Neamtzu believed Page 4-8 regarding freight-related deficiencies could be an appropriate area to add a paragraph.
- Suggested adding language that the City recognizes the importance of the river's value as an alternate freight movement route compared to trucks moving large volumes of freight and that discussed the energy efficient or green aspect of it.

Commissioner Levit suggested that water needs on Page 4-16 covered what was being discussed.

Commissioner Millan did not believe it addressed any encouragement of recognizing the river as another mode of transportation.

Commissioner Postma believed there were methods by which the City could participate in that process, such as mechanisms for approving docks, the roads to and from, etc.

Commissioner Levit asked where they would be in the city, there was no other waterfront.

Commissioner Millan stated they wanted to make sure it was an option within the current city limits.

Chair Altman said the city limits could move either west or south.

Commissioner Levit said there was no place to put anything.

Ms. Mangle noted the way Water Needs was currently written, the City has no direct jurisdictional control or responsibility for managing activities on the river and deferred to the Corps of Engineers. The Commission seemed interested in discussing freight activity on the river. Activity in the water was not being discussed, but the intermodal port, which was more land-based and acknowledging that the

City did not have much and that it would be a possible future thing. Maybe it would fit best under freight than the water section, although it would be good to coordinate between the two.

Chair Altman:

- Asked if there was a policy component that would add emphasis.
  - Ms. Mangle noted it was covered in Policy 25 on Page 2-8, which the Commission had added, stating, "Maintain access to the Willamette River so that the river may be used for transportation purposes in the future, acquire and approve access to Willamette River for public docking purposes, and consider the potential development of a new port or ports."
- Suggested adding something under the freight-related deficiencies with regard to Mr. Bernert's comments in terms of the value of the river for moving freight as an alternative to truck shipments. He thought that would be a good place to insert it.

Commissioner Levit asked if the business should be added to the list on Page 4-8.

- Mr. Neamtzu replied absolutely. He noted the list regarded a list of surveys that had been received as part of the City's specific freight outreach, but that feedback had been received now.

Chair Altman stated they had more than one company moving freight, so all five could be added to make the list longer.

Commissioner Postma suggested adding the indicated benefits to the community of increased marine freight traffic on the Willamette River to the first paragraph of The Needs section under Freight related deficiencies.

Commissioner Millan believed that captured what was missing.

**Commissioner Postma moved to amend the Wilsonville TSP by adding to the end of the first paragraph under "Freight-Related Deficiencies" on Page 4-8, "The community would also benefit from increased marine freight traffic on the Willamette River." Commissioner Millan seconded the motion, which passed unanimously.**

**Commissioner Postma moved to adopt Resolution LP13-0003 with the amendments to the Resolution as read into the record by Assistant City Attorney Barbara Jacobson.**

- **Add the following language to the end of the "NOW, THEREFORE, BE IT RESOLVED" paragraph: "the Planning Commission further recommends to the City Council that the City Council direct Staff to identify funding and begin work on a corridor study for the Brown Road Extension; and"**

**The motion was seconded by Commissioner Phelps and passed unanimously.**

Assistant City Attorney Jacobson repeated her proposed language for Resolution into the record.

The Planning Commission took a brief recess, reconvening the meeting at 8:44 p.m.

- B. LP13-0004 – Adoption of amendments to the Planning and Land Development Ordinance (various sections) to implement the 2013 Transportation System Plan. (Mangle)**

The following exhibit was entered into the record and distributed to the Commission.

Exhibit 1: Addendum dated May 8, 2013 prepared by Staff in response to issues raised by City Council during work session and indicating changes to the Sections 4.155(.04) Bicycle Parking and Section 4.177 Street Improvement Standards.

Chair Altman reviewed the Legislative Hearing Procedure and called the public hearing for LP13-0003 to order at 8:45 p.m.

Katie Mangle, Manager, Long Range Planning, stated she had been working with Darcy Rudzinski of the Angelo Planning Group to present the set of Development Code amendments that were intended to implement many of the policies in Chapter 2 of the draft TSP that would be going to Council for adoption.

- Many of the TSP policies would be implemented either in the Development Code, through the Public Work Standards, or directly through the City in its Capital Improvement Plan (CIP). Updating the Code to do this was one big step forward in starting to implement some of the TSP policies and setting the intent in motion. In fact, the 2003 TSP had been such a long process after seven years that the Development Code amendments to support some of it were never adopted. Placeholder language still existed within the Code that said “This Section to be updated when the TSP was adopted.”
- Staff wanted to be sure to follow up on that and not lose momentum on the project. It was not urgent that it be adopted that night, but keeping the momentum going was important. There had been two or three work sessions with the Planning Commission on the amendments, and a lot of the Planning Commission's comments had been incorporated into the draft TSP.
- A brief presentation would be given to explain what the amendments were about and what impact they might have. Generally, the reason for these types of amendments was, in addition to implementing the TSP, was to comply with some regional and state requirements that the City was obligated to fulfill. Most of the amendments built on really good policy the City had had for a very long time to ensure that development contributed to improving the pedestrian, bicycle and streetscape improvements and making sure development did that along the way. There were also specific things the City was being asked to comply with, which the amendments would help the City to do.
- There were some areas where housekeeping and organizational improvements had been done to make the TSP easier to use and make sure that as Staff spoke with developers, the City's onsite requirements were clear. For example, the City cared about the design for getting pedestrians from the parking lot to the headquarters of a corporation. Making sure the objectives were clear regarding on-street or in the right-of-way improvements and organizing those so it was clear which is which.

Darcy Rudzinski, Angelo Planning Group, reviewed the proposed Code language, referring to the examples of the key changes on Page 4 of 71. She characterized the changes made, mostly for the benefit of the record and to provide a higher level overview of the types of changes being considered for adoption in Wilsonville with these comments:

- The City should make sure its development standards reflect the standards and functional classifications in the TSP. Therefore, a few modifications were made to the existing requirements to ensure consistency between the TSP and the Development Code.
- Current practice also needed to be codified. The public hearing notice requirements was one example of where the City already notified roadway providers with potential authority over roadways within the city of potential development activities that might impact those facilities. The Code language had simply been modified to clarify that it was an expectation of the City.
- Other amendments increased safety, accessibility and connectivity for all modes. So, there was a new section focused on on-site, bicycle and pedestrian connectivity. Another new section also stated the standards for vehicular access and circulation.
- The last category of amendments focused on increasing the opportunity for multimodal travel.
  - Bicycle parking standards had been modified. Transit related requirements took a lot of the policy level recommendations from the Transit Master Plan and implemented it into the Development Code so that it actually became a requirement that transit amenities and facilities be provided with some level of development.

- She agreed with what Mr. Knapp had said about the TSP supporting the qualities they wanted to see in Wilsonville. The TSP should enable the type of community they desired to be. As Ms. Mangle stated, the TSP policies in Chapter 2 were implemented in part through the Development Code.
- Attachment C was a commentary sheet that described the changes to the ordinance and why they had been made. Attachment C had been updated as different versions of the proposed Code language were presented.
- She also agreed with Mr. Mansur's statement about the TSP capturing the latest and best practices and she believed the Code language should be viewed the same way. They had drawn upon model Code language developed and used by the State and modified for each jurisdiction's needs. They had also drawn on examples from other jurisdictions in the region, who were trying to enhance and clarify requirements, particularly around multimodal transportation.
- She briefly reviewed how the current version of the Code Amendment packet had changed since being presented in April. Staff had mostly made the amendments but the consultants had helped respond to the Commission's comments and suggested amendments from April.
  - One of the biggest changes had been to the access drive and driveway approach standards on Page 27 of 71 under Street Improvement Standards, which had previously been two separate sections. One had discussed driveway approach, where the driveway connects into the system. The other was access drives, which regarded the length of access drive connecting the property to the system. There were subtle differences between them. Because the two requirements were so similar, they combined the requirements under one heading and added a definition for driveway approach to clarify what they were.
  - Related to that, Section 4.118(.03) on Page 17 of 71 allowed waivers to the drive aisle design and on-site pedestrian access and circulation standards.

Ms. Mangle explained there had been several times where the Commission had discussed the need for some flexibility, and ensuring people could get waivers was the best way to allow flexibility. She clarified edits had been made to items 9 and 15.

- She noted Exhibit 1, which was distributed to the Commission, was prepared in response to Monday night's work session with City Council, addressing items raised by Council and indicating changes to the Sections 4.155(.04) Bicycle Parking and Section 4.177 Street Improvement Standards with regard to proportionality. She described the changes made to these two sections for the Commission to consider. She noted the changes were indicated in green and red in the packet. Her comments were as follows:
  - The only real policy change with regard to bicycle parking involved the threshold at which long-term bicycle parking is triggered. The current proposal stated if more than four bicycle parking spaces were required by Table 5. Council had questioned if that threshold was too low; if it would capture too small of the proposed development.
    - She directed the Commission to the table on the last page of Exhibit 1, which was not proposed to be in the Code but was provided as background information. She considered the bicycle parking ratios in Table 5 and asked, for example, if the threshold was four, what kind of businesses or uses would be captured and the table in Exhibit 1 showed these results. A hotel, for example, with 20 or more rooms would be required to have four bicycle parking spaces; therefore, that use would trigger the need to meet the long-term bicycle parking standard. Less than four would be the size of uses that would trigger the bicycle parking standard. If the threshold were six, in the next column to the right, the table indicated the sizes of uses that would trigger the long term biking standard.
  - One question from the work session on Monday was where the bicycle parking standards had originated. Staff had erroneously answered that some of the standards were from Portland and Milwaukie, but they had actually come from Villebois. The difference between the two was that in Villebois the numbers for short-term and long-term bicycle parking spaces were listed. However, that approach was not being taken for the rest of the city, therefore a threshold needed

to be defined. Staff recommended increasing the threshold to six, which would be for Planning Commission's discussion.

- The other changes to the Bicycle Parking standards were basically structural, ensuring that bicycle parking spaces required general provisions; Section 4.155.(.04) numbers 5 and 6 were moved up from the short term bicycle parking standards section because they describe how a bicycle parking space needed be designed and used, which is something that should apply to all bike parking spaces, not just short term spaces.
  - The covered parking section had also been moved and that section had been edited for clarity.

Commissioner Levit:

- Questioned how many dentist offices were 20,000 sq ft and suggested decreasing the sizes.
- Asked why there would never be a bicycle rack at a bowling alley.
  - Ms. Mangle responded the number of parking spaces were by lane. According to the table, it would have to be 100 lanes before bicycle parking would be triggered. It could not be changed because they were not reevaluating the entire parking table, but it could be noted as a deficiency.
- Stated although patrons may not be coming by bicycle, employees and visitors could.
  - Ms. Mangle believed there was a minimum of two bicycle parking requirements, but she would have to go back and review the table. Because no 100 lane bowling alleys would be built, the parking would never be triggered. She reiterated that reevaluating the entire table and parking ratios would be a different project. More involved discussions and research were necessary for many of the parking standards for both bicycle and auto; though it might be good to note.

Commissioner Millan confirmed the table in Exhibit 1 would not be included in the adopted standards.

- Ms. Mangle responded the table was created as background for the Commission's consideration, if they wanted to change the threshold from four to six.

Commissioner Phelps confirmed the table was provided for informational purposes. He suggested inserting a column for minimum number of bicycle parking spaces, otherwise it was suggesting that some uses would never have bicycle parking capability, although two was the requirement.

- Ms. Mangle explained the purpose of the table was to evaluate if there was a threshold at which long-term bicycle parking would be required and what would be captured at that threshold. The question posed at Council was if the right things were being captured. The table was designed to be informational for the Commission. She believed four was a perfectly defensible answer and six would be a little bit of a higher threshold.

Ms. Mangle addressed another Council question about proportionality and whether too small of sites would trigger expensive improvements, specifically for transit stops. She believed it was not just a fair question for transit improvements but for any of them. She had discussed it with the City Attorney's office and the last line of the first paragraph of Section 4.177 stated, "The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to that impact," which was already included in the proposal and addressed all of that. The City Attorney believed that was enough and that any case law related to Nolan and Dolan overrode all of the City's responsibilities. However, he noted that Section 4.177(.01) had stated, "Such improvements shall be provided at the time of development," which was actually not the way it was done in Wilsonville. Developments in Wilsonville were allowed to make improvements within two years of the time of development, so that was the reference in Section 4.140 to clarify that.

Commissioner Levit:

- Asked about Table 5 in Attachment A and whether everything was a minimum of two bike parking spaces.

- Ms. Mangle clarified that most of Table 5 was not included in the draft because it was not being changed. She would need a copy of the table before she was able to answer the question.
- Had requested, on a couple of occasions, that language be included to require public access at corner lots from the corner and he did not see that language in the draft.
  - Ms. Mangle replied it had not been inserted because Staff had not been sure how to achieve that objective, where to insert it or how it would relate to the ability to place buildings on the corner in terms of how pedestrian access related to building placement and site design. The requirement that the pedestrian route be safe, direct and convenient had been included.
  - Ms. Rudzinski noted that would not preclude what he was discussing; it just did not dictate how it would happen.
- Knew of no place in Wilsonville with pedestrian access from the corner, which meant pedestrians were inconvenienced, especially when it was a parking lot. It was understandable if it was a building and a pedestrian was not going to walk into the building. However, if it was a parking lot with internal circulation for pedestrians, it should connect to a crosswalk.
  - Ms. Rudzinski noted they struggled with making the language too prescriptive.
- Stated it was either there or it was inconvenient. People would either cut through the shrubbery, which happens almost everywhere, or the City should make a path there.
  - Ms. Mangle responded if the language stated, "reasonably direct" that would be one of the routes that would be evaluated when looking at a site plan.
- Replied that although he and Staff agreed on that, it might never be done unless it was specifically written. However, if it was logical, he questioned why it was not being done already.
  - Chair Altman stated he works with that end of it a lot and explained that the parking lot is designed first and then pedestrian lengths are added, which is why they usually end up with them wherever access points are located. Perhaps pedestrian circulation should be designed first.
- Replied an internal pedestrian plan had to be done in conjunction, but currently, if people walk in any parking lot they walked in the middle of traffic because the parking lots were not designed safely for pedestrians.
  - Ms. Rudzinski believed the language provided the City with some tools to request that information be taken into consideration and to have modifications made in a site plan review if pedestrian access was indirect and did not make sense. She was leery of trying to anticipate all of the possible site design aspects because when referring to transit, that was a traction point they would want to have safe.
- Doubted it would happen.
  - Ms. Mangle suggested adding some language on Page 18 of 71 in Section 4.154(.01)B.2.b. "The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations" could be modified to say "destinations including..."
- Responded that although it named public rights-of-way, that could be 50 ft down the street.
  - Ms. Mangle replied that could say including the nearest public crosswalk or something similar, which would guide Staff during implementation; not just from the car to the building, or from building to building but also from the building to the nearest crosswalk or something like that to ensure that it was considered.
  - She clarified that in Table 5, there was a minimum of two bicycle spaces for every use and a minimum of six or four for certain uses. She confirmed the table purely regarded the threshold for long-term parking.
- Said the first time a copy of Table 5 had been provided, there had been something that struck him as being odd but could not recall what it was.
  - Ms. Mangle confirmed Table 5 would not be changed, however there was one change that was needed for regional compliance.

Chair Altman:

- Inquired about Section 4.155(.03)(E.) on page 20 of 71, the 12-ft landscape buffer being a new standard for buffering a parking lot.
  - Ms. Rudzinski believed that was made for consistency with what the City currently required.
- Did not recall a 12-ft buffer, adding there was always a buffer, but he did not recall it being that wide. He was concerned that as the City had more intense urban development, giving up 12-ft buffer for parking at the edge might be overkill. He agreed with Section 4.155(.03)(F.), which said if it works appropriately it would be included in storm treatment elements. He believed setting a standard of a 12-ft buffer for all parking lots was too wide. For example, Town Center would have a 12-ft wide buffer along its entire length on Wilsonville Road. The existing buffer was only about five or six ft, not 12 ft.
- Was also concerned with Section 4.177(.06)(C.) on Page 27 of 71, which assumed there was a bus stop anywhere near the project. He suggested including an alternative location or a contribution toward stops elsewhere. If there was no bus stop nearby, there was nothing to improve.
  - Ms. Mangle noted that Section 4.177(.06)(A.) stated it was triggered if on a major transit street to any bus stop located along the site's frontage, so it was only applicable if a bus stop was located there. The City could not require going offsite to improve a bus stop down the block.
- Responded it was done with trees, requiring developers to mitigate, paying into a tree fund and planting them elsewhere if they could not be planted on site. However, as long as it was related to an actual bus stop, he was okay with it.

Commissioner Phelps said he wanted to know what he was agreeing to when voting for this and all it said was "Shall be designed in accordance with the Public Works Standard". This language was used on Page 26 of 71 and several other places in the draft. He was concerned that the Public Works Standards might change and the language would not.

- Ms. Mangle clarified the Public Works Standards were the City's street design standards and should be included in the Public Works Standards instead of the Code. Therefore, items that stated things like, "The sidewalk should be brown concrete" had been extracted from the Code. That did not belong in the Zoning Code but in the Public Works Standards. For example, there was a part of the TSP with street cross sections and at the policy level of the TSP, the Planning Commission was approving design of what collector streets should look like. Having some flexibility had been discussed and the Public Works Standards might discuss four different kinds of collectors. The Public Works Standards provided another way of implementing some of that policy. Some of the other things in the Public Works Standards involved more details about the types of surfaces allowed, such as what a sidewalk could be built out of, such as asphalt or concrete. The Public Works Standards were easier to amend and update than the Code. The Public Works Standards are updated via a public Council discussion, but did not involve the whole land use process. The Staff could not make administrative changes to the Standards.
- Ms. Jacobson noted the last update to the Public Works Standards occurred in 2006. Provisions within the Standards allow the Planning Director to have some discretion, but the overall standards are adopted by Council.
- Ms. Mangle noted the Engineering Department was working on an update that would go to Council to update the TSP. She confirmed that some of the Standards were based on national engineering standards and often come from ODOT and other sources.

Commissioner Levit inquired about the transit improvements that began in (.06)(A.) on Pages 26 and 27 clearly stating that the sites are adjacent to a transit street, but (A.), (B.), (C.), (D.) and (E.) were all at the same structural level. He suggested making (B.), (C.) and possibly the others subsections of (A.).

Chair Altman suggested eliminating (A.) and making it a paragraph, so that everything under it would be a subcategory.

Commissioner Levit agreed that would work because in (C.), it was uncertain whether it was a transit street or not.

Ms. Mangle agreed. She clarified the 12-ft setback for the parking buffer was an existing standard, but only for parking lots in excess of 200 parking spaces.

Chair Altman expressed frustration that the Development Code still referred back to the Comprehensive Plan. He had been coordinating with Mr. Neamtzu and Ms. Mangle on the issue and it did not look like it would be resolved immediately because it was more complicated than imagined. He would like to see something eventually done where the TSP would be actually implemented through the Code, instead of constantly referring back to the Comprehensive Plan. He was concerned that they would now be bouncing between three documents, the Code, the Comprehensive Plan and the TSP, to make sure all the bases were covered, which was a structure he was not at all satisfied with.

Commissioner Postma entered the email thread from Ben Altman dated May 3, 2013 and response from Planning Director Chris Neamtzu into the record as Exhibit 2.

Chair Altman called for public testimony regarding LP13-0004. There was none.

Commissioner Postma noted Page 18 of 71 was where there had been a discussion about Commissioner Levit's concern regarding internal pathways. He suggested adding "and crosswalks" after "public rights-of-way" at the end of the Section 4.154(.01)(B.)(2.), to provide an additional potential indication that the City intended to get people to the corner crosswalks.

Commissioner Levit agreed the crosswalk was a good idea in the odd situation it could possibly be located in the middle of the block.

Commissioner Postma responded the advantage was that there would not be a "shall" so much as "please try to do this," which provided some design flexibility. The difficulty with removing the prior "and" was that a "shall" was still included at the beginning of that.

Commissioner Levit:

- Questioned what was wrong with that as they were trying to make Wilsonville a pedestrian-friendly community.
  - Ms. Rudzinski stated an alternate suggestion was that the pathway be reasonably direct, which meant it followed a route between destinations including nearest crosswalks or from destinations to nearest crosswalks.
- Responded it would still be a "shall" because it is subsection 2.

Chair Altman noted it was still a matter of defining reasonably direct as a "shall."

- Ms. Mangle noted "shall" was a way to get things done and an important word in code writing. She, Ms. Rudzinski and Mr. Neamtzu had thoroughly discussed the concern and concluded that the section had a lot of flexibility on how the requirement was met and how it was implemented and applied to specific sites. Without a "shall," it would not belong in the Code.

Commissioner Postma confirmed, "and crosswalks" would be inserted at the end of Section 4.154(.01)(B.)(2.) on page 18 of 71 of the Staff report after "public rights-of-way".

- In Section 4.177(.06)(A.) on Page 26 of 71, he noted the Commission discussed removing subsection (A.) and inserting that paragraph immediately after "transit improvements," and then renumbering (B.), (C.), (D.) and (E.) to (A.), (B.), (C.), and (D.). He believed that would provide clarity and go back to the notion of paying attention to transit improvements and adjacent developments.

Chair Altman closed the public hearing for LP13-0004 at 9:32 p.m.

**Commissioner Postma moved to amend the Staff report as follows:**

- **Include the changes specified in Exhibit 1, excluding the Note indicated on Page 1 and the table on the final page.**
- **Revise the end of Section 4.154(.01) (B.)(2.) on page 18 of 71 of the Staff report to include, “public rights-of-way *and crosswalks*”.**
- **Include the content of Section 4.177(.06)(A.) on Page 26 of 71 immediately after (.06) Transit Improvements as one paragraph and renumber Subsections (B.), (C.), (D.) and (E.) accordingly.**

**Commissioner Millan seconded the motion, which passed unanimously.**

**Commissioner Postma moved to adopt Resolution LP13-0004 as amended. The motion was seconded by Commissioner Millan and passed 4 to 1 with Chair Altman opposed.**

## **VII. OTHER BUSINESS**

- A. 2013 Planning Commission Work Program
- B. Commissioners' Comments

Commissioner Phelps distributed a handout regarding the Oregon Passenger Rail about which he had attended a meeting, noting he was now on an advisory committee regarding the project. His comments regarding the project were as follows:

- The handout was an exhibit that was passed out at the meeting. Another sectional discussion group was covering southeast and then all the groups/information would be reassembled to discuss the project again. The schedule was provided within the handout.
- His frustration with the process was that they were discussing the best alignments. The committee was told that the time it would take to get from Eugene to Vancouver, WA was not available. Being a high speed rail, they stated it would probably take two hours, so the train would move at about 150+mph. He stated that they do not want to beat the time it would take for a car to make the trip, only match it.
- He was also frustrated that no stops were indicated so determining the alignment seemed futile at this point. If no stop was planned for Wilsonville, for example, why would he care what alignment was used?
- A man spoke who recently retired from TriMet was very knowledgeable and did not think having the rail stop in Oregon City would work at all due to the topography and turns required once leaving the I-5 corridor. He also questioned where the right-of-way would be if the rail line followed McLoughlin Blvd.
- He noted the Commission's Work Program included ODOT Passenger Rail in July, adding the project was a long way from being a reality.

The Commission briefly discussed other passenger rail lines in the county. Faster rail line options were much more expensive. Some rail lines ran higher speed options in the morning and evening, and then offered more of a station to station option during the day.

Commissioner Phelps would be gathering more information while in Chicago to show the rail line could be used for different reasons.

Commissioner Postma believed Chair Altman's point valid about having to access extra documents when developing. The Economic Development Plan indicated that the City needed to readdress its Code provisions to make it more streamlined and friendly for those developing. In his professional

experience, it did slow the process down and added expense and time for developers. If the City was going to be development-friendly, they needed to be application-friendly as well, and making the changes referenced by Chair Altman would get that result. While such a minor change would require a lot of work, it was something the Commission should address as soon as possible to be competitive with other communities.

Commissioner Phelps noted the Chamber had a good presentation by Councilor Starr, Councilor Fitzgerald and Urban Renewal Manager Kristin Rutherford. He noted a man who recently retired after working the last 20 years for Pride Oil in Brazil stated that during a board meeting, comments were made about what a terrible place Wilsonville is because Pride could not put their logo on their facility because it had more than one color. Commissioner Phelps noted such comments in board rooms were damaging because they could remain forever the truth.

#### **VIII. ADJOURNMENT**

Chair Altman adjourned the regular meeting of the Wilsonville Planning Commission at 9:44 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription  
Services, Inc. for  
Linda Straessle, Planning Administrative  
Assistant



City of Wilsonville

## **PLANNING COMMISSION MEETING**

**WEDNESDAY, JUNE 12, 2013**

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### **VI. WORK SESSIONS**

- A. Metro's Climate Smart Communities (Kraushaar)

# Climate Smart Communities Scenarios Project

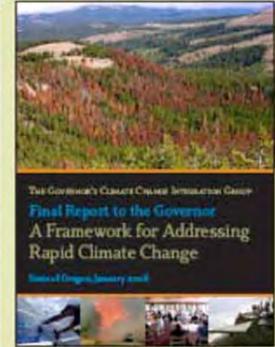
Planning Commission  
June 12, 2013

“Climate Scenarios 101”

Background for July 15 Joint Work  
Session with City Commission

In 2009, HB 2001 requires the Portland Metro area to reduce per capita gas emissions from cars and light duty trucks to help meet State goals for a healthy environment.

[www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

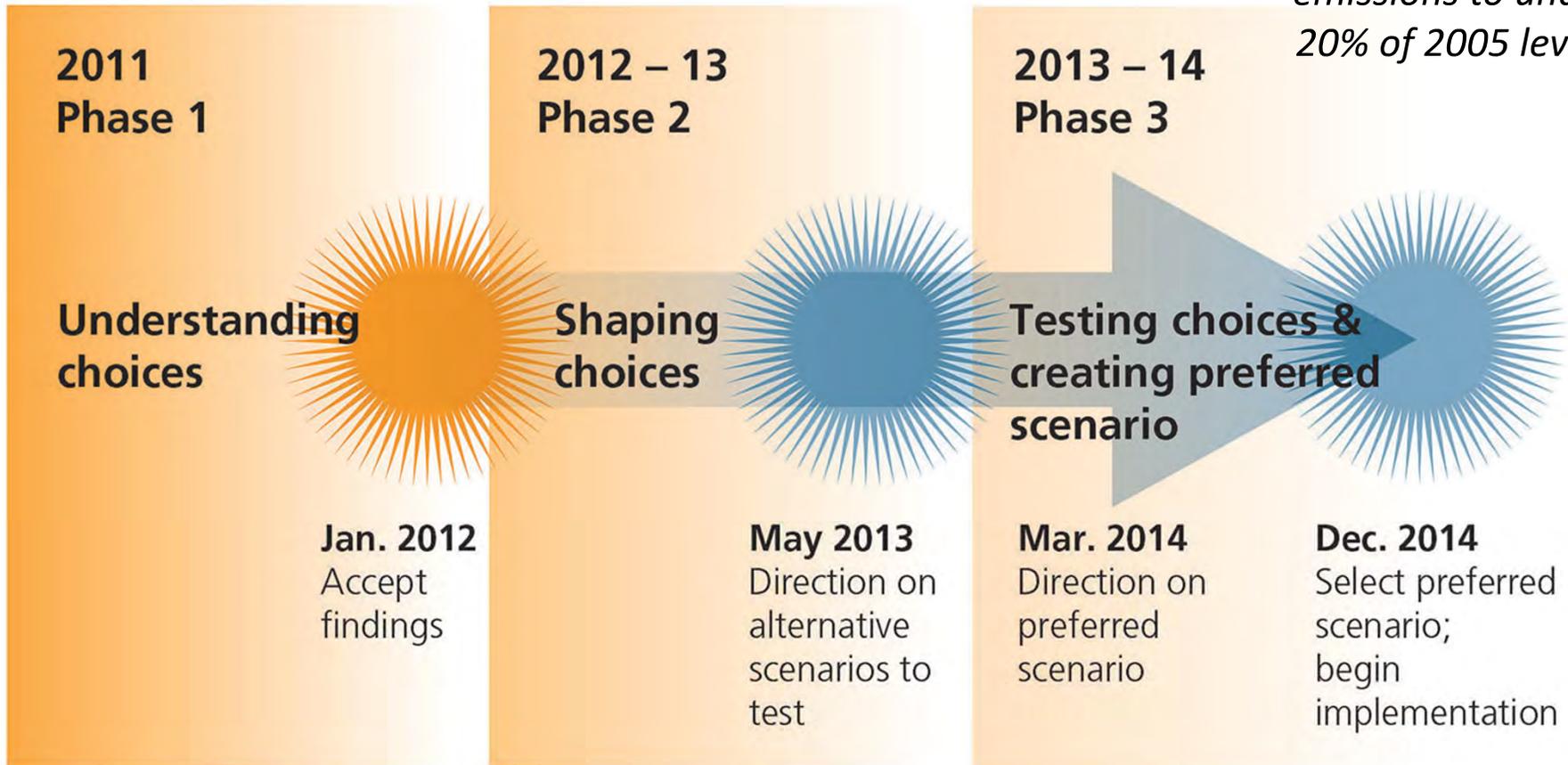


**Greenhouse gas goals adopted by the Oregon Legislature and Governor Kulongoski in HB 3543:**

- **Short-term:** by 2010, stop increases in greenhouse gas emissions
- **Medium-term:** by 2020, reduce greenhouse gas emissions to 10 percent below 1990 levels
- **Long-term:** by 2050, reduce greenhouse gas emissions to 75 percent below 1990 levels.

# Scenarios Project Timeline

**State 2035 GHG target  
for region:**  
*Reduce per capita light  
duty vehicle GHG  
emissions to under  
20% of 2005 levels*



HB 2001 directs Metro to develop combined land use and transportation plans, called scenarios, and adopt a preferred scenario by December 2014 to meet greenhouse gas targets.

# Where Do GHG Emissions Come From?

## Metro Area Greenhouse Gas Emissions

31 Million Metric Tons Carbon Dioxide Equivalent (MMT CO<sub>2</sub>e)

## 2010 Greenhouse Gas Inventory

### Transportation

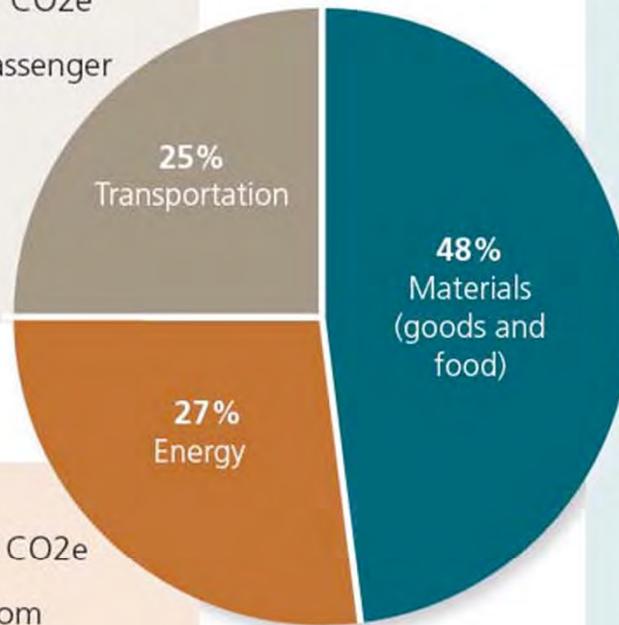
Estimated emissions: 7.8 MMT CO<sub>2</sub>e

- Vehicle miles traveled by passenger vehicles and light trucks
- Operation of public transportation system (TriMet)

### Energy

Estimated emissions: 8.2 MMT CO<sub>2</sub>e

- Natural gas consumption from residents and businesses
- Fossil fuel consumption from utilities' imported electricity



### Materials (goods and food)

Emissions related to the production, manufacture and disposal of materials, goods and food

Estimated emissions 14.9 MMT CO<sub>2</sub>e

- Manufacture of products and food (from inside and outside the region) consumed by metro residents and businesses
- Freight movement of materials, goods and food (heavy truck, rail, air)
- Waste management and recycling system (collection, landfills)

# Phase 1 Strategies Analyzed



## Community design

- Limited UGB expansion
- Expand transit service
- Increase walking and bicycling
- Parking management
- Infill / complete neighborhoods



## Roads

- Road capacity
- Network connectivity
- Traffic management



## Education/Marketing & incentive programs

- Eco-driving, car-sharing, household and commuter marketing and education



## Pricing

- User-based fees to reduce VMT

## Fleet and Technology

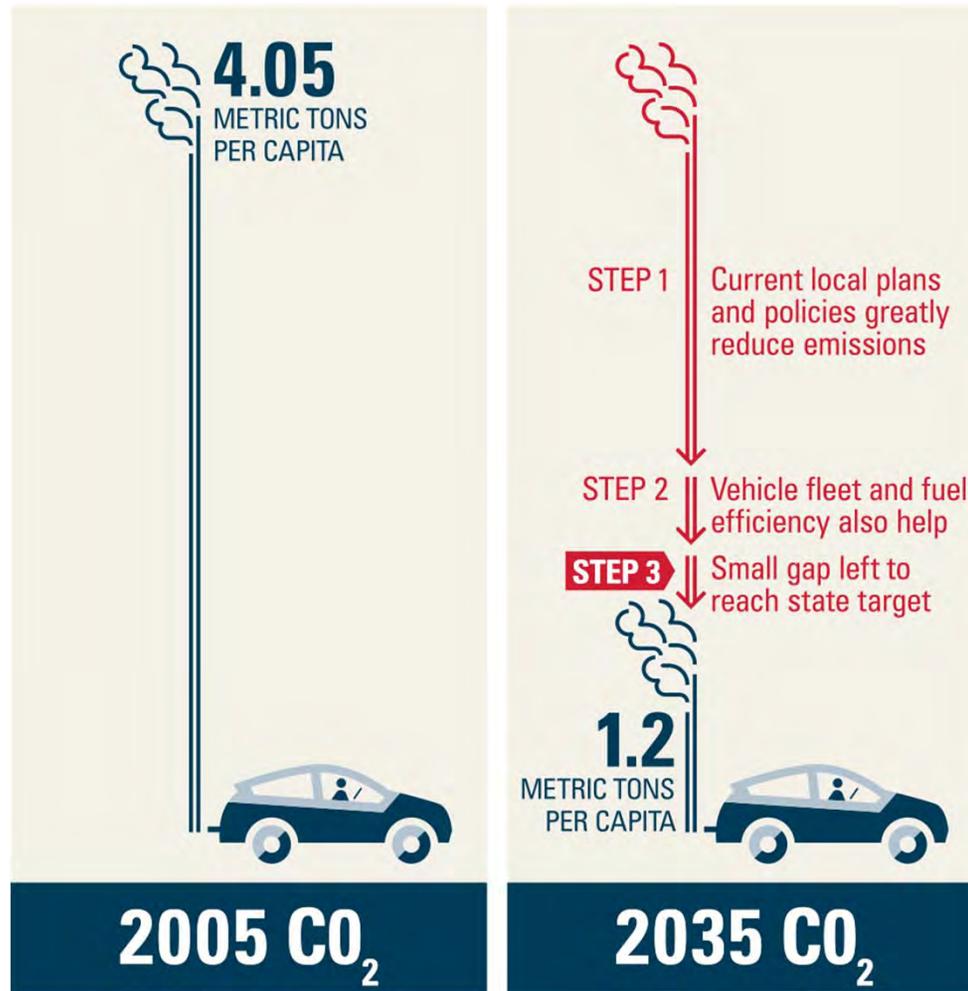
- Cleaner fuels and vehicles



Policy areas tested in Phase 1



# Phase 1 Findings



**State 2035 GHG target for region:**  
*Reduce per capita light duty vehicle GHG emissions to under 20% of 2005 levels*

**Current Plans **Plus** Cleaner Fuels and Vehicles Get Us Close**

# Scenarios Project Phase 2 Work

- Three options to evaluate in more detail
- Scenarios A, B, and C consider three different levels of each of the policy areas
- Evaluation criteria to compare the scenarios
- 8 community case studies that showcase local actions



Policy areas tested in Phase 1

# Phase 2 Scenarios

**A**

## RECENT TRENDS

This scenario will show the results of implementing adopted plans to the extent possible with existing revenue.

**B**

## ADOPTED PLANS

This scenario will show the results of raising additional revenues – as called for in the RTP – to allow the region to make more progress toward implementing adopted plans.

**C**

## NEW PLANS AND POLICIES

This scenario will show the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

# Phase 2 evaluation criteria



Jobs and housing



Economy



Cost



Travel



Energy and GHG emissions



Natural resources



Public health



Feasibility



Social equity

# Next steps



## JULY 15

City Council / Planning Commission Joint Work Session with Metro representatives

## OCTOBER

JPACT and MPAC (MTAC and TPAC) briefings; release Phase 2 Findings Report; begin Phase 3

- Stay informed at [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)
- For email updates, send a message to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov)



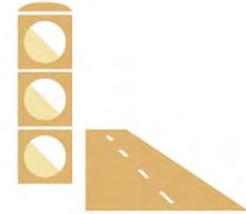
# Phase 1 Strategies Tested: Community Design

- Complete neighborhoods
- Mixed-use infill and redevelopment in centers and corridors
- Urban growth boundary
- Expand transit service
- Increase walking and bicycling
- Manage parking supply and cost



# Phase 1 Strategies Tested: Roads

- Add freeway and arterial capacity and new street connections
- Actively manage traffic
  - *Electronic message signs to provide traveler information*
  - *Clearing crashes and vehicle breakdowns more quickly*
  - *Traffic signal timing*
  - *Freeway ramp metering*



# Phase 1 Strategies Tested: Marketing and Incentives

- Educate drivers on more fuel efficient driving habits
- Educate individual households about their travel options
- Work-place incentive programs to increase transit use, walking, biking and carpools or travel during less congested times
- Car-sharing



# Phase 1 Strategies Tested:

## Pricing

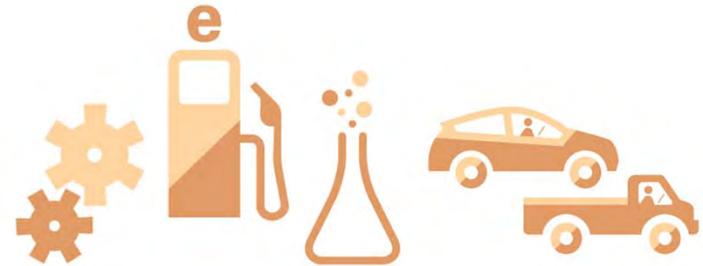
Market signals and user-based fees to motivate behavior change:

- Pay-as-you-drive insurance
- Gas tax
- Road use fee
- Carbon fee



# Phase 1 Strategies Tested: Fleet and Technology

- Add more fuel-efficient and zero emissions vehicles to fleet
- Replace older vehicles with newer ones
- Improved vehicle fuel economy
- Use cleaner, lower carbon fuels



# Recommended refinements

- Scenario C additions
  - West-side commuter rail extension to Salem
  - I-84/I-5 interchange
  - Powell-Division BRT and high capacity transit to Oregon City
  - Parking management expanded to include frequent bus corridors
  - Regional Active Transportation Plan
- Refined state policies and actions to better align with Statewide Transportation Strategy
  - Eco-drive program
  - Pay-as-you-drive insurance

# Recommended refinements

- New measures related to jobs:
  - Number of jobs
  - Access to transit
  - Access to labor market
  - Employment land proximity to transportation corridors
- New measure related to housing affordability and housing/transportation cost burden
- New measure related to the amount of growth captured in UGB
- New measure related to commute trip length to address travel patterns



**The region’s six desired outcomes** – endorsed by city and county elected officials and adopted by the Metro Council in December 2010

# Climate Smart Communities Scenarios Project

## Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – calling for a halt to rising emissions by 2010, a 10 percent reduction below 1990 levels by 2020, and a 75 percent reduction below 1990 levels by 2050. The goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing the Portland metropolitan region to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce carbon emissions from cars, light duty trucks and SUVs. The law also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios Project responds to these mandates.

For years, the region has followed the 2040 Growth Concept to grow the kind of vibrant communities where transit, jobs and services are close to neighborhoods. The policies and initiatives that have protected farmland also reduced driving and the growth of carbon emissions. Together, these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.

## State response

**Oregon Sustainable Transportation Initiative**  
The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

## Regional response

### Climate Smart Communities Scenarios Project

The Climate Smart Communities Scenarios Project builds on state efforts and existing plans underway in the Portland metropolitan area. The project presents an opportunity to work together to learn what will be required to meet the state carbon goals and how well the strategies support the region’s desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans and the public and private investments needed to create jobs, build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration, partnerships and focused policy and investment decisions by elected leaders, stakeholders and the public to identify equitable and effective solutions through strategies that create livable, prosperous and healthy communities.

Metro’s policy and technical advisory committees will guide the project, leading to Metro Council adoption of a “preferred” land use and transportation strategy in December 2014.



## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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Tom Hughes

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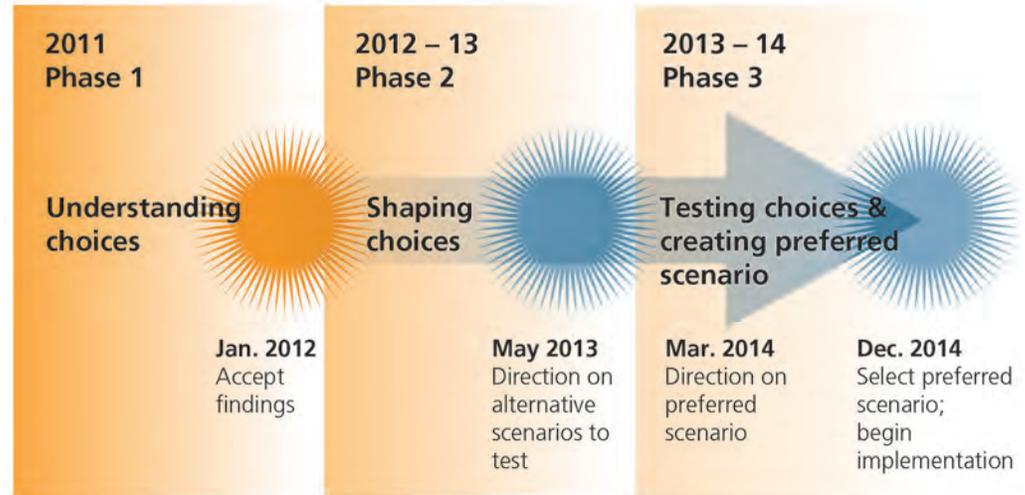
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## Climate Smart Communities Scenarios Project timeline



### Phase 1

#### Understanding the choices

Working closely with cities and counties, Metro studied regionwide combinations of strategies, called scenarios, in 2011. The work focused on learning what combinations of land use and transportation strategies could potentially meet the region's emissions target. Strategies included transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and transit corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Regional policy advisory committees reviewed findings and recommendations from the analysis in fall 2011 before accepting them for submittal to the Legislature in January 2012.

### Phase 2

#### Shaping the direction

In 2012-13, the region is designing more customized alternative scenarios that apply the lessons learned from Phase 1. This phase provides an opportunity to incorporate strategies and new policies that reflect community aspirations identified through local and regional planning efforts already underway (e.g., SW Corridor Plan, East Metro Connections

Plan, Portland Plan, and other local land use and transportation plan updates).

This work will involve leaders from local governments as well as businesses, equity and environmental justice, and environmental leaders. By May 2013, Metro's policy committees will be asked to provide direction on three scenarios to be tested later that year. Testing will help cities, counties and community partners decide which elements in the three options should go forward into one scenario for the region to adopt in 2014.

### Phase 3

#### Building the strategy and implementation

The final project phase during 2013 and 2014 will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – Metropolitan GreenSTEP, the regional travel demand model, MetroScope and the regional emissions model, MOVES.

This phase will identify needed changes to regional policies and functional plans, and include updates to the Regional Transportation Plan and the region's growth management strategy. Implementation of approved changes to policies, investments and other actions would begin in 2014 at the regional and local levels.

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Suzanne Flynn

**New challenges call for new choices**

**What choices are you willing to make to respond to these challenges?**

**Clean fuels and technology**

How can the region support state and federal efforts to transition to clean fuels and technology?

**Community investment**

How do we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?

**Transit**

How much frequent transit should the region provide and what areas should be a priority? What other investments are needed to complement this strategy?

**LOOKING AHEAD**

**Developing a preferred scenario**

Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014.

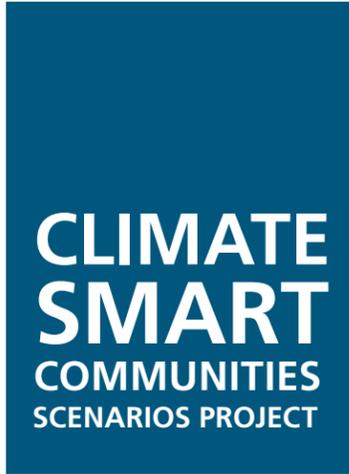
Considerations for developing a preferred scenario include:

- costs and benefits across public health, environmental, economic and social equity goals
- financial implications
- public support and political will.



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ONLINE PANEL

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The Road to 2040  
**Choices for our future**

Nearly two decades ago, the residents of this region set a course for growth with the adoption of the 2040 Growth Concept – a plan for how the region grows over the next 50 years.

The vision for 2040 calls for each community to decide the best way to create vibrant downtowns, provide good jobs, and offer affordable housing and transportation choices for its residents. Together, these community visions encourage growth in downtowns, main streets and employment areas, and preserve farms, forestland and natural areas. They help build a strong regional economy, while celebrating and strengthening individual local character.

**Shaping the region with intention**

The desired outcome of this shared vision is a region where people live, work and play in healthy communities with easy access to everyday needs. Where safe and reliable transportation choices connect people to jobs and goods to market. Where current and future generations benefit from the region's sustained economic competitiveness and resilience. Where everyone enjoys clean air, clean water and a healthy ecosystem. And where the benefits and costs of growth and change are equitably shared among all communities.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

**How we get there is up to you.**

Shared values for livable communities guide our policy and investment choices to create a unique sense of place and quality of life that attract people and businesses to the region and inspire generations to call this place home.

**Leadership on climate change**

Because we have focused development where it makes sense – in downtowns, main streets and employment areas – and invested in transportation choices, we drive 20 percent fewer miles every day than other regions of a similar size.

By taking direction from the 2040 plan and working together with local communities as they develop and update community visions, we can grow in a more sustainable manner that reduces greenhouse gas emissions from transportation and improves the environment for healthier, more livable communities.

But there's more to be done.

**MAKING A GREAT PLACE**





**WHAT THE FUTURE MIGHT LOOK LIKE IN 2035**

**Scenario A  
RECENT TRENDS**

This scenario shows the results of implementing adopted plans to the extent possible with existing revenues.

**Scenario B  
ADOPTED PLANS**

This scenario shows the results of raising additional revenues – as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.

**Scenario C  
NEW PLANS AND POLICIES**

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

**WE ALL HAVE CHOICES TO MAKE**

The choices we make today will determine the future of the Portland metropolitan region. While we have worked together to create strong local communities and a region with an enviable quality of life, today's uncertain economy, limited resources, rising energy costs and a growing and diverse population have brought new challenges.

In collaboration with city, county, state, business and community leaders, Metro is researching how investments and transportation and land use policies can be leveraged to respond to these challenges and meet climate goals.

**Scenario planning**

To stimulate thinking about our choices for the future and the possible impacts they may have on how we live, travel and work, three scenarios will be tested in 2013 to help answer the questions:

- What will our choices cost and what can we afford?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What are the risks, opportunities and tradeoffs of our choices?

**How we live**

Developers provide some new housing choices near transit and downtown areas.

**How we get around**

Streets in my community need repair. I often drive because transit is not available in my neighborhood. There are limited new pathways for biking and walking to get me to transit.

**How we work**

I look for ways to lower the fuel operating costs for my business while maintaining my delivery schedule and serving customers.

**How we invest**

We rely on existing revenues, many of which are declining (e.g., gas tax, payroll tax, federal funds). We spend an increasing share of that revenue on maintaining what we have.

**What is a scenario?**

A scenario is an example of what the future might look like, based on the choices we make today.

The scenarios presented will be tested in summer 2013.

**How we live**

My community provides more housing choices, jobs and services near transit.

**How we get around**

Streets, highways and transit systems in my community are in good repair. Targeted investments make it easier to walk, bike or take transit to work and to meet my everyday needs.

**How we work**

I build on past cost saving measures to invest in new technologies and cleaner fuels to support my delivery and business needs.

**How we invest**

We partner with nearby city, regional and state leaders to increase existing revenues to properly maintain and expand streets, highways, transit, sidewalks and bike pathways.

**How we live**

More young people, seniors and families live close to services and transit because of the convenience this offers. I live close to where I work and can choose to drive or take another way.

**How we get around**

Streets, highways and transit systems in my community are in good repair. I can easily walk, bike and take transit to work and to meet my everyday needs.

**How we work**

I reinvest cost savings to create more jobs and further shift operations toward energy efficiency for my business and delivery needs.

**How we invest**

We work together with business and community leaders to find new ways to fund maintenance and make new investments in streets, highways, transit, sidewalks and bike pathways.

**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT TIMELINE**

**UNDERSTAND CHOICES**

**2011-12**

Research how strategies could impact community outcomes and GHG emissions

**SHAPE CHOICES**

**Jan.-Sept. 2013**

Develop and evaluate scenario options to learn how choices today impact our communities tomorrow

**SHAPE PREFERRED SCENARIO**

**Oct. 2013-March 2014**

Report back to communities and develop a preferred scenario

**SELECT PREFERRED SCENARIO**

**April-Dec. 2014**

Adopt a preferred land use and transportation scenario





City of Wilsonville

## **PLANNING COMMISSION MEETING**

**WEDNESDAY, JUNE 12, 2013**

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### **VI. WORK SESSIONS**

B. Goal 10 Housing Needs Analysis (Mangle)

**PLANNING COMMISSION  
 STAFF REPORT**

<b>Meeting Date: June 4, 2013</b>	<b>Subject: Statewide Planning Goal 10 Housing Needs Analysis Project</b>  <b>Staff Member: Katie Mangle</b> <b>Department: Planning</b>
<b>Action Required</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"/> Commission Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <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> None. This is a briefing for information and discussion only.
<b>Recommended Language for Motion:</b> N/A

<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 5 - Thoughtful Land Use	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

**ISSUE BEFORE THE COMMISSION:**

The City of Wilsonville is preparing a Housing Needs Analysis to meet Periodic Review requirements and to inform planning for the Frog Pond and Advance Road areas. This meeting will focus on a discussion of historic housing development trends in Wilsonville.

**EXECUTIVE SUMMARY:**

The Housing Needs Analysis project has both technical and policy components. In the context of the statewide planning system, the purpose of a housing needs analysis is to determine (1) what type, mix, and density of housing is needed, (2) what housing costs and rents are affordable given local incomes, (3) the amount of needed land to accommodate projected population growth, and (4) whether available land within the UGB will be sufficient to meet housing needs for 20 years.

The work is underway. The purpose of the housing needs analysis is to develop a technical report that forecasts Wilsonville's housing needs over the next 20 years. Based on this technical report, ECONorthwest and City staff will start to develop policies and strategies to ensure that the City provides an opportunity for development of needed housing consistent with the City's values.

The project will result in three products. The components of the first product are outlined below, including the schedule for Planning Commission discussion of each topic:

<b>1. Housing Needs Analysis</b>	
<ul style="list-style-type: none"><li>Analyze population and demographic trends (discussed at the)</li></ul>	April 2013
<ul style="list-style-type: none"><li>Prepare an inventory of buildable residential land (April meeting)</li></ul>	April 2013
<ul style="list-style-type: none"><li>Analyze the City's current housing stock and historic development trends (June meeting)</li></ul>	<b>June 2013</b>
<ul style="list-style-type: none"><li>Review Code for compliance with federal, state, and regional requirements (June meeting)</li></ul>	<b>June 2013</b>
<ul style="list-style-type: none"><li>Project need for new housing units in Wilsonville over the next 20 years, implications</li></ul>	July 2013
<ul style="list-style-type: none"><li>Evaluate the sufficiency of land within the city to accommodate projected growth</li></ul>	July 2013
<b>2. Housing Strategy</b> – identify strategies for meeting housing needs over the next 20 years	September 2013 (joint meeting with Council)
<b>3. Housing Needs Analysis Report and Implementing Ordinances</b>	November 2013

## **Historical and Recent Development Trends**

To answer the question about how Wilsonville needs to plan for housing, we need to understand both the housing stock that exists in the community and the characteristics of local housing trends. These topics are covered in Attachment A, a draft Chapter 3 of the Housing Needs Analysis Report. ECONorthwest's analysis of census and building permit data resulted in the following key findings:

- Development of Villebois contributed substantially to Wilsonville's growth from 2000-2012.
- Development of single-family housing was continuous from 2000-2001, and rebounded relatively quickly from its nadir in 2009.
- The proportion of multifamily housing in Wilsonville grew over the last decade.
- Wilsonville has a high percentage of multifamily housing (as a percent of total housing stock) relative to other municipalities in the region.
- Homeownership rates in Wilsonville are lower than the regional average, and decreased between 2000 and 2010.
- Wilsonville is achieving the vision in its Comprehensive Plan and in the Villebois Master Plan.
- The average density of new development in Wilsonville has been higher than the minimum density OAR 660-007 requires Wilsonville to accommodate (8 units per acre). It was high, in part, because two-thirds of development was multifamily. However, the density of Wilsonville's single-family development is also relatively high, partly due to the compact development design of Villebois.
- Wilsonville's vacancy rate is comparable to the Regional average.

Demographic trends, which the Planning Commission discussed at its April meeting, are summarized in an excerpt from Chapter 4, included in Attachment B.

## **Final Buildable Lands Inventory**

In April, staff presented to the Commission a draft of the Residential Buildable Lands Inventory (RBLI) map, which illustrates the supply of land within the city that is, or could reasonably become, available for residential development. As a result of comments from the Technical Advisory Committee staff at the Department of Land Conversation and Development, the inventory has been refined (specifically with regard to identifying redevelopable parcels) and the final inventory is included in Attachment C. The final map includes five acres more than did the draft map staff shared with the Commission in April.

## **Policy Review**

Planning staff, working with the City Attorney, has completed an analysis of the compliance of the Wilsonville Comprehensive Plan and Development Code with the Federal Fair Housing Act, and state statutes and administrative rules related to housing. Overall, the City of Wilsonville appears to be in compliance with applicable Federal and State housing regulations. Key points of the analysis include the following:

- Fair Housing Act: Wilsonville’s Development Code allows group and transitional housing in all zones that permit residential development. No other policies or regulations facilitate or encourage discriminatory housing or lending practices.
- Allowing Needed Housing: The Code allows a variety of housing types in all of its residential districts except for the holding zone (RA-H). None of the zones disallow, or have special requirements for, government assisted housing.
- Mobile and Manufactured Homes: Manufactured homes are subject to the same siting requirements as site-built homes.
- Opportunity for new housing to be a 50/50 mix of single family and multifamily: The opportunity for a 50/50 mix is provided in the Development Code and Comprehensive Plan because a variety of housing types are allowed in every development zone. At any one point in time, market forces may cause the mix to be up or down, but generally this target has been met over time since incorporation. All residential zones allow for both single-family and multifamily dwellings.
- Clear and Objective review of needed housing types: Zones that implement the Comprehensive Plan for development (all zones except RA-H) allow for all housing types. (One exception is that duplexes are not clearly allowed in the PD-R zones, but are permitted in all other residential zones). Development is reviewed primarily against objective criteria, with consideration of aesthetics, through a process that clearly requires that such consideration may not result in unreasonable increase in cost or delay. As written and applied, the review process complies with ORS.197.307(4 and 6). This process has resulted in creation of several hundred residential units, in the form of a wide variety of housing types distributed throughout the community.

In summary, no policy changes have been identified as being necessary for Wilsonville to comply with state, federal, and regional housing policies.

The next step in the project is for ECONorthwest to identify Wilsonville’s specific housing needs for the next 20 years. Depending on those findings, the project team will identify specific policy changes that may be needed or desired for Wilsonville to meet future housing needs.

**TIMELINE:**

The project schedule is designed to provide the City with information needed for concept planning of the Frog Pond area (anticipating receipt this summer of a Metro grant to do this work). Upcoming key dates for the Planning Commission are as follows:

- **July 10**
  - Housing Needs Preliminary Findings. This meeting will focus on the housing needs analysis and the key implications of the analysis.
  - Land Capacity and Policy Evaluation. ECONorthwest will present the results of the analysis of residential land capacity in Wilsonville and discuss opportunities for changes to Wilsonville’s housing policies to better meet identified housing needs.

- **July 15** - Joint worksession with City Council on Housing Needs Analysis project. ECONorthwest will present a summary of the information presented in the second meeting with the Planning Commission about the findings from the housing needs analysis. ECONorthwest will facilitate a discussion about the implications of the technical analysis for future housing needs and policy in Wilsonville.

#### **ATTACHMENTS**

- A. Draft Chapter 3 – Historical and Recent Development Trends;
- B. Excerpt from Draft Chapter 4 – Demographic and Other Factors Affecting Residential Development in Wilsonville
- C. Final Residential Buildable Lands Inventory Memo with attached maps

## Chapter 3. Historical and Recent Development Trends

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Analysis of historical development trends in Wilsonville provides insights into how the local housing market functions. The housing type mix and density are also key variables in forecasting future land need. Moreover, such an analysis is required by ORS 197.296. The specific steps are described in Task 2 of the DLCD *Planning for Residential Lands Workbook*:

1. Determine the time period for which the data must be gathered
2. Identify types of housing to address (all needed housing types)
3. Evaluate permit/subdivision data to calculate the actual mix, average actual gross density, and average actual net density of all housing types

ORS 197.296 requires the analysis of housing mix and density to include the past five years or since the most recent periodic review, whichever time period is greater.<sup>1</sup> Wilsonville has not completed periodic review since developing its Comprehensive Plan in 1980. The period used in the analysis of housing density and mix is 2000 to 2012 for the following reasons:

- Wilsonville's building permit data is available in a database back to 2005. Prior to 2005, building permit data is only available on a permit-by-permit basis, from paper records. Compiling an accurate, complete historical database of residential development between 1980 to 1999 would be time consuming for City staff.

The City also has a database of dwelling units by year, that dates back to 1980 and describes the mix of dwelling unit types in Wilsonville. To ensure accuracy for this study, the City checked building permit data against the database of dwelling units.

- In addition, the City changed development policies in 2000, with substantial revisions to its zoning code. Among other changes, this revision included addition of density requirements in planned unit

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<sup>1</sup> Specifically, ORS 197.296(5) (b) states: "A local government shall make the determination described in paragraph (a) of this subsection using a shorter time period than the time period described in paragraph (a) of this subsection if the local government finds that the shorter time period will provide more accurate and reliable data related to housing capacity and need. The shorter time period may not be less than three years."

development areas, which include the majority of vacant residential land in Wilsonville. Even if staff were able to develop an accurate database of development between 1980 and 1999, this development occurred under outdated development policies and is not reflective of current residential development policies.

The housing needs analysis presents information about residential development by housing types. There are multiple ways that housing types could be grouped. For example, housing types could be grouped by:

- (1) Structure type (e.g., single-family detached, apartments, etc.)
- (2) Tenure (e.g., distinguishing unit type by owner or renter units)
- (3) Housing affordability (e.g., units affordable at given income levels)
- (4) Some combination of these categories

For the purposes of this study, ECONorthwest grouped housing types based on: (1) whether the structure is stand-alone or attached to another structure; and (2) the number of dwelling units in each structure. The housing types used in this analysis are:

- **Single-family detached** includes single-family detached units and manufactured homes on lots and in mobile home parks.
- **Single-family attached** includes townhouses, row houses, and other attached structures that are generally located on an individual tax lots.<sup>2</sup>
- **Multifamily** is all attached structures, ranging from duplexes to tri- and quad-plexes to structures with more than five units. While duplexes (and tri- and quad-plexes) are not generally considered multifamily housing, they are included in this category because they meet the definition of multifamily housing in OAR 660-007, described below.

These housing types distinctions meet the requirements of OAR 660-007 to “Provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing...”

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<sup>2</sup> In some instances, single-family attached is included with single-family detached because the source data does not distinguish between these types of housing. These housing types are most commonly blended in Wilsonville’s building permit data. Where these housing types are blended, they are labeled “single-family” (rather than “single-family detached”) and the table or figure notes this fact.

One of the key sources for data about housing and household data is the U.S. Census. This report primarily uses data from two Census sources:

- The **Decennial Census**, which is completed every ten years and is a survey of all households in the U.S. The Decennial Census is considered the best available data for information such as demographics (e.g., number of people, age distribution, or ethnic or racial composition), household characteristics (e.g., household size and composition), and housing occupancy characteristics. As of the 2010 Decennial Census, it does not collect more detailed household information, such as income, housing costs, housing characteristics, and other important household information. Decennial Census data is available for 2000 and 2010.
- The **American Community Survey (ACS)**, which is completed every year and is a sample of households in the U.S. The 2011 ACS sampled about 3.3 million households in 2011 or about 2.5% of the households in the nation. The ACS collects detailed information about households, such as: demographics (e.g., number of people, age distribution, ethnic or racial composition, country of origin, language spoken at home, and educational attainment), household characteristics (e.g., household size and composition), housing characteristics (e.g., type of housing unit, year unit built, or number of bedrooms), housing costs (e.g., rent, mortgage, utility, and insurance), housing value, income, and other characteristics.

For cities with a population of fewer than 20,000—including Wilsonville prior to 2012—ACS data is only available as a 5-year estimate because the ACS sample is not large enough to give statistically significant results from a one-year sample. The 2007-2011 ACS employs a continuous measurement methodology that uses a monthly sample of the U.S. population. By pooling several years of survey responses, the ACS can generate detailed statistical portraits of small geographies, such as Wilsonville.

For example, the 2007-2011 ACS shows that Wilsonville's median household income was about \$51,000. This estimate of income was generated from households' responses to the ACS in each of the five years of the period (i.e., 2007, 2008, etc.). This median is not an average of medians but the median for all ACS responses collected from Wilsonville households over the five-year period.

In general, this report uses data from the 2007-2011 ACS for Wilsonville. Where information is available, we report information from the 2010 Decennial Census.

## NATIONAL HOUSING MARKET TRENDS

The following evaluation of housing trends is based on previous research conducted by ECONorthwest for other housing needs studies as well as new research. This evaluation is based, in part, on conclusions from *The State of the Nation's Housing*, a 2012 report from the Joint Center for Housing Studies of Harvard University.

“After several false starts, there is reason to believe that 2012 will mark the beginning of a true housing market recovery. Sustained employment growth remains key, providing the stimulus for stronger household growth and bringing relief to some distressed homeowners. Many rental markets have already turned the corner, giving a lift to multifamily construction but also eroding affordability for many low-income households. While gaining ground, the homeowner market still faces multiple challenges. If the broader economy weakens in the short term, the housing rebound could again stall.”

The national housing market continues to suffer from a large backlog of foreclosed homes, large numbers of ‘underwater’ mortgages, and high vacancy rates. The eventual recovery of the national housing market is dependent on near-term resolution of outstanding foreclosures and long-term job growth and expansion of the economy.

This evaluation presents a mixed outlook for housing markets with some signs of improvement in the jobs sector countered by the difficulty of acquiring new loans and reduced expectations for household growth. Following are some other relevant findings from the 2011 and 2012 Harvard reports:

- The last seven years saw a continuation of the significant departure from the recent housing boom that had lasted for 13 consecutive years (1992-2005). By 2007 and early 2008, housing market problems had reached the rest of the economy, resulting in a nationwide economic slowdown and recession. The slowdown has continued through 2012, although the national housing market shows signs of recovery.
- The housing downturn and recovery between 2007 and the present is weaker than any housing cycle since the 1970's. Most notably, housing starts have been below 1 million units per year since 2009,

with little of the rebound present after housing troughs in other decades.

- The number of delinquent loans or home foreclosures has begun to decrease, although a large number of homes remain in foreclosure proceedings. The number of loans 90 days or more delinquent decreased since its peak in late 2009. The backlog of loans in the foreclosure process decreased only slightly between late 2009 and 2012.
- Since 2008, foreclosures have contributed to sharp decrease in housing prices, leaving roughly 11.1 million homeowners underwater on their mortgages (where the value of the house is less than the owner's mortgage). These loans equate to \$717 billion in negative equity.
- Homeownership peaked at 69.9% in 2005. After 13 successive years of increases, the national homeownership rate slipped each year from 2005 to 2011 and was at 65.4% in the first quarter of 2012. The Joint Center for Housing Studies predicts that the homeownership rate will continue to decline in the near-term due to the foreclosure backlog and tight credit conditions.
- Nationally, the rental market continues to experience growth, adding 1.0 million rental households in 2011 and averaging 730,000 new rental households per year from 2005 through 2011. After an increase in the overall rental vacancy rate from 9.6% in 2007 to 10.6% in 2009, the rental market has begun to tighten. The rental vacancy rate fell to 9.5% in 2011.

Appendix B contains a more detailed summary of national housing trends.

# REGIONAL AND LOCAL HOUSING MARKET TRENDS

## Residential development trends

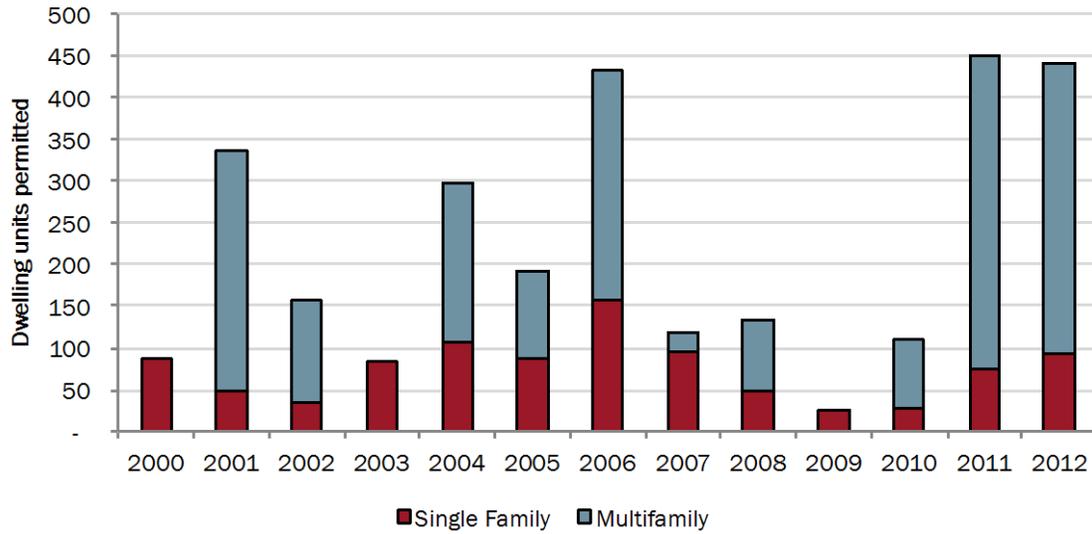
Wilsonville had a total of 9,100 dwelling units in 2012. Figure 3-1 and Table 3-1 show residential building permits issued in Wilsonville between January 1, 2000 and December 31, 2012. During this period, the City issued permits for a total of 2,862 dwelling units or one-third of Wilsonville's total housing stock. Wilsonville permitted an average of 220 dwelling units issued annually. The years with the largest number of units permitted were 2006, 2011, and 2013.

The number of single-family units permitted, which includes both single-family detached and attached dwellings, was relatively stable over the 13-year period, averaging 75 units permitted annually. The largest number of single-family permits were issued between 2004 and 2007, consistent with the national housing market boom.

While the number of permits issued decreased substantially in 2009 and 2010, the number of single-family permits issued in 2011 and 2012 rebounded to at or above the period average. The major reason that single-family permits rebounded in 2011 and 2012 was construction of single-family dwellings in Villebois. This rebound suggests that Wilsonville's housing market was less impacted by the national and regional housing market decline that started in 2008 and that Wilsonville's housing market is rebounding relatively quickly.

Two-thirds of units permitted during the 2000-2013 period were multifamily housing, which includes apartments, condominiums, and congregate housing. The number of multifamily dwellings permitted varied from zero in 2000 and 2003 to more than 400 in 2006, 2011, and 2012. The large number of units permitted in 2011 and 2012 also suggest that demand for housing in Wilsonville has remained strong, despite the recent national and regional housing market decline.

**Figure 3-1. Dwelling units approved through building permits issued for new residential construction, Wilsonville, January 1, 2000 to December 31, 2012**



Source: City of Wilsonville Building Permit Database 2012 and Comprehensive Plan and Zoning designations; Analysis by ECONorthwest  
 Note: Single-family includes single-family detached, single-family attached, and manufactured homes, not including accessory dwelling units..

**Table 3-1. Dwelling units approved through building permits issued for new residential construction, Wilsonville, January 1, 2000 to December 31, 2012**

Year	Single Family	Multifamily	Total
2000	87	-	87
2001	49	286	335
2002	34	122	156
2003	83	-	83
2004	107	190	297
2005	87	106	193
2006	158	274	432
2007	97	21	118
2008	50	85	135
2009	24	-	24
2010	27	84	111
2011	75	376	451
2012	92	348	440
<b>Summary of Units Permitted</b>			
Total	970	1,892	2,862
Percent	34%	66%	100%
Annual Average	75	146	220

Source: City of Wilsonville Building Permit Database 2012 and Comprehensive Plan and Zoning designations; Analysis by ECONorthwest  
 Note: Single-family includes single-family detached, single-family attached, and manufactured homes.

The images below show examples of multifamily housing developed in Wilsonville between 2000 and 2012

**Canyon Creek North, 2001**



**Spring Ridge, a congregate care facility in Charbonneau**



**Canyon Creek North, 2002**



**Village at Main, 2004**



**Jory Trail, 2011-2012**



**Bell Tower, 2011-2012**



**Villebois, 2006-2008**



Table 3-2 shows the permits issued for both new single-family and new multifamily dwellings in selected cities in the Portland Region between 2000 and 2012. Table 3-2 shows that the majority of housing development in the region occurred in Portland (46% of units permitted) and Hillsboro (15% of units permitted). Wilsonville accounted for 3% of single-family units permitted and 6% of multifamily units permitted within the Portland Region.

**Table 3-2. Total permitted single-family and multifamily dwellings by year, selected cities in the Portland Region, 2000 to 2012**

	Single-family detached		Multifamily		Total	
	Units	Percent of Region	Units	Percent of Region	Units	Percent of Region
Beaverton	2,991	8%	2,937	9%	5,928	9%
Forest Grove	1,216	3%	251	1%	1,467	2%
Happy Valley	2,667	7%	163	1%	2,830	4%
Hillsboro	6,379	17%	4,082	13%	10,461	15%
Lake Oswego	1,042	3%	104	0%	1,146	2%
Milwaukie	179	0%	68	0%	247	0%
Oregon City	2,817	8%	206	1%	3,023	4%
Portland	11,090	30%	21,138	66%	32,228	46%
Sherwood	1,920	5%	265	1%	2,185	3%
Tigard	3,133	8%	214	1%	3,347	5%
Troutdale	627	2%	402	1%	1,029	1%
Tualatin	1,100	3%	281	1%	1,381	2%
West Linn	1,359	4%	147	0%	1,506	2%
Wilsonville	970	3%	1,892	6%	2,862	4%
<b>Total</b>	<b>37,490</b>	<b>100%</b>	<b>32,150</b>	<b>100%</b>	<b>69,641</b>	<b>100%</b>

Source: U.S. Census, Building permits data site, <http://censtats.census.gov/bldg/bldgprmt.shtml>  
 Note: Wilsonville data is based on the permit data in Table 3-1 from the City of Wilsonville, not from the Census  
 Note: For Wilsonville, Single-family includes single-family detached, single-family attached, and manufactured homes.

## Trends in housing mix

Housing mix is the mixture of housing (structure) types (e.g., single-family detached or apartments) within a city. The housing mix by type (i.e., percentage of single family or multi-family units) is an important variable in any housing needs assessment. Distribution of housing types is influenced by a variety of factors, including the cost of new home construction, area economic and employment trends, demographic characteristics, and amount of land zoned to allow different housing types and densities.

State law requires a determination of the future housing mix in the community and allows that determination to be based on different periods:

(1) the mix of housing built in the past five years or since the most recent periodic review, whichever time period is greater, (2) a shorter time period if the data will provide more accurate and reliable information, or (3) a longer time period if the data will provide more accurate and reliable information (ORS 197.296). This section presents housing mix data for two periods (1) housing mix over the 2001 to 2012 period and (2) housing mix over the 2000 to 2007-2011 period.

There are several ways to look at change in housing mix over time, each of which shows a slightly different mix of housing. Table 3-3 shows the mix of housing units in Wilsonville in the fourth quarter of 2012.

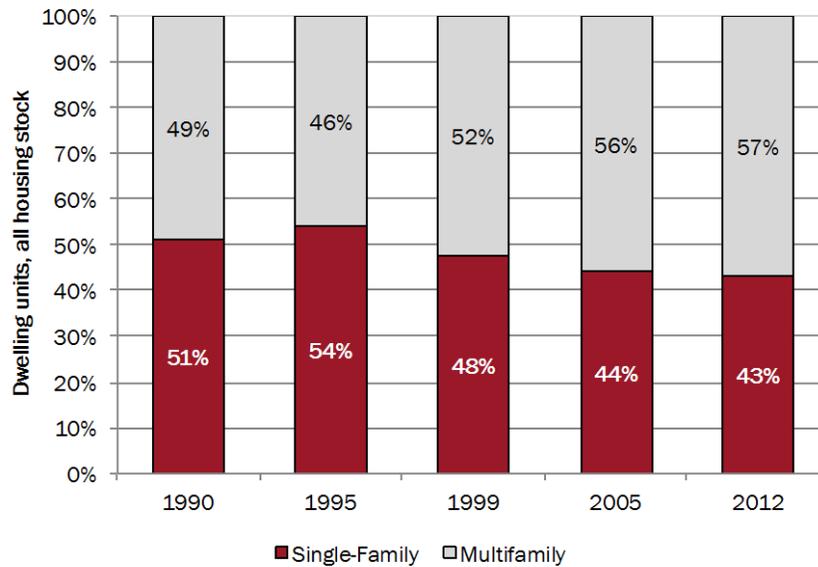
**Table 3-3. Wilsonville Housing Unit Inventory, 2012**

Housing type	Number of units	Percent of total
Single-Family	3,931	42%
Multifamily	5,486	58%
<b>Total</b>	<b>9,417</b>	<b>100%</b>

Source: Wilsonville Housing Unit Inventory, 4th quarter 2012  
 Note: Single-family includes single-family detached, single-family attached, and manufactured homes.

Figure 3-2 shows changes in the mix of Wilsonville’s housing stock from 1990 to 2012. The percentage of single-family housing varied from 54% in 1995 to 43% in 2012.

**Figure 3-2. Change in housing mix, all housing stock, Wilsonville, 1990 to 2012**



Source: 1990: Annual City housing inventory report, 1995: Annual City housing inventory report  
 1999: Comprehensive Plan, 2005: 2005 Wilsonville Housing Study, 2012: Annual City housing inventory report

Table 3-4 and Figure 3-3 show changes in Wilsonville’s housing mix from 2000 to 2007-2011, based on U.S. Census data. Between 2000 and 2007-2011, Wilsonville increased its housing stock by 27%, adding 1,735 dwelling units. The mix of housing did not change substantially between 2000 and the 2007-2011 period. The percentage of single-family detached units (e.g., single-family houses and manufactured homes) dropped slightly over the period, from 43% in 2000 to 41% in 2007-2011.

About 66% of new dwellings built in Wilsonville over the 2000 to 2007-2011 period were multifamily housing types (e.g., structures with two or more units), accounting for 1,140 new units built.

**Table 3-4. Dwelling units by type, Wilsonville, 2000 and 2007-2011**

	2000		2007-2011		Change 2000 to 2007-2011		
	Units	Percent	Units	Percent	Units	% of total	% increase
Single-family detached	2,770	43%	3,307	41%	537	31%	19%
Single-family attached	674	11%	732	9%	58	3%	9%
Multifamily	2,975	46%	4,115	50%	1,140	66%	38%
<b>Total</b>	<b>6,419</b>	<b>100%</b>	<b>8,154</b>	<b>100%</b>	<b>1,735</b>	<b>100%</b>	<b>27%</b>

Source: U.S. Census 2000 SF3 H030, American Community Survey 2007-2011 B25024

Note: Single-family detached housing includes manufactured homes. The Census does not distinguish between manufactured homes in parks or on single lots.

Note: The number of dwelling units in Wilsonville shown in Table 3-4 and Table 3-3 differ because the tables are from different sources.

OAR 660-007-0030 requires “Provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing...” This means that the City is required to designate sufficient land in zones that allow multifamily housing so that half of all new housing could be multifamily.

Starting with its Comprehensive Plan in 1980, Wilsonville has planned for growth of an industrial base surrounded by quality residential areas that feature a mix of single and multi-family development, with an emphasis on open space and the natural environment. Providing a mix of housing types and densities to create a whole community was envisioned in the original Comprehensive Plan map and text. Land within the City that was planned for Residential use was allocated a minimum and maximum density per acre. The planned densities have generally not changed since 1980.

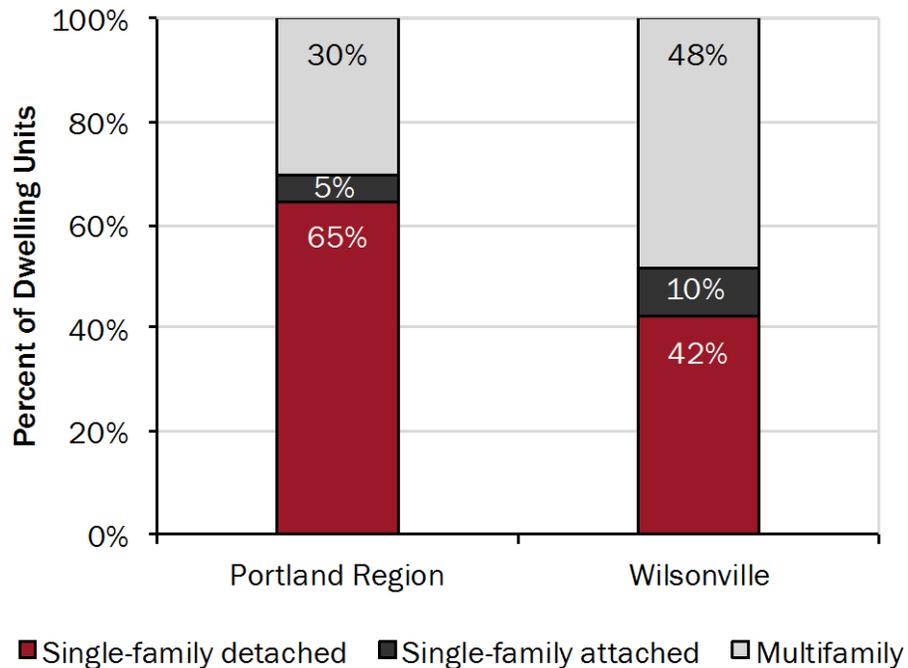
For example, Wilsonville’s current Comprehensive Plan includes the following policy: “The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.” The implementation measure for this policy states that Wilsonville encourages “...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.<sup>3</sup>

Based on the City’s Comprehensive Plan and Zoning policies, the City has met the requirement of OAR 660-007-0030. Indeed, the information above shows Wilsonville’s development is consistent with the City’s Comprehensive Plan policies.

To put Wilsonville’s housing mix in the regional context, Figure 3-3 shows unit type for the Portland Region<sup>4</sup> and Wilsonville in 2007-2011. Relative to the region, Wilsonville has a high percentage of multifamily units and a low percentage of single-family detached units.

**Figure 3-3. Dwelling units by type, all housing stock, Portland Region and Wilsonville, 2007-2011**



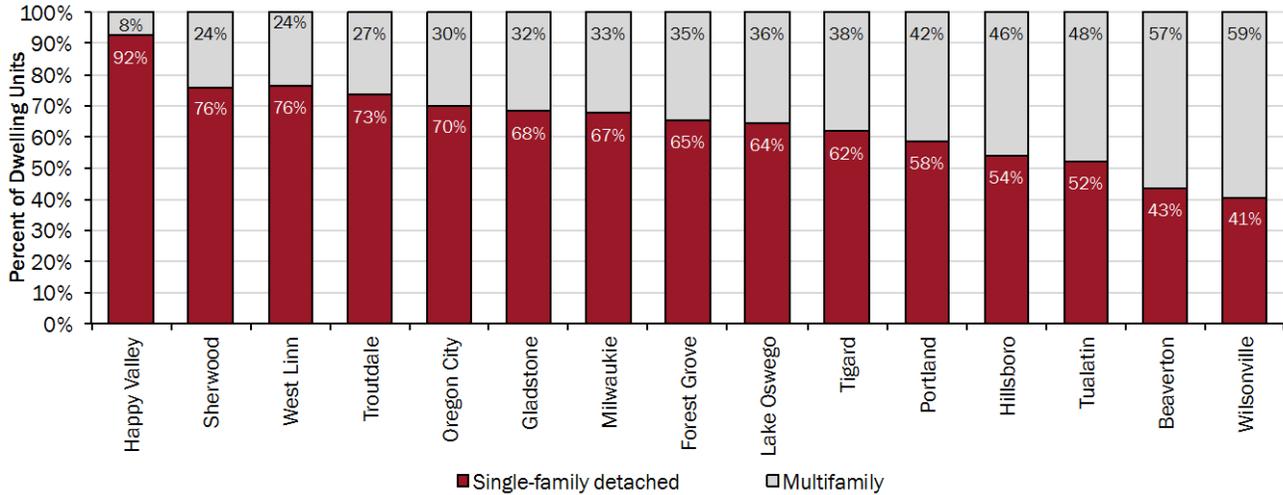
Source: 2007-2011 American Community Survey B25032

<sup>3</sup> Comprehensive Plan Policy 4.1.4 and Implementation Measure 4.1.4.d.

<sup>4</sup> In this report, the Portland Region is defined as Clackamas, Multnomah, and Washington Counties in Oregon.

Figure 3-4 shows the housing mix of all housing stock for fifteen cities in the Metro UGB in 2007-2011. Wilsonville had the highest percentage of multifamily housing of the cities shown.

**Figure 3-4. Dwelling units by type, all housing stock, selected cities in the Portland Region, 2007-2011.**



Source: 2007-2011 American Community Survey B25024

## Trends in homeownership

Trends in homeownership is important for a housing market analysis. This section describes national homeownership trends, as well as homeownership trends in the Portland Region and in Wilsonville.

### *National trends in homeownership*

Census data shows that the majority of housing is owner-occupied. According to analysis by the Joint Center for Housing Studies of Harvard University, the long-term market outlook shows that homeownership is still the preferred tenure, despite decreases in homeownership rates since 2006. The Urban Land Institute forecasts that homeownership will decline to the low 60 percent range by 2015.<sup>5</sup> In the longer-run, additional increases in homeownership rates depend, in part, on potential owner's ability to purchase homes in the future, as well as whether the conditions that have led to homeownership growth can be sustained.

The Joint Center for Housing Studies indicates that demand for new homes could total as many as 17 million units nationally between 2010 and 2020. The location of these homes may be different than recent trends, which favored lower-density development on the urban fringe and suburban areas. The Urban Land Institute identifies the markets that have the most growth potential are "global gateway, 24-hour markets," which are primary costal cities with international airport hubs (e.g., Washington D.C., New York City, or San Francisco). Development in these areas may be nearer city centers, with denser infill types of development.<sup>6</sup>

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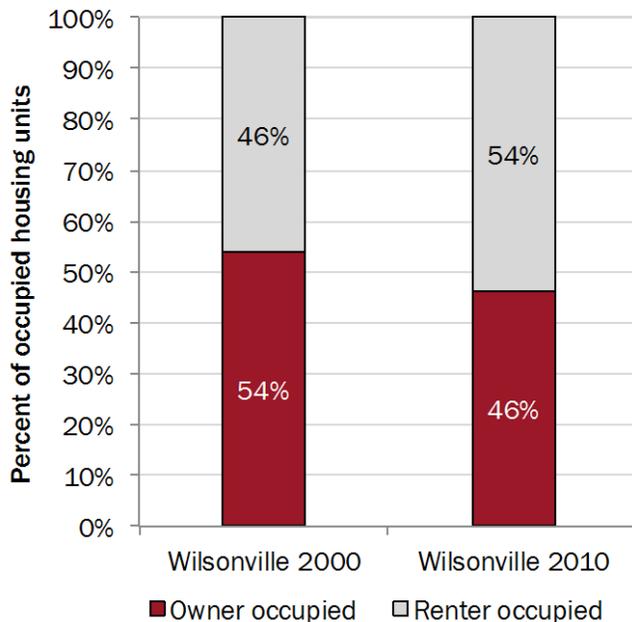
<sup>5</sup>John McIlwain, "Housing in America: The Next Decade," Urban Land Institute

<sup>6</sup>Urban Land Institute, "2011 Emerging Trends in Real Estate"

### Local and regional trends in homeownership

Figure 3-5 shows changes in Wilsonville's tenure, which is the rate of homeownership and renting, for occupied units from 2000 to 2010. Wilsonville's tenure shifted over the period, with an 8% decrease in homeownership. About 54% of occupied housing in Wilsonville was renter-occupied in 2010, up from 46% in 2000.

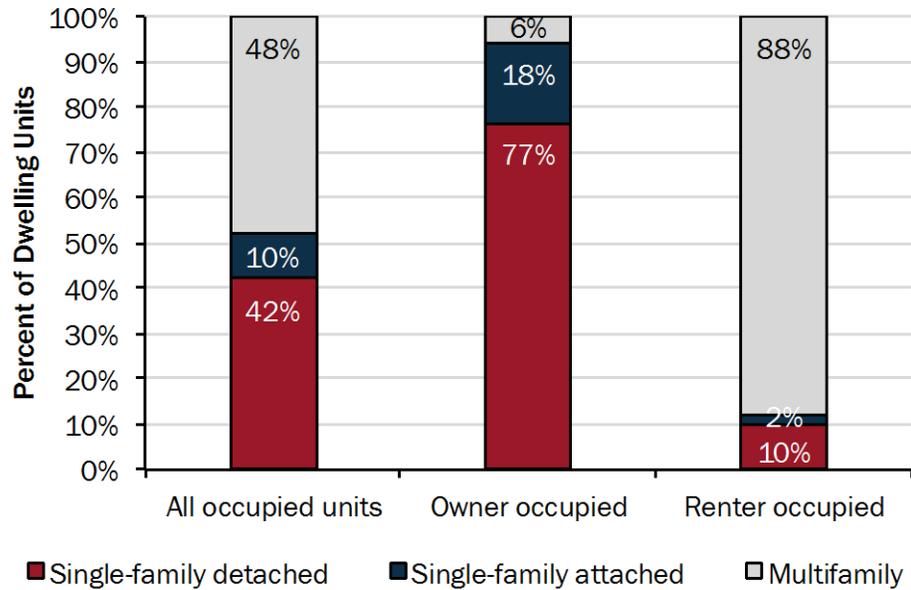
**Figure 3-5. Change in tenure, occupied units, Wilsonville, 2000 and 2010**



Source: 2000 Census SF1 H004, 2010 Census SF1 H4.

Figure 3-6 shows type of dwelling by tenure (owner or renter-occupied) in Wilsonville for the 2007-2011 period. Single-family housing (both attached and detached) was primarily owner-occupied, while multifamily housing was primarily renter-occupied. The homeownership rate for households in single-family detached housing was 88% and 6% for multifamily structures.

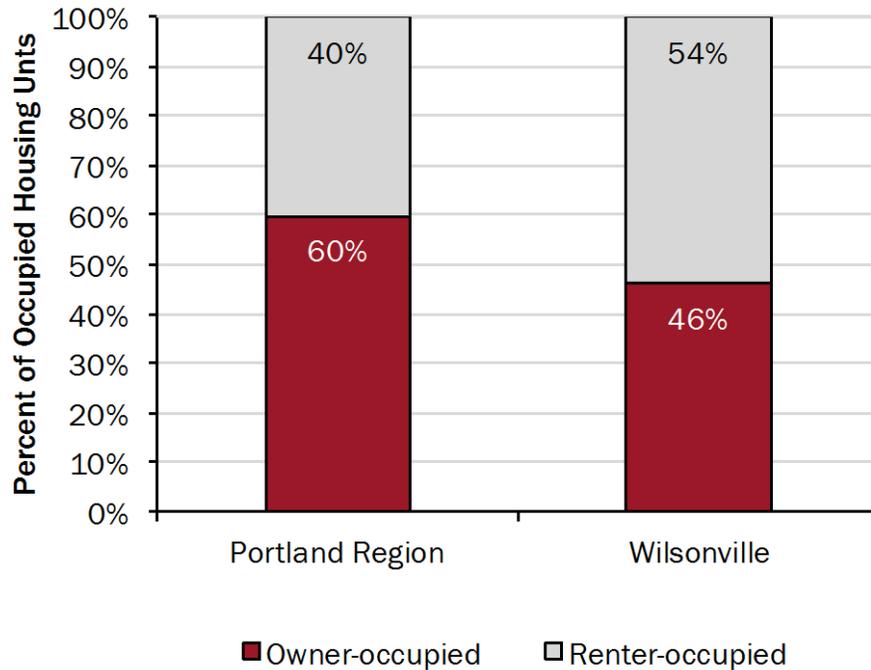
**Figure 3-6. Tenure by housing type, Wilsonville, 2007-2011**



Source: 2007-2011 American Community Survey, B25032.

Figure 3-7 shows tenure in 2010 for the Portland Region and Wilsonville. The 2010 homeownership rate in Wilsonville was 46%, lower than Clackamas County (69%), Washington County (61%), or the Portland Region (60%). More than half of Wilsonville's dwelling units are renter-occupied.

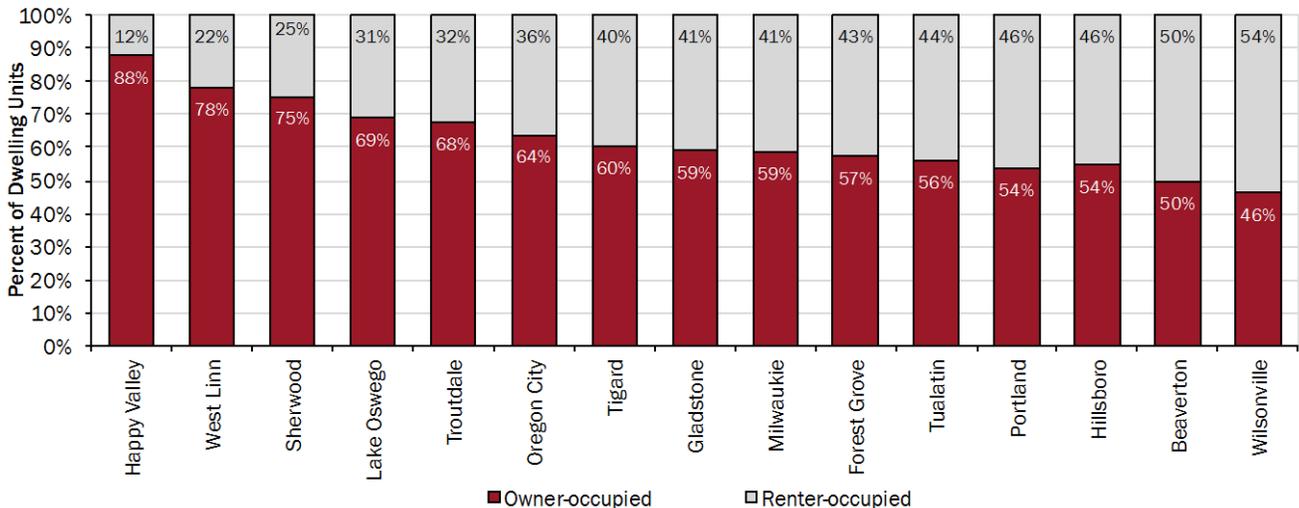
**Figure 3-7. Tenure, Portland Region and Wilsonville, 2010**



Source: 2010 US Census, H14

Figure 3-8 shows tenure for 15 cities in the Portland Metro UGB. In 2010, Wilsonville had the lowest homeownership rate of the cities shown.

**Figure 3-8. Tenure, selected cities in the Metro UGB, 2010**



Source: 2010 US Census, H14

## Residential development density in Wilsonville

Housing density is the density of housing by structure type, expressed in dwelling units per net or gross acre.<sup>7</sup> Like housing mix, State law requires determination of housing density based on analysis of data and suggests using an analysis of housing density developed over the past five years or since the most recent periodic review, whichever time period is greater, or for a shorter or longer time period.

The U.S. Census does not track residential development density. This study analyzes housing density based on development between 2000 and 2012. The density analysis is based on building permit, Comprehensive Plan Designations, and tax lot information.

Table 3-5 shows density of residential development constructed in Wilsonville for the 2000 to 2012 period:

- The **average** density of housing developed during the 13-year period was 12.4 dwelling units per net acre.<sup>8</sup>
- The average density of **Single-family** housing (including single-family detached and attached housing) was 7.6 dwelling units per net acre.
- The average density of **Multifamily** housing was 18.5 dwelling units per net acre.

**Table 3-5. Residential development density by housing type, Wilsonville, 2000 to 2012**

Housing Type	Dwelling units	Net Acres	Net Density
Single-family	982	129	7.6
Multifamily	1,880	102	18.5
<b>Total</b>	<b>2,862</b>	<b>230</b>	<b>12.4</b>

Source: City of Wilsonville Building Permit Database 2012 and Comprehensive Plan and Zoning designations; Analysis by ECONorthwest

Note: Single-family includes single-family detached, single-family attached, and manufactured homes.

Note: The analysis of density did not include SROZ areas

<sup>7</sup> OAR 660-024-0010(6) uses the following definition of net buildable acre. "Net Buildable Acre" consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads. While the administrative rule does not include a definition of a gross buildable acre, using the definition above, a gross buildable acre will include areas used for rights-of-way for streets and roads. Areas used for rights-of-way are considered unbuildable.

<sup>8</sup> Density was calculated by dividing acres by the number of dwelling units. For example, the calculation for single-family density is 982 dwelling units divided by 129 net acres equals 7.6 dwelling units per net acre.

Table 3-6 shows Wilsonville’s residential development density by Comprehensive Plan Designations for the 2000 to 2012 period:

- Development density in the **Residential** Plan Designation was 10.8 dwelling units per net acre.
- Development density in the **Village** Plan Designation was 18.0 dwelling units per net acre.
- Development density in the **Industrial** Plan Designation was 8.5 dwelling units per net acre.
- Development density in the **Commercial** Plan Designation was 56.3 dwelling units per net acre.<sup>9</sup>

**Table 3-6. Residential development density by Plan Designation, Wilsonville, 2000 to 2012**

Plan Designation	Dwelling units	Net Acres	Net Density
Residential	1,810	168	10.8
Village	909	50	18.0
Industrial	91	11	8.5
Commercial	52	1	56.3
<b>Total</b>	<b>2,862</b>	<b>230</b>	<b>12.4</b>

Source: City of Wilsonville Building Permit Database 2012 and Comprehensive Plan and Zoning designations; Analysis by ECONorthwest

Note: Single-family includes single-family detached, single-family attached, and manufactured homes.

Note: The actual number of acres of land in Commercial was 0.92, which is rounded up to one acre in Table 3-6

OAR 660-007-0035 sets specific density targets for cities in the Metro UGB. OAR 660-007 requires that Wilsonville achieve a minimum average density of 8 dwelling units per net acre. Wilsonville’s density target is eight dwelling units per net buildable acre. The City’s achieved density over the 2000 to 2012 period exceeds this requirement.

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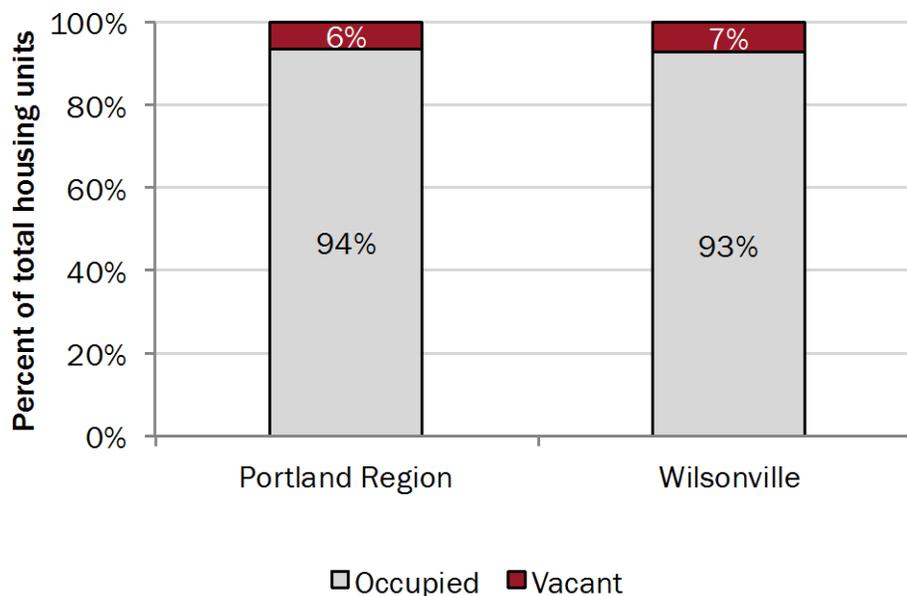
<sup>9</sup> Note: The actual number of acres of land in Commercial was 0.92, which is rounded up to one acre in Table 3-6.

## Vacancy rates

Vacant units are the final variable in the basic housing need model. Vacancy rates are cyclical and represent the lag between demand and the market's response to demand in additional dwelling units. Vacancy rates for rental and multiple family units are typically higher than those for owner-occupied and single-family dwelling units.

Figure 3-9 shows vacancy rates in the Portland Region and Wilsonville in 2010. Wilsonville's 2010 vacancy rate was higher than rates in the Portland Region.

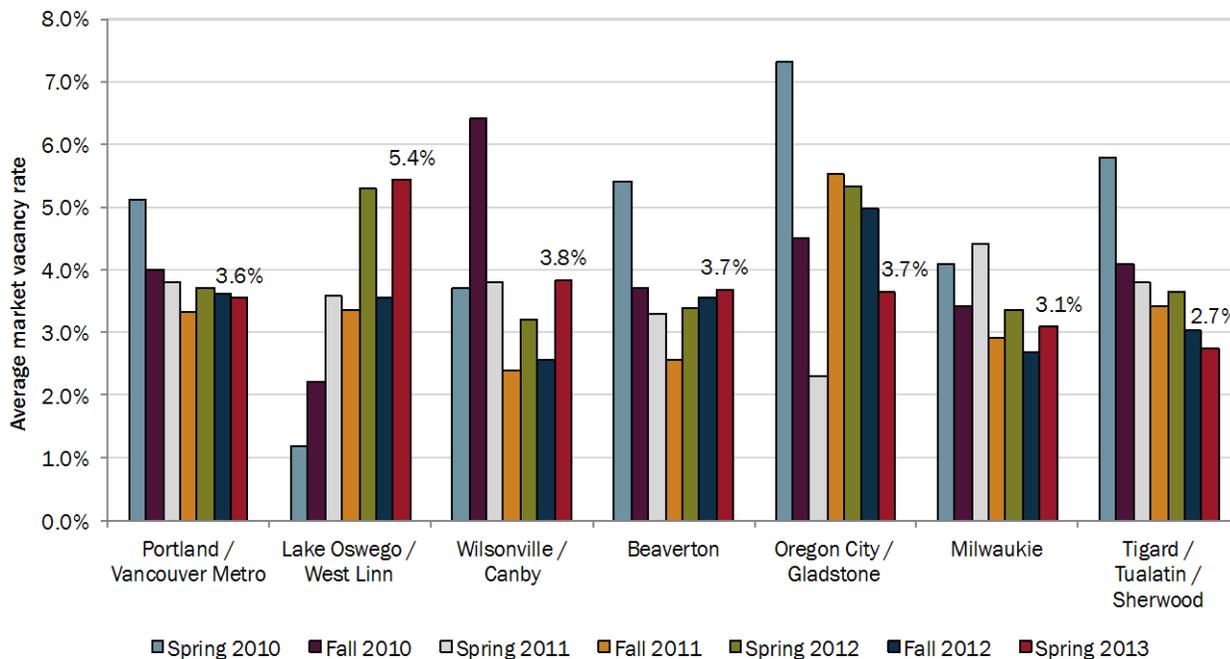
Figure 3-9. Vacancy rates for Portland Region and Wilsonville, 2010



Source: U.S. Census 2010 QT-H1

Multifamily NW tracks trends in the Portland area rental market and publishes a twice-yearly report. Figure 3-10 shows average market vacancy rates for apartments for the Portland/Vancouver region and selected submarkets in the south-central Portland Region. According to the Spring 2013 Apartment Report, the vacancy rate for apartments in Wilsonville was 3.8%, slightly higher than the regional average of 3.6%.

**Figure 3-10. Average market vacancy rates for apartments, Portland/Vancouver Metro area and selected submarkets, 2010-2013.**



Multifamily NW Apartment Reports, Spring 2010 – Spring 2013.

## SUMMARY AND KEY FINDINGS

Steady population and employment growth, combined with the constraints on buildable lands in the Portland Region, ensure that Wilsonville's housing market will maintain a solid underpinning for a long time to come, despite the recent downturn in the regional and national housing market. In the long run, the Portland Urban Growth Boundary is expected to add nearly 300,000 new households by 2035. If these estimates are correct, this will be enough people to ensure an on-going demand for all types of housing and new neighborhoods.

The trends summarized below help to form a profile of the housing niche that Wilsonville currently fills in the region.

### Residential development trends over the 2000 to 2012 period

- **Wilsonville is growing.** Wilsonville issued permits for nearly 2,900 new dwelling units between 2000 and 2012. Four percent of permits issued in the largest cities in the Portland UGB were issued by Wilsonville. In comparison, Wilsonville accounted for 1.2% of the population in the Portland Region in 2012. The relatively large number of permits issued in Wilsonville shows that the City is growing comparatively quickly, relative to similar sized and larger cities in the Region.
- **Wilsonville added both single-family and multifamily housing over the 2000 to 2012 period.** The City has had a relatively steady stream of single-family housing construction, with the addition of 13 multifamily projects with 10 or more units, resulting in the addition of about 1,800 new multifamily units (95% of all new multifamily units). New dwellings have been developed in all parts of the City.
- **Development of Villebois contributed substantially to Wilsonville's growth.** Nearly 900 or 31% of new dwelling units developed in Wilsonville between 2000 to 2012 were in Villebois, accounting for 53% of new single-family units and 20% of new multifamily units.
- **Wilsonville is achieving the vision in its Comprehensive Plan.** Wilsonville's Comprehensive Plan envisions providing a variety of housing options for residents of Wilsonville in a range of housing densities, sizes, and costs.

### Trends in the mix of Wilsonville's entire housing stock

- **The amount of multifamily housing in Wilsonville grew over the last decade.** Between 2000 and 2007-2011, Wilsonville added 1,735 housing units, of which 64% were in structures with 5 or more units. Two-thirds of the units permitted by the City over the 2000 to 2012 period were for multifamily units.
- **Wilsonville has a high percentage of multifamily housing (as a percent of total housing stock) relative to other municipalities in the region.** About 43% of Wilsonville's overall housing stock housing was in single family housing types in 2012. In 2007-2011, a smaller percentage of Wilsonville's housing was single-family detached (42%) than the Portland Region (65%).
- **Wilsonville has a relatively large percentage of the Region's multifamily housing.** Wilsonville has the largest percentage of multifamily housing when compared to relative to similar sized and larger cities in the Region. Fifty-nine percent of Wilsonville's housing was multifamily in 2007-2011. In comparison, 57% of Beaverton's housing was multifamily, as was 48% of Tualatin's housing, 46% of Hillsboro's housing, and 42% of Portland's housing.

#### **Trends in homeownership**

- **Homeownership rates in Wilsonville are lower than the regional average.** In 2010, 46% of Wilsonville homes were owner-occupied, compared with 69% of Clackamas County homes, 61% Washington County homes, and 60% of Portland Region homes.
- **Homeownership in Wilsonville decreased between 2000 and 2010.** The homeownership rate decreased from 54% in 2000 to 45% in 2010. Some of this decrease can be attributed to the national and statewide decreases in homeownership rates.
- **Homeownership rates vary widely between housing types,** with single-family housing types having much higher homeownership rates than multifamily types. In Wilsonville in 2007-2011, 88% of single-family detached housing was owner-occupied, which is a little higher than is typical for cities the size of Wilsonville. About 3% of housing in buildings with 5 or more units was owner-occupied, which is typical for a city the size of Wilsonville.

#### **Residential development density over the 2000 to 2012 period**

- **Wilsonville's average development density is higher than the minimum density required by OAR 660-007.** Between 2000 and 2012, Wilsonville's average residential development density was 12.4 dwellings per net acre. OAR 660-007 requires that Wilsonville

designate land to allow the opportunity for housing development with a minimum density of 8 dwelling units per net acre. Between 2000 and 2012, Wilsonville exceeded this target.

- **Wilsonville’s average density was high, in part, because two-thirds of development was multifamily.** Over the 2000 to 2012 period, the City’s average multifamily development density was 18.5 dwelling units per net acre.
- **Wilsonville’s single-family density is relatively high.** Over the 2000 to 2012 period, the City’s average single-family density was 7.6 dwelling units per net acre, which is close to the average minimum density that Wilsonville is required to plan for by OAR 660-007.

#### **Vacancy rates**

- **Wilsonville’s vacancy rate is comparable to the Regional average.** Over the 2007-2011 period, Wilsonville’s housing vacancy rate was 7%, which is comparable to the rate for the entire Portland Region (6%).
- **Wilsonville’s vacancy rate has been similar to or lower than other urban areas within the Portland Region.** Since the Spring of 2010, Wilsonville’s vacancy rates have generally been below 4%, which is comparable to or less than most of the larger cities in the southern portion of the Portland Region. In Spring 2013, Wilsonville’s vacancy rate was 3.8%, compared to the Portland/Vancouver Metro average of 3.6%.

# Chapter 4. Demographic and Other Factors Affecting Residential Development in Wilsonville

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Demographic trends are important to a thorough understanding of the dynamics of the Wilsonville housing market. Wilsonville exists in a regional economy; trends in the region impact the local housing market. This chapter documents national, state, and regional demographic, socioeconomic, and other trends relevant to Wilsonville.

Demographic trends provide a broader context for growth in a region; factors such as age, income, migration and other trends show how communities have grown and shape future growth. To provide context, we compare Wilsonville to Clackamas and Washington Counties and the Portland Region (defined here as Clackamas, Multnomah, and Washington Counties) where appropriate. Characteristics such as age and ethnicity are indicators of how population has grown in the past and provide insight into factors that may affect future growth.

Below is a summary of demographic and other factors affecting Wilsonville’s housing market and a brief description of the implications of these factors for future housing need in Wilsonville. The report will present the data referenced below in detailed tables and charts.

## SUMMARY AND IMPLICATIONS

### Summary

#### Population growth

- **The Portland Region is growing.** The Portland Region grew by more than 466,000 people between 1990 and 2012, a 46% increase at an average annual growth rate of 1.6%
- **Growth was not evenly distributed between counties in the Portland Region.** Clackamas County grew at 1.4% annually, compared to Washington County’s 2.6% average annual growth.
- **Wilsonville grew at a faster rate than the Region or counties.** Wilsonville nearly tripled in size between 1990 and 2012, growing from 7,100 people in 1990 to over 20,500 in 2012. Between 1990 and 2012, Wilsonville grew at an average annual rate of 4.9%.

- **In-migration accounts for the majority of growth in the Portland Region.** Between 1990 and 2012, 69% of Clackamas County and 72% of Washington County's population growth was the result of in-migration.

### Age

- **Wilsonville's population was younger than the Region's population.** Median age in Wilsonville was 36 in 2010, younger than Clackamas County (median age: 41) and slightly older than Washington County (median age: 35).
- **The fastest growing age group is people over 60 years.** In the Portland Region, the percentage of population that is 60 years and older is projected to increase from 14% of the population in 2000 to 23% in 2040.

### Ethnicity

- **Wilsonville was less ethnically diverse than Washington County, but more diverse than Clackamas County.** In 2010, 12% of Wilsonville's population was Hispanic, compared with nearly 8% of Clackamas County's population and nearly 16% of Washington County's population.
- **The Hispanic population is growing faster in Wilsonville than other racial or ethnic groups.** Between 2000 and 2010, Wilsonville's Hispanic population grew by 143%, compared with 74% growth in Clackamas County and 67% growth in Washington County.
- **The Hispanic population is projected to continue to be the fastest growing group in the nation over the next decades.** The U.S. Census forecasts that Hispanics will account for 25% of the nation's population by 2050.

### Household composition

- **Wilsonville had smaller household sizes than the Regional average.** The average household size in Wilsonville was approximately 2.3 persons per household in 2010; in Clackamas and Washington Counties, it was 2.6 and in the Portland Region it was 2.5.
- **Wilsonville had a larger percentage of single-person households than Clackamas or Washington counties.** In 2010, 33% of Wilsonville's households were single-person, compared with 24% of Clackamas County's households and 25% of Washington County's households. Wilsonville's percentage of single-person households increased from 28% in 2000 to 33% in 2010.
- **Wilsonville had a larger percentage of non-family households than Clackamas or Washington counties.** In 2010, 40% of Wilsonville's

households were single-person, compared with 30% of Clackamas County's households and 33% of Washington County's households.

### Income

- **Residents of Wilsonville had lower incomes than the average for residents of Clackamas County and Washington County.** The median household income in Wilsonville for 2007-2011 was \$55,316, lower than Clackamas County (\$63,790) or Washington County (\$63,814). Wilsonville's median household income was higher than cities like Beaverton, Portland, and Milwaukie. Wilsonville's median household income was lower than cities like Happy Valley, West Linn, and Lake Oswego.

### Commuting

- **Wilsonville imports workers from the Portland Region.** About 16,000 people commute to Wilsonville to work, mostly from Clackamas and Washington County.
- **Relatively few people live and work in Wilsonville.** About 1,000 people live and work in Wilsonville.
- **The majority of Wilsonville's workers commute to work in other parts of the Portland Region.** About 5,100 workers commute from Wilsonville to work across the Portland Region.

### Housing values

- **Sales prices for single-family dwellings in Wilsonville increased over the 2000 to 2012 period but at a slower rate than the Regional average.** Between 2000 and 2012, average sales prices in Wilsonville increased by \$75,000 (31%), compared to a 54% increase in Portland Region and Washington County and 36% in Clackamas County.
- **Sales price in Wilsonville peaked above the Regional average.** Average sales price in Wilsonville was about \$473,300 in 2007, compared with the average of \$354,700 in the Portland Region.
- **Single-family sales prices decreased substantially between 2007 and 2012.** Average sales prices in Wilsonville decreased by \$151,000 (33%), compared with a 22% decrease in Clackamas County, 11% decrease in Washington County, and 13% decrease in the Portland Region.
- **Wilsonville's average single-family sales price in 2012 was similar to the Regional average.** The average sales price in the Region in 2012 was \$308,000. Wilsonville's average sales price (\$318,100) higher than 10 other cities in the region but below four cities with higher average sales prices.

## Rental costs

- **Rental costs in 2013 in Wilsonville were lower than the Regional average.** Average rent in the Wilsonville/Canby submarket was \$0.94 per square foot in Spring 2013, lower than the regional average of \$1.04 per square foot.

## Housing affordability

- **Wilsonville's households were cost burdened at about the same rate as all households in the Region.** The percentage of Wilsonville households who were cost burdened in 2007-2011 (41% of households) was similar to the average for the Portland Region and slightly above the percentages in Washington County (38%) and Clackamas County (40%).
- **Renters were more likely to be cost burdened in Wilsonville and in the Region.** The rate of cost burden was much higher for renters (48%) than for homeowners (31%) in Wilsonville. In comparison, 40% of Clackamas County households and 38% of Washington County households were cost burdened in 2007-2011.
- **Housing costs increased faster than incomes in Wilsonville and in the Region.** The ratio of housing value to household income in Wilsonville increased from 4.1 in 2000 to 6.7 during 2007-2011. In Clackamas County, the ratio increased from 4.7 to 5.1. In Washington County, the ratio increased from 3.5 to 4.4.

## Implications

Studies and data analysis have shown a clear linkage between demographic characteristics and housing choice. This is more typically referred to as the linkage between life-cycle and housing choice and is documented in detail in several publications. Analysis of data from the Public Use Microsample (PUMS) in the 2000 Census helps to describe the relationship between selected demographic characteristics and housing choice. Key relationships identified through this data include:

- Homeownership rates increase as income increases;
- Homeownership rates increase as age increases;
- Choice of single-family detached housing types increases as income increases;
- Renters are much more likely to choose multiple family housing types than single-family; and
- Income is a stronger determinate of tenure and housing type choice for all age categories.

Understanding demographic and household characteristics is an important part of a housing needs assessment. Chapter 4 provides a discussion of the impact on age and income on housing choices.

This chapter provides demographic information about the Wilsonville and the region that will significantly affect the housing needs for the city:

- *Age.* Wilsonville's households are aging, consistent with Regional and national trends. However, Wilsonville's households are, on average, younger than the Regional average. It is unclear from the data whether Wilsonville is attracting more younger people because Wilsonville has a larger percentage of affordable multifamily housing or whether they are attracted to Wilsonville for other reasons (e.g., high quality of life). What is clear is that most people who live in Wilsonville work someplace else. Because housing is a substitutable good, households have a choice of where to live. While we have no strong data on causation, people clearly find Wilsonville attractive as a place of residence. Potential factors could include location; age, type or configuration of housing (e.g., urban villages such as Villebois), cost of housing (probably a stronger factor for renters); and community amenities such as access to the Willamette River, recreation facilities, or shopping.

If Wilsonville continues to attract younger households, the City will continue to have demand for lower-cost housing, such as for multifamily renters. The biggest question, with implications for Wilsonville's future housing needs, is whether younger people who move to Wilsonville for rental opportunities will continue to live in Wilsonville when they are ready to become homeowners. The high quality of life and high quality school system in Wilsonville may make the City attractive to young would-be homeowners, if affordable owner housing is available.

- *Household size and composition.* Wilsonville's average household size is smaller than the Regional average. This is attributable, in part, to the fact that Wilsonville has a larger percentage of younger working aged people, as well as people over 70 years old. In addition, Wilsonville has a comparatively large percentage of single-person households. These factors suggest demand for smaller housing, both for renters and owners.
- *Ethnicity.* Wilsonville's population has become more ethnically diverse over the last decade, consistent with Regional and national trends. It is likely that Wilsonville's Hispanic population will continue to grow, as is forecasted for the nation.

If Wilsonville's Hispanic population continues to grow, it will have implications for the City's housing needs. Hispanic households are larger on average, even for second and third generation immigrants. In addition,

Hispanic households become homeowners at an earlier age than other households, when possible. These facts suggest that Wilsonville will have increased demand for larger rental units, both multifamily and single-family housing types, as well as affordable housing suitable for families.

- *Income.* Wilsonville's incomes are lower, on average, than the Region's incomes. This suggests that Wilsonville has and will continue to have substantial demand for lower cost housing, both for renters and owners.
- *Affordability.* Wilsonville's housing sales prices are slightly higher than the Regional average but higher than the averages in some nearby cities (e.g., Hillsboro, Oregon City, or Milwaukie). However, Wilsonville's incomes are lower than the regional average.

Note: A subsequent version of this report will delve further into the implications of demographic and socioeconomic trends that may explain some of the differences between Wilsonville's housing market and the broader Portland Region housing market.

**TO:** WILSONVILLE PLANNING COMMISSION  
**FROM:** KATIE MANGLE, LONG RANGE PLANNING MANAGER  
**SUBJECT:** GOAL 10 HOUSING PROJECT: RESIDENTIAL BUILDABLE LANDS INVENTORY  
**DATE:** MAY 27, 2013  
**CC:** CHRIS NEAMTZU, PLANNING DIRECTOR

The primary purpose of the Residential Buildable Lands Inventory is to estimate the amount of land that could develop, or re-develop, with housing over the next 20 years, as required by ORS 197.296. This information will be used to assess the adequacy of the residential buildable land supply for new development and infill or redevelopment within the Wilsonville planning area.<sup>1</sup>

Summary

At the time data was collected for this inventory, February 2013, Wilsonville had 479.4 gross acres of land available for residential development (see table below, and Attachment 1, Wilsonville Residential Buildable Lands Map).

**Wilsonville Buildable Residential Lands Inventory (gross acres)**

Comprehensive Plan Designation		District	Vacant Land	Partially Vacant, or Likely to Redevelop	TOTAL Buildable Residential Land	TOTAL Acreage Citywide (approx.)
Residential	Residential Districts	0-1 du/ac	-	2.2	2.2	
		2-3 du/ac	0.3	3.0	3.3	
		4-5 du/ac	3.4	13.4	16.7	
		6-7 du/ac	11.2	8.5	19.7	
		6-7/10-12 du/ac *	20.5	-	20.5	
		10-12 du/ac	29.6	9.8	39.4	
		16-20 du/ac	0.1	-	0.1	
		<b>subtotal for land within City limits</b>	<b>65.1</b>	<b>36.9</b>	<b>102.0</b>	
	Residential Area L (Frog Pond - outside City limits)	23.0	126.4	149.4		
<b>Total Residential</b>		<b>88.1</b>	<b>163.4</b>	<b>251.4</b>	<b>1,613</b>	
<b>Village</b>		<b>143.4</b>	<b>62.8</b>	<b>206.2</b>	<b>466</b>	
<b>Commercial</b>		<b>19.6</b>	<b>2.2</b>	<b>21.8</b>	<b>356</b>	
<b>Industrial</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,605</b>	
<b>Public</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>448</b>	
<b>TOTAL</b>		<b>251.0</b>	<b>228.4</b>	<b>479.4</b>	<b>4,488</b>	

The inventory presented is based on specific assumptions, outlined in the methodology that follows. The inventory should not be considered to be an exhaustive list of what is/is not available for development, but

<sup>1</sup> Includes land that is covered by the Wilsonville Comprehensive Plan.

rather a static representation based on the available data. In fact, some of the parcels have already been developed since the inventory data was collected in February 2013. Inclusion does not mean a property will develop, nor does it confer a mandate to do so, just as exclusion does not prevent a property from developing in the future. For purposes of this inventory, buildable lands were identified as property outside of the Significant Resource Overlay Zone (SROZ) that is fully vacant, partially vacant, or likely to redevelop over the next 20 years.

### Inventory Methodology

The following methodology describes the steps that were taken to estimate Wilsonville's buildable residential lands. "Buildable land" means land that is suitable, available, and necessary for residential uses, including both vacant land and land likely to be redeveloped.

#### **Step 1. Inventory and map fully vacant residential lands**

- City tax lot data was sorted by Comprehensive Plan designation. All lots designated on the Comprehensive Plan map as Residential, Commercial, and Village were included in the inventory. Commercial was included because the zones that implement this designation, Planned Development Commercial (PDC) and Planned Development Commercial Town Center (PDC-TC), allow for mixed uses to include residential.
- To identify parcels that are fully vacant, the analysis selected lots not identified as "developed" in METRO's RLIS GIS data. Planning Division staff refined this step, based on current aerial photography, field checks, and local records.
- Vacant parcels are mapped in red on Working Map 1.

#### **Step 2. Inventory and map redevelopable lands**

The following steps were taken to estimate which lands may redevelop over the next 20 years. Redevelopment potential applies to lots that were initially classified as "developed", but which are likely to redevelop during the planning period. While many methods exist to identify redevelopment potential, a common indicator is improvement value or improvement-to-land value ratio. This analysis used the following methodology, which was developed during Wilsonville's 2005 Residential Buildable Land Inventory and based on Metro's 2002 UGB Alternatives Analysis, to identify redevelopable lands.

- A query was performed of all lots to identify those that are not vacant but have potential to redevelop over time due to the relationship between the size of the lot and the value of improvements.
  - Sites that are 0.26-0.5 acres with improvement values less than \$50,000 (mapped as orange on Working Map 1)
  - Sites that are over 0.6 acres with improvement values between \$50,001- \$100,000 (mapped as blue on Working Map 1)
  - Sites that are over 1 acre with improvement values between \$100,001-\$150,000 (mapped as pink on Working Map 1)
- The results of this query includes land that is wholly redevelopable, meaning existing improvements would be replaced; and also land that is partially vacant, meaning the lot could be divided to allow for additional development.<sup>2</sup>

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<sup>2</sup> Outside of the Village zone, most development in Wilsonville is permitted as Planned Development through a two-stage process that begins with development of a master plan. This process allows for a great deal of flexibility (e.g., most residential zones allow both multifamily and single family housing types).

*The results of Steps 1 and 2 are shown in Buildable Residential Lands Working Map 1.*

### **Step 3. Subtract unbuildable acres**

Land that falls into any of the following categories were deducted from the inventory:

- Mapped Significant Resource Overlay Zone (SROZ – includes Metro Functional Plan Title 3 and 13 land, land with greater than 25% slope, and 100-year floodplain). Development constraints on this land are outlined in Wilsonville Development Code Section 4.139;
- Home Owner Association-owned lots, and community or public open space tracts;
- Publicly owned land;
- Land encumbered with powerline easements.

*The results of Step 3 are shown in Buildable Residential Lands Working Map 2.*

### **Step 4. Planning staff review of draft map**

Planning staff reviewed Working Map 2 and made changes to the inventory based on site visits, building permit information, assessment of constraints posed by the Development Code, and aerial photography.

- Removed lots that are under or pending construction (as of 2/28/13).
- Added back to the map and re-defined the following as Buildable:
  - Unbuilt lots in Area of Special Concern A, the Villebois master plan area<sup>3</sup>;
  - City-owned property that is buildable (i.e., excess property not being held for a public purpose).
- Added back to the map and re-defined the following as “redevelopable or partially vacant” (and therefore likely to be redeveloped or divided for infill development):
  - Sites that are currently for sale and “soft” though they do not meet the quantitative selection criteria (e.g., a mobile home park that is unoccupied and for sale);
  - Lots that are more than twice the minimum lot size required to support the number of existing dwelling units;
  - Lots in Area of Special Concern L (Frog Pond area)<sup>4</sup>;
  - Sites that should have been identified as “partially vacant” but were not caught in Step 2.
- Removed from map and defined the following as “Not likely to redevelop”:
  - Subsidized housing sites (which met the quantitative criteria only because of public write-down of land value);
  - Sites occupied by active religious institutions;
  - Sites with documented site challenges (documented geo technical limitations, etc.);
  - Sites with known deed restrictions;
  - Sites currently under development;

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<sup>3</sup> Most of the available residential land within the City of Wilsonville is within the Villebois planned development area. A Master Plan for this area and subsequent Specific Area Plans identify specific housing typologies and number of units. The Plans are implemented through the Village zone. All existing structures in this area will be removed as the Plan is implemented.

<sup>4</sup> The Frog Pond area is comprised of approximately 40 taxlots used for rural residential and agricultural purposes. The area is planned for predominantly residential development, within the Metro urban growth boundary, and designated as Residential in the Wilsonville Comprehensive Plan. No specific densities or zones have been applied to this area. Many taxlots include improvements; it is anticipated that when the Frog Pond area develops, some of these structures will remain, and some will be replaced.

- All lots in the Charbonneau development, including the golf course. Staff considers this planned community to be built-out and unlikely to redevelop;
- Sites occupied by utility infrastructure (e.g., a PGE substation);
- Commercially-zoned land greater than ½ mile from either Residential or Town Center lots. Such sites have almost no likelihood of being mixed-use with residential.

*The results of Step 4 are shown in Buildable Residential Lands Working Map 3.*

#### **Step 4. Analysis of Sites Identified as Likely to Redevelop**

Lots outside of the Villebois Village and Frog Pond areas that were identified as “likely to redevelop” in Steps 2 and 3 were evaluated against four additional indicators of potential to redevelop (see Attachment 5 for the results of this analysis). This more detailed, lot-by-lot analysis was only performed on the subset of lots that met the criteria outlined for tasks 2 and 3.

- Underbuilt: the number of dwelling units on the site is less than 50% of that allowed by the lot’s zoning
- Zoning: the lot is planned for residential development, but still zoned RA-H
- Site of Lot: the lot size is either twice the minimum lot size (if zoned for development), or greater than 2 acres (if zoned RA-H)

For lots that were added in Step 3 to the inventory due to the large lot size (for which improvement value itself did not indicate redevelopment), staff checked on the potential for the lot to be divided.

Two lots that met the Step 2 criteria were removed from the inventory during Step 4 because, though the improvement value is low relative to lot size, even with redevelopment the size of the lot would not support additional housing units.

### **Step 5. Redevelopment Strike Price Analysis**

- A query was performed on all taxlots planned for Residential and Commercial development, to identify Multifamily and Commercial sites with a market redevelopment “strike price” of less than \$10/ square foot.<sup>5</sup>

$$\text{Strike Price} = \frac{(\text{Improvement value} + \text{land value})}{\text{Total Square Feet of Lot}}$$

*The results of this “Strike price” analysis are shown in Buildable Residential Lands Working Map 4.*

Most of the sites identified by this query were already identified in Steps 1, 2, and 4. As a result of this query, seven sites totaling 5.35 acres were added to the inventory.

### **Step 6. Sort vacant and redevelopable lots by Comprehensive Plan designation**

The Comprehensive Plan designation is used, instead of the zone, because in Wilsonville’s land use system the Comprehensive Plan dictates the planned residential density on land outside of the (Villebois) Village zone. Vacant and redevelopable land in Wilsonville is held in a low-density Residential Agricultural-Holding (RA or RA-H) zone until the land is ready for development, at which time it must be re-zoned according to the densities in the Comprehensive Plan.

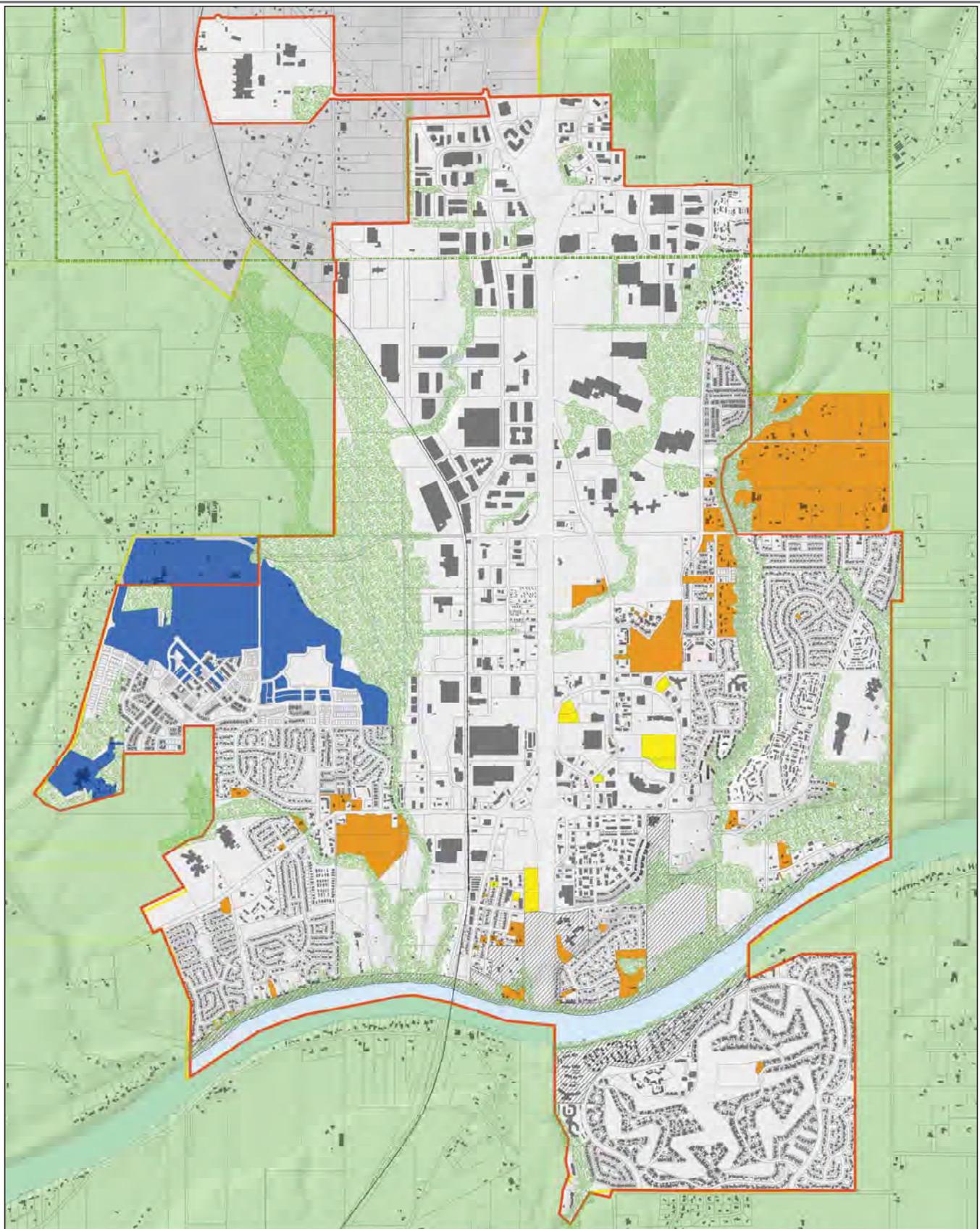
*The results of Step 6 are shown in Attachment 1, the Wilsonville Buildable Residential Lands Map.*

### **Attachments:**

1. Wilsonville Residential Buildable Lands Map
2. Working Map 1, showing first screen of vacant and redevelopable lands
3. Working Map 2, after unbuildable areas were removed
4. Working Map 3, after lots were added or removed during staff review
5. Results of the analysis of lots likely to redevelop.
6. Working Map 4, showing results of the Strike price analysis

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<sup>5</sup> This formula is part of the draft proposed Metro methodology for identifying sites zoned for Multifamily and Mixed Use development that are likely to redevelop. \$10/ sq ft is the estimated threshold for the market supporting redevelopment of suburban sites that are zoned for Multifamily development.



# Buildable Residential Lands Inventory Map

Data from 2/2013, Map Created 5/2013

Vacant lots and land likely to redevelop SROZ

**Comprehensive Plan**

Commercial

Residential

Village

Willamette River Greenway

County Boundary

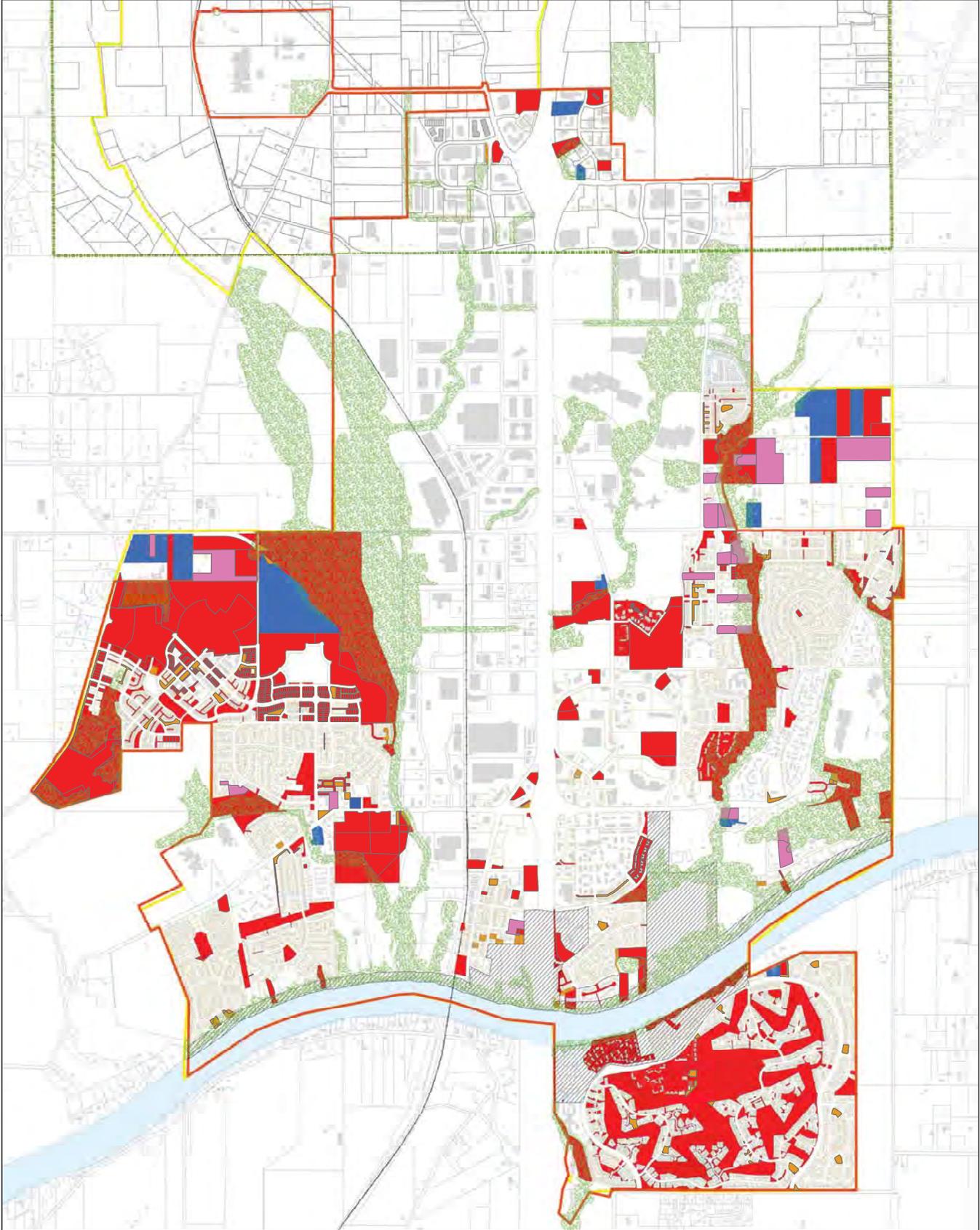
City Limits

UGB

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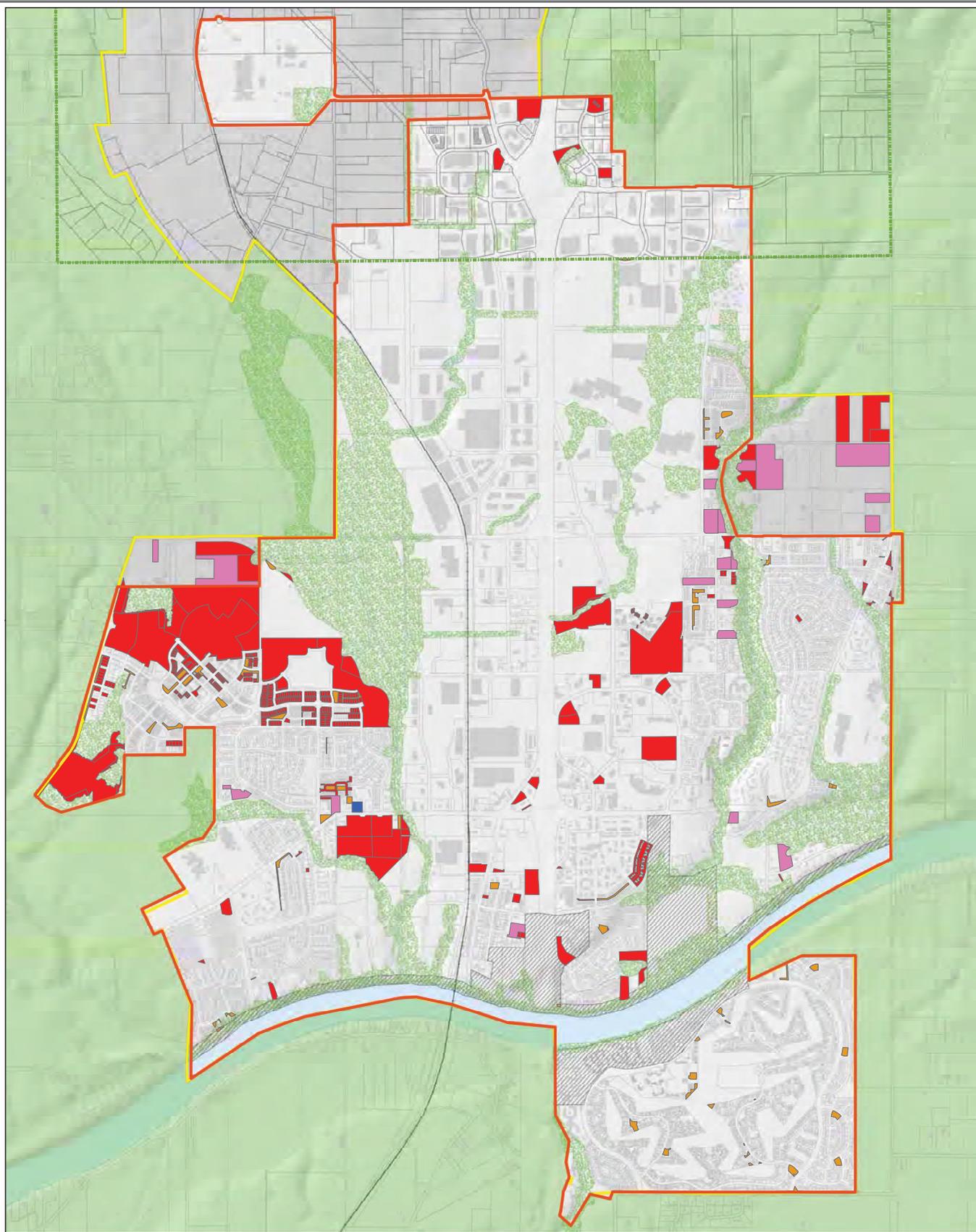
## Buildable Residential Lands Working Map 1

- All sites that are over 1 acre with improvement values between \$100,001-\$150,000
- All sites that are over 0.6 acres with improvement values between \$50,001- \$100,000
- All sites that are 0.26-0.5 acres with improvement values less than \$50,000
- All taxlots with building value of 0 (zero)
- Taxlots - All R and C Comp Plan
- SROZ
- Willamette River Greenway
- Building Footprints
- County Boundary
- City Limits
- UGB



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-  SROZ
-  Willamette River Greenway
-  County Boundary
-  City Limits
-  UGB
-  All taxlots with building value of 0 (zero)
-  All sites that are 0.26-0.5 acres with improvement values less than \$50,000
-  All sites that are over 0.6 acres with improvement values between \$50,001 - \$100,000
-  All sites that are over 1 acre with improvement values over \$100,000

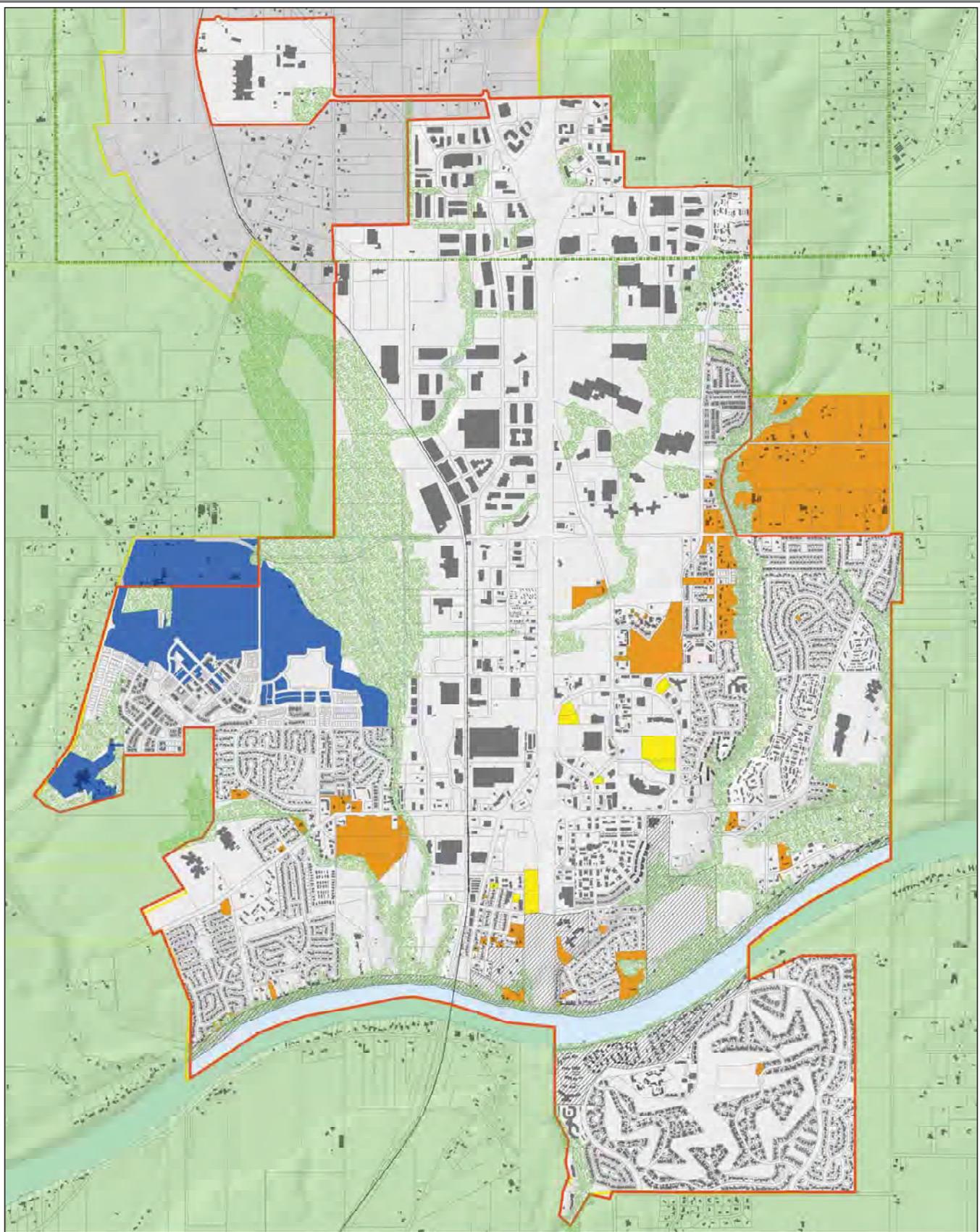
## Buildable Residential Lands Working Map 2

**DRAFT**

*This version displays taxlots from model selection criteria, after removing SROZ and HOA lots, and public land.*



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## Buildable Residential Lands Working Map 3

**DRAFT** *This version displays all taxlots after staff review*



Vacant lots and land likely to redevelop SROZ

**Comprehensive Plan**

- Commercial
- Residential
- Village

Willamette River Greenway

County Boundary

City Limits

UGB

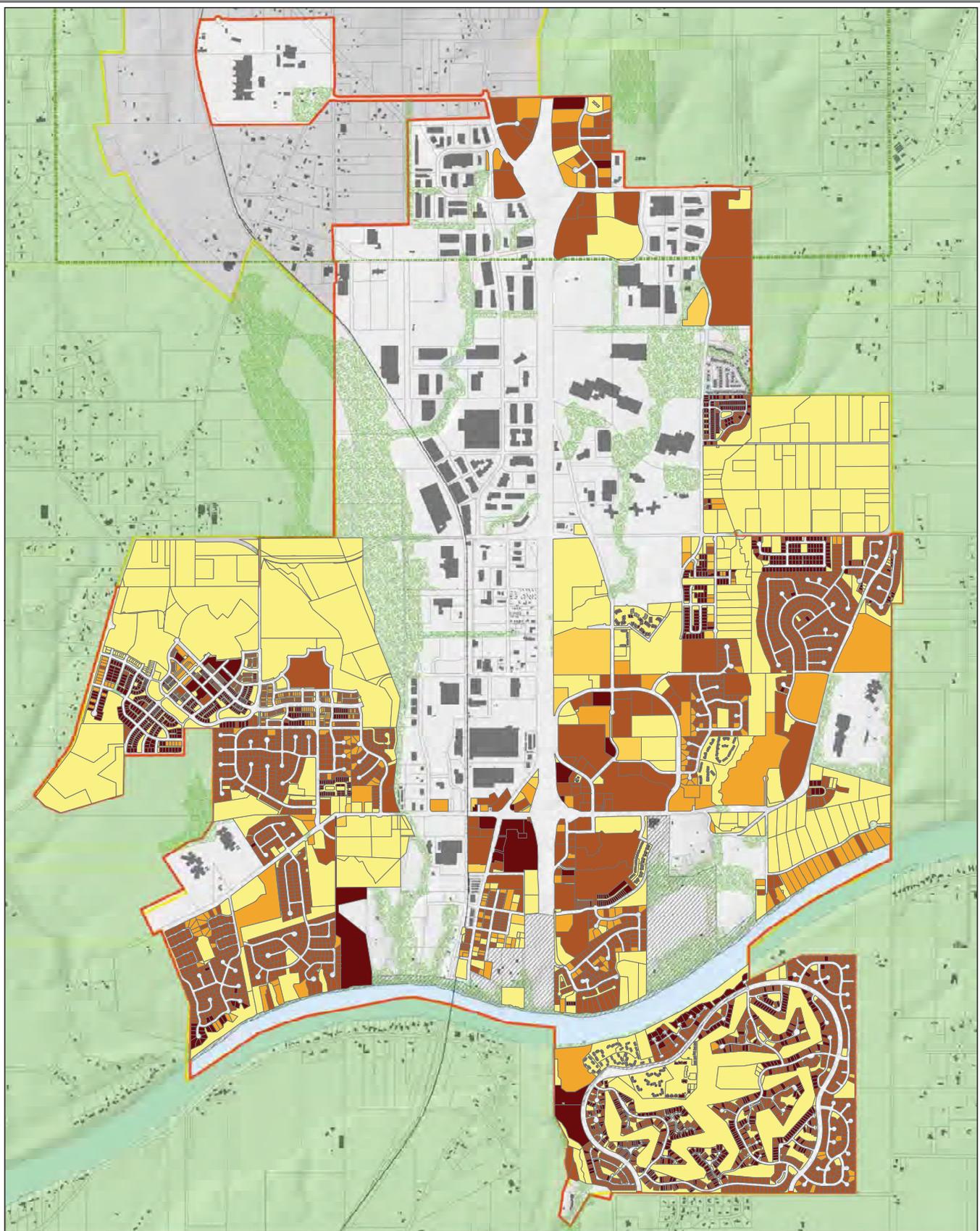
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Taxlot ID	Address	Redevelopment Indicators Met				Improvement / Land value is less than 1	Strike Price is less than \$10/ sf	Notes	Remove from inventory?
		Improvement Value is low relative to lot size (see methodology)	Underbuilt: Site is <50% of zoned capacity	Zoning: Site is planned for development but still in the RAH holding zone	Size of Lot: parcel is either 2 x the minimum lot size of the zone, or >2 acres if zoned RAH				
31W13BA05000	28325 SW CANYON CREEK RD S	X		X	X	X	X	Large dividable lot, surrounded by newly redeveloped neighborhood.	
31W14C 00800	10475 SW WILSONVILLE RD	X		X	X	X	X	Large dividable lot, adjacent to similar lot. Infill is possible without removing existing house.	
31W14C 01200	10365 SW WILSONVILLE RD	X		X	X	X	X	Large dividable lot, adjacent to similar lot. Infill is possible without removing existing house.	
31W15DC05100	29786 SW LEHAN CT				X		X	Large dividable lot. Improvement/ land value ratio is 1.1, but infill is possible without removing existing house.	
31W23AC00400	30820 SW FIR AVE	X			X	X	X	large lot; development has been proposed in the past	
31W23AC00600	9150 SW 4TH ST	X		X		X	X	adjacent to I-5. Construction of one SF house underway May 2013 via DB13-0002 .	
31W23AC00700	9180 SW 4TH ST	X		X		X		Construction of one SF house underway May 2013 via DB13-0002 .	
31W22AB00200	32060 SW GUISS WAY	X				X	X	Lot fronts on Wilsonville Rd	
31W23AC01200	30955 SW FIR AVE	X			X		X	Land division may require removing existing building. 11 units proposed for land use permit a few years ago.	
31W23AC01400	30900 SW MAGNOLIA AVE	X		X			X	Manufactured home.	
31W23AC05600	30935 SW MAGNOLIA AVE	X		X				Lot in Old Town neighborhood developed with single family manufactured home. Lot is not adjacent to redevelopable parcels, and shape of lot makes it unlikely to be divided.	yes
31W23DA00100	NO SITUS	X			X			Dividable lot in a neighborhood, occupied by barn.	
31W23DB00700	30990 SW BOONES FERRY RD	X		X				Lot in Old Town neighborhood developed with single family manufactured home. Lot is not adjacent to redevelopable parcels, and shape of lot makes it unlikely to be divided.	yes
31W23DB01200	9400 SW TAUCHMAN ST			X	X		X	Unoccupied mobile home park, for sale	
31W24 00850	8455 SW METOLIUS LN	X			X			Very large lot fronting on Willamette. Application for development of 33 units approved in 2008 (DB07-0073). Application for final plat pending approval in 2013.	
31W24 00900	8455 SW METOLIUS LN		X		X			Very large lot fronting on Willamette. Application for development of 33 units approved in 2008 (DB07-0073). Application for final plat pending approval in 2013.	
31W12D 03001	27650 SW CANYON CREEK RD N	X		X	X		X	large lot, dividable, constrianed by SROZ	
31W12D 03200	27960 SW CANYON CREEK RD N	X		X	X		X	large lot, dividable, constrianed by SROZ	
31W12D 03300	7727 SW BOECKMAN RD	X		X	X		X	large lot, dividable, constrianed by SROZ	
31W13B 00101	28130 SW CANYON CREEK RD S	X		X	X		X	large lot, dividable, constrianed by SROZ	
31W24A 00600	7305 SW MONTGOMERY WAY	X		X	X			large lot, dividable, constrianed by SROZ	
31W13B 00302	28200 SW CANYON CREEK RD S	X		X	X		X	Similar nearby properties have recently been assembled and redeveloped.	

Taxlot ID	Address	Redevelopment Indicators Met				Improvement / Land value is less than 1	Strike Price is less than \$10/ sf	Notes	Remove from inventory?
		Improvement Value is low relative to lot size (see methodology)	Underbuilt: Site is <50% of zoned capacity	Zoning: Site is planned for development but still in the RAH holding zone	Size of Lot: parcel is either 2 x the minimum lot size of the zone, or >2 acres if zoned RAH				
31W13B 00900	28500 SW CANYON CREEK RD S	X		X	X		X	Similar nearby properties have recently been assembled and redeveloped.	
31W13B 01300	28700 SW CANYON CREEK RD S	X		X	X	X	X	Similar nearby properties have recently been assembled and redeveloped.	
31W24A 03400	7535 SW SCHROEDER WAY	X		X	X	X		large lot dividable. Site access and SROZ will make redevelopment challenging. Site currently for sale with adj. lot.	
31W24A 03500	7525 SW SCHROEDER WAY	X		X	X	X	X	large lot dividable. Site access and SROZ will make redevelopment challenging. Site currently for sale with adj. lot.	
31W13B 00300	28160 SW CANYON CREEK RD S			X	X		X	Large dividable lot, adjacent to similar lots. Constrained by SROZ. Similar nearby properties have recently been assembled and redeveloped.	
31W13B 00301	28080 SW CANYON CREEK RD S			X	X			Large dividable lot, adjacent to similar lots. Constrained by SROZ. Similar nearby properties have recently been assembled and redeveloped.	
31W13B 00700	28400 SW CANYON CREEK RD S			X	X		X	Large dividable lot, adjacent to similar lots. Constrained by SROZ. Similar nearby properties have recently been assembled and redeveloped.	
31W13B 00800	28450 SW CANYON CREEK RD S			X	X		X	Large dividable lot, adjacent to similar lots. Constrained by SROZ. Improvement/ land value ratio is 1.2. Similar nearby properties have recently been assembled and redeveloped.	
31W13B 01000	28530 SW CANYON CREEK RD S			X	X		X	Large dividable lot, adjacent to similar lots. Constrained by SROZ. Improvement/ land value ratio is 1.10. Similar nearby properties have recently been assembled and redeveloped.	
31W13B 01100	28600 SW CANYON CREEK RD S			X	X	X	X	Large dividable lot, adjacent to similar lots. Constrained by SROZ. Similar nearby properties have recently been assembled and redeveloped.	
31W13B 01200	28650 SW CANYON CREEK RD S			X	X	X	X	Large dividable lot, adjacent to similar lots. Constrained by SROZ. Improvement/ land value ratio is 1.0. Similar nearby properties have recently been assembled and redeveloped.	
31W14C 00900	10455 SW WILSONVILLE RD			X	X		X	Strike price number is \$6/sf ft (below the \$10 threshold)	
31W22A 00300	10725 SW WILSONVILLE RD			X	X	X	X	Strike price number is \$7/sf ft (below the \$10 threshold)	



## Buildable Residential Lands Working Map 4

# DRAFT

### StrikeValue

- 0 - 10
- 11 - 12
- 13 - 20
- 21 - 50
- 51 - 5212

*This version displays "Strike Value"  
(Improvement Value+Land Value) / SqFeet*

**Planning Commission - June 12, 2013  
Goal 10 Housing Page 47 of 47**



Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Wilsonville Planning Department to verify report information is complete and accurate.



City of Wilsonville

## **PLANNING COMMISSION MEETING**

**WEDNESDAY, JUNE 12, 2013**

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### **VII. OTHER BUSINESS**

- A. 2013 Planning Commission Work Program

## 2013 Annual Planning Commission Work Program

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
June 12		Goal 10 Housing Needs Analysis Metro's Climate Smart Communities	
July 10	ODOT Passenger Rail	Goal 10 Housing Needs Analysis Villebois Master Plan Amendments relating to the former LEC site Tax Increment Financing (TIF) Zones	
July 15		<b>Special Meeting</b> - Joint Work Session with City Council on the Housing Needs Analysis and Metro's Climate Smart Communities	
August 14		Goal 10 Housing Needs Analysis	TIF Zones Villebois Master Plan Amendments relating to the former LEC site
September 11	ODOT Passenger Rail update		

### 2013

- 1 **5-year Infrastructure Plan**
- 2 Asset Management Plan
- 3 Basalt Creek Concept Planning
- 4 Community Investment Initiative
- 5 Climate Smart Communities (Metro)
- 6 **Development Code amendments related to density**
- 7 Advance Road/Frog Pond Concept Planning
- 8 **Goal 10 Housing Plan**
- 9 **Old Town Code Amendments**
- 10 Parks & Rec MP Update - Rec Center/Memorial Park Planning
- 11 Villebois Master Plan Amendments for former LEC site
- 12 French Prairie Bike/Ped Bridge
- 13 **Density Inconsistency Code Amendments**

\*Projects in bold are being actively worked on in preparation for future worksessions



City of Wilsonville

## **PLANNING COMMISSION MEETING**

**WEDNESDAY, JUNE 12, 2013**

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### **VIII. INFORMATIONAL ITEMS**

- A. SMART Newsletter, May 2013

## ***From the Director***

***This is the first monthly report from South Metro Area Regional Transit (SMART), the City of Wilsonville's Transit Department. I continue to be surprised by the number of people who live or work in Wilsonville and don't know about SMART. That said, here are a few tidbits offered as an introduction:***

- 1) We're not TriMet. TriMet is the big transit agency to the north. TriMet does provide transit service into Wilsonville in two ways: the Westside commuter rail (WES); and bus route 96 that only comes into Wilsonville on Commerce Circle at the north end of town.**
- 2) SMART provides bus service around Wilsonville and also provides commuter express buses to the Barbur Boulevard Transit Center in Portland and to downtown Salem. SMART also serves Canby during morning and evening commute times.**
- 3) SMART also provides Dial-a-Ride service to those who need it.**
- 4) You can ride all of SMART's in-town buses for free. Fares are charged for out-of-town service.**
- 5) The major revenue source paying for SMART services is a local payroll tax, which is substantially below TriMet's payroll tax (.005% v. .007137%). The local business community really makes it possible for SMART to provide the services we provide. Please think of them and do business with local companies every chance you get.**

***Stephan Lashbrook, Transit Director***

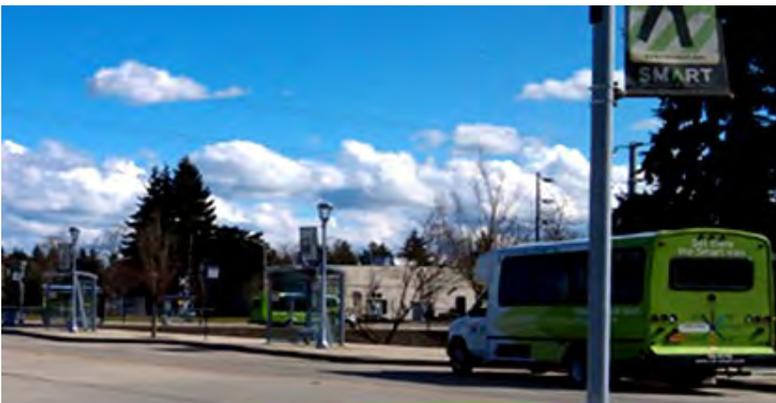
***SMART***

*"I want to take this opportunity to let SMART know how much we appreciate their service and especially our Dial A Ride driver, Bernie !!*

*He is always on time, is friendly, professional and always has a smile for us all. He is a very good/safe driver and willing to help everyone with any problems or questions we may have.*

*It's always a pleasure to ride with Bernie."*

*- Pat DeLude,  
Weideman Park*



**SMART Central Station**

## **In This Issue**

- Options Programs**
- Fleet Maintenance**
- Ridership Stats**
- Integration Project**



Art by Bike Tour— May 2012

## Options Programs

### Walk Smart

April 26, 2013—The season's first Walk @ Lunch event brought out over 50 participants from 14 businesses from all over Wilsonville. The group walk began and ended at Metro Graphics. The next Walk @ Lunch group walk will be held on June 26, 2013.

### Bike Smart

May is Bike Month in Wilsonville and all around the nation! Get your free "Bike Smart" safety kit and weather-resistant bicycle seat cover—while supplies last. Pick yours up at the new SMART Office located at 28879 SW Boberg Road.

### Regional Campaigns

SMART Options Program staff are busy preparing for the annual "Carefree Commuter Challenge". This is a region-wide campaign that promotes alternatives to driving alone. Businesses and other transportation advocacy groups participate from all over the metro-region. This month-long campaign begins July 1, 2013.

**Find the full summer calendar of events at [RideSmart.com](http://RideSmart.com)**

## Fleet Update

In addition to usual routine maintenance and repair work, Fleet staff has concentrated on annual servicing and preparation of the City's mowers, and other related turf maintenance equipment. This includes not only the twelve mowers of varying sizes and types, but also the edgers, blowers, and trailers associated with their use.

The recent reorganization of the departments within Public Works resulted in necessary changes to the vehicle fleet. Changes included several vehicle reassignments, and the modification of some existing vehicles. Upon completion of the physical changes, corresponding changes were made in the Fleet software, to ensure accuracy of fleet charges to the individual divisions of Public Works.



Fleet Maintenance

# Operations

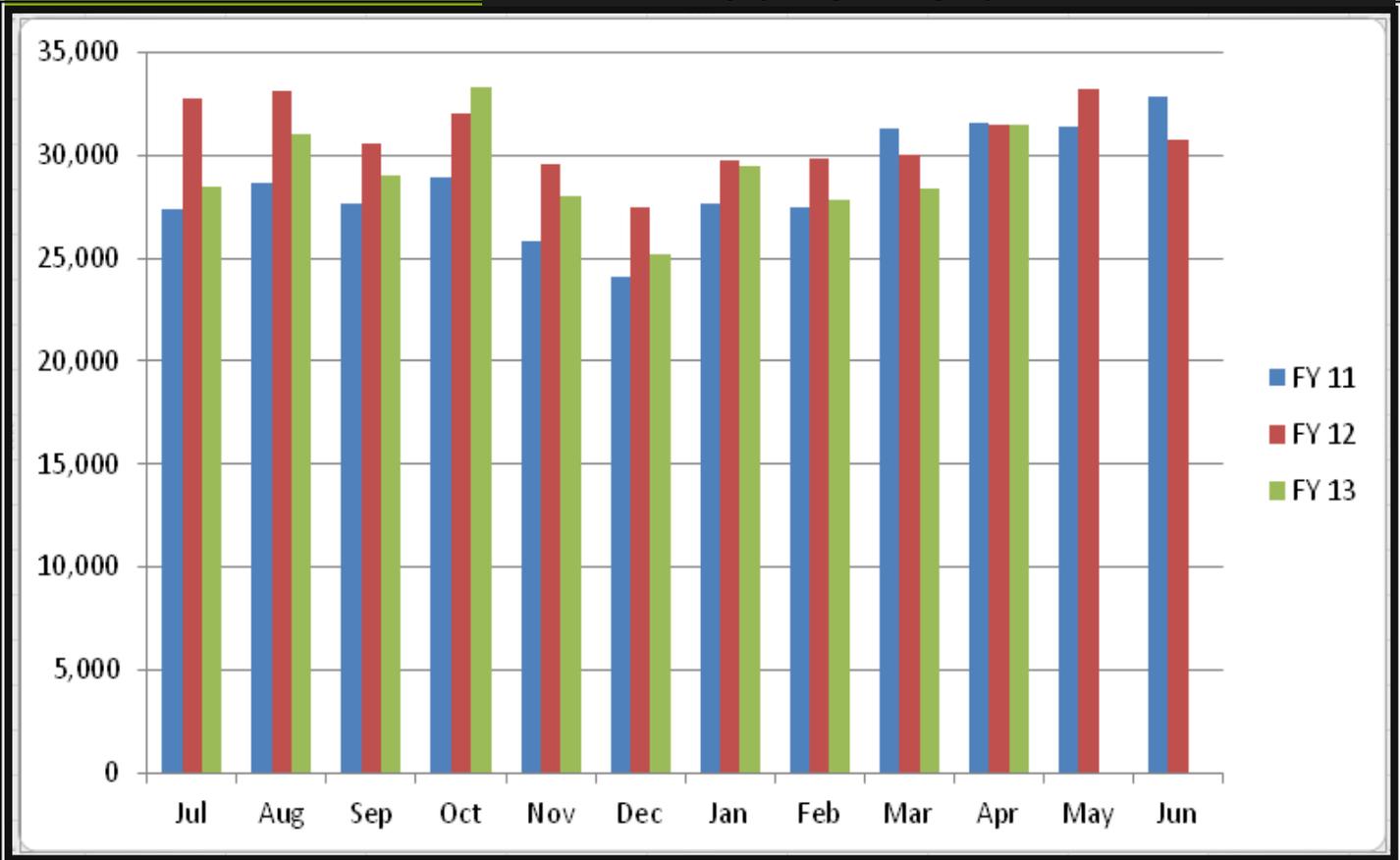
After a record breaking year in FY12, due in part to the rising price of gas reaching well over \$4.00 per gallon, ridership has backed off somewhat.

Through April, 2013, ridership is down 5.2% for the year. However, April proved to be a good ridership month, matching the ridership counts of last year. We have been watching the Crosstown 4 route because the ridership had recently dropped 9% but ridership has rebounded back to over 11,000 for the month.

We will continue to analyze this route to determine why it's experiencing the volatility in ridership.



Seeing eye dog training day on a SMART bus



# Transit Integration Project

Staff and consultants are currently conducting stakeholder interviews and putting final touches on the community survey that will soon be available online to employees and residents of Wilsonville. This survey will gather information from current users of SMART services, as well as collect information from non-users.

The public outreach portion of this project begins in May and will continue throughout the summer. The survey and project page information can be found at [www.RideSmart.com](http://www.RideSmart.com) beginning in mid-May.



## Contact Us

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**Keep an eye out for the Trolley's return just after Memorial Day!**



City of Wilsonville

## **PLANNING COMMISSION MEETING**

**WEDNESDAY, JUNE 12, 2013**

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### **VIII. INFORMATIONAL ITEMS**

- B. *Metro Making a Great Place: Voters Invest In Nature*

# MAKING A GREAT PLACE



Thanks to voters, Metro is protecting clean water, clean air and healthy habitats for animals – and curious humans. Over the course of two bond measures, the region has preserved 13,000 acres of land and 100 miles of rivers and streams, opened three major nature parks, planted 2 million trees and shrubs, and supported hundreds of community projects.

**Learn more:**  
[www.oregonmetro.gov/naturalareas](http://www.oregonmetro.gov/naturalareas)

**Get in touch:**  
503-797-1545 or  
[naturalareas@oregonmetro.gov](mailto:naturalareas@oregonmetro.gov)



Canemah Bluff Natural Area

## Voters invest in nature

### Metro's parks, natural areas get boost from levy

Voters in the Portland metropolitan area approved a five-year local option levy in May 2013 to care for Metro's growing portfolio of natural areas and regional parks. Oregonians value these special places, and the fish and wildlife that depend on them. Their investment will raise about \$10 million per year, allowing Metro to do an even better job restoring and managing its 16,000 acres across the region.

The levy will make a difference for most of the land Metro oversees. Planning is underway for a detailed list of projects that are coming during the next five years. Some are complex and will take several years to complete. Others are one-time actions that will be phased in.

Improvements will span the region, from western Washington County to eastern Multnomah County. They'll also span Metro's destinations, from developed parks and boat ramps that attract thousands of visitors each year to natural areas that are havens for wildlife.

The chief operating officer will approve a detailed work plan for each of the six areas receiving levy funds: natural area restoration and maintenance, natural area improvements for visitors, park maintenance and improvements, volunteer programs, conservation education and Nature in Neighborhoods community grants.

The Metro Council will approve a budget for first-year levy expenses by the end of June. Each year, Metro will produce a report to the public detailing the accomplishments and expenses of the levy program.





### Improvements on the way

The levy will fund improvements at Metro parks and natural areas across the region. Check out a few of the sites that will get makeovers for plants, animals and human visitors.



Chehalem Ridge Natural Area



Newell Creek Canyon



Oxbow Regional Park



Mason Hill Park

## LEVY INVESTMENTS

### Six program areas have been identified for levy funding

#### NATURAL AREA RESTORATION AND MAINTENANCE

Large-scale, intensive restoration projects will significantly improve the health of the highest-priority habitats. Smaller restoration projects will enhance ecological function at a variety of sites. And natural area maintenance across Metro’s properties will help control invasive species and give native plantings a chance to thrive.

**CONTACT: Jonathan Soll, [jonathan.soll@oregonmetro.gov](mailto:jonathan.soll@oregonmetro.gov) or 503-797-1727**

#### NATURAL AREA IMPROVEMENTS FOR VISITORS

A number of natural areas will receive low-impact, low-cost improvements that make them safer and easier to visit. Hiking and walking opportunities will be a focal point.

**CONTACT: Janet Bebb, [janet.bebb@oregonmetro.gov](mailto:janet.bebb@oregonmetro.gov) or 503-797-1876**

#### PARK MAINTENANCE AND IMPROVEMENTS

Capital improvements such as new restrooms, playgrounds and parking will enhance Metro’s developed parks, which attract more than 1.3 million visitors every year.

**CONTACT: Justin Patterson, [justin.patterson@oregonmetro.gov](mailto:justin.patterson@oregonmetro.gov) or 503-797-1886**

#### VOLUNTEER PROGRAMS

Volunteer resources will be expanded to support opportunities for meaningful community engagement across all programs funded by the levy.

**CONTACT: Dan Moeller, [dan.moeller@oregonmetro.gov](mailto:dan.moeller@oregonmetro.gov) or 503-797-1819**

#### CONSERVATION EDUCATION

Metro will expand classes and exhibits that help people learn from regional parks and natural areas. New opportunities will be developed for youth, including skill-building programs focused on underserved communities.

**CONTACT: John Sheehan, [john.sheehan@oregonmetro.gov](mailto:john.sheehan@oregonmetro.gov) or 503-972-8542**

#### NATURE IN NEIGHBORHOODS COMMUNITY GRANTS

The Nature in Neighborhoods restoration and enhancement grant program will expand, supporting habitat restoration, conservation education and other projects that connect people with nature close to home. Since launching the program in 2006, Metro has funded nearly 100 community projects across the region.

**CONTACT: Heather Nelson Kent, [heather.kent@oregonmetro.gov](mailto:heather.kent@oregonmetro.gov) or 503-797-1739**

For information about job opportunities, visit [www.oregonmetro.gov/jobs](http://www.oregonmetro.gov/jobs)

For information about contracting opportunities, visit [www.oregonmetro.gov/contracts](http://www.oregonmetro.gov/contracts)

#### Where levy funds will go

*All percentages are approximate*

