

## PLANNING COMMISSION MEETING

WEDNESDAY, APRIL 10, 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. 6:20 PM CITY COUNCIL LIAISON REPORT**

A. City Council Update

**V. 6:30 PM CONSIDERATION OF THE MINUTES**

A. Consideration of the March 13, 2013 Planning Commission minutes

**VI. 6:35 PM WORK SESSIONS**

- A. Goal 10 Housing Needs Analysis (ECONorthwest)
- B. TSP Code Amendments (Mangle)

**VII. 8:35 PM OTHER BUSINESS**

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

**VIII. 8:45 PM ADJOURNMENT**

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

Public Testimony

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

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

Thank you for taking the time to present your views.

For further information on Agenda items, call 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/Index.aspx?page=312>.

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
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**PLANNING COMMISSION MEETING**

**WEDNESDAY, APRIL 10, 2013  
6:00 PM**

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**V. CONSIDERATION OF THE MINUTES**

- A. Consideration of the March 13, 2013 Planning Commission minutes

**PLANNING COMMISSION  
WEDNESDAY, MARCH 13, 2013  
6:00 P.M.**

**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 6:02 p.m. Those present:

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

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle, and Jen Massa Smith

**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

The City Council Liaison report was provided after Agenda Item VII Commissioner Comments.

**V. CONSIDERATION OF THE MINUTES**

The February 13, 2013 Planning Commission minutes were unanimously approved with one correction, "Auto ~~Offo~~ Lane" toward the bottom of Page 10.

**VI. WORK SESSIONS**

A. Transportation System Plan Update Chapters 5-7 (Neamtzu/DKS)

**Chris Neamtzu, Planning Director**, noted Scott Mansur and Brad Coy of DKS & Associates would review the last three chapters of the draft *Transportation System Plan* (TSP) document as well as the Executive Summary, and discuss the reorganization of the chapters in the TSP. Jen Massa Smith of SMART, who is largely responsible for the programs the City runs, was also present to offer background and information regarding SMART Options. The Commission would discuss the TSP Code with Darci Rudzinski and Katie Mangle following the chapters' discussion.

Scott Mansur, DKS & Associates, directed the Commission to the revised outline on Page 2 of 62 of the Staff report and explained that Chapter 3. The Standards was now inserted between Chapter 2. The Vision and Chapter 4. The Needs because the needs of the City's transportation system are based on the standards in Chapter 3. He noted the Executive Summary along with (renumbered) Chapter 3. The Standards, Chapter 6. The Programs and Chapter 7. Performance, would be discussed tonight.

**Scott Mansur and Brad Coy, DKS & Associates**, briefly reviewed the new Executive Summary and new Draft Chapters 3, 6 and 7. Key comments, questions and discussion items regarding each chapter continued as follows:

- Executive Summary, on Page 3 of 62, highlighted the major points of the larger TSP document. Unlike prior TSPs, a performance chapter has been included. Previously, the City would adopt the TSP, which

would be used until the next update. The performance chapter included metrics to measure how the TSP was doing, as far as achieving its goals, etc.

- The summary was meant to be shorter in length. However, the volume of needed information could not be condensed in fewer pages. It was well laid out and easy to read.
- The summary should clarify how other master plans work with or are incorporated into the TSP.
- Multi-modal should be defined or described early in the document. It was currently first mentioned on Page 4 of 62 under The Vision section.
- On Page 7 of 62, it was confirmed that the right side of the column was cut off and would be fixed.

Councilor Fitzgerald arrived at this time.

- Chapter 3 The Standards, on Page 9 of 62, provided the framework for the City's standards and revealed the gaps and deficiencies in the transportation system. The City's new Functional Classifications were on Page 12 of 62. One key change was the City now has only one collector classification in the TSP, rather than four different collector cross-section standards. The intent was to have one collector classification, but have flexibility within the cross-section standard to change the cross-section based on the adjacent land use, as presented starting on Page 21 of 62.
- Changes to the Functional Classifications included Kinsman Rd, which is currently a collector, becoming a minor arterial due to the importance of serving traffic completely through the west side of Wilsonville. Town Center Lp East, currently a major arterial, would be changed to a collector. The portion of Wilsonville Rd between Town Center Lp East and Town Center Lp West should be kept a major arterial rather than a collector since the road has four lanes.
  - Freight Routes was a new section within Chapter 3 that highlighted the importance of improved coordination with regard to other users, businesses, adjacent jurisdictions and when making improvements.
  - Figure 3-5. Bicycle Routes on Page 19 had been added since the Commission last viewed the projects list. All existing and future bicycle routes were identified as well the regional trails, multi-use paths, bike lanes and local street bikeways.
  - The Cross-section Design Standards, beginning on Page 20, now included ranges to provide flexibility for the Planning Director; a series of notes have been worked through with the Engineering Department. A low impact development (LID) local street cross-section was added, and Figure 3-11 highlighted the Trail and Shared-Use Path cross-sections.
  - One collector cross-section standard could be implemented into the Public Works' standards with any number of specific, detailed cross-sections that are needed. Chapter 3 would provide more of a policy direction or framework that sets some of the bigger parameters used to lay out the engineering design standards in the Public Works' document.
  - The width differences between the shared use path and shared use path adjacent to the roadway shown on Page 26 of 62 were clarified. The 8 ft to 12 ft width was from the Bicycle and Pedestrian Plan and the 10 ft to 12 ft came from the Tonquin Trail Plan. For consistency, those distances would be modified to a range of 8 ft to 12 ft to provide greater flexibility.
  - Mr. Mansur confirmed that they had considered placing bike lanes at the curb and parking cars between the bike lanes and road lanes which is a two-way cycle track. Page 27 illustrated the cycle track, but did not indicate parallel parking spaces; any on street parking would be between the travel lane and the cycle track.
- Figure 3-12 on Page 27 would be changed to show a parked car, indicating parallel parking spaces, to clarify how a cycle track functions with parking, which is always between the cycle track and the travel lane.
  - Keeping bicyclist out of moving traffic is safer. Different design options would be considered.
  - The buffered bike lane was a good option, especially when next to parallel parking because the buffer areas provide space to minimize conflicts between cyclists and opening car doors.
  - Several options were available to separate cycle tracks from motor vehicle traffic. A cycle track in Beaverton has only a yellow painted curb, which appears to be only a painted line to the

unwary bike rider. The track at Portland State University has a 3-ft striped area and candlesticks that separate parked cars from the track. The track shown on Page 27 on Cully Blvd uses a tiered approach with the cycle track, asphalt, and sidewalk separated by a 3-inch height difference. A double-striped bike lane that is used on Tualatin-Sherwood Rd would be more economical.

- Figure 3-13 on Page 29 was intended to identify the desired quarter-mile ODOT spacing standard between accesses; it did not mean that accesses, such as that for the church and office building on Miley Rd, would be removed. As redevelopment occurs or if other opportunities are available, that spacing would be desired through coordination with ODOT. A clarification would be provided, stating that existing and other accesses in the area would not necessarily be closed or removed.
- The total widths of the street cross-sections from Figure 3-8 and higher were given as the range, but Figure 3-7 and lower are given as the average. Using only the range was preferred.
- Mr. Mansur confirmed that Commissioner Levit's comments in his email dated March 11, 2013 would be addressed. One change had already been made on Page 10 of 62 to show that ODOT's jurisdiction actually extends to the entrance to Argyle Square.
- Although the spacing standards on Page 13 and 14 or the access spacing on Page 28 of 62 did not match the existing street system, the intent was to provide good mobility. The main standard of change was from 600 ft to 1,000 ft; however, the intent was not to close every driveway, but to work through the process. Note B was also added that discussed the desired access spacing and show the flexibility that exists for remodels, relocation or redevelopment. New roads in future development would focus on the minimum spacing standard to provide the best mobility for those roads.
  - While the concept of the standard was intended to keep capacity, it did not always work out well.
- Concern was expressed that all major, minor arterials and collectors mention that the medians shall be landscaped when not needed as a left turn lane. Not having the middle lane results in people driving the wrong way and takes away the ability for people to access commerce.
  - A perfect example is on Town Center Lp East in front of the hardware store, a curb prevents people exiting Thunderbird Dr from making a left turn. Although listed as a three-lane roadway, a large portion of the third lane used to turn into businesses and residential areas was taken away by putting in a planter strip at a huge cost. It did nothing but impede the flow of traffic. Some landscaped medians have no functionality. The preference was that medians be landscaped when not needed as a left turn lane, implying that access into driveways is not needed as well. [Inaudible] lane access is important and should be clarified in the chapter.
- The median at Brenchley Estates on Parkway was installed as a traffic separator to offset driveways and concerns about head-on collisions.
  - Some safety reasons exist behind installing green landscaped medians. The focus was not to shut off left turn lanes, but to focus on major streets or public streets with left turns. As medians are installed and the number of driveways on arterials is eliminated, the collision rate always decreases. The City's collision rate is very low because medians are well maintained with good access regulation.
  - Commissioners McGuire and Hurley discussed balancing safety, backed up by collision statistics, and inconvenient land access, which can cause drivers to make illegal maneuvers.
- Chapter 6 The Programs emphasized that infrastructure could not be built without having effective management and keeping costs reasonable. The City currently manages multiple programs and a few new programs were proposed as indicated on Page 31 of 62.
  - Regarding whether any program elements focused on language assistance, Jen Massa Smith, stated some SMART brochures are translated into Spanish, including schedules and some program materials. Spanish translated pages are on SMART's websites and staff is available for callers who want to speak Spanish. She would look into the AT&T language line which provided assistance with all 40 languages spoken in the Metro area.
    - A recent Title 6 seminar discussed proposed requirements that any government receiving federal transportation funding would have to offer a limited language proficiency program for any part of the population that was 5% or 1,000 or less. If this was the case, it would be

beneficial to call out in the TSP that language assistance was being done, which could provide eligibility for further funding.

- On Page 39 of 62, “Transit Needs” and “Transit Projects” should be renumbered under “Other Transit References”; Chapter 3 should be Chapter 4 and Chapter 4 should be Chapter 5.
- One challenge regarding Transportation Demand Management (TDM) was that the light rail schedule did not fit the employees’ schedules. This was also heard from both large and small employers, and when doing public outreach to the freight community in Wilsonville.
- “A Timeline and Cost of Capital Projects” on Page 33 of 62 required some changes to clarify what happens to medium and large projects as the years progress in light of how money is spent in a fiscal year.
  - The timelines were more of a construction period rather than scheduling of the project. Perhaps “Time to Completion” or something along those lines could be used.
  - It could be that the budget of \$500,000 to \$3 million on the medium projects would be split into two different years and instead of budgeting it on all in one year. The large projects would be split into however many years it takes to complete. Further review would be done to confirm this was correct.
  - As far as scheduling, projects on two parallel facilities would be done at different times so that a secondary route would be available for motorists. For example, Staff waited for work on the Wilsonville Interchange to be completed before starting the Boeckman Rd work. The intent was that the 5-Year Capital Improvement Program (CIP) process would identify which projects would be done and at what time; not all the projects would be implemented over the next five years. As the need arises, the CIP determines how the budget would be allocated amongst small, medium and large projects, taking parallel facilities and other needs into consideration. This is how the City currently schedules projects.

Councilor Fitzgerald left the meeting at this time.

- Concern was expressed regarding street projects taking place in the city and the planning of those projects. Companies would like to know in advance if certain streets will be closed or if detours may be present.
  - All the capital projects are identified and updated on the City’s website under the Community Development page to inform people about projects taking place in the city. Currently, the page is being upgraded and improved to include a Beware of Road Construction section. In addition, the Planning Department has a section for private building projects. Both webpages allow one to check and view the projects going on around town. Staff would ensure that start times are also included for each project.
  - On a yearly basis, the CIP has a budget report that identifies upcoming projects. While no timelines would likely be provided, it would identify which projects would take place and when.
- Chapter 7 The Performance tracks the City’s efforts in creating a multi modal system as far as how the goals in the City’s vision are being achieved. As the next TSP is updated, the measures shown in Table 7.1 would be used to determine how the City has been doing.

Mr. Mansur briefly reviewed the two alternatives presented in the memorandum dated March 6, 2013 on Page 47 of 62 regarding the Brown Road Extension Alternatives Comparison. From a transportation planning aspect, both alternatives achieve the goal of providing the second access, but to make a recommendation, understanding how land south of Wilsonville Rd would redevelop conceptually would reveal the best alternative. It was a very close comparison once advantages and disadvantages are considered.

- Also discussed was which alternative made sense with regard to the water and sewer issues; Pages 56 through 58 of 62 of the memorandum depicted the resulting impacts of the different alignments that the City laid out some time ago. These concepts were used in the evaluation

Comments and responses to questions from the Commission regarding the Brown Road Extension Alternatives were follows:

- Land acquisition costs were included in “Design, ROW and Contingencies” in Table 1 on Page 53 of 62.
- The cost comparison figures in Table 1 came from a study done by OBEC for the City. The small difference between the alternatives’ costs, in spite of the fact there was a home on the 5<sup>th</sup> St route, had to do with the linear interpolation of the distance of one road versus the other. The intent was to include land acquisition costs in Table 1, but the actual acquisition costs were not extrapolated, essentially it was based on square footage. Some variation was likely included as far as contingencies to provide a buffer for the land acquisition. They did not want to estimate a \$14.8 million project and have the actual value be \$16 million.
- When the alternatives were originally considered for the TSP and aerial photos were viewed, even though 5<sup>th</sup> St would align with Memorial Dr only a person with delusions of grandeur would think that would ever happen. There was no reason why the project would go that far south.
  - The section of Boones Ferry between 5<sup>th</sup> St and Bailey St has one historic structure on the northeast corner of 5<sup>th</sup> St and Boones Ferry Rd with no room. Whereas, there are three lanes available at Bailey St which seems to make more sense. The 150 ft difference between the two to the railroad tracks was nothing when talking about streets.
- The 5<sup>th</sup> St option would be more intrusive to the neighborhood. Although less than initially believed, the grade would be too steep for bike access to go up 5<sup>th</sup> St and straight across. It would be better to come in on Bailey St and loop around to connect with Memorial Dr. Having bikes go through the neighborhood would be much better than adding cars into the neighborhood.
- Most likely, only pedestrians or bikes would cross I-5, not vehicles. Bailey St made more sense as it is a commercial intersection.
- A vocal comment had been heard that people in Old Town did not feel a need for a connection to the west, but to the east of the highway. Bailey St would be better for keeping traffic out of Old Town. There would be a lot of discussion with the neighborhood before any plans proceed.

Commissioner Hurley thanked the consultants for providing the information regarding ODOT rail.

Katie Mangle, Manager of Long Range Planning, stated the entire document would be presented to the City Council at a work session on Monday, March 18<sup>th</sup>. The draft would then be updated based on comments from the Planning Commission and City Council before going into the public hearings.

#### B. TSP Code Amendments (Mangle/APG)

**Katie Mangle, Long Range Planning Manager**, explained that the draft Transportation System Plan (TSP) Code Amendments did not have to go forward in the TSP package. The Commission could determine whether more time is needed to work on the amendments following tonight’s discussion. The TSP projects are implemented through the Capital Improvement Program (CIP) but the proposed Development Code amendments implement the TSP policies or big ideas in private development. The Code amendments would facilitate getting projects done and also address the need for City compliance with regional and state policies. Staff has been collaborating on the draft Code Amendments with Darci Rudzinski of Angelo Planning Group and sought the Commission’s input about the current draft.

**Darci Rudzinski, Angelo Planning Group**, overviewed the package of proposed TSP Code Amendments, noting that the Commentary on Proposed TSP Code Amendments document on Page 1 of 30 in the Staff report overviewed the amendments and why they were being proposed. The TSP policies and standards are implemented through the development requirements to bring the Code into better compliance with the Transportation Planning Rule, the State requirements for implementing TSPs locally. The amendments also attempt to reflect some of the new goals and policies of the Regional Transportation Functional Plan, which has more detail than the State plan. Some proposed changes would help clarify or cleanup Code items associated with transportation requirements.

- Also included in the packet was the actual Development Code language formatted to show the proposed and deleted language as well as some of the rest of the text to give context. A table

summarized which sections were being amended, as well as the corresponding requirement related to compliance.

- The bulk of the changes regarded general development requirements. The large sections of new text were primarily placeholders that would be completed once the TSP was adopted. Much of that language addressed internal pedestrian circulation.
- Similar to some of the new TSP policies, the amendments focused on the multi modal system. Historically, codes have done a good job making sure roadways and anything within the right of way is planned appropriately and consistently with the TSP, so not many visible changes were proposed there as the Development Code defers to the TSP. For example, Staff or a developer would use the TSP to find requirements regarding the updated cross-sections.
- The new language predominantly addressed some things that have not been in the Code historically.
- She noted Commissioner Levit had provided some comments which might bear some discussion.
- Some comment boxes were left in the draft that were predominantly between those that have been working on the plan. Most were placeholders for Staff and the consultants, many of which had already been addressed but a couple should not be forgotten as this was still a working draft. Although consultants are good at coming up with great model language, they really rely on local staff and commissioners to help them understand how they are implemented locally and where the appropriate language fits appropriately in the Code. It took a bit of back and forth and several drafts to get to the point where the document started to make sense.

Comments and questions regarding the TSP Code Amendments were addressed as follows:

- Using the term “shall” without appropriate contingency plans in place was a concern. It was important to be mindful of using “shalls” when development or other circumstances might make it impractical or simply not cost effective. The concern regarded the fact that alternatives were not being provided for something other than the “shall”.
  - Ms. Rudzinski noted Staff has been sensitive to that as well when working on the Code language. There were areas where references to waiver provisions had been provided.
  - While waivers or variance processes might be a solution, but the preference was to avoid locking the City into things that could not be abided by. The Development Review Board often found themselves trying to fit square pegs into round holes simply because there were many “shalls” without a way to bail out on them.
- The definition section of the Development Code included the dimensions for a standard parking space, which is 9 ft by 18 ft. Developers are allowed to increase the standard size if they desire, such as was done at Costco. A compact space had a definition as well. Whether a definition was captured for motorcycle spaces was uncertain, but including such a standard, if available, might be beneficial to accommodate motorcycles and scooters.
  - The City relied on standard architectural practices, rather than setting its own parking space sizes. Reducing the size of compact spaces was discussed with City Council several years ago and was not well received. The revisions that would have resulted in a small reduction in the length of a compact space were rejected. The realization was that car models tend to get larger and almost never become smaller, which was a trend that lead to a reassessment of the proposal to Council.
    - Regardless of the model of car driven, many people believe that parking spaces are far too small because getting in and out of the vehicle was too difficult.
  - Land is expensive and parking standards take up a large amount of land. Having too many compact spaces causes people to be unhappy and results in less people frequenting certain locations. People have said they will not go to certain places in the community because it is too difficult to get in and out.
  - Wilsonville’s 9 ft x18 ft size is large compared to many other city codes, and seldom seen anymore; many cities have 8½ ft wide spaces.

Chair Altman believed addressing the proposed TSP Code amendments should follow fairly closely to the TSP’s adoption or there would be implementation problems. He has been troubled for some time that a section in the Development Code directs one to the Comprehensive Plan.

Commissioner Postma suggested the Commission's work on the amendments should follow Council's adoption of the TSP by a month or two because any Council changes could cause further revisions of the Development Code.

The Commission reviewed and provided feedback about the proposed TSP Code Amendments with these key comments:

- Section 4.001 Definitions on Page 9 of 30 included new definitions to explain some of the proposed Code language; one such definition was "cycle track".
  - It was recommended that multi modal be added to the section. However, if multi modal is used only in the TSP and not in the Development Code, it should not be defined in here.
  - It was unclear whether an "access drive" would be equivalent to or different from an "alley" or if the term "alley" is defined in the Code. If so, the two terms should be differentiated.
  - "Bikeway-multiuse pathway", noted on Page 1 of 30, was not defined in the Code draft, but would be defined as "Multiuse pathway".
  - The "bikeway" definition included the word "bikeway" to define it. Staff would consider changing this existing language.
- Section 4.012(.02) Public Hearing Notices, the added language of (.02)(A.)(2) was procedural. The City did this anyway, but the language was seen consistently in codes and was advised as it offers comfort to the City's partners that they are also notified when changes are proposed to the transportation system.
  - Providing notice to tenants, not just property owners, was discussed. According to the current Code, the average citizen is not considered part of the City's landscape for noticing purposes. A Code provision should be added about tenants receiving equal consideration with regard to notice.
    - The City regularly goes above and beyond minimum State requirements for notice. The City's radius for notice is 250-ft, while many places are only at 100-ft. The requirement is to send notice to the property owner, but Staff considers the impact of a project and takes the initiative to notice a resident or uses a more generic approach for an apartment building. Consideration for notice was done on project-by-project and planner-by-planner. Currently, the City uses signs on the public right-of-way that give notice to general public.
    - The City uses four methods to post notice, but none of it was in the Development Code. Determining what is or is not a rental property was difficult and cumbersome to track. One way to capture some tenants is to send notice to the local address as well as the registered owner's address.
    - The City's current policy should be reflected in the Development Code.
- Section 4.114 Transportation Facilities in Zoning Districts includes the Significant Resource Overlay Zone (SROZ). A specific exemption category outlines all the various exemptions allowed to occur in a Significant Resource Overlay Zone (SROZ) and construction of roadways and utility work in SROZs are exempt from the regulation.
  - Discussion included whether Old Town was exempt due to the neighborhood's desire to not have sidewalks and curbs, which was addressed in the Old Town Neighborhood Plan. Last year, Staff held a community meeting to look at cross-sections that would be embedded into the Public Works' standards. Staff is proposing to design a rural roadway cross-section without curbs or sidewalks that would include a gravel edge for parking. The curbless section is internal to the residential section of Old Town, not along Boones Ferry Rd
    - Staff would consider whether the exemption needs to be referenced in this Code section.
  - This was a provision to make sure that public facilities are allowed in any zone. In other cities, the zone only extends to the right-of-way. The language states that whatever the type of facility, if it meets the requirements, the facility is allowed in that zone without additional process or land use approval.
- Section 4.125 Intersection Spacing, was unclear about the spacing where collectors connect in intersection. The arterial to arterial spacing made sense, but intersection collectors come between that and it was not clear how that is laid out.

- This TSP standard was in the Code already and is just being updated to reflect the TSP update.
  - The provision for the adjustments was discussed, but what was missing was the reality that on an arterial, a collector might connect to that arterial in less than one mile, which was not necessarily wanted. Staff would review it.
- Section 4.154 On-Site Pedestrian Access and Circulation
  - The Development Code should require a direct pedestrian connection to the corner when development occurs on a corner property.
  - Some type of transition, such as a concrete block, should be used so pedestrians do not have to walk through mud to access the road when the intermediate sidewalk dead ends because the adjacent property is not developed. The Code should make it convenient for the pedestrian.
    - The issue was similar to dead end streets and involved offsite site improvements. Staff would consider what could be universally applied as a standard. The challenge was figuring out how to connect a pedestrian facility to something not designed for pedestrians. Requiring someone to lead one down a path toward a street might not be the best option and could potentially be a liability. Staff would consider and work on the issue.
  - Section 4.154(.01)(B.) included a “shall” with many different requirements and subparts afterward.
    - This was also tricky because there would be interpretations about what is reasonably direct and convenient. The language came from model code and has been modified and tweaked over the years to fit within the Wilsonville’s TSP Code. More flexibility was available than the “shall” might imply as there would be ways to meet the standard without the provision being completely prescriptive.
    - Referencing some method of maximizing the ability to comply with each section would be especially beneficial when speaking with developers. The City should not appear unfriendly to those the City wants to create development in Wilsonville.
    - Removing the numerous requirements and subparts, such as those regarding a reasonably direct and continuous pathway, would result in more dead end streets, no sidewalks and lack of connectivity.
      - Telling the developer to pay for a temporary improvement, such as a connection to a roadway that may not be in a safe place, potentially creates a liability issue. The system needs to have flexibility to avoid certain situations should they arise.
    - Ms. Rudzinski clarified the subject section addressed onsite access and circulation. The requirement was to have a safe system. The language was developed so that connections to buildings internal to a site or to transit or a public roadway or right-of-way would not just be perfunctory. If they are not safe or do not make sense, these provisions point to the fact that the connections need to be reasonably direct. Have an internal system that was not logical and did not get pedestrians where they might want to go was not helpful. While wordy, the provision makes internal circulation for pedestrians a reasonable requirement and has some specificity to make it practical, safe, usable and logical.
    - However, in some instances, the subparts conflict; continuity might conflict with safety in some situations and then what happens.
      - The Type II Administrative Review was added to the address specific circumstances (Page 22). Cross referencing the provision to waiver sections or other review provisions might address the problem.
      - Reordering Items 4.154(.01)(B.)(2.)(a), (b) and (c) could be to set the priorities. Having (b) “Pedestrian pathways are designed primarily for pedestrian safety...” first would make safety the first criteria to consider, and then (c) “The pathway connects all primary building entrances...” would be second, and (a) regarding reasonably direct pathways, third. Structure the provisions so the order states the priorities as mentioned in first sentence “provide for safe, reasonably direct, and convenient pedestrian access...”
      - Citing the waiver provision would then provide a mechanism to consider that hierarchy.
    - The word “shall” provides the flexibility needed and this section is of critical importance in terms of the future transportation system, because some existing developments have significant issues

- with internal circulation onsite. The language was a great step forward in addressing such circulation for future development.
  - The preference was not to remove all “shalls”, but “shalls” are an issue when potentially conflicting provisions exist and no contingencies allow for alternatives.
  - If “shalls” are used, why allow a waiver, which seems to be a contradiction. Providing a waiver for a “shall” undoes the “shall”. Using “should” rather than “shall” ought to be considered because this practice was inconsistent.
- In Section 4.155 General Regulations – Parking, Loading and Bicycle Parking.
  - In Section 4.155(.03)(C.), was at least one ADA accessible parking space required when providing 50 parking spaces or was there an option for more? The City might want to require additional ADA spaces for certain businesses, but would not want to take up too much space either. In terms of policy, would the City want to allow the option for more?
    - Staff would confirm whether the City was implementing the federal ADA standard.
    - As noted by Commissioner Levit, Staff would consider whether something was missing with regard to, “Parking shall be designed for safe and convenient access to building entrances.” A citizen had noted that the ADA parking spot at LA Fitness is quite a distance from the entrance. Adding more language to be more specific about where to locate ADA spaces made sense and Staff would look into that.
  - Section 4.155(.03)(A.)(3.), Staff confirmed the provision regarded private drives internal to a development.
    - Creating more of a street-like system rather than typical parking lot driving lanes would improve areas like the Town Center should it redevelop.
      - The Town Center was not the best example because a three-acre parking lot was not desired there. The provision regarded three-acre industrial-like parking lots and treating the access way like the through route it is and defining where cars go and people walk or bike.
      - Something similar was done at Argyle Square, which was a terrible place to walk and drive.
    - The language, “street-like features” was unclear; including graphic examples might provide further explanation. The idea seemed to emphasize pedestrian flow versus just straight parking and drive lanes.
  - Section 4.155(.04)(B.)(1)(b)(i) regarded automobile parking and was one of three possible triggers.
  - Section 4.155(.04)(B.)(1)(c) regarded accessory building, which is defined in the Code definitions under accessory building or use. The provision used standard planning language.
    - The Commission discussed what buildings are considered to be accessory or primary buildings. Mentor Graphics communications building was an accessory building to the main campus building. The Jory Trail Apartment Complex is the primary building and the club house would be an accessory-use building. Parking garages are clearly accessory buildings.
  - In Section 4.155(.04)(C.)(1)(d) the language “or other obstruction” should be added.
    - Language regarding long term bike parking geared toward employees versus short term bike parking should be made clearer. For example, people would not go to Rockwell Collins on a short term basis, so providing Code language regarding office building-type environments would be beneficial. Covered bicycle parking should be provided to the side of the building rather than right at the front door, resulting in more parking for the company, while not tripping up pedestrians. At Goodwill, parking was provided in the rear for employees and also in front for patrons/visitors.
    - Covered bike parking or possibly lockers should be provided for employees, leaving the front bike spaces for the coming and going patrons/visitors.
      - In Section 4.155(.04)(C.)(2), the duplicate (a) on Page 14 of 30 required that bike parking be within 100-ft of an entrance that would be used by intended users.

- Section 4.155(.04)(C.)(1) states, “bicycle parking shall meet” and subsection (b) states, “Locate within 30-ft of main entrance to the building or inside a building.” Some reference to the waiver section might be needed for some semblance of flexibility.
- Purpose sections seem to invite additional understandings of definitions, rather than what is in the definition section. Substantially trimming the purpose section was suggested, placing the definitions in Section 4.155(.04)(C.) in the front along with the small purpose sections. Give the definition and then address the requirements and standards following that. Structurally, it would eliminate excess language which could be an invitation for unwanted interpretations. Combining Section 4.155(.04)(C.) with Section 4.155(.04)(A.) and then proceeding to the requirements was the suggestion.
  - While new language was available defining the standards for long term bicycle parking, Section 4.155(.04) Bicycle Parking was structured the same as the Village Zone. The purpose, general provisions and bicycle parking standards were all in the Village section of the Code for the Village Zone, which might be why it reads differently. Changing the structure of Section 4.155(.04) would result in changes to the Village Zone. The purpose statement, in working to describe what was happening in Villebois, may have been expeditious at the time those amendments were made. Keeping Wilsonville’s Code updated in a coordinated comprehensive way was difficult.
  - This section was modeled off of an existing Code section. That needs to be kept in mind and it would be looked at again. Changing the purpose statement and the definitions to a definitions section could be done. Having the general provisions before the specific short term/long term provisions made sense.
  - Staff has struggled with the new concept of long-term bicycle parking. Bicycle parking standards and codes have existed in the Metro area for a while, but this refinement was new, and while it seemed to bear explanation, not including that explanation in the Code made sense.
  - The intent of the purpose statement was that it applied to the intended user, such as how the spaces would be used or who they would be used by, whether long or short term, and then it speaks to where they are located because that makes a difference.
- Section 4.155(.04)(C.)(2) on Page 14 included two letter (a)s; however both (a)s might be incompatible.
  - The required number of short-term bicycle spaces was provided in the table. Of those requirements, 50% of the total must be long term as described and referenced under Section 4.155(.04)(B.)(1)(b).
  - Concern was expressed about the security of bike parking 100 ft away but the options to provide lockers or a detached bike garage were available.
- Table 5 Parking Standards on Page 15 of 30 had only two changes. The first set a minimum of two bicycle spaces for apartment buildings in the first line; otherwise the number standards start at nine units. The bicycle parking minimum was also changed for churches on Page 16 of 20.
- Section 4.155(.045) on Page 20 of 30 should include an option for smaller facilities that do not require a loading dock. Smaller facilities do not use truck docks at all; offices have UPS type deliveries. A recently approved fast food restaurant was approved where the delivery trucks park in the drive lane and work around parking for a short period of time. Offering a clear option for situations where a truck dock is not needed would be beneficial.
  - Adding the Type II adjustment option was helpful.
- Section 4.155(.045)(B.) on Page 21 of 30 regarded exceptions and adjustments specific to off street loading. The required off street loading language included an option of not having to provide that physical space onsite, but rather to use the right-of-way for loading.
- Section 4.155(.06) included two subsection (B.)s. The second subsection (B.) did not provide an option for short-term visitor parking closest to the door. Concern was expressed about a building owner balking at that or trying to do something different. While premium carpool and vanpool parking was encouraged, flexibility should be available for building owners.

- The phrase “employee, student or commuter” is not intended to exclude visitors, so a clarification would be made.
- Section 4.155(.07)(B.). Electric vehicle charging stations are to be encouraged, but reducing the parking that might be needed for a site by 10% was questioned. Ways should be found to encourage electric vehicle charging without congesting parking lots. Having a charging station would not reduce the number of other cars. Typically, parking is reduced where transit exists because fewer cars are expected. Subsection (B.) did not make sense, but Subsection (A.) was fine.
- Section 4.155(.07) (A.) was included partially because only a certain amount of space is available for parking and providing a transit option like a bus stop would reduce that total area. In addition, amenities were being provided that would encourage a different mode of transportation. The language was incentivizing people to charge vehicles.
  - The electric vehicle charging station still requires a parking space. It did not make sense to reduce parking for one electric vehicle station and penalize another person without a parking space.
    - Developers might install the charging stations because the incentive to the developer is to reduce the cost of providing more physical parking. It is incentivizing providing a charging station even if there is no direct correlation to minimizing people driving to the site.
  - Incentivizing electric vehicles over other forms of transportation was questioned and involved a more philosophical discussion, but it did reflect the TSP and regional goals to reduce vehicle miles traveled, greenhouse gas emissions, etc. A correlation does exist and the provision creates an opportunity for a different type of amenity, as well as encouraging people to use it. If the charging station is there, people would be thinking about it and it would be convenient so they might purchase a hybrid electric car.
  - State requirements would begin to require local governments to address greenhouse gas emissions reductions, which will be addressed, in part, through transportation planning, so this was an opportunity to get a head start on that.
- As written, Section 4.155(.07) would provide no incentive for redevelopment if the parking lot had more than the minimum number of parking spots for the intended use and either (A.) or (B.) occurred. The minimum parking requirement could be reduced by 10% and the project could still have more than the minimum requirement. No net gain would be realized as far as the Code is concerned.
  - If a larger building or another pad site is planned that could not be done because of parking requirements, this might offer more flexibility to create more spaces.
  - The incentive was only one angle of looking at the provision, the other was how to deal with new charging stations in existing parking lots, and whether a site design review was needed to modify the parking site plan to put the facility in. The current Code was not clear about how that would count against their parking ratio.
  - Rather than framing this as an incentive, perhaps there as a better way for addressing the issue. Encouraging private and public citing of alternative fueling stations is a TSP policy, and this was one ways to allow for it. In that case, it belonged under (.07), but maybe not under the reduction.
  - Another approach would be to allow existing parking lots to add electric charging stations without a re-review of parking standards, minimums and maximums, parking space locations or bike parking as long as an electrical permit is acquired. The City should penalize someone wanting to install electric charging stations if nothing else is changed.
    - This would be almost like an exemption, which made sense and would be a more direct way to address it.
- Section 4.177 Street Improvement Standards. Section 4.177(.02) referenced the TSP for the actual widths so the flexibility in the TSP is implemented through the Development Code.
  - Section 4.177(.02)(A.)(1) was a big piece that had been missing in the Town Center in particular, because no connection exists between Frye’s and the theater so one has to go back out onto the street to get across the lot. Adding a provision for cross easements was important.
    - There was no (A.)(2); perhaps (A.)(1) should be numbered accordingly.

- Section 4.177(.05) on Page 24 of 30, Public Works' standards would dictate the construction of the multiuse pathways and whether they were to be paved, though it was not stated directly. Staff was working to separate the onsite improvements and right-of-way improvements currently combined in the current Code. This provision addressed facilities in the public rights-of-way and the responsibility of private development in the right-of-way when the improvements could not be accommodated. For example, if a pedestrian/bicycle connection was still needed, it could be separated from the roadway.
  - Although the definition was not clear about whether multiuse paths needed to be paved, Ms. Rudzinski believed they would be because they are supposed to function as if they were in the public right-of-way.
- Section 4.177(.06) Transit Improvements had some typos that needed to be addressed.
  - Adding "to" the second line of Section 4.177(.06)(A.) to state, "provide improvements as described in this section ~~to~~ any bus stop," should clarify any confusion regarding the proximity of bus stops.
    - Major transit streets and major transit stops are defined, so it was not every street or every bus stop.
    - The Transit Director can decide whether a connection or stop is required, which would tie it all back together.
  - The missing item (2) in Section 4.177(.06)(B.) was inadvertently placed under Section 4.177(.06)(E.) and would be corrected.
- Section 4.177(.07) regarding residential private access drives and Section 4.177(.08) regarding access drives and travel lanes needed clarification regarding whether alleys were included.
- Section 4.177(.11) on Page 27 of 30 might incorrectly reference subsections (.05) and (.06). Staff would confirm the correct references were included.
- Section 4.178 on Page 27 of 30 had been moved and modified, it was not deleted.

Ms. Mangle thanked the Commission for their detailed and philosophical comments and questions. Staff would continue working on the draft and return for another work session. She confirmed that the Commission was comfortable getting the TSP Code amendments done soon after the adoption of the TSP to allow time for any needed changes from Council. The best available draft would become an appendix of the TSP because it was important to make findings on compliance headed in that direction. The draft would just be an appendix, not adopted as ordinance. Staff would return to the Commission with it so Council could see it in that form.

## **VII. OTHER BUSINESS**

### **A. 2013 Planning Commission Work Program**

Katie Mangle, Manager of Long Range Planning confirmed the Commission would be looking at the revisions from tonight in April, as well as Goal 10 information. The City had hired EcoNorthwest to work as consultants on that project and work was pushing forward. The City was about to send out a citywide notice at the end of the month or early April for the TSP hearing.

### **B. Commissioners' Comments**

Commissioner Levit stated that a meeting was held for the northwest portion of the county regarding the Clackamas County TSP revision. Approximately ten top projects likely to get funding were prioritized that now have to be reconciled with the rest of the county to determine the final list. The French Prairie Bridge was included, and improvements on Stafford Rd were in the first and second tier depending on their location. Other projects included improvements on Borland Rd; the intersection at 65<sup>th</sup> Ave and Elligsen Rd was in the top tier. Included in the second tier of high priority projects was the straightening of Advance Rd and taking care of the two dips, which were important safety items because of the schools being built; the second project was projected at a few million dollars. He is unsure as to what is going to be done, but coordination with the rest of the county was needed to determine the final list.

Commissioner Phelps asked how realistic it was to schedule a public hearing for the TSP as well as work sessions all on the same night in May and June.

- Ms. Mangle reminded that more than one meeting a month may be required, separating the hearing from the work sessions. The Basalt Creek Concept Planning would not take long; Staff would update the Commission about progress on the project. With the Planning Commission working as the advisory group, the Goal 10 Housing project would need to be discussed every month.

Chair Altman suggested that the Commission consider separating the hearing from the work session.

Commissioner McGuire preferred doing everything in one night rather than adding another night meeting due to other commitments.

Ms. Mangle assured she would let the Commissioners know if a separate meeting was needed. She noted that not many people attend work sessions but was unsure about the pattern for public hearings at the Planning Commission. The schedule would be discussed further at future meetings.

The Commission returned to the Council liaison report at this time.

#### **IV. CITY COUNCIL LIAISON REPORT**

##### **A. City Council Update**

Chris Neamtzu, Planning Director, stated Councilor Fitzgerald, who arrived at the meeting during the work sessions, had provided him information to update the Commission about the following City Council actions:

- The Economic Task Force was still underway and the next meeting would take place March 20, 2013.
- The Tax Increment Financing (TIF) Zone recommended advisory vote passed roughly by an 80 percent margin. TIF Zone applications would be added to the Commission's work program for a work session in May with a public hearing scheduled for June in order to hit the desired timeline for establishing the urban renewal district.
- On March 18, 2013, the City Council TSP work session would be conducted with Scott Mansur and the consultant team presenting their overview. Council would also discuss the Visitor Information Center and a Strategic Planned Task Force for tourism. Ms. Mangle would also provide a brief update regarding the Housing Needs Analysis at that meeting.

#### **VIII. INFORMATIONAL ITEMS**

- A. Ice Age Tonquin Trail Master Plan
- B. Metro 2012 Compliance Report

#### **IX. ADJOURNMENT**

Chair Altman adjourned the regular meeting of the Wilsonville Planning Commission at 9:10 p.m.

Respectfully submitted,

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

**PLANNING COMMISSION MEETING**

**WEDNESDAY, APRIL 10, 2013  
6:00 PM**

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**VI. WORK SESSIONS**

- A. Goal 10 Housing Needs Analysis (ECONorthwest)

**PLANNING COMMISSION  
 STAFF REPORT**

<b>Meeting Date: April 10, 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"/> Council 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 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 type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

**ISSUE BEFORE THE COMMISSION:**

The Planning Commission work plan includes the preparation of a Housing Needs Analysis in 2013. The purpose of this worksession will be to introduce the Commission to the project consultants, Bob Parker and Beth Goodman with ECONorthwest, and to share preliminary results of work that is underway. The meeting will include: (1) a brief overview of housing market and demographic trends affecting Wilsonville, (2) preliminary analysis of historical

residential development trends in Wilsonville, and (3) preliminary results of the buildable lands inventory.

### **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.

Yet, in many respects, housing markets work independently of the statewide land use program. In the context of housing markets, what one observes when looking at past and current housing conditions is *the intersection of the forces of supply and demand at a price*. Thus, to describe the existing conditions on the demand side, the analyst typically focuses on the characteristics of households that create *preferences* for different types of housing, and *the ability to pay* (the ability to exercise those preferences in a housing market by purchasing or renting housing; in other words, income).

The *supply* analysis addresses both the existing housing supply and the supply of land available for housing (the buildable lands inventory). Documenting the number, type, condition, and density of the existing housing supply provides data on how well the market is meeting needs, and provides some indication of how housing markets are likely to perform in the future. Looking at historical development trends – starting with density and mix – is also informative from both a market and policy perspective. Documenting the supply of land provides data on how much land is available for different types of housing with the intent of providing a steady supply of development-ready sites.

The work is underway. The City of Wilsonville contracted with ECONorthwest to develop a housing needs analysis that is both compliant with Goal 10 and helps the City develop policies that address Wilsonville’s housing needs. 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.

Two initial steps in this analysis are to analyze population and demographic trends and to prepare an inventory of buildable residential land.

### **Population and Housing Trends Analysis**

The point of the population trends analysis is to develop an understanding of current conditions in Wilsonville's housing market, relative to the Portland region's housing market. Population and household forecasts are a foundational element of housing needs study. ORS 195.036 and OAR 660-024-0030 require a coordinated population forecast as a basis for identifying housing needs and justifying land needed for housing. Metro’s “Gamma” Forecast (November 2012) includes household and employment forecasts for the City of Wilsonville. The forecast shows that

Wilsonville will add 3,528 new households between 2010 and 2035, with a mix of 61% single family (e.g., single family residential and rural single family) and 39% multifamily (e.g., multi-family residential and multi-family mixed use).

The City will use the Metro Forecast as the basis for the housing needs analysis. As part of the housing needs analysis, the City will need to establish growth over a 20-year period (e.g., 2014 to 2034). Wilsonville's housing needs analysis will need to identify the City's needed housing mix and density, based on requirements of Goal 10, OAR 660-007, and the Metro Urban Growth Management Functional Plan.

Need for housing (and by extension, residential land) is typically characterized through analysis of national, regional, and local demographic and economic data. For residential uses, population and households drive demand. For the residential sector, for example, information about the characteristics of households is used to identify types of housing that will be sought by households.

One way to forecast housing need is with detailed demographic and socioeconomic variables. Most housing needs analyses try to describe categories of households on the assumption that households in each category will share characteristics that will make their preferences similar. Three household characteristics are strongly correlated with choices about residential location and housing type: age of the household head, size of the household, and income. Typical forecasting techniques allow a reasonable estimate of the total number of housing units that will be needed based on expected population increases and basic household characteristics.

The main demographic and socioeconomic variables that may affect housing choice include: age of householder, household composition (e.g., married couple with children or single-person household), size of household, ethnicity, race, household income, or accumulated wealth (e.g., real estate or stocks). The literature about housing markets identify the following household characteristics as those most strongly correlated with housing choice: age of the householder, size of the household, and income. ECONorthwest's research to date focuses on developing a factual base about these characteristics.

At the April 10th Planning Commission meeting, ECONorthwest will present information and preliminary conclusions about: (1) historical and forecast growth in population in Wilsonville, (2) Wilsonville's housing stock by type of structure, (3) development trends in Wilsonville, (4) household characteristics by tenure (owner/renter), (5) age distribution, (6) income, (7) household composition, and (8) housing affordability.

### **Draft Buildable Lands Inventory**

City staff has prepared a draft 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. The purpose of this task is to determine the land area available within

each residential or mixed use plan designation to determine the buildable land supply for new development and “refill” (infill and redevelopment) within the Wilsonville planning area.

The primary purpose of the RBLI is to analyze the land area within each residential or mixed use plan designation. This information will be used to determine the adequacy of the residential buildable land supply for new development and infill or redevelopment within the Wilsonville planning area.<sup>1</sup>

### **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:

- **June 12** – Worksession on Housing Needs Preliminary Findings. This meeting will focus on the housing needs analysis and the key implications of the analysis. ECONorthwest will present the findings and facilitate a discussion with the Commission to explore the data and identify any questions about key assumptions or gaps in the draft analysis.
- **July 10** - Worksession on Land Capacity and Policy Evaluation. ECONorthwest will present the results of the analysis of residential land capacity in Wilsonville based on the results of the buildable lands inventory and housing needs analysis. ECONorthwest will discuss the results of the policy evaluation and 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 Residential Buildable Lands Inventory Memo with attached maps

<sup>1</sup> Includes city limits and unincorporated area within the Metro UGB that is covered by the Wilsonville Comprehensive Plan.

# Wilsonville Residential Buildable Residential Lands Inventory

Draft April 3, 2013

The primary purpose of the Residential Buildable Lands Inventory is to analyze the land area within each residential or mixed use plan designation. This information will be used to determine the adequacy of the residential buildable land supply for new development and infill or redevelopment within the Wilsonville planning area.<sup>1</sup>

## Summary

As of February 2012, Wilsonville has approximately 475 gross acres of land available for residential development (see table below, as well as the attached Buildable Lands Working Map 4).

The inventory presented is based on specific assumptions, outlined in the methodology that follows. The inventory should not be considered an exhaustive list of what is/is not available for development, but is a static representation based on the available data. Inclusion does not mean a property will develop, nor does it confer a mandate to do so, 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.

### 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	0-1 du/ac	-	2.2	2.2	
	2-3 du/ac	0.3	3.0	3.3	
	4-5 du/ac	2.8	13.4	16.2	
	6-7 du/ac	11.2	9.1	20.3	
	6-7/10-12 du/ac *	20.5	-	20.5	
	10-12 du/ac	29.6	7.6	37.2	
	16-20 du/ac	0.1	-	0.1	
	L (Frog Pond - outside City limits)	23.0	126.4	149.4	
		<b>87.5</b>	<b>161.8</b>	<b>249.2</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>17.0</b>	<b>2.2</b>	<b>19.2</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>247.8</b>	<b>226.8</b>	<b>474.6</b>	<b>4,488</b>
* property is split-zoned					

<sup>1</sup> Includes city limits and unincorporated area within the Metro UGB that is covered by the Wilsonville Comprehensive Plan.

## Inventory Methodology

The following methodology describes the steps that were taken to estimate inventory of Wilsonville's buildable lands. Buildable land means land that is suitable, available, and necessary for residential uses, including both vacant land and land likely to be redeveloped (OAR Chapter 660, div. 8).

### 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 some mixed use with residential development.
- To identify parcels that are fully vacant, METRO's RLIS database was used. Identified land that is not indicated as "developed" in METRO RLIS GIS data. Planning Division staff refined this 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 land that was initially classified as "developed", but which may 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. Not all parcels that meet these criteria are assumed to redevelop during the planning period.

- 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 (blue)
  - Sites that are over 1 acre with improvement values between \$100,001-\$150,000 (pink)
- The results of this query includes land that is wholly redevelopable, meaning existing improvements would be replaced; and partially vacant, meaning land could be divided to allow for new development. <sup>2</sup>

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

### Step 3. Subtract unbuildable acres

Deducted from inventory land that is:

- 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, 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.*

<sup>2</sup> Outside of the Village zone, all 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). Therefore it is difficult to define a quantitative measure for identifying "partially vacant" land separately from "redevelopable".

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

Based on local knowledge of sites, aerial photography, and available building permitting information, staff reviewed Working Map 2 and made the following changes:

- Removed lots that are under or pending construction (as of 2/28/13)
- Added back to the map and re-defined as Buildable:
  - Unbuilt lots in Villebois<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 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., the mobile home park in Old Town on the Willamette River)
  - Lots in 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 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
  - All lots in Charbonneau, including the golf course. Staff considers this planned community to be built-out and unlikely to redevelop.
  - Sites occupied by utility infrastructure
  - 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 5. 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.

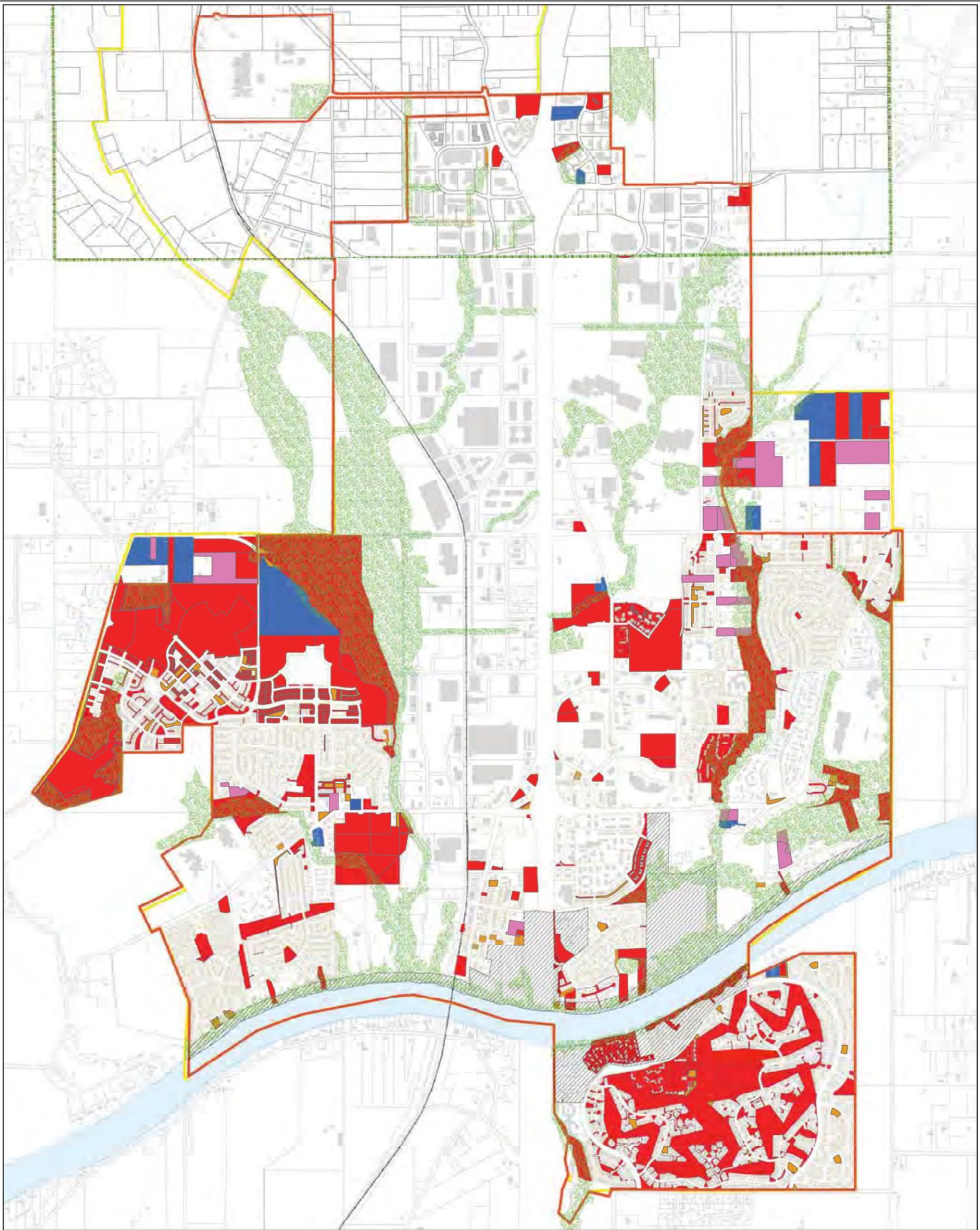
*The results of Step 5 are shown in Buildable Residential Lands Working Map 4.*

<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, 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.

**Attachments:**

1. Working map 1: Results of Steps 1 and 2
2. Working map 2: Results of Step 3
3. Working map 3: Results of Step 4
4. Working map 4: Results of Step 5



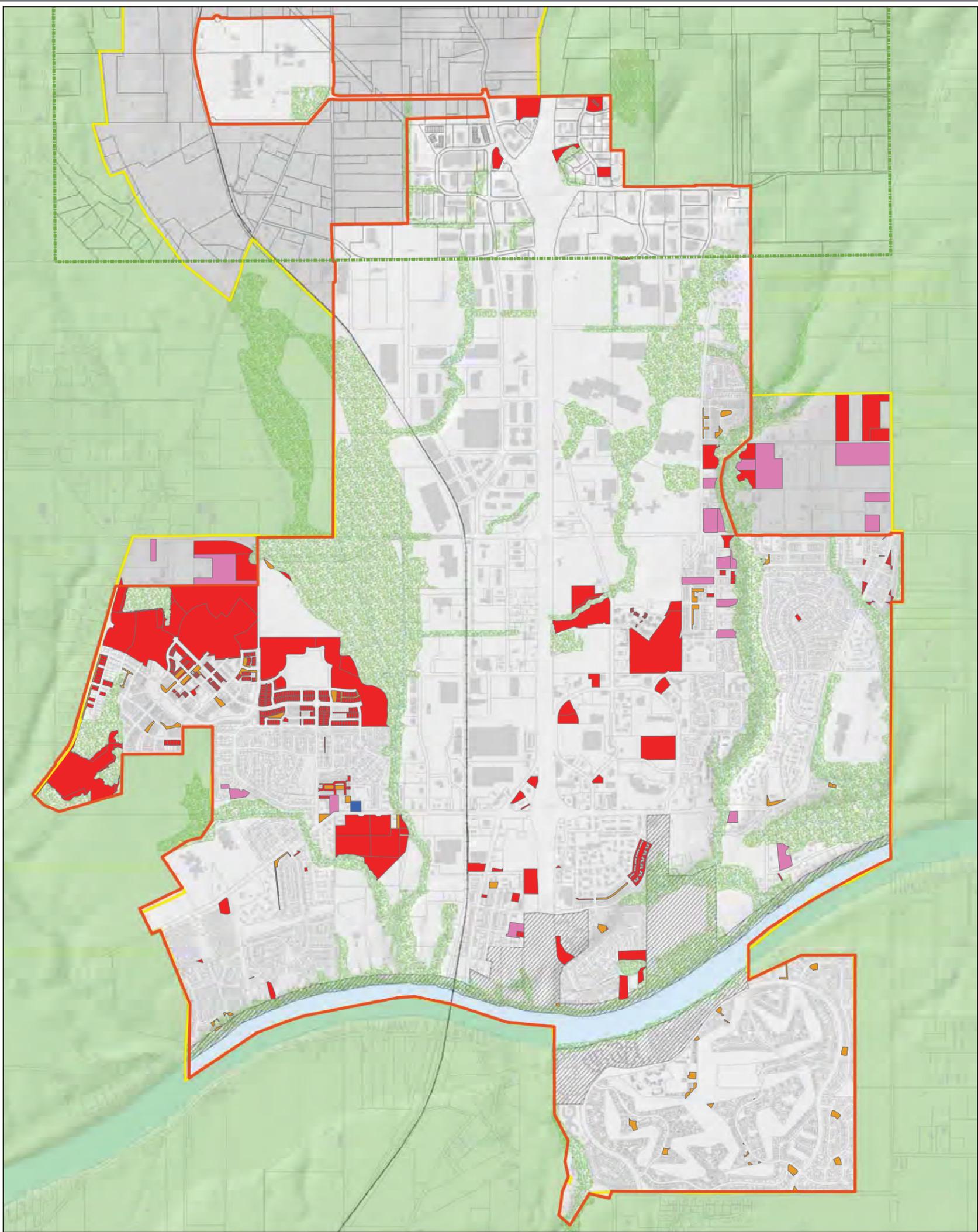
## Buildable Residential Lands Working Map 1

- 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



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.

# DRAFT



-  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 between \$100,001-\$150,000

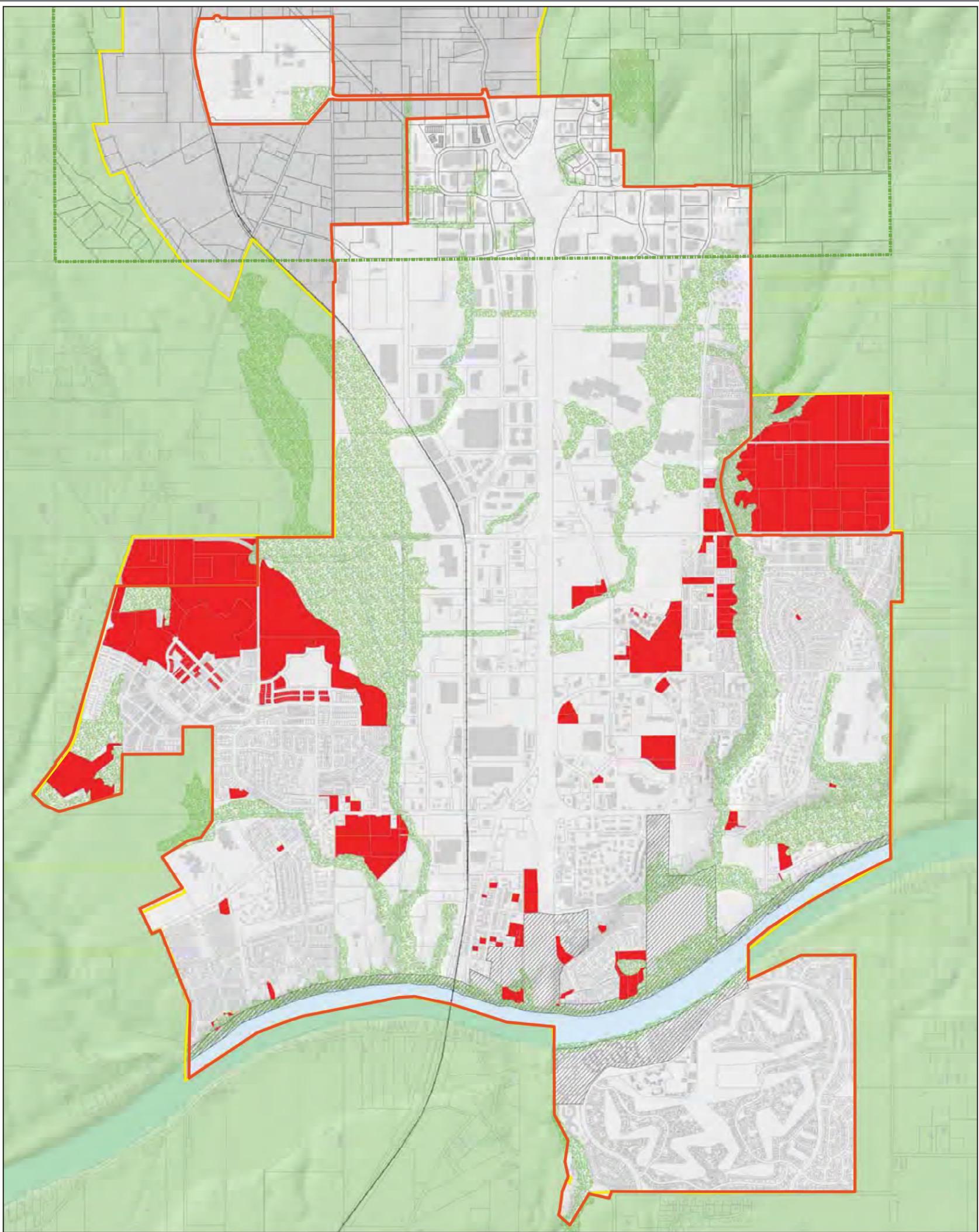
## Buildable Residential Lands Working Map 2

**DRAFT**

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



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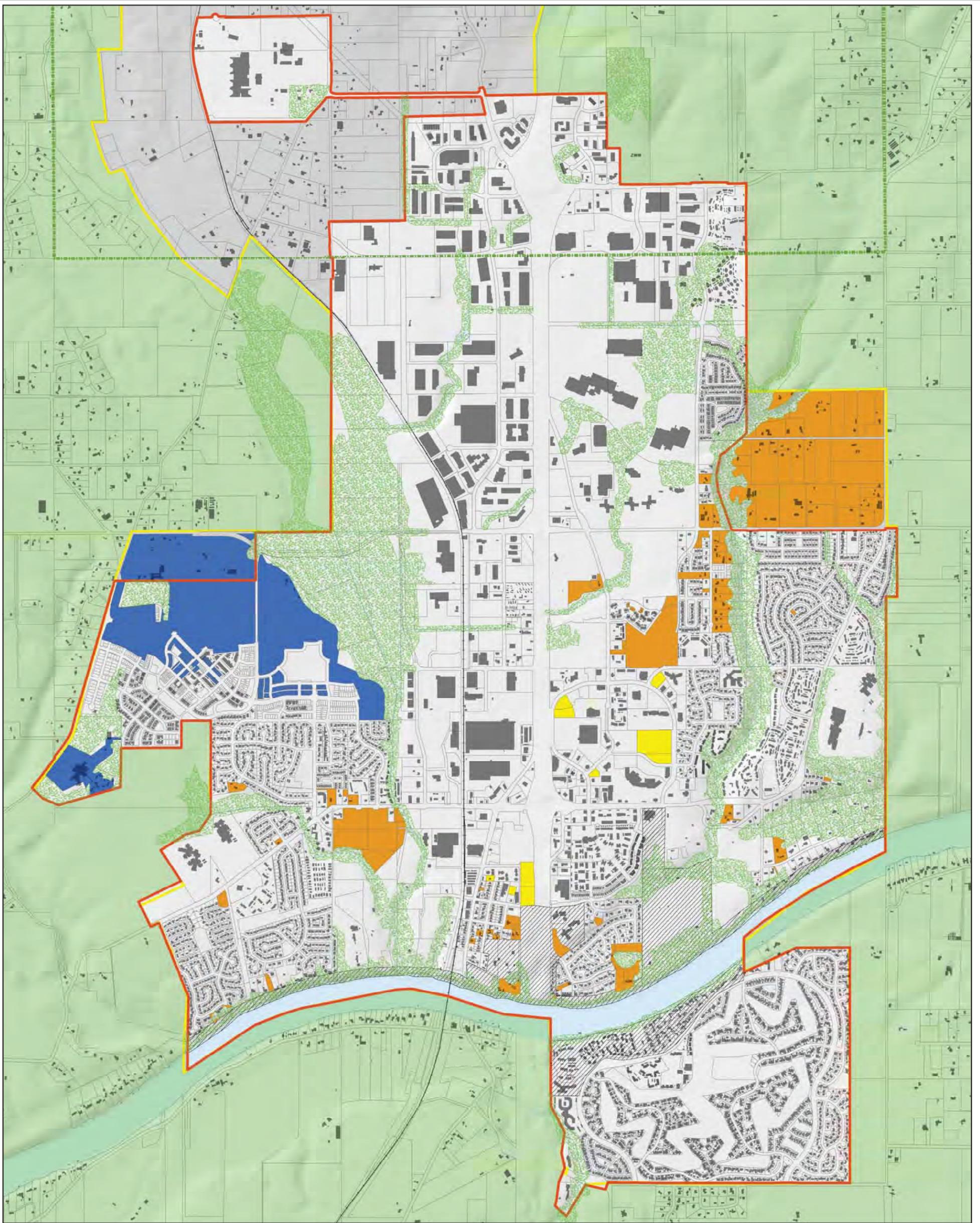
## Buildable Residential Lands Working Map 3

- Vacant lots and land likely to redevelop
- SROZ
- Willamette River Greenway
- - - County Boundary
- City Limits
- UGB

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



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## Buildable Residential Lands Working Map 4

**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



0 0.5 Mile

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M:\projects\vacant\Residential\working4.mxd

**PLANNING COMMISSION MEETING**

**WEDNESDAY, APRIL 10, 2013  
6:00 PM**

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**VI. WORK SESSIONS**

B. TSP Code Amendments (Mangle)

**PLANNING COMMISSION  
 STAFF REPORT**

<b>Meeting Date: March 10, 2013</b>	<b>Subject: Transportation System Plan Development Code Amendments</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"/> Council 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: Provide direction on how to prepare the draft documents for the public hearing on May 8, 2013.</b>
<b>Recommended Language for Motion: N/A</b>

<b>PROJECT / ISSUE RELATES TO:</b>		
<input checked="" type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

**ISSUE BEFORE THE COMMISSION:**

Review two types of proposed amendments needed to support the Transportation System Plan. Amendments to the Development Code are needed to coordinate with the Transportation System Plan (TSP) and comply with state and regional policy. Amendments to the Wilsonville Comprehensive Plan are needed to coordinate with the draft TSP.

## **EXECUTIVE SUMMARY:**

### **Development Code Amendments**

The draft amendments contained in Attachment A have been updated to reflect the Commission's discussion at its March meeting. Changes made since the last meeting are shown in colored Tracked Changes. Staff is seeking guidance on further refinements needed to prepare the amendments for public hearing. An updated commentary explaining the amendments is included as Attachment B. Attachment A will be included, in the format presented here, in the Appendix to the TSP document. The amendments will also be prepared to be adoption-ready, as a stand-alone ordinance proposal.

### **Comprehensive Plan Amendments**

Staff is preparing the draft amendments to Comprehensive Plan, shown in Attachment B, for the same hearing as the TSP document. The intent is for Council to adopt both the TSP and the Comprehensive Plan amendments simultaneously. Some of the narrative in the Transportation section is proposed to be edited to reflect current conditions and update references. The Goals, Policies, and Implementation Measures have been edited to be consistent with the TSP policies outlined in Chapter 2 of the TSP. Comments inserted to the right of the text note the relationship of each Comprehensive policy or measure to Chapter 2 of the TSP.

### **Public Hearings**

The hearings on this package of amendments will open on May 8<sup>th</sup>, and a notice has been mailed to every property in the city. The Planning Commission will hold two hearings on two TSP proposals on May 8. The TSP adoption package will include:

- TSP document with appendices
- Comprehensive Plan text amendments
- Draft Development Code amendments in the appendix

A second hearing will be held on the Development Code amendments that implement the TSP. As indicated by the Commission at its March meeting, the hearing on the Code amendments may be continued to a date certain, after the City Council has made a decision on the TSP itself.

## **ATTACHMENTS**

- A. Draft TSP-related Development Code amendments
- B. Commentary on proposed amendments
- C. Draft TSP-related Comprehensive Plan amendments
- D. Matrix of Wilsonville Transportation Policies: Existing and Proposed

This document provides draft implementing ordinances in support of adopting the draft Wilsonville Transportation System Plan. The following includes proposed amendments to the City of Wilsonville Development Code to update City requirements for consistency with the Regional Transportation Functional Plan (RTFP) and State Transportation Planning Rule (TPR). Findings of compliance with these requirements are presented in table-format and are included as Appendix \_\_\_\_ in the draft TSP.

The proposed amendments are outlined in Table 1, with references to corresponding RTFP and TPR requirements. Following the table, draft code language is presented in adoption-ready format; the draft amendments are numbered consistent with the structure of the Development Code and proposed new language is underlined and recommended deletions are ~~struck through~~. In some cases adopting proposed new text will require re-numbering or re-lettering of subsequent Development Code subsections.

*Note: In addition to the proposed amended sections specified in this memorandum, the entire Development Code should be reviewed to ensure correct identification of all references pertaining to new or revised text related to the implementation of the updated Transportation System Plan.*

**Table 1: Summary of Proposed Development Code Amendments and Corresponding Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR) References**

	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	<b>CHAPTER 4 SECTIONS 4.000 – 4.035 ADMINISTRATION</b>	
1.	<b>Section 4.001 Definitions.</b> Definitions of access control strip modified. Definitions under bikeway modified to remove bike/pedestrian path and add cycle track. New definitions for major transit stop, major transit street, multiuse pathway, and through zone added.	<b>Title 1, Street System Design Sec 3.08.110B Title 4, Parking Management Sec 3.08.410</b>
2.	<b>Section 4.012. Public Hearing Notices.</b> New text in subsection (.02) Mailed Notice for Quasi-Judicial Hearings includes noticing governmental agencies potentially impacted by a local decision.	<b>OAR 660-12-0045(1)(c)</b>
	<b>CHAPTER 4 SECTIONS 4.100 – 4.141 ZONING</b>	
3.	<b>(New) Section 4.114 Transportation Facilities in Zoning Districts.</b> New text identifies the types of transportation facilities allowed outright in all zones.	<b>OAR 660-12-0045(1)(b)</b>
4.	<b>Section 4.125(.09) Street and Access Improvement Standards</b> Update Village Zone standards to coordinate with new street classifications and spacing standards in TSP.	<b>TSP consistency</b>

	<b>Proposed Development Code Amendments</b>	<b>RTFP and/or TPR Requirements</b>
	<b>CHAPTER 4 SECTIONS 4.154 – 4.199 GENERAL DEVELOPMENT REGULATIONS</b>	
5.	<b>Section 4.154. On-site Pedestrian Access and Circulation.</b> New section (.01) On-site Pedestrian Access and Circulation; text modified from State’s <i>Model Development Code for Small Cities</i> .	<b>Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems)</b>
6.	<b>Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.</b> Modified Section (.03), Parking Requirements, to include parking location and street features for lots over 3 acres and to exempt structured parking and on-street parking from parking maximums. Proposed renumbering of existing text. <u>New subsections under (.03) include electrical vehicle charging stations and motorcycle parking.</u> New Section (.04), Bicycle Parking, to address quantity, location, and design of short term and long term bicycle parking. New Section (0.5)B Exceptions and Adjustments to allow approval of loading areas adjacent to or within a street right-of-way if specific conditions exist. New Section (.06) Carpool and Vanpool Parking Requirements to include provisions for preferential location of carpool and vanpool parking New Section (.07) Parking Area Redevelopment to allow for the redevelopment of existing parking areas in order to accommodate or provide transit-related amenities or electric vehicle charging stations.	<b>Title 4, Parking Management Sec 3.08.410 OAR 660-12-0045(4)</b>
7.	<b>Section 4.177. Street Improvement Standards.</b> New introduction language; New Section (.01) clarifies applicability and compliance requirements. New Section (.02) Street Design Standards includes existing language and a new reference to the street standards in the TSP. Existing requirements for sidewalks have been moved. Added text to existing Subsection D includes a (new) requirement to post notification of a street extension. New Sections (.03), (.04), and (.05) feature text modified from existing Section 4.178 Sidewalk and Pathway Standards. New Section (.06) Transit Improvements includes requirements consistent with Transit Master Plan implementation measures. Section (.08) Access Drives and Travel Lanes is relocated from Section 4.177.01.E. New Sections (.09), (.10), and (.11) address access and driveway development standards and intersection spacing standards, as well as exception and adjustment procedures.	<b>Title 1, Street System Design Sec 3.08.110B Title 1, Street System Design Sec 3.08.110G Title 1, Transit System Design Sec 3.08.120B(2) OAR 660-012-0045</b>

	<b>Proposed Development Code Amendments</b>	<b>RTFP and/or TPR Requirements</b>
8.	<b>Section 4.178. Sidewalk and Pathway Standards.</b> Recommended deletion of Section; text proposed as part of (new) Section 4.177.03, .04, and .05.	
9.	<b>Section 4.197. Zone Changes and Amendments To This Code – Procedures.</b> Added text requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.	<b>OAR 660-12-0060</b>
<b>CHAPTER 4 SECTIONS 4.200 – 4.290 LAND DIVISIONS</b>		
10.	<b>Section 4.236. General Requirements - Streets.</b> Added text in (.07) reflects a (new) requirement to post notification of a street extension.	<b>Title 1, Street System Design Sec 3.08.110B</b>

**Section 4.001 Definitions.**

4. Access Control Strip-Restriction: A reserve area established adjacent to and paralleling a half street improvement or across the end of a street that is to be extended in the future to insure ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* ~~32. Bikeway: Bikeway is a general term used to describe any type of travel-way that is designated for use by bicycles- that conforms to City standards and is separated from the street right-of-way. -Bikeways may or may not be within a public right-of-way and include the following: Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.~~

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

~~B. Bike /Pedestrian Path: A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

~~BC. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.~~

~~CD. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.~~

~~DE. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.~~

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

F. See also multipurpose pathway or path.

*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

**Section 4.005 Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private ~~or public~~ street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

**Section 4.012. Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:  
~~have~~
1. ~~Public hearing notices shall be~~ mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agenciesroadway authority. At a minimum, the Planning Director shall notify the road authority if different than the City of Wilsonville. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**4.114 Transportation Facilities in Zoning Districts.**

For the purposes of providing needed public services, transportation facilities shall be permitted outright in City zoning districts. Transportation facilities shall include construction, operation, and maintenance of travel lanes, bike lanes and facilities, curbs, gutters, drainage facilities, sidewalks, transit stops, landscaping, and related improvements located within public rights-of-ways controlled by a public agency, consistent with the City TSP.

**Section 4.125(.09) Street and Access Improvement Standards****(.09) Street and Access Improvement Standards**

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:

## 2. Intersections of streets:

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
- i. 1000 ft. 1 mile for major arterials
  - ii. 600 ft. 1 mile for minor arterials
  - iii. 1,3200 ft. for ~~major~~ collectors
  - iv. 50300 ft. for ~~minor collector~~ local streets

**Section 4.154. Bicycle, Pedestrian and Transit Facilities. On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

**(.01) On-site Pedestrian Access and Circulation**

A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. Standards. Development shall conform to all of the following standards:

1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
  - a. ~~Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning it is they are free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route that does not deviate~~

- ~~unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;~~
- b. ~~Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning it is free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of unnecessary out-of-direction travel;~~
  - c. ~~The pathway connects to all primary building entrances and is consistent with the Americans wWith Disabilities Act (ADA) requirements.~~
  - d. ~~All parking lots in excess of two hundred (200) parking spaces larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155.03.B.3.d.~~
3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
  5. Pathway Width and Surface.- Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pPedestrian trails may have an alternative gravel, wood chip, or sawdust surface if not intended for all weather useexcept as otherwise required by the ADA.
  6. All pathways shall be clearly marked with appropriate standard signs.

### **Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.01) Purpose:

[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

## (03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
  - ~~3. Parking lots more than three acres in size shall provide street-like features along private drives, including curbs, sidewalks, street trees or planting strips, and bicycle routes.~~
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
  - a. One (1) trees shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
  - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
  - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least six (6) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.
  - d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
  - ~~e. All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...~~

[Renumbering of subsequent sections needed.]

[...]

- C. 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. ~~All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces, provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.~~
- D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity of utilizing the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and

bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

F. 7. On-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

G. 8. ~~Tables 5, below,~~ shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
2. Redevelopment of existing parking spaces to accommodate electric vehicle charging stations on site does not require approval through Class II Administrative Review or a Planned Development Review application.

(.04) Bicycle Parking:

~~A. Purpose: Bicycle parking is required for most use categories to provide safe and convenient places to park bicycles for short and long stays:~~

- ~~1. Short term bicycle parking is intended to encourage shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.~~
- ~~2. Long term bicycle parking is intended to provide employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.~~

~~BA. Required Bicycle Parking - General Provisions~~

~~1. Required Bicycle Parking:~~

~~a. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.~~

~~b.2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:~~

- ~~ia. When 10% or more of automobile vehicle parking is covered.~~
- ~~ib. If more than four (4) bicycle parking spaces are required.~~
- ~~ic. Multifamily residential development with nine or more units.~~

~~e.3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.~~

~~d.4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.~~

~~CB. Bicycle Parking Standards: Short-term Bicycle Parking~~

- ~~1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.~~

- ~~2. Short-term bicycle parking.~~ Required short-term bicycle parking shall meet the following standards:
- a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
  - d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building ~~or other obstructions~~ to use the rack properly.
  - e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

### C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. ~~Long-term bicycle parking.~~ Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
  - ab. Locate the space within 100 feet of the entrance that will be used by the intended users.
  - bc. At least 50 percent of the spaces shall be covered.
3. Bicycle Lockers, Racks and Cover (Weather Protection):
  - a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
  - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

**TABLE 5: PARKING STANDARDS**

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>

(.045) Minimum Off-Street Loading Requirements:

A. Every building that is erected or structurally altered to increase the floor area, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading berths on the basis of minimum requirements as follows:

1. Commercial, industrial, and public utility uses which have a gross floor area of 5,000 square feet or more, shall provide truck loading or unloading berths in accordance with the following tables:

Square feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 - 30,000	1
30,000 - 100,000	2
100,000 and over	3

2. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar use which has a gross floor area of 30,000 square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following table:

Square feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 - 100,000	1
100,000 and over	2

3. A loading berth shall contain space twelve (12) feet wide, thirty-five (35) feet long, and have a height clearance of fourteen (14) feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased to accommodate the larger vehicles.
4. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if

elimination would result in less space than is required to adequately handle the needs of the particular use.

5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.

**B. Exceptions and Adjustments.**

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

**(.06) Carpool and Vanpool Parking Requirements:**

- A. Carpool and vanpool parking spaces shall be identified for the following uses: new commercial and industrial developments with seventy-five (75) or more parking spaces, new institutional or public assembly uses, and transit park-and-ride facilities with fifty (50) or more parking spaces.
- B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.
- B. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ~~handicapped-ADA~~ parking spaces.
- C. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

**(.07) Parking Area Redevelopment:**

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified ~~for the following:~~

~~A. To accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.~~

~~B. To accommodate and provide one or more electric vehicle charging stations.~~

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. 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 their impacts.

(.01) ~~Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan.~~ in rough proportion to the potential impacts of the development. Such improvements ~~Development shall provided transportation improvements and mitigation at the time of development in rough proportion to the potential impacts of the development~~ except as waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards and shall~~ provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. ~~The City Engineer~~ ing Director shall make the final determination regarding right-of-way and street element widths using the ranges provided in Table x of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.
1. ~~Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
  2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped

island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]

~~E. Access drives and travel lanes.~~

- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

F. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

G. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

H. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the [Development Review Board](#) ~~Planning Commission~~, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.

2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the ~~City Engineering Director~~.
- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
- B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the ~~City Engineering Director~~. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the ~~City Engineering Director~~ will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.

(.06) Transit Improvements

A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the ~~Community Development Director~~ City Engineer for reasons of safety or traffic operations.

Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

B. Development shall at a minimum provide:

1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.

~~32.~~ Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

D. In addition to the requirements of 4.~~154177.0306~~.B.~~32~~, development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

E. In addition to the requirements of 4.~~154177.0306~~.B. and C., development generating more than 500 pm peak-hour trips on major transit streets shall ~~to~~ provide on-site circulation to accommodate transit service.

(.027) Residential Private Access Drives shall meet the following standards:

A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.

B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.

1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.

2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.

C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.

D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.01) G. of this Section.

[Section 4.177(.02) added by Ord. 682, 9/1/10]

(.08). Access Drives and Travel Lanes.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- D. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- E. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.

(.09) ~~Approach and~~ Driveway Development Standards. ~~Approaches and Driveways and associated approaches~~ shall conform to all of the following development standards:

- A. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street;
- B. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns;
- C. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s);
- D. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider;
- E. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street;
- F. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way;
- G. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians;
- H. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site;
- I. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings;

- J. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards;
  - K. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets;
  - L. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway:
    1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
    2. Intersects with an existing or planned arterial or collector street; or
    3. Would be an extension of an existing or planned local street, or of another major driveway.
- (.10) Minimum street intersection spacing standards.
- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
  - B. Minimum ~~and maximum~~ intersection spacing standards are provided in [Transportation System Plan Table x](#).
- (.11) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.059) and (.0610) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

#### **~~Section 4.178. Sidewalk and Pathway Standards.~~**

- (.01) ~~Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~
- (.02) ~~Pathways~~
  - A. ~~Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be~~

~~used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~

- ~~1. Bike lane.~~
- ~~2. Shoulder bikeway.~~
- ~~3. Shared roadway.~~

~~B. Pedestrian and Bicycle Facilities located within the public right-of-way or public easement shall be constructed in conformance with the Public Works Standards.~~

~~C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~

~~D. All pathways shall be clearly posted with standard bikeway signs.~~

~~E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all-weather use.~~

~~(.03) Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out-of-direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~

~~(.04) Pathway Clearance.~~

~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

#### **Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
    1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
    2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
    3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
    4. If applicable, The amendment is in compliance with applicable Statewide Land Use Planning Goals and related administrative rules; and
    4. 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.

- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
  - E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
  - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
  - G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
  - H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. If required, a Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

**Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the Master Plan or Map: Land divisions shall conform to and be in harmony with the Transportation Master Plan (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, the Parks and Recreation Master Plan, the Official Plan or Map and especially to the Master Street Plan.
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

**Commentary on Proposed TSP Code Amendments**

**Attachment B**

April 2, 2013

The purpose of this document is to explain the changes proposed in the accompanying draft of amendments to the Development Code.

**Administration (Chapter 4, Sections 4.000-4.035)**

**Section 4.001 Definitions.**

Amendments are proposed to the following definitions:

- New definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track," and "through zone."
- Definition modifications are proposed for: "access control strip," as requested by the County surveyor.
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "multiuse pathway or path" definition.

**Section 4.005 Exclusions from Development Permit Requirement.**

The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed text largely codifies existing City practice but ostensibly clarifies and simplifies the land use approval process by clarifying that all transportation improvements are allowed outright, without additional land use approval.

**Section 4.012. Public Hearing Notices.**

Proposed modifications to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with **OAR 660-12-0045(1)(c)**.

**Zoning (Chapter 4, Sections 4.100-4.141)**

These proposed changes to the Village Zone street and access standards reflect standards and functional classifications proposed in the updated TSP.

#### **Section 4.125(.09) Street and Access Improvement Standards**

References to street classifications have been updated to coordinate with the TSP.

#### **General Development Regulations (Chapter 4, Sections 4.154 - 4.199)**

#### **Section 4.154. (.01) On-site Pedestrian Access and Circulation.** *Related to (draft) Transportation Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42*

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. This increases the connectivity and viability of transportation options in the city. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems).

#### **Section 4.155. Parking, Loading and Bicycle Parking.** *Related to (draft) Transportation Policies 14, 37, and 42; also see Transportation Demand Management (TDM) in draft TSP Chapter 6*

A proposed provision under (.03) Minimum and Maximum Off-Street Parking Requirements, the proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around. A minor, more procedural amendment under this same subsection would exempt structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4). Proposed new Subsections .03.H and 03.I address electric vehicle parking and motorcycle parking.

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). Based on City of Milwaukie code, 50% of the total required bicycle

parking spaces would be for “long-term” use under specified conditions, rather than having to provide individual requirements for the number of long-term spaces by use. Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed use. The new bicycle parking standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

#### **(.05) Minimum Off-Street Loading Requirements**

The current policy is revised (existing Section (.04), renumbered to (.05)) to include a new provision allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and mixed-use areas.

#### **(.06) Carpool and Vanpool Parking Requirements**

This new Section would require that there be parking spaces identified as reserved for employee, student, and commuter use for new commercial and industrial developments (those with 75 or more parking spaces), and new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking. These proposed requirements include locating the carpool/vanpool spaces closest to the main employee, student or commuter entrance of the proposed building(s). This “preferential parking” is designed to more strongly support and promote carpooling and vanpooling. Note that the requirements only apply to larger employers or public assembly uses. The assumption is that the relatively small amount of vanpool or carpool spaces required could be accommodated without negatively impacting the number of spaces available for visitor parking. The language of this section is from model code for complying with state Transportation Planning Rule section 0045(4).

#### **(.07) Parking Area Redevelopment**

This new Section encourages addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

#### **Section 4.177. Street Improvement Standards**

Changes to this section make it clearer when the street improvement standards apply and include a reference in Section (.02) to street standards in the TSP. New sections (.03), (.04), and (.05) consist of existing requirements for sidewalks and pathways moved from Section 4.178. New Section (.06) Transit Improvements is a new set of requirements that implement the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR.

New Sections (.09), (.10), and (.11) address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management. Section (.09) language is based on Oregon's *Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

The amendments would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.

#### **Section 4.178. Sidewalk and Pathway Standards.**

The proposed deletion of text under this section is administrative. This section has been incorporated into Section 4.177 .

#### **Section 4.197. Zone Changes and Amendments To This Code - Procedures Related to (draft) Transportation Policy 17**

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.

**Site Design Review (Chapter 4, Sections 4.400 - 4.450)**

**Section 4.236. General Requirements - Streets.** *Related to (draft) Transportation Policy 10*

Modifications under subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Proposed language is similar to (new) Section 4.167(.04)(B) addressing street connectivity. Posting a stub street is a formal way of informing the community, in particular existing and future residents in the vicinity, that a connected street system is planned for this area. The amendment would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B.

**Proposed Amendments  
Wilsonville Comprehensive Plan  
Draft April 3, 2013**

**PUBLIC FACILITIES AND SERVICES**

**TRANSPORTATION**

...

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The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City’s Transportation Systems Plan (20013), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1-Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City’s Transportation Systems Plan, the Bicycle and Pedestrian Master Plan and the Transit Master Plan.

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In the late 1990s, substantial public improvements were made to upgrade both interchanges. ~~Now, ten~~ years later, both interchanges again ~~had~~ capacity limitations. A major modernization project ~~completed in 2012 reconstructed the I-5/Wilsonville Road interchange in 2010, following the City’s completion of improvements on Boones Ferry Road which connects to Wilsonville Road within the interchange management area.~~ The I-5/Wilsonville Road project ~~includes~~ created elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to eight lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also existed at the 95<sup>th</sup>/ Commerce Circle /Boones Ferry Road intersections. The ~~planned~~ improvements there will in 2012 added an additional right-turn lane southbound off I-5 to Boones Ferry Road, ~~and~~ an additional left-turn lane from Boones Ferry Road to 95<sup>th</sup> Avenue, and an additional right-turn lane from 95<sup>th</sup> Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95<sup>th</sup> Ave thereby minimizing congestion at this intersection.

The City has a network of streets which serve the east side or the west side, with only three connection points east–west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

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City street standards require provision of ~~bike lanes~~ bicycle facilities and sidewalks on all new streets. Developments in areas without ~~bike lanes~~ bicycle facilities and sidewalks are required to provide them as part of the development of their site. The City also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Local and regional trails and community pathways traverse the community and connect neighborhoods with other destinations. The City is a partner in the 2013 Master Plan for the Ice Age Tonquin Trail, which will connect the communities of Tualatin, Sherwood, and Wilsonville.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

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**NOTE:** The goals, policies & implementation measures in the Comprehensive Plan have been edited to coordinate with the edits proposed in the TSP. The policies have not been re-arranged. Generally, policies that were not included in the TSP (usually to reduce redundancy with similar policies carried forward from the 2003 TSP), have not been modified here. New policies added to the TSP in 2013 (see "Wilsonville Transportation Policies: Existing and Proposed" matrix) have not been added.

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

Comment [MK1]: Goals not included in the TSP.

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

Comment [MK2]:

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

Comment [MK3]: Merged with 3.2.1.b in TSP to become TSP policy 1.

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~~Implementation Measure 3.2.1.b. Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).~~

**Comment [MK4]:** Merged with 3.2.1.a in TSP to become TSP policy 1.

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

**Comment [MK5]:** Not in TSP. similar to proposed TSP Policy 2 above, which is based on CP Policy 3.5.1

**Policy 3.2.3** If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.

**Comment [MK6]:** Not in TSP verbatim, but idea is captured in Agency Coordination and IMA section

**Goal 3.3** To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

**Comment [MK7]:** Goals not included in the TSP

**Policy 3.3.1** ~~The City shall adopt standards for~~ provide facilities that allow people to reduce reliance on single occupant automobile use, particularly during peak periods.

**Comment [MK8]:** TSP policy 37

~~Implementation Measure 3.3.1.a. Improve the Encourage a balance between housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting. in order to reduce commuting.~~

**Comment [MK9]:** TSP measure 37.a

Implementation Measure 3.3.1.b. Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.

**Comment [MK10]:** TSP measure 37.b

Implementation Measure 3.3.1.c. Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.

**Comment [MK11]:** Not in TSP - policy intent captured in other TSP implementation measures.

Implementation Measure 3.3.1.d. Continue use of the Planned Development/ Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.

**Comment [MK12]:** TSP measure 37.c

~~Implementation Measure 3.3.1.e. Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River to the other.~~

**Comment [MK13]:** TSP measure 37.d

Implementation Measure 3.3.1.f. ~~Strongly encourage~~ Advocate for TriMet to provide full day and Saturday service for WES. Comment [MK14]: TSP measure 36.a

Implementation Measure 3.3.1.g. ~~Continue to support~~ Advocate for the extension of WES to Salem. Comment [MK15]: TSP measure 36.b

Implementation Measure 3.3.1.h. ~~Continue to comply with Metro parking standards.~~ Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips. Comment [MK16]: TSP measure 37.f

**Policy 3.3.2** **The City shall work to improve accessibility for all citizens to all modes of transportation.** Comment [MK17]: TSP Policy 4

Implementation Measure 3.3.2.a. ~~The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.~~  
Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel. Comment [MK18]: TSP Policy 4.a

Implementation Measure 3.3.2.b. ~~City street standards require~~ Concrete sidewalks will be provided on both sides of all streets. ~~This standard can be~~ unless waived ~~only in cases~~ when alternative provisions are found to adequately address pedestrian needs. Comment [MK19]: Not in TSP.

Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant. Comment [MK20]: Not in TSP.

Implementation Measure 3.3.2.d. ~~The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.~~ Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities. Comment [MK21]: TSP measure 4.b

**Goal 3.4:** **To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.** Comment [MK22]: Goals not included in TSP

**Policy 3.4.1** ~~The City will continue to u~~Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there. Comment [MK23]: TSP policy 27

Implementation Measure 3.4.1.a Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

Comment [MK24]: Not included in TSP. updated TSP will include a system of freight routes

**Policy 3.4.2 The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.**

Comment [MK25]: TSP policy 18

Implementation Measure 3.4.2.a Consistent with the eCity’s policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

Comment [MK26]: TSP policy 19.a

**Goal 3.5 To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.**

Comment [MK27]: Goals not included in TSP

**~~The Transportation Systems Plan(TSP) shall establish policies and implementation measures to fulfill the City’s transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit to the city. Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.~~**

Comment [MK28]: TSP policy 2

Implementation Measure 3.5.1.a ~~The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered. Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System. The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.~~

Comment [MK29]: TSP measure 2.a and 2b

Implementation Measure 3.5.1.b ~~While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project by project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the~~

Comment [MK30]: TSP measure 2.c

~~Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.~~

Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.

Implementation Measure 3.5.1.c. ~~The Transportation Systems Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.~~

Comment [MK31]: Not in TSP

Implementation Measure 3.5.1.d. ~~All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that The Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.~~

Comment [MK32]: TSP measure 15.d

Implementation Measure 3.5.1.e. ~~All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right of way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.~~

Comment [MK33]: TSP measure 2.d

**Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.**

Comment [MK34]: TSP policy 15

Implementation Measure 3.5.2.a. ~~All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city’s traffic consultant unless specifically waived by the City’s Community Development Director because the scale of the proposed development will have very limited impacts.~~

Comment [MK35]: Not in TSp – already codified

Implementation Measure 3.5.2.b. ~~Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners’ association requirements, etc. are established to insure proper maintenance.~~  
The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.

Comment [MK36]: TSP measure 15.a

Implementation Measure 3.5.2.c. ~~Any proposed change to the Comprehensive Plan or Zoning Maps or existing zoning that would result in additional trips above that allowed under the city’s concurrency policies may be denied unless mitigation measures are identified and provided.~~

Comment [MK37]: TSP measure 15.b

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**Policy 3.5.3 Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.**

Comment [MK38]: TSP Measure 43

I-5/Wilsonville Road IMA:

Comment [MK39]: All of the following IMs area included in the TSP, no edits.

Implementation Measure 3.5.3.a The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 3.5.3.b. Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City’s Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.c. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 3.5.3.d. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 3.5.3.e. The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 3.5.3.f. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.g. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 3.5.3.h. The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

I-5/Elligsen Road Interchange

Implementation Measure 3.5.3.i. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

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Implementation Measure 3.5.3.j. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.k. Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City’s Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.l. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

**Goal 3.6 To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**

Comment [MK40]: Goals not in the TSP

**Policy 3.6.1 The City is responsible for will planning, scheduling, and coordinating implementation of all street improvements through the ongoing five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.**

Comment [MK41]: TSP policy 45

Implementation Measure 3.6.1.a. Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

Comment [MK42]: Not in TSP, similar to measure 45.b

Implementation Measure 3.6.1.b. Maintenance of the developed City Street System is a public responsibility. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

Comment [MK43]: TSP measure 45.a

**Policy 3.6.2 Require each individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to unless the benefit to the entire community to a degree that warrants public participation in funding those collector streets.**

Comment [MK44]: TSP policy 44

**Goal 3.7 To maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**

Comment [MK45]: TSP policy 45

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**Policy 3.7.1** ~~The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.~~

Comment [MK46]: Not in TSP. Duplicate of CP Policy 3.6.1

**Policy 3.7.12** To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.

Comment [MK47]: TSP measure 45.c

**Goal 3.8:** To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

Comment [MK48]: Caotured by TSP policy 13

**Policy 3.8.1** The City shall ~~continue to~~ work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Comment [MK49]: TSP policy 17

**Implementation Measure 3.8.1.a.** ~~The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limits frustrate implementation of the City's Transportation Plan.~~

Comment [MK50]: TSP measure 17a

**Wilsonville Transportation Policies: Existing and Proposed**

Updated: April 2013

The following table presents the draft Transportation policies in the context of existing adopted Wilsonville policy direction.

- “Existing Adopted Policies” = Verbatim existing adopted policy.
- “Source” = Source of the existing adopted policy, or source of new policy (i.e., outcome of 2012 TSP planning process, Metro requirement, etc.).
- “Proposed 2013 Policies” = Proposed updated policies. Underline / strikeout notations reflect editing to the existing policies in the first column.
- “Related Goals” = List of related proposed Transportation Goals that support the proposed policy.
- All existing transportation policies that are not proposed to be included in the 2013 TSP are listed at the end.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
<b>System Design</b>			
Policy 1.	To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.	<i>Policy 3.2.1.a, Comprehensive Plan Transportation Element (updated)</i>	<del>To provide for</del> <u>provide a safe, well-connected, and efficient vehicular, transit, pedestrian and bicycle access and circulation system of streets and supporting infrastructure for all travel modes.</u>
Measure 1.a.		<i>New; outcome of Planning Commission discussion</i>	<u>Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.</u>
Policy 2.	The Transportation Systems Plan (TSP) shall establish policies and implementation measures to fulfill the City’s transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit	<i>Policy 3.5.1, Comprehensive Plan Transportation Element (same concept, updated to eliminate unnecessary information)</i>	<u>Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	to the city.		
Measure 2.a	The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered.	<i>Implementation Measure 3.5.1.a.; policy updated.</i>	<u>Establish and maintain design standards for each arterial and collector street, in accordance with the Functional Street Classification System.</u>
Measure 2.b	See above.	<i>Modified language from Implementation Measure 3.5.1.a.</i>	<u>Refine the conceptual location of proposed new major streets identified in the TSP based on detailed engineering specifications, design considerations, and consideration of local impacts.</u>
Measure 2.c	While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.	<i>Implementation Measure 3.5.1.b.; updated</i>	<u>Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.</u>
Measure 2.d	All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to	<i>Implementation Measure 3.5.1.e.; deleted text covered in System Management policies and/or has been implemented in code or</i>	<u>Dedicate Aall arterial and collector streets shall be dedicated as public streets. To insure adequate protection of potential future right of way needs, minimum setbacks shall be retained</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.	<i>public works standards.</i>	<del>adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.</del>
3.		<i>New concept.</i>	<u>Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.</u>
Measure 3.a.		<i>New.</i>	<u>Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations, and electric vehicle charging stations.</u>
4.	The City shall work to improve accessibility for all citizens to all modes of transportation.	<i>Policy 3.3.2, Comprehensive Plan Transportation Element (same concept, updated for clarity/ conciseness)</i>	<u>Provide a robust transportation system that provides all members of the community access to multiple travel mode choices.</u>
Measure 4.a	The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.	<i>Implementation Measure 3.3.2.a.; updated.</i>	<u>Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.</u>
Measure 4.b	The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.	<i>Implementation Measure 3.3.2.d.; updated.</i>	<u>Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>facilities.</u>
5.	Design the City street system per the street standards set forth in this TSP and to meet (LOS) D, which is the standard in the City. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council in permitted locations.	<i>Policy 4.1.1, 2003 TSP; policy updated for clarity</i>	<u>Design and manage the City street system per the street standards set forth in this TSP and to meet Level of Service (LOS) standard D, which is the standard in the City.</u> As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council in permitted locations.
6.	Evaluate and minimize the environmental impacts of all new public road projects.	<i>Policy 4.3.1, 2003 TSP.</i>	<u>Evaluate, and minimize, and balance the environmental impacts of all new public road transportation projects.</u>
7.	The City shall prioritize the implementation of Low Impact Development techniques and habitat-friendly development practices throughout the City for new development, redevelopment, and retrofitting existing development. The City shall incorporate Low Impact Development techniques into all new street and public works improvements as practicable.	<i>Policy LID-1, specifically measure LID-1c, 2012 Stormwater Master Plan. <sup>1</sup></i>	<u>Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities, as described in the <a href="#">Stormwater Master Plan</a>.</u>
8.		<i>New policy, needed to comply with RTFP, Title 2, Transportation Needs Sec 3.08.210.</i>	<u>Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and</u>

<sup>1</sup> Complies with RTFP, Title 1, Street System Design Sec 3.08.110A, B, and E.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>identify targets and improvements to meet the specific needs of these populations.</u>
9.		<i>New policy, from Planning Commission discussion.</i>	<u>Enhance transportation connections and choices in and between all parts of the city as a means for <b>preserving the function and capacity of the existing system.</b></u>
<b>Connectivity</b>			
10.	Connect the existing motor vehicle system within the City and across Interstate 5 (I-5) where appropriate. All connections shall be evaluated for their impacts to future operations of the City's road network.	<i>Policy 4.1.4, 2003 TSP, updated to address all modes. Similar to Comp Plan Implementation Measures 3.3.1.e and 3.3.2.a. <sup>2</sup></i>	<u>Add system connections for all modes throughout the city's transportation system to improve access <b>between neighborhoods</b>, serve new development, and manage system performance.</u>
Measure 10.a		<i>New. Outcome of community involvement process.</i>	<u>Promote the concept of a "walkable neighborhood" when advising developers and other agencies to ensure that logical connections are made to activity centers (e.g., schools, retail, and parks), and that such destinations can be reached on foot or by bicycle.</u>
Measure 10.b		<i>New; Needed to meet RTFP, Title 1, Street System Design Sec 3.08.110E</i>	<u>Where street connections are not possible, provide bicycle and pedestrian linkages to connect neighborhoods with each other and with surrounding destinations, except if prevented by physical barriers.</u>
Measure 10.c		<i>New; outcome of Planning Commission discussion</i>	<u><b>Where streets lack pedestrian and bicycle facilities, explore opportunities to fill these gaps.</b></u>

<sup>2</sup> Complies with Street System Design Sec 3.08.110C, D, E, F, and G; Title 1, Transit System Design Sec 3.08.120A; Title 1, Pedestrian System Design Sec 3.08.130A; Title 1, Bicycle System Design Sec 3.08.140; Title 1, Freight System Design Sec 3.08.150; Title 2, Sec 3.08.220 Transportation Solutions, RTFP, Title 1

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
<b>Transportation System Management</b>			
11.	Design a transportation system that accounts for adjacent land uses, including accessibility and access management.	<i>Policy 3.2, 2003 TSP</i> <sup>3</sup>	<u>Manage the transportation system to improve reliability and maximize efficient use of existing facilities.</u>
Measure 11.a		<i>New solution.</i> <sup>4</sup>	<u>Continue to implement Transportation Demand Management measures through <del>the</del>South Metro Area Regional Transit's SMART Options Program.</u>
Measure 11.b		<i>New.</i>	<u>Manage access to improve safety and mobility in the city by applying access spacing standards, limiting access on arterials and at key identified intersections, and by preparing access management plans for interchanges.</u>
12.	Develop a system of signal coordination and tie in with the I-5 ITS system providing a system of integrated parallel arterials and collectors.	<i>Policy 4.1.6, 2003 TSP, updated to reflect more current regional coordinating plan.</i> <sup>5</sup>	<u>Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.</u>
13.		<i>New policy needed to address the regional nature of implementing transportation system management and operations (TSMO<sup>6</sup>) on arterials and highways. Similar to CP goal 3.8,</i>	<u>Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.</u>

<sup>3</sup> Complies with RTFP, Title 1, Transportation System Management and Operations Sec 3.08.160; Title 2, Transportation Needs Sec 3.08.210; Title 2, Performance Targets and Standards Sec 3.08.230; Title 1, Transportation System Management and Operations Sec 3.08.160; Title 2, Sec 3.08.220 Transportation Solutions

<sup>4</sup> RTFP, Title 2, Performance Targets and Standards Sec 3.08.230. Solutions Analysis and Proposed Funding Program Technical Memorandum, Transportation Demand Management (TDM) p. 9-10.)

<sup>5</sup> RTFP, Title 1, Transportation System Management and Operations Sec 3.08.160.

<sup>6</sup> For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Improvement Priorities, p. 3

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
14.		<i>New policy needed to comply with RTFP<sup>7</sup></i>	<u>On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, minimize impacts to traffic in the right-of-way, and reduce environmental impacts. Over time as new development is planned in the Town Center, area and the Westside Express Service (WES) commuter rail station area, the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.</u>
<b>Land Development Coordination</b>			
15.	Review all land use/development proposals with regards to consistency with the TSP transportation impacts.	<i>Policy 3.5.2, Comprehensive Plan Transportation Element; updated.</i>	Review all land use/development proposals <del>with regards to</del> for consistency with the TSP <del>transportation impacts.</del>
Measure 15.a.	Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.	<i>Implementation Measure 3.5.2.b.; updated.</i>	The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.
Measure 15.b.	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.	<i>Implementation Measure 3.5.2.c.</i>	Any proposed change to the Comprehensive Plan or <u>Zoning Maps</u> <del>or existing zoning</del> that would result in additional trips above that allowed under the <u>City's</u> concurrency policies may be denied unless mitigation measures are

<sup>7</sup> RTFP, Title 2, Performance Targets and Standards Sec 3.08.230; Title 4, Parking Management Sec 3.08.410. Solutions Analysis and Proposed Funding Program Technical Memorandum, Transportation Demand Management (TDM), p. 11.)

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			identified and provided.
Measure 15.c.		<i>New; complies with state OAR 660-12-0060 (the Transportation Planning Rule)</i>	<u>The City will consider only improvements listed in the Financially Constrained funding scenario of the Regional Transportation Plan, and/or in the City's Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.</u>
Measure 15.d.	All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.	<i>Implementation Measure 3.5.1.d.; updated.</i>	<del>All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that t</del> The Development Review Board or City Council may approve specific street design and alignment modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. <del>At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.</del>
16.	Promote land use patterns and development standards that support alternatives to the single-occupant vehicle and reduce reliance on the	<i>2003 TSP Policy 8.1.1; related to Policy 3, 2008 Transit Master Plan.<sup>8</sup></i>	<u>Ensure that new development and redevelopment provide connections to transit streets and facilities, providing</u>

<sup>8</sup> RTFP, Title 1, Transit System Design Sec 3.08.120A and B; Title 1, Pedestrian System Design Sec 3.08.130A and B; Note: define transit streets in TSP and code.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	automobile.		<u>protected street crossings and bus stop amenities, if needed.</u>
<b>Agency Coordination</b>			
17.	The City shall continue to work with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.	<i>Policy 3.8.1, Comprehensive Plan Transportation Element.</i>	<del>The City shall continue to work</del> Collaborate with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions <u>and transit agencies</u> to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.
Measure 17.a.	The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.	<i>Implementation Measure 3.8.1.a.; updated.</i>	<del>The City shall advocate</del> <u>Advocate</u> for the State, <u>Metro, and Counties</u> to improve regional transportation facilities which, due to inadequate carrying capacities, <u>limits frustrate</u> implementation of the City's Transportation Plan.
18.	The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency,	<i>Policy 3.4.2, Comprehensive Plan Transportation Element.</i>	<del>The City will work</del> <u>Work</u> with ODOT, Metro, <u>TriMet, Cherriots</u> , and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.		requirements for concurrency, <u>transit connections</u> , continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.
19.	Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, and Metro to provide improvements to regional transportation facilities.	<i>Policy 7.1.1, 2003 TSP.</i>	Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, <u>Clackamas and Washington Counties, and Metro, and TriMet and Cherriots</u> to <del>provide improvements to</del> <u>improve</u> regional transportation facilities and services.
Measure 19.a	Consistent with the city’s policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.	<i>Implementation Measure 3.4.2.a.</i>	Consistent with the eCity’s policy that needed public facilities and services are provided in advance of or concurrently with development, proposed land use changes within the I-5/Wilsonville Road <u>Interchange Management Area</u> (IMA) shall be consistent with planned future transportation projects.
Measure 19.b		<i>New; outcome of Planning Commission discussion.</i>	<del>The City will seek</del> <u>Seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.</u>
Measure 19.c		<i>New; outcome of Planning Commission discussion.</i>	<del>The City will</del> <u>Collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>Regional Trails System Plan Map.</u>
20.		<i>New. Related to Basalt Creek Transportation Refinement Plan.</i>	<u>Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.</u>
21.		<i>New</i>	<u>Recognize the Aurora State Airport as a component of the state’s transportation system and an economic asset to Wilsonville, while advocating that any expansion of the airport to consider potential impacts (e.g., noise, pollution, and safety) to Wilsonville neighborhoods, area roadways, I-5 interchanges, agricultural operations, and the environment.</u>
<b>Goods Movement</b>			
22.	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.	<i>Existing Policy 4.2.2, 2003 TSP<sup>9</sup></i>	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from <u>the</u> land uses <u>they</u> <u>serve</u> <u>requiring the use of commercial vehicles/trucks.</u>
23.		<i>New.</i>	<u>Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.</u>

<sup>9</sup> Complies with Title 1, Freight System Design Sec 3.08.150

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
24.		<i>New.</i>	<u>Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.</u>
25.	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking.	<i>Policy 7.2.1, 2003 TSP<sup>10</sup></i>	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes <u>and consider the potential development of a new port or ports.</u>
26.	Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.	<i>Policy 7.2.2, 2003 TSP<sup>11</sup></i>	Assist <del>in</del> <u>with</u> efforts to improve the viability of the railroad, <del>not only</del> for freight, <del>but for passenger service as well.</del>
27.	The City will continue to upgrade and/or complete the street network on the west side of I-5, including the Coffee Creek area, to serve the warehousing, distribution, and other industrial uses located there.	<i>Policy 3.4.1, Comprehensive Plan Transportation Element</i>	<del>The City will continue to U</del> upgrade and/or complete the street network on the west side of I-5, including <u>in</u> the Coffee Creek <u>and Basalt Creek</u> areas, to serve the warehousing, distribution, and other industrial uses located there.
28.		<i>New policy needed to reinforce the newly-designated freight routes within Wilsonville. <sup>12</sup></i>	<u>Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only</u>

<sup>10</sup> For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements, p. 40

<sup>11</sup> Passenger rail/service moved to implementation measures under "Active Transportation."

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>toward the City's freight routes.</u>
<b>Public Transit</b>			
29.	Increase public awareness of transit and other transportation options, so that customers can make informed decisions.	<i>Policy 1, 2008 Transit Master Plan; updated.</i>	Increase public awareness of transit and other transportation options, <u>such as walking and bicycling</u> , so that <del>customers</del> <u>individuals</u> can make informed decisions.
30.	Provide service which is coordinated, convenient, comfortable, and safe.	<i>Policy 2, 2008 Transit Master Plan; modified for clarity.</i>	Provide <u>transit</u> service which is coordinated, convenient, comfortable, and safe.
Measure 30.a.	Expand service to meet the demands of a growing population and employment base in Wilsonville.	<i>Policy 4, 2008 Transit Master Plan.</i>	<u>Maintain transit service and expand as necessary</u> to meet the demands of a growing population and employment base in Wilsonville.
Measure 30.b.		<i>New.</i>	<u>Perform ongoing transit service updates, based on demand and available financial resources. Service updates will be considered following major roadway improvements, pedestrian and bicycle system completion, and master planned, or other major, development.</u>
Measure 30.c.		<i>New.</i>	<u>Construct transit stop amenities and implement technology improvements, as funding is available. Prioritize improvements in activity centers and when they can be constructed in coordination with land use development.</u>
31.	Create a sense of community ownership of the	<i>Policy 6, 2008 Transit Master Plan;</i>	Create a sense of community ownership of

<sup>12</sup> For more background see *Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements*, p. 40.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	transit system by encouraging citizen.	<i>policy updated.</i>	the transit system by encouraging citizen involvement <u>in the planning and development of transit facilities and services.</u>
32.		<i>New.</i>	Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing and transit stop <del>amenities amenity</del> decisions.
33.		<i>New.</i>	Guided by a transit-specific public feedback process, provide transit routes throughout the City so that <del>all residents and businesses who desire</del> transit stops <u>service are located</u> within one-quarter mile walking distance from <del>residents and businesses</del> a transit stop.
34.		<i>New.</i>	Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.
35.	Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation systems management.	<i>Policy 5, 2008 Transit Master Plan; policy updated.</i>	Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation <del>system</del> <u>system</u> management.
36.		<i>New.</i>	<u>Coordinate with other transit districts, including TriMet and Cheriote, to strengthen the efficiency and performance of the Wilsonville transit network.</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
36.a.	Strongly encourage full day and Saturday service for WES.	<i>Implementation Measure 3.3.1.f.; updated.</i>	<del>Strongly encourage</del> Advocate for TriMet to provide full day and Saturday service for <u>its Westside Express Service</u> (WES) commuter rail.
Measure 36.b.	Continue to support the extension of WES to Salem.	<i>Implementation Measure 3.3.1.g.; updated.</i>	<del>Continue to support</del> Advocate for the extension of (WES) to Salem.
<b>Active Transportation: Pedestrians and Bicyclists</b>			
37.	The City shall adopt standards for reducing reliance on single occupant automobile use, particularly during peak periods.	<i>Policy 3.3.1, Comprehensive Plan Transportation Element, updated</i>	<del>The City shall adopt standards for</del> Provide facilities that allow more people to <del>reducing reliance on single occupant automobile use</del> walk and bike, particularly during peak periods. <u>Residents may deem these travel options to provide health and economic benefits.</u>
Measure 37.a.	Improve the balance between housing, employment, and commercial activities within the City in order to reduce commuting.	<i>Implementation Measure 3.3.1.a.; updated.</i>	<del>Improve the</del> Encourage a balance between housing, employment, and commercial activities within the City <u>so more people desire to live and work within Wilsonville</u> , thereby reducing cross-jurisdictional commuting.
Measure 37.b.	Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.	<i>Implementation Measure 3.3.1.b.</i>	Increase densities and intensities of development in or near the Town Center area and in other locations where a multimodal transportation system can meet those needs.
Measure 37.c.	Continue use of the Planned Development process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.	<i>Implementation Measure 3.3.1.d.; updated.</i>	Continue use of the Planned Development/ <u>Master Plan</u> process to encourage developments that make it more convenient for people to use transit, <del>to</del> walk, <del>to</del> bicycle, and <del>to</del> drive less to meet daily needs.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 37.d.	Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and major drainage courses to the other.	<i>Implementation Measure 3.3.1.e.; updated.</i>	<del>Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River</del> major drainage courses to the other.
Measure 37.e.	Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.	<i>Policy 7.2.2, 2003 TSP; updated.</i>	Assist <del>in</del> with efforts to improve the viability of rail for passenger service.
Measure 37.f.	Continue to comply with Metro parking standards. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.	<i>Implementation Measure 3.3.1.h.; updated.</i>	<del>Continue to comply with Metro parking standards.</del> Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.
Measure 37.g.		<i>New.</i> <sup>13</sup>	<u>Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.</u>
Measure 37.h.		<i>New</i>	<u>Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.</u>

<sup>13</sup> RTFP, Title 1, Bicycle System Design Sec 3.08.140; Title 2, Performance Targets and Standards Sec 3.08.230; Title 4, Parking Management Sec 3.08.410.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 37.i.		<i>New; outcome of Planning Commission discussion</i>	<u>Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.</u>
38.	Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity both within the City and with the Metro Regional Bicycle System.	<i>Policy 1, 2006 Bicycle and Pedestrian Master Plan; policy updated.</i>	<del>Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity both within the City and with the Metro Regional B</del> <u>icycle and trails systems.</u>
39.	Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, employment, and retail centers) and minimize conflicts with other modes of transportation.	<i>Policy 2, 2006 Bicycle and Pedestrian Master Plan.</i>	Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, <u>recreation</u> , employment, and retail centers) and minimize conflicts with other modes of transportation.
40.	Improve pedestrian and bicycle connectivity and amenities to ensure they are viable commuting options.	<i>2003 TSP Policy 8.1.2. Replaced, resulting from Commission discussion.</i>	<u>The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.</u>
41.		<i>New<sup>14</sup></i>	<u>Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.</u>

<sup>14</sup> Complies with RTFP, Title 1, Street System Design Sec 3.08.110G; Title 1, Pedestrian System Design Sec 3.08.130A and B; Title 1, Transit System Design Sec 3.08.120B.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
42.	Participate in local and regional trip reduction strategies.	2003 TSP Policy 8.1.3. Also relates to Policy 1 and Policy 5, 2008 Transit Master Plan	<u>Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.</u>
<b>Interchange Management Areas</b>			
43.	Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.	Policy 3.5.3, Comprehensive Plan Transportation Element.	Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas (IMAs) that minimize local traffic through the interchanges and on the interchange cross roads.
	<i>I-5/Wilsonville Road IMA, subject to Interchange Access Master Plan (IAMP)</i>		
Measure 43.a	The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.	Implementation Measure 3.5.3.a, Comprehensive Plan.	<del>The City will require</del> <u>Require</u> future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.
Measure 43.b	Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.	Implementation Measure 3.5.3.b, Comprehensive Plan.	<u>Require</u> bicycle and pedestrian connections within the IMA <del>will be required</del> for new development consistent with the City's Bicycle and Pedestrian Plan.
Measure 43.c	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.	Implementation Measure 3.5.3.c, Comprehensive Plan.	<u>Implement</u> system operational improvements, including signal synchronization, transportation demand management measures and incident management <del>shall be implemented</del> within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			the interchange.
Measure 43.d	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.	<i>Implementation Measure 3.5.3.d, Comprehensive Plan.</i>	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.
Measure 43.e	The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.	<i>Implementation Measure 3.5.3.e, Comprehensive Plan.</i>	The City will approve development proposals in the I-5/Wilsonville Road <del>Interchange Management Area</del> (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.
Measure 43.f	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.	<i>Implementation Measure 3.5.3.f, Comprehensive Plan.</i>	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.
Measure 43.g	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.	<i>Implementation Measure 3.5.3.g, Comprehensive Plan.</i>	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.
Measure 43.h	The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.	<i>Implementation Measure 3.5.3.h, Comprehensive Plan.</i>	The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.
Measure 43.i		<i>New.</i>	Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).
	<i>I-5/Elligsen Road Interchange (no adopted IAMP):</i>		
Measure 43.j	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.	<i>Implementation Measure 3.5.3.i, Comprehensive Plan.</i>	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.
Measure 43.k	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.	<i>Implementation Measure 3.5.3.j, Comprehensive Plan.</i>	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.
Measure 43.l	Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.	<i>Implementation Measure 3.5.3.k, Comprehensive Plan.</i>	Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.
Measure 43.m	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.	<i>Implementation Measure 3.5.3.l, Comprehensive Plan.</i>	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.
Measure 43.n		<i>New.</i>	Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.

**Transportation Funding**

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
44.	Individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to benefit the entire community to a degree that warrants public participation in funding those collector streets.	<i>Policy 3.6.2, Comprehensive Plan Transportation Element.</i>	<del>Require each</del> Individual developments <del>shall be responsible for to providing</del> all collector and local streets. <del>However, there may be cases where collector streets are found to</del> <u>unless the benefit to</u> the entire community <del>to a degree that warrants</del> public participation in funding those collector streets.
45.	The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.	<i>Policy 3.6.1, Comprehensive Plan Transportation Element; policy updated.</i>	The City <del>is responsible for</del> <u>will</u> planning, scheduling, and coordinating <del>ing</del> <u>implementation of</u> all street improvements through the on-going <u>five-year</u> Capital Improvements Plan. A priority is given to eliminating existing <u>gaps and</u> deficiencies and in upgrading the structural quality of the existing arterial system.
Measure 45.a.	Maintenance of the developed City Street System is a public responsibility. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.	<i>Implementation Measure 3.6.1.b.; updated.</i>	<del>Maintenance of the developed City Street System is a public responsibility.</del> The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.
Measure 45.b.		<i>New.</i>	The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.
Measure 45.c.	To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.	<i>Policy 3.7.2, Comprehensive Plan Transportation Element; updated.</i>	To <del>insure</del> development of an adequate street system, the City shall collect a System Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			capacity service.
46.	Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.	<i>Goal 3.7, Comprehensive Plan Transportation Element</i>	Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.

<b>Existing policies <u>not</u> to be included in 2013 TSP</b>			
	To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.	<i>Policy 3.2.2, Comprehensive Plan Transportation Element; similar to proposed Policy 2 above.</i>	
	If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.	<i>Policy 3.2.3, Comprehensive Plan Transportation Element; policy captured in Agency Coordination and Interchange Management Areas sections.</i>	
	Continue to plan, schedule, and coordinate all public street improvements through a Capital Improvements Program.	<i>Policy 4.2.1, 2003 TSP; reflected in Comprehensive Plan Policy 3.6.1.</i>	
	Minimize conflicts and facilitate connections between modes of transportation.	<i>Policy 7.3.1, 2003 TSP; reflected in Goals and emphasized in more detail in other policies.</i>	
	Require developers to provide transportation improvements as may be required or conditioned by a land use decision, expedited land division, or limited land use decision, on a roughly proportional bases of the developer's	<i>2003 TSP policy 4.1.2. broad policy intent already included elsewhere</i>	

	impacts to the benefits received.			
	Require bicycle and pedestrian linkages for all cul-de-sacs and encourage similar linkages between neighborhoods that would otherwise be separated.	Policy 4.1.3, 2003 TSP; addressed under related to connectivity.		
	Promote other existing routes and/or provide connections to other regional roadways that provide alternative routes into and out of the City to reduce the reliance on I-5 and its interchanges within the City.	Policy 4.1.5, 2003 TSP; reflected in Comprehensive Plan Policy 3.5.3. Similar to IAMP policy.		
	Work with ODOT to improve the general community awareness of its access permitting authority.	Policy 4.4.1, 2003 TSP; reflected in proposed Transportation Goals		
	Require that the TSP be reviewed no more than five years after the date of adoption.	Policy 4.4.2, 2003 TSP; policy not necessary		
	Continue to work in concert with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a regional transportation plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from other agencies.	Policy 7.1.2, 2003 TSP		

	Increase the bicycle share mode throughout the City and improve bicycle access to the City's transportation system.	<i>Policy 4, 2006 Bicycle and Pedestrian Master Plan; this will incorporated in to the TSP as a performance measures.</i>		
	<b>Implementation Measures to be Deleted</b>			
	Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).	Comp Plan Implementation Measure 3.2.1.b. Redundant.		
	The Transportation Systems Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right-of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.	Comp Plan (Implementation Measure 3.5.1.c.; Functional Classification System found in the TSP.		
	Consider revising the existing land use plan and implementing changes that respond to the capacity constraints of the future transportation system.	Policy 3.1, 2003 TSP; action has been carried out as part of the TSP update.		
	Require that the TSP be reviewed no more than five years after the date of adoption.	Policy 4.4.2, 2003 TSP; policy not necessary		
	City street standards require concrete sidewalks on both sides of all streets. This standard can be waived only in cases where alternative provisions are found to adequately address pedestrian needs.	Comp Plan Implementation Measure 3.3.2.b; too detailed and not necessary to include.		
	Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.	Comp Plan Implementation Measure 3.3.2.c; too detailed and not necessary to include.		

**Attachment D**

	Develop a program to implement Intelligent Transportation Systems and tie in with the ODOT I-5 ITS system. ITS projects will be prioritized and included in the Capital Improvement Program.	Policy 4.1.6, 2003 TSP; updated with proposed Implementation Measure 11.a.		
	All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.	Implementation Measure 3.5.2.a; already codified.		
	Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.	Implementation Measure 3.4.1.a; updated TSP will include a system of freight routes.		
	Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.	Implementation Measure 3.3.1.c.; policy intent captured in other implementation measures.		
		Implementation Measure 3.6.1.a.; not necessary.		
		Policy 3, 2008 Transit Master Plan; duplicative.		

**PLANNING COMMISSION MEETING**

**WEDNESDAY, APRIL 10, 2013  
6:00 PM**

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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
April 10		TSP-related Code Amendments Goal 10 Housing Needs Analysis	
May 8		Goal 10 Housing Needs Analysis	TSP Update TSP-related Code Amendments
June 12		Goal 10 Housing Needs Analysis Tax Increment Financing (TIF) Zones	TSP Update TSP-related Code Amendments
July 10		Goal 10 Housing Needs Analysis	TIF Zones
July 15		<b>Special Meeting - Joint Work Session with City Council on the Housing Needs Analysis and Metro's Climate Smart Communities</b>	

### **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