



AMENDED - CITY COUNCIL AGENDA

April 17, 2023 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

PARTICIPANTS MAY ATTEND THE MEETING AT:

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

YouTube: <https://youtube.com/c/cityofwilsonvilleor>

Zoom: <https://us02web.zoom.us/j/81536056468>

TO PARTICIPATE REMOTELY OR PROVIDE PUBLIC COMMENT:

Register with the City Recorder:

CityRecorder@ci.wilsonville.or.us or 503-570-1506

Individuals may submit comments online at: <https://www.ci.wilsonville.or.us/SpeakerCard>,
via email to the address above, or may mail written comments to:

City Recorder - Wilsonville City Hall

29799 SW Town Center Loop East, Wilsonville, OR 97070

CITY COUNCIL MISSION STATEMENT

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

REVIEW OF AGENDA AND ITEMS ON CONSENT [5:00 PM]

COUNCILORS' CONCERNS [5:05 PM]

PRE-COUNCIL WORK SESSION [5:10 PM]

- A. Twist Bioscience (Lorenzen) [15 min.]
- B. [Prohibited Camping Code Update Project \(Guile-Hinman\)](#) [30 min.]
- C. Second Acquisition of Properties and Property Interests Related to Construction of the Boeckman Road Corridor (Barrett) [15 min.]

ADJOURN [6:10 PM]

**AN URBAN RENEWAL AGENCY MEETING WILL
IMMEDIATELY FOLLOW THE WORKSESSION**

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, April 17, 2023 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10:00 a.m. on April 4, 2023. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered there with except where a time limit for filing has been fixed.

CALL TO ORDER [7:00 PM]

1. Roll Call
2. Pledge of Allegiance
3. Motion to approve the following order of the agenda.

MAYOR'S BUSINESS [7:05 PM]

4. State of the City Address
5. Break for Refreshments
6. [Upcoming Meetings](#)

COMMUNICATIONS [7:30 PM]

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS [7:30 PM]

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

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS [7:40 PM]

7. Council President Akervall
8. Councilor Linville
9. Councilor Berry
10. Councilor Dunwell

CONSENT AGENDA [8:00 PM]

11. [Resolution No. 3037](#)

[A Resolution Of The City Of Wilsonville Authorizing Acquisition Of The Second Group Of Properties And Property Interests Related To Construction Of The Boeckman Road Corridor Project. \(Barrett\)](#)

12. [Minutes of the April 3, 2023 City Council Meeting. \(Veliz\)](#)

NEW BUSINESS [8:05 PM]

13. [Second Amendment To Ground Lease For Raw Water Pipeline \(Katko\)](#)

CONTINUING BUSINESS [8:10 PM]

PUBLIC HEARING [8:10 PM]

14. [Ordinance No. 877 -1st Reading \(Legislative Hearing\)](#)
[An Ordinance Of The City Of Wilsonville Adopting Transportation System Plan Amendments To Integrate Transportation Projects From The Frog Pond East And South Master Plan. \(Pauly/Weigel\)](#)

15. [Ordinance No. 878 -1st Reading \(Quasi-Judicial Hearing\)](#)
[An Ordinance Of The City Of Wilsonville Approving A Street Name Change Of SW Columbine Avenue To SW Ponderosa Avenue In The Frog Pond Ridge Subdivision. \(McAlister\)](#)

CITY MANAGER'S BUSINESS [8:40 PM]

LEGAL BUSINESS [8:45 PM]

ADJOURN [9:00 PM]

INFORMATIONAL ITEMS – No Council Action Necessary

[AN URBAN RENEWAL AGENCY MEETING WILL IMMEDIATELY FOLLOW THE WORKSESSION](#)

[Time frames for agenda items are not time certain \(i.e. agenda items may be considered earlier than indicated\). The City will endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting by contacting the City Recorder at 503-570-1506 or CityRecorder@ci.wilsonville.or.us: assistive listening devices \(ALD\), sign language interpreter, and/or bilingual interpreter. Those who need accessibility assistance can contact the City by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.](#)

[Habrá intérpretes disponibles para aquellas personas que no hablan Inglés, previo acuerdo. Comuníquese al 503-570-1506.](#)



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: April 17, 2023		Subject: Prohibited Camping Code Update Project	
		Staff Members: Amanda Guile-Hinman, City Attorney; Nick McCormick, Law Clerk	
		Department: Legal	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: Review draft Ordinance, including draft code, value statements, and findings (**Attachment 1**). Review draft Resolution, including draft Administrative Rules (**Attachment 2**). Provide guidance on alternative aerial maps (**Attachment 3**).

EXECUTIVE SUMMARY:

This is the sixth work session wherein the City Council has considered and reviewed updates to Wilsonville Code (WC) provisions regarding camping on city property in response to new state laws and federal court cases. This is state-mandated work that every city in Oregon is, or will be in the process of, doing. The goal of the City's camping code update project is to do so in a way that is humane, and complies with state and federal law, by establishing clear rules about where, when, and how camping is allowed or not allowed on City property and rights-of-way.

Based on the state laws and federal case law, community members' and stakeholders' feedback, Council's policy direction from its February 23, March 6, March 20, and April 3 work sessions, and code updates conducted by other jurisdictions based on the new state mandates, staff has prepared an updated draft of Wilsonville Code revisions regarding prohibited camping. Staff seeks feedback from the Council on the draft code and, assuming consensus from Council, will bring back a proposed Ordinance for a public hearing and first reading at the May 1, 2023 Council meeting and a proposed Resolution for consideration at the May 15, 2023 Council meeting.

For a comprehensive discussion of federal case law and state statutes that require the City to undertake this prohibited camping code update, see the Staff Reports provided for the February 23, 2023 and March 6, 2023 Council work sessions.

I. DRAFT ORDINANCE NO. 879

Attached as **Attachment 1** is a draft of Ordinance No. 879 with all anticipated Exhibits A-G, namely, new WC Sections 10.700-10.780 (Exhibit A), revisions to WC Section 3.000 (Exhibit B), revisions to WC 5.200 and 5.210 (Exhibit C), deletion of WC Section 6.400 (Exhibit D), deletion of WC Section 10.425 (Exhibit E), the City Value Statements (Exhibit F), and the Findings for Ordinance No. 879 (Exhibit G).

While Attachment 1 represents a proposed draft of Ordinance No. 879, staff has also prepared attachments to this staff report to demonstrate the revisions to certain documents since the April 3, 2023 work session. The revised documents are discussed below.

A. WC 10.700 through 10.780 – Camping Regulations

Attached as **Attachment 4** is an updated draft of WC 10.700 through 10.780 in response to Council feedback at its April 3, 2023 work session and further staff review. Attachment 4 shows the revisions made since the draft code that Council reviewed on April 3, 2023. The revisions include the following:

- Revised Section 10.730(1)(c) to reiterate that camping for survival is prohibited on rights-of-way in and adjacent to residentially zoned areas and schools
- Noted that Section 10.740(2) should be deleted if Council determines to designate the

City Hall parking lot for non-vehicle camping (see Section III below for this discussion item).

- Added in Section 10.740(3) the word “requirements” after spacing.

B. Value Statements

Staff developed draft value statements based on the Council’s discussion at the March 20, 2023 work session, and seek Council feedback on revisions discussed at and since the April 3, 2023 Council work session, which is reflected in **Attachment 6** attached hereto. The proposed revisions consist of the following:

- The first revision reflects Council’s discussion of the work to create a thriving community.
- The second revision examines the terminology of “respect” versus “valued” when expressing how all members of the community should be treated.
- The third revision clarifies that the County housing efforts seek to create safer, stable housing for currently unhoused individuals.

C. Findings

Staff created findings for Ordinance No. 879, which are included in Attachment 1 as Exhibit G. The findings follow the same order as proposed Sections 10.720, 10.730, and 10.740. In other words, the findings discuss each time, place, and manner regulation contained in Sections 10.720 through 10.740. Staff consulted with other City subject-matter experts for accuracy and also reviewed the findings/purpose statements by the Cities of Medford and Bend. The findings are to demonstrate that the regulations are “objectively reasonable” in compliance with HB 3115.

II. DRAFT RESOLUTION ADOPTING ADMINISTRATIVE RULES

Attached as **Attachment 2** is the draft of a proposed Resolution to adopt administrative rules regulating camping for survival on public property. Attachment 2 includes the current draft of the Administrative Rules as Exhibit 1. Staff also prepared **Attachment 5** that shows the revisions made to the draft Administrative Rules since the April 3, 2023 work session.

The proposed revisions to the Administrative Rules concern the location of non-vehicle camping. If the Council determines to keep non-vehicle camping on the property to the north of City Hall, then Section 3.2 should remain unchanged. Staff drafted an Alternative Section 3.2 if Council determines to designate a portion of the City Hall parking lot for non-vehicle camping.

III. AERIAL MAP ALTERNATIVES

At the April 3, 2023 work session, Council asked staff to review the possibility of siting non-vehicle camping for survival on the City Hall parking lot. Staff prepared three (3) alternative

aerial maps. A description of each alternative is described below.

- Alternative Map 1:** Alternative Map 1 contemplates retaining the vehicle parking as previously sited in the west portion of the parking lot adjacent to Courtside Drive. It also considers placing non-vehicle camping across the stormwater facility in every other parking space to the south. This creates five (5) non-vehicle camp locations. This alternative provides the least number of non-vehicle camp locations, but seeks to retain some distance from the adjacent commercial, retail uses. Given the significant risk of vehicles injuring individuals who may be located in the area, at a minimum, semi-permanent barriers, such as jersey barriers (image below) would need to be placed for protection. The placement of such barriers would mean that these sites would be unusable during non-camping hours; in other words, the City Hall parking lot would lose nine (9) parking spaces full time. The use of the barriers may impact emergency service access to individuals who may need assistance.



Example of Jersey Barrier

- Alternative Map 2:** Alternative Map 2 reorients the vehicle parking to accommodate non-vehicle parking. The vehicle parking would move to the western edge of the City Hall parking lot directly adjacent to commercial, retail uses and also adjacent to the City Hall vehicle corral where City vehicles are parked overnight. The orientation also places a vehicle very close to the sanitation area, which may cause conflicts with use/perceptions of personal ownership over the sanitation area by those sleeping closest to the area. In order to better protect non-vehicle campers at night, but to ensure normal traffic flow during the day, this option contemplates the City installing a gate at each end of the designated non-vehicle camping area. This option provides more non-vehicle camp locations than Alternative Map 1. However, the gates and potential issues of vehicles parked in the designated area prior to closure make implementation and enforcement more challenging. The gates may require permit approval and coordination with emergency services not contemplated by the other alternatives. Staff would likely also need to remove all existing landscaping in that area for visibility and to

avoid conflicts with landscape maintenance (such as the running of sprinklers). It also places both vehicle and non-vehicle camping close to Town Center Park, particularly the basketball court.

Staff also notes that with both Alternative Map 1 and Map 2, accommodating RVs becomes more challenging, and would likely cause the City to have to expand the footprint of the designated area if individuals experiencing homelessness arrive in RVs.

- **Alternative Map 3:** Alternative Map 3 contemplates the same designation of vehicle and non-vehicle camping as identified in the April 3 work session, except to add an additional 187 feet (total of 287 feet minimum separation) between residential properties that back up to Town Center Loop East and to show where vegetative screening would occur. Staff hopes to provide a street view mock-up from the eastern sidewalk along Town Center Loop East so that Council can better visualize the vegetative screening. This option seeks to balance residential property owners' concerns with commercial property owners' concerns, the closeness of Town Center Park, ease of implementation and enforcement, and humanely siting where individuals experiencing homelessness may rest – particularly considering asphalt's extreme temperatures when exposed to heat or cold, and relief for those who may have no padding or other material to separate them from the ground. **After conducting the comparative analysis discussed below, the staff recommendation is to proceed with Alternative Map 3.**

Staff also prepared a comparative analysis of the three alternatives that is page 4 of **Attachment 3**. For each criteria considered, staff ranked them 1 to 3, with 1 being the best alternative for the specific criteria and 3 being the least desirable alternative. Alternative Map 3 had the best (lowest) score, and so represents staff's recommendation. As a summary of the comparative analysis, Alternative Map 3 ranked the highest for the following reasons:

- Sleeping on asphalt can be dangerous, particularly during extreme heat and cold. For example, the University of Georgia showed that when temperatures reach 95 degrees, asphalt can reach as high as 140 degrees, while grass in the sun can reach 105 degrees. While no alternative provides ideal protection from hot surfaces, grass is significantly better than asphalt.
- The modification of Alternative Map 3 balances proximity to all nearby uses – residential, commercial, and the Town Center Park, including the Korean War Memorial, the park shelter for community gathering, the water feature, and the basketball court. The modification contemplates a minimum of 287 feet from the properties that back up to Town Center Loop East.
- Implementation and enforcement is better with Alternative Map 3 – law enforcement can observe both vehicle and non-vehicle camping driving along Courtside Drive and the vegetative screening needed for Alternative Map 3 can easily be acquired as opposed to installing an electric gate or jersey barriers. Additionally, ongoing maintenance of jersey barriers, a gate, and further use of the parking lot is likely much higher than maintaining the grassy area to the north, coupled with the nine vehicle camping parking spaces in

the City Hall parking lot.

Based on the staff review and consideration of the proposed alternatives, Alternative Map 3 is staff's recommendation for inclusion in the proposed Administrative Rules.

EXPECTED RESULTS:

Council consideration for adopting code revisions and administrative rules planned for May 2023.

TIMELINE:

Approximate timeline of expected upcoming events:

1. May 1, 2023 – First Reading of Ordinance
2. May 15, 2023 – Second Reading of Ordinance
3. May 15, 2023 – Adopt Administrative Rules via Resolution
4. July 1, 2023 – New regulations become effective

CURRENT YEAR BUDGET IMPACTS:

None immediately, but there could be potential costs depending on the chosen system for managing prohibitions on camping. Cities are not required to provide facilities for those who are experiencing homelessness, but may be required to create additional procedures for regulating camping.

COMMUNITY INVOLVEMENT PROCESS:

Public involvement is a focal point of the city camping code revision process to ensure a diverse group of community members and stakeholders can provide their priorities, interests, and concerns related to the potential code revisions. The City provided a community survey through Let's Talk, Wilsonville! and staff have met and are meeting with stakeholders, including City advisory boards, private service providers, business and community groups, Clackamas County, the School District, TVF&R, and other government agencies.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

There are several potential impacts on the residential, commercial, and related communities depending on the adopted code revisions. The project team will work with local residents and stakeholders to address concerns and provide equitable solutions that benefits both the community and other impacted individuals.

ATTACHMENTS:

1. Attachment 1 – Draft Ordinance No. 879 with Exhibits
 - a. Exhibit A – WC 10.700-10.780
 - b. Exhibit B – Revisions to WC 3.000
 - c. Exhibit C – Revisions to WC Sections 5.200 and 5.210
 - d. Exhibit D – Deletion of WC Section 6.400
 - e. Exhibit E – Deletion of WC 10.425

- f. Exhibit F – Value Statements
 - g. Exhibit G – Findings for Ordinance No. 879
- 2. Attachment 2 – Draft Resolution No. XXXX with Exhibit
 - a. Exhibit A – Administrative Rules
- 3. Attachment 3 – Alternative Aerial Maps and Comparative Analysis
- 4. Attachment 4 – Revisions to WC 10.700-10.780 since 4/3/23 Council Work Session
- 5. Attachment 5 – Revisions to Administrative Rules since 4/3/23 Council Work Session
- 6. Attachment 6 – Revisions to Value Statements since 4/3/23 Council Work Session

ATTACHMENT 1

ORDINANCE NO. 879

AN ORDINANCE OF THE CITY OF WILSONVILLE REGARDING REGULATION OF CAMPING ON PUBLIC PROPERTY BY ADDING SECTIONS 10.700 THROUGH 10.780 TO THE WILSONVILLE CODE; AMENDING WILSONVILLE CODE SECTIONS 3.000, 5.200, AND 5.210; AND REPEALING WILSONVILLE CODE SECTIONS 6.400 AND 10.425.

WHEREAS, in 2019, the United States Ninth Circuit Court of Appeals (Ninth Circuit) issued its decision in *Martin v. Boise*, 920 F.3d 584 (9th Cir., 2019), holding that the Cruel and Unusual Punishments Clause of the Eighth Amendment “prohibits the imposition of criminal penalties for sitting, sleeping, or lying outside on public property for homeless individuals who cannot obtain shelter;” and

WHEREAS, in 2022, the Ninth Circuit issued its decision in *Johnson v. City of Grants Pass*, 50 F.4th 787 (9th Cir., 2022), further holding that certain local regulations violated the Eighth Amendment to the extent the ordinances prohibited individuals from taking minimal measures to keep warm and dry while sleeping, affirming, in part, the 2020 decision by the Oregon Federal District Court in *Blake v. Grants Pass*, No. 1:18-CV-01823-CL, 2020 WL 4209227 (D. Or. July 22, 2020); and

WHEREAS, while the Grants Pass litigation was pending, the State of Oregon enacted House Bill (HB) 3115 (2021) and HB 3124 (2021) regarding local jurisdictions’ regulation of camping on public property by individuals experiencing homelessness; and

WHEREAS, HB 3115 requires all jurisdictions that regulate acts of sitting, lying, sleeping, or keeping warm and dry outdoors on public property to have objectively reasonable time, place, and manner regulations with regards to persons experiencing homelessness; and

WHEREAS, HB 3115 becomes operative on July 1, 2023; and

WHEREAS, HB 3115 provides a private right of action for persons experiencing homelessness to seek injunctive or declaratory relief to challenge the objective reasonableness of any jurisdiction’s regulations regarding camping on public property; and

WHEREAS, HB 3124 requires jurisdictions to provide 72-hour notice, instead of 24-hour notice, before removing individuals experiencing homelessness from an established campsite and before confiscating any personal property left behind; and

WHEREAS, HB 3124 includes further requirements regarding the retention of personal property collected during clean-up of a campsite; and

WHEREAS, HB 3124 became operative on June 23, 2021; and

WHEREAS, the City of Wilsonville seeks to comply with HB 3115 and HB 3124, as well as current federal court decisions *Martin v. Boise*, 920 F.3d 584 (9th Cir., 2019) and *Johnson v. City of Grants Pass*, 50 F.4th 787 (9th Cir., 2022), which required the City to create objectively reasonable regulations related to public camping for survival by individuals experiencing homelessness; and

WHEREAS, the City engaged in extensive community outreach, including a community questionnaire with 437 responses, the largest in Let's Talk, Wilsonville! history, provided project information both via the Let's Talk, Wilsonville! project page and the Boones Ferry Messenger, and engaged in additional outreach with numerous other stakeholders within the community regarding the management of public camping, including public and private service providers; and

WHEREAS, the City Council has conducted 6 work sessions on public camping regulations, and the City has received additional input from the City's DEI Committee, Library Board, and Parks and Recreation Advisory Board; and

WHEREAS, the City coordinated distribution of and received several anonymous surveys from individuals experiencing homelessness; and

WHEREAS, the City resides in the Counties of Clackamas and Washington, which receive state and federal funding for housing and homelessness services, and currently have programs to provide such services to individuals within the counties who are experiencing homelessness; and

WHEREAS, in undertaking a review of City provisions related to camping for survival, adding and revising provisions related to the time, place, and manner of public camping became necessary to comply with state laws and current federal case law, which revisions are attached hereto and incorporated by reference herein as **Exhibits A-E**; and

WHEREAS, in undertaking a review of City provisions related to public camping, it became necessary to provide a safe place for individuals experiencing homelessness to rest and connect to service providers; and

WHEREAS, the City has created value statements, attached hereto and incorporated by reference herein as **Exhibit F**, regarding public camping regulations reaffirming the goal of providing equitable support and protection for the health, safety, and welfare of all members of the community, including residents, businesses, individuals experiencing homelessness, and other interests affected by these regulations.

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

Section 1. Value Statements. The City Council hereby adopts the statements attached hereto and incorporated by reference herein as **Exhibit F** as the City Council's Value Statements Regarding Housing and Homelessness.

Section 2. Findings. The City Council hereby adopts the above-stated recitals, the Staff Report accompanying this Ordinance, and the Findings attached hereto and incorporated by reference herein as **Exhibit G** as the City Council's findings demonstrating that the regulations adopted herein are in the public interest and promote the health, safety, and welfare of the City of Wilsonville community.

Section 3. Sections 10.700 through 10.780, as provided in **Exhibit A** attached hereto and incorporated by reference herein, are hereby added to the Wilsonville Code. Wilsonville Code Section 3.000 is hereby amended as provided in **Exhibit B** attached hereto and incorporated by reference herein. Wilsonville Code Sections 5.200 and 5.210 are hereby amended as provided in **Exhibit C** attached hereto and incorporated by reference herein. Wilsonville Code section 6.400 is hereby repealed as provided in **Exhibit D** attached hereto and incorporated by reference herein. Wilsonville Code section 10.425 is hereby repealed as provided in **Exhibit E** attached hereto and incorporated by reference herein.

Section 4. The City Recorder is hereby authorized to correct any scrivener's errors and to conform the revisions to the Wilsonville Code with appropriate numbering.

Section 5. Effective Date. This Ordinance shall be declared to be in full force and effect beginning July 1, 2023.

SUBMITTED by the Wilsonville City Council at a regular meeting thereof this 1st day of May, 2023, and scheduled the second reading on May 15, 2023 commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the ____ day of ____, 2023, by the following votes:

Yes: ____ No: ____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this ____ day of ____, 2023

JULIE FITZGERALD MAYOR

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Linville

Councilor Berry

Councilor Dunwell

EXHIBITS:

- A. New WC Sections 10.700 through 10.780
- B. Revisions to WC Section 3.000

- C. Revisions to WC Sections 5.200 and 5.210
- D. Deletion of WC Section 6.400
- E. Deletion of WC Section 10.425
- F. Value Statements
- G. Findings for Ordinance No. 879

DRAFT

CAMPING ON CITY PROPERTY AND RIGHTS-OF-WAY

10.700	Purpose
10.710	Definitions
10.720	Time Regulations
10.730	Place Regulations
10.740	Manner Regulations
10.750	Notice and Removal
10.760	Enforcement
10.770	Exceptions
10.780	Severability

10.700 Purpose.

The purpose of WC 10.700 through 10.780 is to regulate the time, place, and manner in which individuals may camp on City of Wilsonville property and rights-of-way. Furthermore, the purpose of WC 10.700 through 10.780 is to comply with Oregon House Bill 3115 (2021) and House Bill 3124 (2021), as well as current federal court decisions *Martin v. Boise*, 920 F.3d 584 (9th Cir., 2019) and *Johnson v. City of Grants Pass*, 50 F.4th 787 (9th Cir., 2022).

10.710 Definitions.

- (1) *Administrative Rules* means the regulations the City adopts pursuant to WC 10.770(3).
- (2) *To camp or camping* means to set up, or remain in or at, a campsite for the purpose of establishing or maintaining a temporary place to shelter for survival from the elements.
- (3) *Camp materials* means tents, huts, awnings, lean-tos, chairs, tarps or tarpaulins, cots, beds, sleeping bags, blankets, mattresses, sleeping or bedding materials, food or food storage items, and/or similar items that are or appear to be used as sheltering and/or sleeping accommodations, or to assist with sheltering for survival and/or sleeping activities.
- (4) *Campsite* means any place where any camp materials, bedding, sleeping bag, or other sleeping matter, or any stove or fire is placed, established, or maintained, whether or not such place incorporates the use of any tent, lean-to, shack, or any other structure or any vehicle or part thereof.
- (5) *City or Wilsonville* means the City of Wilsonville, Oregon.
- (6) *City Manager* means the City of Wilsonville City Manager or designee.
- (7) *City-owned property* means public real property, land, and premises owned by the City of Wilsonville.
- (8) *City right-of-way* means the space in, upon, along, across, over or under the City-owned streets, roads, highways, lanes, courts, ways, alleys, boulevards, sidewalks, bicycle lanes,

and places used or intended to be used by the general public for travel as the same now or may hereafter exist, that the City has the right to allow the public to use.

- (9) *Designated Area(s)* means the area(s) the City has identified where individuals who are involuntarily homeless may shelter for survival, as further identified in WC 10.730(2) herein.
- (10) *Individuals who are involuntarily homeless* means the circumstance when there is no available emergency or transitional housing for an individual experiencing homelessness and/or no transportation for such individual to available emergency or transitional housing within the county where the person is located.
- (11) *Personal property* means any item that is reasonably recognizable as belonging to a person and has apparent value or utility.
- (12) *Rest* means to pause from exertion by stopping, sitting, lying, or sleeping.
- (13) *SROZ* means the City's Significant Resource Overlay Zone.
- (14) *Store* means to put aside or accumulate for use when needed, to put for safekeeping, to place or leave in a location.
- (15) *Vehicle* means every device in, upon, or by which any person or property is, or may be, transported or drawn upon any street or highway, and includes any hulk or component thereof, including, but not limited to cars, campers, recreational vehicles, motor homes, pickup trucks, pickup truck canopies, and trailers, except devices:
 - (a) Designed to be moved exclusively by human power; or
 - (b) Designed to be used exclusively upon stationary rails or tracks.

10.720 Time Regulations.

- (1) Except as authorized pursuant to WC 10.770, individuals who are involuntarily homeless may camp in Designated Area(s) only during the hours of 9:00 pm to 7:00 am.
- (2) Except as authorized pursuant to WC 10.770, individuals who are involuntarily homeless may store personal property, pursuant to the regulations in WC 10.740, in Designated Area(s) only during the hours of 9:00 pm to 7:00 am.

10.730 Place Regulations.

- (1) Except as authorized pursuant to WC 10.770, at all times it is unlawful for any persons to camp or to establish, maintain, or occupy a campsite on City-owned property not identified as a Designated Area, including, but not limited to:
 - (a) All City parks and City parking lots within City parks.

- (b) All City parking lots, City structures, or other City property not designated for camping in the Administrative Rules, as provided in subsection 2 below.
 - (c) All City rights-of-way, including rights-of-way within and adjacent to areas zoned for residential uses and rights-of-way adjacent to public and private schools and child care facilities.
 - (d) All City sidewalks.
 - (e) All public transit shelters.
 - (f) All City property located in the SROZ.
 - (g) All City property located within 20 feet of a tree designated as a heritage tree in the City's Heritage Tree program.
 - (h) The City property at the northeast corner of SW Barber Street and SW Kinsman Road (taxlot number 31W14B 00700).
 - (i) Stormwater treatment facilities, including, but not limited to swales, detention ponds, and drainage ways.
 - (j) On areas underneath City-owned rights-of-way or bridges that are not open to the public.
 - (k) On railroad tracks or within 15 feet of railroad tracks.
 - (l) On any City property or City right-of-way that the City has closed to the public due to construction, heavy vehicle or machinery use, or other City or City-sanctioned work that is incompatible with camping in the City right-of-way.
- (2) Designated Area(s). Individuals who are involuntarily homeless may occupy a campsite within the time regulations provided in WC 10.720 and pursuant to the manner regulations in WC 10.740 in the Designated Area(s) identified in the Administrative Rules. For avoidance of doubt, camping is prohibited on all City-owned property and City rights-of-way not designated for camping in the Administrative Rules.

10.740 Manner Regulations.

Camping by individuals who are involuntarily homeless, when and where allowed (*see* WC 10.720 and 10.730), is subject to all of the following:

- (1) Individuals, camp materials, camps, or personal property may not obstruct sidewalk accessibility or passage, clear vision, fire hydrants, City or other public utility infrastructure, or otherwise interfere with the use of the right-of-way for vehicular, pedestrian, bicycle, or other passage.

- (2) For campsites other than those contained within a vehicle, the campsite must be limited within a spatial footprint of 10 feet by 10 feet, or 100 square feet. For campsites including a vehicle, the campsite and camp materials must be self-contained within the vehicle. The intent of this section is to allow a person to sleep protected from the elements and maintain the essentials for sheltering, while still allowing others to use public spaces as designed and intended.
- (3) For campsites located in Designated Area(s), the campsite locations must comply with the spacing requirements identified in the Administrative Rules.
- (4) Open flames, recreational fires, burning of garbage, bonfires, or other fires, flames, or heating are prohibited.
- (5) Individuals may not accumulate, discard, or leave behind garbage, debris, unsanitary or hazardous materials, human or animal waste, or other items of no apparent utility in public rights-of-way, on City property, or on any adjacent public or private property.
- (6) Dumping of gray water (i.e., wastewater from baths, sinks, and the like) or black water (i.e., sewage) into any facilities or places not intended for gray water or black water disposal is prohibited. This includes but is not limited to storm drains, which are not intended for disposal of gray water or black water.
- (7) Unauthorized connections or taps to electrical or other utilities, or violations of building, fire, or other relevant codes or standards, are prohibited.
- (8) Obstruction or attachment of camp materials or personal property to fire hydrants, utility poles or other utility or public infrastructure, fences, trees, vegetation, vehicles, buildings, or structures is prohibited.
- (9) Storage of personal property such as vehicle tires, bicycles or associated components (except as needed for an individual's personal use), gasoline, generators, lumber, household furniture, extra propane tanks, combustible material, or other items or materials is prohibited, other than what is related to camping, sleeping, or keeping warm and dry.
- (10) Digging, excavation, terracing of soil, alteration of ground or infrastructure, or damage to vegetation or trees is prohibited.
- (11) All animals must be leashed, crated, or otherwise physically contained at all times.
- (12) Smoking, vaping, and/or the use or distribution of tobacco or cannabis products is prohibited in Designated Area(s). "Tobacco or cannabis products" includes, but is not limited to, any tobacco cigarette, cigar, pipe tobacco, smokeless tobacco, chewing tobacco, any part of the plant Cannabis family Cannabaceae, or any other form of tobacco or cannabis which may be used for smoking, chewing, inhalation, or other means of ingestion.

Commented [GA1]: Delete if non-vehicle camping designated in City Hall parking lot.

This regulation does not prohibit the use of prescribed medication when used in accordance with the prescription instructions and when used in location(s) allowed under Oregon law.

- (13) Alcohol may not be consumed, used, or distributed in Designated Area(s).
- (14) Controlled substances, as defined in ORS 475.005, may not be consumed, used, manufactured, or distributed in Designated Area(s).
- (15) Vehicle Camping. Individuals who are involuntarily homeless may use vehicles for shelter and/or sleeping in Designated Area(s) under the following circumstances and subject to the conditions and restrictions provided in subsections (1) through (13) above:
 - (a) The vehicle is legally parked in compliance with the Wilsonville Code.
 - (b) Storage of material outside vehicles is prohibited, other than what is incidental to activities such as short-term (maximum 30 minutes) loading or unloading a vehicle.
 - (c) Vehicles must be operational, i.e., capable of being started and driven under their own power, or ready to be towed if designed to be towed and may not be discarded or left inoperable in public rights-of-way or on City property.
 - (d) Vehicles must be registered and insured, as required by the Oregon Vehicle Code.
 - (e) No building or erecting of any structures connecting or attaching to vehicles is permitted, including tents that are not designed and manufactured to be attached to a vehicle.
 - (f) Connections from vehicles to public or private stormwater, sewer, water, and electrical systems or to vehicles from public or private stormwater, sewer, water, and electrical systems are prohibited.

10.750 Notice and Removal.

- (1) Except as provided in subsection (4) below, at least 72 hours before removing individuals from an established campsite, law enforcement officials must post a written notice in English and Spanish at all entrances to the campsite to the extent that entrances can reasonably be identified.
 - (a) When a 72-hour notice is posted, law enforcement officials must inform local agencies that deliver social services to unhoused individuals as to where the notice has been posted.
 - (b) The local agencies may arrange for outreach workers to visit the campsite that is subject to the notice to assess the need for social service assistance in arranging shelter and other assistance.
- (2) Personal Property Collection and Storage.

- (a) All personal property at the campsite that remains unclaimed after removal will be given to law enforcement official(s), a local agency that delivers social services to unhoused individuals, an outreach worker, a local agency official, or a person authorized to issue a citation described in WC 10.760, whether notice under subsection (1) is required or not.
 - (b) The unclaimed personal property must be stored in a facility located in the City of Wilsonville.
 - (c) The unclaimed personal property will be stored in an orderly fashion, keeping items that belong to an individual together, to the extent that ownership can reasonably be determined.
 - (d) The personal property must be stored for a minimum of 30 days during which it must be reasonably available to any individual claiming ownership. Any personal property that remains unclaimed after 30 days may be disposed of or donated to an Internal Revenue Code Section 501(c)(3) non-profit corporation.
 - (e) Items that have no apparent value or utility or are in an unsanitary condition may be immediately discarded upon removal of the individuals from the campsite.
 - (f) Weapons, controlled substances other than prescription medication, and items that appear to be either stolen or evidence of a crime will be given to or retained by law enforcement officials.
- (3) The written notice required in subsection (1) must state, at a minimum:
- (a) Where unclaimed personal property will be stored;
 - (b) A phone number that individuals may call to find out where the personal property will be stored; or
 - (c) If a permanent storage location has not yet been determined, the address and phone number of an agency that will have the information when available.
- (4) The 72-hour notice requirement under subsection (1) does not apply:
- (a) When there are grounds for law enforcement officials to believe that illegal activities other than camping are occurring at a campsite; or
 - (b) In the event of an emergency at a campsite, including, but not limited to, possible site contamination by hazardous materials, a public health emergency, substantial and immediate risk or harm to public infrastructure, or other immediate danger to human life or safety.

10.760 Enforcement.

- (1) Violation of any regulations stated in WC 10.720, 10.730, or 10.740 constitutes a violation of the Wilsonville Code and is subject to fine(s) as contemplated in WC Chapter 1. Every day in which such violations occur constitutes a separate violation.
- (2) A person authorized to issue a citation for unlawful camping may not issue the citation if the citation would be issued within 200 feet of a notice required under WC 10.750 and within two hours before or after the notice was posted.
- (3) The City may adopt administrative rules via resolution to support and guide the implementation of and compliance with WC 10.700 through 10.780.

10.770 Exceptions.

- (1) Emergencies. In the event of emergency circumstances, the City Manager may authorize camping or storage of personal property on City-owned property and City rights-of-way by written order that specifies the period of time and location.
- (2) Other Temporary Circumstances. The City Manager may temporarily authorize camping or storage of personal property on City-owned property and City rights-of-way by written order that specifies the period of time and location upon finding it to be in the public interest and consistent with Council goals and policies. Such temporary action by the City Manager must be considered for ratification by the City Council at its next regularly scheduled meeting.

10.780 Severability.

If any section, paragraph, subdivision, clause, sentence, or provision of this title shall be adjudged by any court of competent jurisdiction to be unconstitutional or invalid, such judgment shall not affect, impair, invalidate, or nullify the validity of the remaining portions of the title.

PARKS AND PLAYGROUNDS

3.000. Rules and Regulations.

- (1) The following rules and regulations are hereby adopted for the regulation and use of municipal parks in and for the City, and shall be observed at all times by all persons using any City park or park facilities. A summary of these rules are authorized to be posted at Parks and park facilities as determined by the City Manager or designee.
- (2) No fires and camp stoves so shall be allowed except when allowed pursuant to an approved parks and facilities rental application, in the following designated areas:
 - ~~(a) Park camp stoves or fireplaces provided for such purposes.~~
 - ~~(b) Portions of beaches designated as permitting fires, if any.~~
 - ~~(c) Portable stoves in established campsites, picnic areas, and designated beaches where fires are permitted.~~
 - ~~(d) No fire shall be left unattended and every fire shall be extinguished before user leaves the park area.~~
- (3) No person shall in any park area except under agreement or special regulations of the Council:
 - (a) Hunt, pursue, trap, kill, injure, molest, or disturb the habitat of any bird or animal.
 - (b) Discharge any firearm, pellet gun, bow and arrow, slingshot, or other weapon capable of injuring any person, bird or animal; or
 - (c) Possess any loaded firearm.
- (4) Flowers, shrubs, foliage, trees or plant life or products of any type shall not be picked, cut, mutilated or removed, from any park area without written permission from the Council.
- (5) No person shall mutilate, deface, damage or remove any table, bench, building, sign, marker, monument, fence, barrier, fountain, faucet, traffic recorder, or other structure or facility of any kind in a parked area.
- (6) No person shall, except under special regulations of the Council, dig up, deface, or remove any dirt, stones, rock, or other substance whatever, make any excavation, quarry any stone, or lay or set off any blast or roll any barrier stones or move any barriers, or cause or assist in doing any of the said things within a parked area.
- (7) No person shall, except in a designated area, erect signs, markers, or inscriptions of any type within a park without permission from the Council.
- (8) No person in a park may without written permission of the Council:
 - (a) Operate a concession, either fixed or mobile;
 - (b) Solicit, sell or offer for sale, peddle, hock, or vend any goods, wares, merchandise, food, liquids, or services;
 - (c) Advertise any goods or services by any means whatsoever; or
 - (d) Distribute any circulars, notices, leaflets, pamphlets, or written or printed information of any kind.
- (9) Motor vehicles shall be operated only on roads and in parking area constructed or designated for motor vehicle use. No motor vehicle shall be operated on any trail or in any part of a park area not constructed or

designated for motor vehicle use, or on any road or trail posted as closed to the public, or on any road or trail where signs have been placed or erected by authority of the Council prohibiting the driving of motor vehicles. Automobiles, trailers, or other vehicles shall be parked only in designated areas.

- (10) No animal of any kind shall be brought into or kept in a park area unless confined, or in a vehicle. Except that dogs must be kept on a leash at all times in all City parks and playgrounds. The leash shall be no more than eight feet in length, except that a retractable reel leash may extend up to 15 feet in length. The authority of the City park employee includes the authority to undertake any lawful measures (including removal of the animal from the park area) deemed by the park employee necessary to prevent the interference by the animal with the safety, comfort and well-being of the park users, or the appearance or sanitary condition of the park area. No animals other than seeing-eye dogs shall be allowed in any building."
- (11) No bottles, cans, ashes, waste, paper, garbage, sewage, or other rubbish or refuse shall be left in a park area, except in the receptacles designated for that purpose.
- (12) No person shall set up or use a public address system in a park without the written permission of the Council.
- (13) No person shall ride, drive, lead, or keep a saddle horse or riding animal in any park area, except on such roads, trails, or areas designated for that purpose. No horse or other animal shall be hitched to any tree or shrub in such a manner that may cause damage to such tree or shrub.
- (14) No person shall wash any clothing or other materials or clean any fish in a pond, stream or river in a park area.
- (15) No person shall use abusive, threatening, boisterous, vile, obscene or indecent language or gestures in a park area which interferes with another's peaceful enjoyment of the park and its facilities. Public demonstrations, public disturbances, or riotous behavior or indecent exposure will not be allowed in any City park area.
- (16) No ~~overnight~~ camping, as defined in WC 10.710, will be permitted unless authorized ~~in writing by the Council~~pursuant to WC 10.770.
 - (a) Individuals may rest, as defined in WC 10.710, during open park hours so long as the individual is not in, on, across, over, or under a play structure or playground area, water feature, trail, pathway, restroom, or sports field, is not violating any of the prohibitions described in WC 10.700 through 10.780, and is not violating any other subsection of this Section 3.000 through 3.030.
- (17) No person shall operate any motor vehicle within a park area at a speed in excess of posted limits.
- (18) No person shall operate or use any noise producing machine, vehicle, device, or instrument in such a manner that is disturbing to other park area visitors or neighboring houses.
- (19) Except for authorized overnight camping in accordance with the City rules and regulations, no person, other than law enforcement officers or authorized City personnel, shall enter or remain in any park area except during ~~posted hours as established by the Council~~the hours of 6:00 am to 10:00 pm.
- (20) A fenced and signed area on the east side of Memorial Park is hereby designated as dog off leash area in which dogs may be allowed to run off leash provided:
 - (a) The dog is properly licensed and has received required vaccinations (rabies);
 - (b) The dog's owner, or owner's designee:
 1. Removes any and all feces excreted by the dog;
 2. Keeps the dog within the designated area during all times it is off leash;
 3. Secures the dog by adequate leash when entering or leaving the designated area;

- 4. Does not take a female dog in estrus into a designated area when other dogs are present, or, if already within a designated area, removes such female dog in estrus when other dogs enter the area; and
 - 5. Is present in the designated area and has voice control of his or her dog.
 - (c) No dog shall be permitted to fight, bite, or bark excessively while in a designated dog off leash area, and the owner of a dog fighting, biting, or barking excessively may be cited therefore and/or required to remove his or her dog from the area.
 - (21) A dog owner or owner's designee is required to remove and properly dispose of any and all feces excreted by said dog or dogs in all City parks.
 - (22) Smoking or the use of tobacco products is prohibited on all City park property, park facilities and buildings. "Tobacco products" includes any tobacco cigarette, cigar, pipe tobacco, smokeless tobacco, chewing tobacco, or any other form of tobacco which may be used for smoking, chewing, inhalation, or other means of ingestion.
- (Ord. No. 425, 4-4-1994; Ord. No. 712, 1-7-2013)

3.010. Facility Reservation.

- (1) In order to provide for the convenience of advance reservation of park facilities the following procedures are hereby adopted:
 - (a) Formal application must be made at City Hall to reserve any public park and recreation facility for the exclusive use of any particular group.
 - (b) All applications must be made at least two weeks in advance of the date of facility use and shall include the name of the organization/group, the facility requested, date and time and requested, name, address and phone number of person in charge, type of activity and any special requests.
 - (c) Reservation fee shall be paid in advance to assure reservation.
 - (d) The person in charge must sign the application.
 - (e) All applicant for park reservations shall be aware of the fact that reservations for park facilities are on a first-come, first-serve basis.

3.020. Use and Consumption of Alcoholic Beverages.

- (1) Alcohol may not be consumed or used in Wilsonville City parks under the following conditions:
 - (a) Alcoholic beverages or their consumption shall be limited to wines or beer only.
 - (b) In those areas designated by the City for which a reservation has been permitted and the applicant indicated on the application form that alcoholic beverages would be served. This does not in any way eliminate the reservation applicant from those rules and regulations administered under the Oregon Liquor Control Commission (OLCC).

(Ord. No. 425, 4-4-1994)

3.022. Water Safety Regulations.

- (1) No person shall swim, dive, or fish ,on or from the Memorial Park dock.

(2) The ordinance will sunset on the date of the conclusion of the described grant agreement.

(Ord. No. 752, 12-1-2014)

3.030. Enforcement and Penalty.

- (1) In addition to City Police, all City park employees or Council persons in charge of City parks or any park area are authorized and directed to enforce by all lawful means full compliance by the public with the foregoing rules and regulations.
- (2) Any person violating any park rule or regulation as delineated by Sections 3.000 and 3.020 of this Code, except those involving theft or damage over \$50.00, shall be punished upon a first conviction for a violation pursuant to Section I.012, and upon a subsequent conviction for a Class C misdemeanor pursuant to Wilsonville Code, Section I.012. Provided, however, a violation of a park rule which involves theft or damage to property [greater] than \$50.00 shall be treated as a crime under state criminal laws. Provided further a conviction for violation of Section 3.000(31) shall only be punished as a violation pursuant to Section 1.012.

(Ord. No. 253, 2-21-1984; Ord. No. 425, 4-4-1994; Ord. No. 712, 1-7-2013)

PARKING AND STORAGE REGULATIONS ENFORCEABLE BY CITATION AND FINE

5.200. Storage of Motor Vehicles and Other Property on the Street.

Except as further limited by WC 10.700 through 10.780, No person shall store or permit to be stored on a street or other public property, without permission of the Council, a motor vehicle, boat, trailer, camper, mobile home, travel trailer, or other personal property, including portable storage containers, for a period in excess of 72 hours, without moving at least three vehicle lengths away.

5.205. Method of Parking.

- (1) No vehicle shall be parked upon any street in a manner other than parallel to the roadway and facing in the direction of travel of the nearest travel lane unless specifically designated by signs or markings which are authorized by the City Manager or designee.
- (2) Where parking space markings are placed on a street, no person shall stand or park a vehicle other than in the indicated direction or the direction of travel if no direction is indicated, and, unless the size or shape of the vehicle makes compliance impossible, within a single marked space.
- (3) The operator who first begins maneuvering a motor vehicle into a vacant parking space on a street shall have priority to park in that space, and no other vehicle operator shall attempt to interfere.
- (4) Whenever the operator of a vehicle discovers the vehicle is parked close to a building to which the fire department has been summoned, the operator shall immediately remove the vehicle from the area, unless otherwise directed by police or fire officers.

5.210. Prohibited Parking or Standing.

In addition to the state motor vehicle laws, the following regulations regarding parking or standing of the below-described vehicles apply:

- (1) A vehicle in an alley other than for the expeditious loading or unloading of persons or materials, and in no case for a period in excess of 30 consecutive minutes.
- (2) Except as further limited by WC 10.700 through 10.780, No motor truck with a gross vehicle weight of more than 8,000 pounds, truck trailer, motor bus, recreational vehicle, or utility trailer shall be parked on a street between the hours of 9:00 p.m. and 7:00 a.m. of the following day in front of or adjacent to a residence, motel, apartment, hotel or other sleeping accommodation, except
 - (a) as may otherwise be specifically adopted by action of the City Council, or
 - (b) to accommodate only the loading/unloading of property belonging to the occupants of or performing a service on the adjacent residence and in such case, no sleeping is allowed at any time and the maximum period allowed to accomplish performance of the service or such loading, unloading, or a combination of both, shall not exceed 48 hours, thereafter subject to ticketing and/or towing in accordance with Code requirements for any time beyond this maximum service, loading/unloading period.
- (3) No trailer as defined in ORS 801.560 shall be parked upon any City street unless it is attached to a motor vehicle by which it may be propelled or drawn, save and except such streets within Industrial

Zones that the City Engineer reasonably determines that parking of unattached trailers would not constitute a safety hazard. This subsection shall not apply to trailers which are disabled to such extent that the driver cannot avoid temporarily leaving the disabled trailer on the street, provided that the trailer must be removed within 24 hours of becoming disabled.

- (4) No operator shall park and no owner shall allow a vehicle to be parked upon a street for the principal purpose of:
 - (a) Displaying the vehicle for sale.
 - (b) Repairing or servicing the vehicle, except repairs necessitated by an emergency.
 - (c) Displaying advertising from the vehicle. Incidental parking of a vehicle with such advertising that is permanently or semi-permanently attached to the vehicle and would normally be construed as routine self-promotion, including name, logo, slogan, or product description of the vehicle is not intended to be prohibited.
 - (d) Selling merchandise from the vehicle, except when authorized.
- (5) No vehicle shall be parked upon any City street in a location within 12 feet of any mailbox used for pickup or delivery of the United States mail.
- (6) No vehicle shall be parked upon any City street or highway in violation of "No Parking" signs or markings, where the City Manager or designee authorizes such signs or markings.
- (7) No vehicle shall be parked upon any City street adjacent to any yellow curb, where the City Manager or designee authorizes such curb.
- (8) No vehicle shall be parked upon any City street in a manner such that less than 18 feet of unobstructed roadway width is left available for the passage of other vehicles. Where roadways are less than 18 feet wide, such width as necessary to allow two vehicles to pass, shall remain unobstructed.
- (9) Except as further limited by WC 10.700 through 10.780, No vehicle shall be parked on any street for more than 72 hours without moving at least three vehicle lengths away.
- (10) No vehicle shall be parked where it is impeding or likely to impede the normal flow of vehicular, bicycle, or pedestrian traffic; where it is a hazard or is likely to be a hazard to vehicular, bicycle, or pedestrian traffic; or where it is obstructing the required width of a fire apparatus access road.
- (11) No vehicle shall be parked or operated on a highway when the vehicle registration as indicated by registration stickers or registration card has been expired for 90 days or more, the vehicle is required to be registered when operated on a street, and the vehicle is parked or being operated on a City street.
- ~~(12) Unless in a designated area for camping, no person shall, for a period of more than two hours, use any vehicle or trailer to camp in, sleep in, or live in while parked upon any City property, City right-of-way, City easement, or City street.~~
- ~~(a) For the purposes of this Section,~~
 - ~~1. The term "camp" has the same meaning given it in Code Section 10.425.~~
 - ~~2. The term "sleep" means the natural periodic suspension of consciousness, during which the powers of the body are restored, or resting or meditating in a manner which leads a reasonable person to conclude that consciousness is suspended.~~
 - ~~3. The term "live" means the use of a vehicle or trailer for a home, dwelling place, residence, or domicile. Engaging in or the presence of items used for cooking, sleeping, bathing, or other activities normally associated with home life may serve as evidence that a person is living in a vehicle.~~

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(Supp. No. 1)

~~(b) It shall be an affirmative defense to "sleep in" if the sleeping was caused by a medical condition and not induced by alcohol, controlled substances, or medication that warns of causing drowsiness or sleepiness, or warnings to that effect.~~

~~(c) It shall be an affirmative defense to "live in," if a legally permissible explanation is provided of the items present or the activity engaged in that a reasonable person could find plausible under the circumstances then and there present.~~

(1312) No vehicle shall be parked in any Residential Permit Parking Zone without a residential parking permit clearly displayed in the window for that Residential Parking Zone, as more particularly described in Chapter 5, Section 5.245.

(Ord. No. 722, 9-5-2013; Ord. No. 750, 12-1-2014; Ord. No. 804, 2-7-2017)

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6.400. Removal of Individuals, their Property and Campsites on Public Property.

- ~~(1) Prior to the removal of any individual and/or their personal property from an established camping site on public property, law enforcement officials shall post a removal notice at the campsite, written in English and Spanish, 24 hours in advance of removal, provided however, that law enforcement officials are encouraged to determine if the circumstances warrant an extension of time for removal to ensure humane treatment, in which instance the law enforcement officials may extend the notice time up to 72 hours in advance of removal;~~
- ~~(a) At the time the notice is posted, law enforcement officials shall inform a local agency that delivers social services to homeless individuals where the notice has been posted.~~
- ~~(b) This local agency may arrange for outreach workers to visit the camping site where a notice has been posted to assess the need for social service assistance in arranging shelter and other assistance.~~
- ~~(c) All unclaimed personal property shall be given to law enforcement officials whether 24 hour notice is required or not. Subject to approval of the City Manager, the City's Public Works Director shall develop a protocol to aid such law enforcement officials in the custody, removal, storage, and destruction of the unclaimed personal property. A notice shall be posted, written in English and Spanish, providing a phone number to call during the business hours of 8:00 a.m. to 4:00 p.m., Monday to Friday, to arrange an appointment to pick up the unclaimed personal property. This notice shall be posted in a conspicuous place in the general vicinity, but not greater than 30 feet, of the personal property to be removed, and shall be laminated or otherwise made to be weather resistant. The notice shall not be posted on or attached to personal property in the area. The property shall be stored for 30 days from the removal date and will be available to any individual claiming ownership. Property that remains unclaimed for 30 days will be disposed of and the notice removed.~~
- ~~(d) *Personal property* means any item that is reasonably recognizable as belonging to a person and has apparent utility. Items that have no apparent utility or are in an unsanitary condition will be immediately discarded upon removal of the homeless individuals from the camping site.~~
- ~~(e) City officials or law enforcement personnel shall photograph the site prior to the removal of property and provide a general description of items disposed of due to their lack of apparent utility or unsanitary condition.~~
- ~~(f) Weapons, drug paraphernalia and items that appear to be either stolen or evidence of a crime shall be turned over to the appropriate law enforcement officials.~~
- ~~(2) Following the removal of homeless individuals from a campsite on public property, the law enforcement officials, local agency officials and outreach workers may meet to assess the notice and removal policy, to discuss whether removals are occurring in a humane and just manner and to determine if any changes are needed in the policy.~~
- ~~(3) The 24 hour notice under subsection (1)(c) of this section shall not apply:~~
- ~~(a) When there are grounds for law enforcement officials to believe that illegal activities other than camping are occurring.~~
- ~~(b) In the event of an exceptional emergency such as possible site contamination by hazardous materials or when there is immediate danger to human life or safety.~~
- ~~(4) Sleeping or sleeping in a vehicle on public property in a manner that establishes a camping area or that results in personal property or trash being stored on public property shall be considered an established camp for the purposes of this Section.~~

- ~~(a) Vehicles used for camping on public property shall be impounded according to Wilsonville Code Sections 5.400—5.460. The contents of impounded vehicles will be inventoried according to Wilsonville Code Section 5.425.~~
- ~~(b) Sleeping in a vehicle on a public right of way shall still be governed by Wilsonville Code Section 5.210(12).~~
- ~~(c) Illegal parking, stopping or standing of vehicles are governed by Wilsonville Code Sections 5.200 et seq.~~
- ~~(5) A person authorized to issue a citation for unlawful camping under state law, administrative rule or city or county ordinance may not issue the citation if the citation would be issued within 200 feet of the notice described in this section and within two hours before or after the notice was posted.~~

(Ord. No. 716, 4-15-2013)

CITY OF WILSONVILLE

VALUE STATEMENTS REGARDING HOUSING STATUS

The City of Wilsonville recognizes the regional and statewide homelessness crisis and understands that the City must play an active role in responding to the related humanitarian and livability concerns. The City makes the following statements to declare its commitment to coordinate with other government entities, service providers, and community members in responding to this crisis.

1. The City reaffirms its declaration as a welcoming and inclusive city, as described in Resolution No. 2626, adopted by the City Council on May 1, 2017.
2. The City reaffirms its efforts and adopted policies to continue building a thriving, vibrant community that provides a variety of employment to promote a robust workforce and housing opportunities across income levels. Such efforts and policies include, but are not limited to, the Equitable Housing Strategic Plan, the Town Center Master Plan, the Frog Pond East and South Master Plan, the transit-oriented development (TOD) affordable housing project, the Coffee Creek Master Plan, the Basalt Creek Concept Plan, the Urban Renewal Strategic Plan, the Economic Development Strategy, the Parks & Recreation Comprehensive Master Plan, and the South Metro Area Regional Transit (SMART) department that provides free in-town transit services.
3. All community members are entitled to be valued and treated with dignity regardless of their housing status. The City values community and individual wellbeing and will coordinate with state, regional, county, and local service providers to promote measures and services that are designed to increase community and individual wellbeing.
4. The City's role is to formulate policy and rules to best protect community safety, health, welfare, livability, and the environment.
5. Recognizing limited City resources, the City will utilize all existing and potential sources of funding made available from federal, state, regional, county, or other local funds specifically designated for addressing homelessness.
6. The City will coordinate with state, regional, county, and local service resources, and particularly Clackamas County housing initiatives, including Homelessness Prevention, Rapid-Rehousing, Coordinated Housing Access, and Built for Zero, with the goal that all unhoused people be afforded options for safer, stable housing.
7. The City's obligation and role is to regulate camping as survival sheltering in places not generally intended for living or habitation.
8. The City believes that camping for survival sheltering outside is not a solution for individuals experiencing homelessness.

9. The City's camping for survival regulations are designed to ensure that all community members feel that they are in a safe, orderly environment, including individuals who are sheltering for survival.

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FINDINGS FOR ORDINANCE NO. 879

I. GENERAL FINDINGS

The general purpose of Ordinance No. 879 is to regulate the time, place, and manner in which individuals may camp on City of Wilsonville property and rights-of-way. Furthermore, the purpose of Ordinance No. 879 is to comply with Oregon House Bill 3115 (2021) and House Bill 3124 (2021), as well as current federal court decisions *Martin v. Boise*, 920 F.3d 584 (9th Cir., 2019) and *Johnson v. City of Grants Pass*, 50 F.4th 787 (9th Cir., 2022). The City makes the following general findings regarding the camping regulations contemplated in Ordinance No. 879.

Finding 1.1. The City Council acknowledges the lack of nightly shelter beds and housing currently available regionally and recognizes the systemic lack of state and federal investment in shelter and public health services for individuals experiencing homelessness.

Finding 1.2. The City Council acknowledges that it is currently unavoidable that some people will live or shelter for survival outdoors until they are able to access affordable or free shelter or housing. In Wilsonville, this has typically meant sheltering on City rights-of-way and City property.

Finding 1.3. Public rights-of-way are generally intended for public use and travel. The City Council is the road authority for most roads within the City; as such, the City must consider the safety of all modes of transportation travelling on roadways and sidewalks, including to and from neighboring properties, businesses, and residences.

Finding 1.4. The City owns extremely limited property where camping can or should be allowed. City utilities (stormwater, water, and sewer) are sensitive and generally closed to the public or have limited access for safety, environmental, and security reasons.

Finding 1.5. It is the intent of the City Council to provide standards for camping and survival sheltering on City property and City rights-of-way with the understanding that accessing stable, safe, and healthy housing, rather than camping on public property, is ideal.

Finding 1.6. It is the intent of the City Council to provide standards for camping and survival sheltering on City property and City rights-of-way that will address issues such as fire risk, unsanitary conditions, trash, and public safety hazards to people camping and neighboring businesses and community members, and environmental degradation, which have occurred with longer-term camping in the City.

II. FINDINGS REGARDING TIME REGULATIONS

Finding 2.1. The City Council finds that restricting the time for camping on public property is necessary to increase public safety and ensure the equal and orderly administration of these regulations. The chosen time period for permitted camping is consistent with current City parking regulations. Additionally, the City of Wilsonville contracts with Clackamas County for law enforcement services. Due to the limited availability of law enforcement services, the City

must have firm time regulations that ensure proper administration within the designated areas for camping. The City Council also finds that the chosen ten (10) hour period is longer than similar time regulations, and provides additional time for individuals experiencing homelessness to set up and take down their camping materials, as well as obtain sufficient rest.

Finding 2.2. The City Council finds that individuals experiencing homelessness can store and use personal property in designated areas when reasonably necessary for camping, sleeping, or staying warm and dry from the elements. The time limits on the storage of personal property in designated areas ensure a lack of obstructions for City rights-of-way and on other public property, as well as protecting the health and safety of residents and other individuals experiencing homelessness from harm to persons or property. The City Council also finds that the City has an interest in ensuring the aesthetic and healthy vision for the City through effective and orderly administration of regulations.

III. FINDINGS REGARDING PLACE REGULATIONS

Finding 3.1. The City Council finds that City parks are a vital part of the Wilsonville community and represent significant City assets as real property owned by the City; public improvements and infrastructure built, controlled, maintained, and owned by the City; and sites necessary for the health and wellbeing of the community. In the 2022 biennial National Community Survey, City parks received the highest rating out of 10 characteristics at 91% of those surveyed rating the quality of City parks as excellent or good. The City has intentionally invested significant resources to the development, maintenance, and expansion of its parks system, with plans to continue to do so, as outlined by the City's 2018 Parks and Recreation Comprehensive Master Plan ("Parks Master Plan"). The City Council relies on the Parks Master Plan and supporting documents to substantiate continuing to prohibit camping in City parks. In the public outreach conducted as part of the City's project to update its public property camping regulations, community members completed a forced-ranking of suitability as space to allow overnight camping and City parks was ranked the third least suitable locations, only above residential areas and areas around schools.

Many City parks, including Memorial Park (the City's largest park), Boones Ferry Park, and Arrowhead Creek Park, have areas within the City's Significant Resource Overlay Zone (SROZ), which limits development and uses that may occur in those areas in order to protect wildlife habitat, wetlands, riparian corridors, and other environmentally sensitive areas. In order to protect the significant resources dedicated to the City's high-quality parks, the City Council finds that City parks should continue to remain closed to all community members between 10:00 pm until 5:00 am, unless appropriate authorizations are obtained. The City Council further finds that other designated City-owned property offers sufficient space for individuals who are involuntarily homeless to camp overnight.

Finding 3.2. The City Council find that City parking lots or other City property not listed as designated areas for camping must be protected for the benefit and use of City staff and the public. City staff utilize City parking lots to safely store City vehicles, as well as for the parking of City employees' personal vehicles during the work day. The City also hosts numerous events and activities throughout the year for the public, which often utilize City parking lots and City

property for attendance. The City Council has specifically created certain designated areas where individuals experiencing homelessness may safely camp overnight and access essential sanitary facilities.

Finding 3.3. The City Council finds that the City's South Metro Area Regional Transit (SMART) system is an integral service to the Wilsonville community. SMART provides transportation services for a wide range of Wilsonville residents, employees, and visitors. These individuals access these services through the use of City bus shelters throughout the area. Many of the frequent users of SMART services are elderly or disabled residents, and often require use of the bus shelter while awaiting transportation services. The City Council further finds that other designated City-owned property offers sufficient space for individuals who are involuntarily homeless to rest and camp overnight, while also preserving the facilities necessary for residents accessing local public transportation services.

Finding 3.4. The City Council finds that the Significant Resource Overlay Zone (SROZ) serves to protect natural resources, open space, flood hazard areas, the Willamette River Greenway, and, generally, the environment. The City Council adopted the SROZ as part of the City of Wilsonville Zoning Map to achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP), relating to Title 3 Water Quality Resource Areas and Title 13 Habitat Conservation Areas, as well as the portion of Statewide Planning Goal 5 relating to significant natural resources. The SROZ limits the types of uses and development that may occur in order to preserve the natural areas, riparian corridors, wetlands, for animal and plant life. Such preservation will be significantly damaged and undermined if individuals camp or shelter within the SROZ.

The City Council further finds that the City's Significant Resource Overlay Zone (SROZ) poses a unique fire danger during high and extreme fire conditions due to the abundance of dry brush and other fuel sources. It is difficult for emergency personnel to evacuate individuals from the SROZ during a fire event, and difficult to enforce arson laws and burning prohibitions on an incident-by-incident basis due to the rapid rate of fire spreading under such conditions. Wildfires in the SROZ, as well as other densely forested areas within the City, pose a severe threat to persons and property, including residents and property owners near those areas, as well as parks and public lands.

Finding 3.5. The City Council finds that the City of Wilsonville takes great pride in its urban forests and recognizes the benefits that trees provide to quality of life, economic development, and livability. The City's Heritage Tree program recognizes and fosters the appreciation and awareness of trees that represent and promote the history and values of the community. Camping near these historical markers, or other sensitive tree areas, would undermine the goals of the program, as well as pose a potential threat to the health and preservation of protected trees within the community.

Finding 3.6. The City Council finds that effectively managing City stormwater facilities is imperative to ensuring enhanced water quality, preserving natural features, providing aesthetic value to the community, and protecting wildlife habitats. Pursuant to the 2012 Stormwater Master Plan, the City is committed to achieving these goals, while also complying with local, state, and

federal regulatory requirements. Camping near areas designated as stormwater facilities potentially pose a significant risk to water quality through the contribution of pollutants and toxins that are related to human activity. Additionally, the City must maintain regular access to these facilities to comply with all applicable regulations and make necessary repairs and improvements. The City must also ensure continued compliance with its National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit that is regulated through the Oregon Department of Environmental Quality by protecting its stormwater system from hazards and water pollution.

Finding 3.7. The City Council finds that camping, lying, or sleeping on or near railroad tracks, or in a manner that obstructs rights-of-way, vehicle lanes, bicycle lanes, or roundabouts prevents the public's ability to use that public property for its intended purpose and in some situations can result in imminent threats to life.

Finding 3.8. The City Council finds that as the road authority for the City, the City is responsible for ensuring the safety of any street or right-of-way undergoing construction, heavy vehicle use, or other similar uses where camping would be incompatible for purposes of avoiding imminent threats to life, or delays in necessary public improvements.

IV. FINDINGS REGARDING MANNER REGULATIONS

Finding 4.1. The City Council finds that City rights-of-way are generally to serve multi-modal transportation, including, but not limited to, vehicle, bicycle, and pedestrian traffic. Obstructing sidewalk accessibility is not only potentially a violation of the Americans with Disabilities Act (ADA), obstructions can also prevent access to and repair and maintenance of fire hydrants, mailboxes, crosswalk call buttons, and other critical public utility infrastructure.

Finding 4.2. The City Council finds that close congregation of campsites together often leads to campsites growing to a point of causing significant sanitary, health, safety, and welfare issues. The City Council also finds that allowing close congregation of campsites limits the ability to enforce other camping regulations.

Finding 4.3. The City Council finds that recreational fires and other sources of open flames pose a risk to the health and safety of the community. During dry seasons, open flames can create a fire danger that poses a severe threat to surrounding persons and property within the City. Additionally, open flames and recreational fires pose a health risk to individuals camping within the vicinity, as well as serve as a source of potential airborne pollutants and toxins. The City currently contains service providers that distribute meals to individuals experiencing homelessness that do not require heating by flame or other forms of heating that pose fire threats.

Finding 4.4. The City Council finds that it must continue to prohibit any uses that may cause violations of the City's NPDES MS4 permit and/or jeopardize the City's sanitary sewer and stormwater systems. The City Council further finds that the City takes great pride in its excellent aesthetic and healthy appearance. The storage or discarding of garbage, debris, or other various forms of unsanitary materials or substances such as black or grey water within the City may be harmful to the health and safety of persons or property, including residents and individuals

experiencing homelessness, as well as detract from the aesthetic vision for the City. Additionally, storage of certain combustible materials can pose a significant fire threat when located near structures or other individuals. The City Council further states that individuals experiencing homelessness can store and use personal property that is reasonably necessary for camping, sleeping, or staying warm and dry from the elements.

Finding 4.5. The City Council finds that unauthorized utility connections, attachments of personal property to public property or structures, or otherwise altering public property in any unauthorized manner poses a risk to the effective management, use, and enjoyment of such property by residents, public employees, or other individuals. The City and other public employees must maintain regular access to these public utility structures and additional public property to comply with all applicable local, state, and federal regulations, make necessary repairs and improvements, and provide essential services to protect persons and property during emergencies. Additionally, the City Council finds that residents and visitors regularly use and rely on public property, such as facilities, structures, and open areas for the provision of services and personal enjoyment. The City Council further finds that any unauthorized connections or attachments likely violate federal, state, and/or local laws, regulations, and policies, including, but not limited to, the Clean Water Act, the Americans with Disabilities Act, building codes, and land use regulations.

Finding 4.6. The City Council finds that unleashed animals pose a risk to the health and safety of community members, City employees, and other individuals. The City currently requires that dogs must be on leash if on public property, unless is a designated off-leash dog park. The City also currently prohibits animals of any kind from entering the park unless confined or, for dogs, if on-leash, unless in a designated off-leash dog park. Additionally, the presence of animal feces presents a public health hazard to water quality and an impediment to the enjoyment of public property. The City Council also finds that unleashed animals can stress local mammals and destroy habitats in sensitive areas such as those used for ground-nesting birds.

Finding 4.7. The City Council finds that the use, manufacture, or distribution of tobacco, alcohol, or cannabis products, or other illicit substances pose a risk to the health, safety, and welfare of residents, individuals experiencing homelessness, and other individuals impacted by the use of such substances. The use of these substances can contribute to health problems for those that use such substances, as well as surrounding residents, community members, and property where these substances are consumed, manufactured, or distributed. Additionally, the use, manufacture, or distribution of these substances is a violation of other applicable local, state, and federal regulations. The City Council further finds that exceptions should be made where an individual experiencing homeless can demonstrate a legitimate need for the use of certain substances for medical purposes.

Finding 4.8. The City Council recognizes that vehicles are often used by individuals who are involuntarily homeless for shelter and/or sleeping. The City Council also recognizes the need to protect the health and safety of persons and property in designated areas for camping. Potential harms from improper vehicle camping including environmental harm to stormwater facilities and surrounding habitats or structures, imposing barriers or impediments that can obstruct travel by residents or public employees, and other actions that violate applicable local, state, or federal laws related to the ownership and operation of vehicles.

V. FINDINGS REGARDING NOTICE AND REMOVAL REGULATIONS

Finding 5.1. The City Council finds that when removing a camp or closing a location where people are camping on public property in a non-designated area the City will provide at least 72-hour notice to all impacted individuals. These provisions are subject to exceptions in cases of emergencies or criminal activity, as allowed by State law, or as necessary to protect the health, safety, and welfare of persons or property. The City Council further states that notice and removal efforts will be focused on working with service providers and community resources to provide reasonable support to individuals experiencing homelessness. The City will assess personal property remaining at closed campsites and determine the proper disposition of such property based on reasonable interpretations regarding the apparent nature and use of the property, and the relative impact of such property on the health and safety of the community.

Finding 5.2. The City Council finds that City officials must have the discretion to suspend notice provisions when necessary to provide essential services to protect persons and property during emergencies. Pursuant to state law and the needs of the community, designated public officials must have the authority to enforce removal regulations where there is a reasonable and legitimate threat to the health, safety, and welfare of persons or property relating to activities on public property occupied by individuals experiencing homelessness.

VI. FINDINGS REGARDING ENFORCEMENT REGULATIONS

Finding 6.1. The City Council finds that the City has an interest in enforcing local, state, and federal regulations. Pursuant to Article IV, Section 1(5), and Article XI, Section 2 of the Oregon Constitution, each municipal government has the authority to establish regulations and regulate the conduct of those within its boundaries where not pre-empted by state or federal law for the protection of public health, safety, and welfare. The Wilsonville City Charter imposes certain duties on City officials to enforce the provisions of all City regulations. It is the intent of the City Council to promote the amicable and efficient enforcement of these regulations, while ensuring equitable compliance to protect the health and safety of City property, residents, and individuals experiencing homelessness. The City Council further finds that pursuant to state laws regarding enforcement of camping regulations, public officials will not issue citations to individuals experiencing homelessness within two hundred (200) feet of removal notice posted within two (2) hours before or after the notice was posted. These limits are subject to City authority that is necessary for public employees to provide essential services to protect persons and property during emergencies.

VII. FINDINGS RELATED TO EXCEPTIONS TO REGULATIONS

Finding 7.1. The City Council finds that the City Manager or their designee must have the discretion to authorize additional camping and storage of personal property when reasonably necessary during periods of public emergencies. This provision will ensure swift and comprehensive measures to protect the health and safety of individuals experiencing homelessness. Additionally, the City Manager or designee can make temporary accommodations

for camping and the storage of personal property where there are reasonable grounds that are approved by City Council at the next regularly scheduled meeting. These provisions provide sufficient discretion for the City Manager or designee to act within their best judgment to make temporary accommodations where necessary and consistent with the goals of the City and the community, as well as providing expeditious review of the decision for compliance with relevant goals and policies.

DRAFT

ATTACHMENT 2

RESOLUTION NO. XXXX

A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING ADMINISTRATIVE RULES RELATED TO REGULATION OF CAMPING FOR SURVIVAL ON PUBLIC PROPERTY.

WHEREAS, the purpose of these administrative rules is to ensure the humane treatment and appropriate response by the City to individuals experiencing homelessness when applying provisions within Sections 10.700 through 10.780 of Wilsonville Code, and other applicable provisions of Wilsonville Code, including but not limited to, Sections 3.000 and 5.200 through 5.210; and

WHEREAS, the City of Wilsonville seeks to create rules and procedures that provide flexibility and allow the City to nimbly, efficiently, and effectively comply with requirements of Oregon House Bill (HB) 3115 (2021) and HB 3124 (2021), as well as current federal court decisions *Martin v. Boise*, 920 F.3d 584 (9th Cir., 2019) and *Johnson v. City of Grants Pass*, 50 F.4th 787 (9th Cir., 2022; and

WHEREAS, the City has engaged in extensive community outreach, including a community questionnaire with 437 responses, anonymous surveys from individuals experiencing homelessness, additional outreach to public and private service providers, and discussions with other local stakeholders to create a comprehensive and adaptable response strategy for individuals experiencing homelessness; and

WHEREAS, the City Council conducted 6 work sessions on public camping regulations, and the City has received additional input from the City's DEI Committee, Library Board, and Parks and Recreation Advisory Board on creating and implementing nimble public camping regulations; and

WHEREAS, the City seeks to create versatile policies and systems to access and obtain services provided by the Counties of Clackamas and Washington, which receive state and federal funding for housing and homelessness services for those within their respective jurisdictions; and

WHEREAS, in undertaking a review of City provisions related to public camping for survival, creating administrative rules related to the implementation of time, place, and manner restrictions on public camping became necessary to provide guidance and direction to City

employees regarding compliance with state laws and current federal case law in the enforcement of the provisions of Wilsonville Code related to public camping.

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

Section 1. Findings. The City Council hereby adopts the above-stated recitals and the Staff Report accompanying this Resolution as the City Council's findings demonstrating that the regulations adopted herein are in the public interest and promote the health, safety, and welfare of the City of Wilsonville community.

Section 2. The City Council hereby adopts the Administrative Rules regarding the City's regulation of camping on public property attached hereto and incorporated by reference herein at **Exhibit A**.

Section 3. Effective Date. This Resolution is effective beginning July 1, 2023.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 15th day of May, 2023, and filed with the Wilsonville City Recorder this date.

JULIE FITZGERALD, MAYOR

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Linville

Councilor Berry

Councilor Dunwell

EXHIBITS:

A. Administrative Rules

DRAFT

CITY OF WILSONVILLE ADMINISTRATIVE RULES IMPLEMENTING ORDINANCE NO. 879

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1. Purpose.

- 1.1. The purpose of these Administrative Rules is to: (1) refine and provide specificity to the regulations in WC 10.700 through 10.780; (2) provide City personnel direction on implementing WC 10.700 through 10.780; and (3) identify area(s) where individuals who are involuntarily homeless may camp in accordance with the time, place, and manner regulations stated in WC 10.720 through 10.740.
- 1.2. These Administrative Rules are intended to provide guidance and direction for implementing WC 10.700 through 10.780 to ensure citation and removal of individuals and clean-up of campsites comply with Oregon law.
- 1.3. The regulations in WC 10.700 through 10.780 are objectively reasonable with regard to individuals who are involuntarily homeless, as required by HB 3115 (2021), and will be implemented as described in these Administrative Rules in an objectively reasonable manner, based on the totality of circumstances, including the impact of these Administrative Rules on the person experiencing homelessness.
- 1.4. These Administrative Rules are authorized under WC 10.760(3) and may be amended from time to time via resolution adopted by the City Council.

2. Definitions.

- 2.1. *To camp or camping* means to set up, or remain in or at, a campsite for the purpose of establishing or maintaining a temporary place to shelter for survival from the elements.
- 2.2. *Camp materials* means tents, huts, awnings, lean-tos, chairs, tarps or tarpaulins, cots, beds, sleeping bags, blankets, mattresses, sleeping or bedding materials, food or food storage items, and/or similar items that are or appear to be used as sheltering and/or sleeping accommodations, or to assist with sheltering for survival and/or sleeping activities.
- 2.3. *Campsite* means any place where any camp materials, bedding, sleeping bag, or other sleeping matter, or any stove or fire is placed, established, or maintained, whether or not such place incorporates the use of any tent, lean-to, shack, or any other structure or any vehicle or part thereof.
- 2.4. *City or Wilsonville* means the City of Wilsonville, Oregon.
- 2.5. *City Manager* means the City of Wilsonville City Manager or designee.
- 2.6. *City-owned property* means public real property, land, and premises owned by the City of Wilsonville.

- 2.7. *City right-of-way* means the space in, upon, along, across, over or under the City-owned streets, roads, highways, lanes, courts, ways, alleys, boulevards, sidewalks, bicycle lanes, and places used or intended to be used by the general public for travel as the same now or may hereafter exist, that the City has the right to allow the public to use.
- 2.8. *Designated Area(s)* means the area(s) the City has identified where individuals who are involuntarily homeless may shelter for survival, as further identified in Section 3 herein.
- 2.9. *Individuals who are involuntarily homeless* means the circumstance when there is no available emergency or transitional housing for an individual experiencing homelessness and/or no transportation for such individual to available emergency or transitional housing within the county where the person is located.
- 2.10. *Personal property* means any item that is reasonably recognizable as belonging to a person and has apparent value or utility.
- 2.11. *Rest* means to pause from exertion by stopping, sitting, lying, or sleeping.
- 2.12. *SROZ* means the City's Significant Resource Overlay Zone.
- 2.13. *Store* means to put aside or accumulate for use when needed, to put for safekeeping, to place or leave in a location.
- 2.14. *Vehicle* means every device in, upon, or by which any person or property is, or may be, transported or drawn upon any street or highway, and includes any hulk or component thereof, including, but not limited to cars, campers, recreational vehicles, motor homes, pickup trucks, pickup truck canopies, and trailers, except devices:
- 2.14.1. Designed to be moved exclusively by human power; or
- 2.14.2. Designed to be used exclusively upon stationary rails or tracks.
3. **Designated Area(s).** It is prohibited at all times for any person to use City property or City rights-of-way to camp for survival, except at the following location(s). The City designates the following specific locations on the Wilsonville City Hall property located at 29799 SW Town Center Loop East, Wilsonville, Oregon for individuals who are involuntarily homeless to camp, pursuant to the time and manner regulations outlined in WC 10.720 and WC 10.740:
- 3.1. Vehicle Camping Locations. An individual who is involuntarily homeless may camp in their vehicle in one of the primary parking spaces shown in **Illustration 1** below. The vehicle must be fully confined within the parking space and the individual may not place any camping materials or other materials outside of their

vehicle. If all primary parking spaces are full, an individual who is involuntarily homeless may camp in their vehicle in one of the designated overflow parking spaces. The parking spaces in between each designated parking space may not be used for camping or storage of personal property. Vehicle camping may not occupy designated non-vehicle camping locations.

3.1.1. If an individual who is involuntarily homeless is utilizing a recreational vehicle, the recreational vehicle may park diagonally in the primary parking spaces, but may not occupy more than three (3) spaces.

3.2. Non-Vehicle Camping Locations. An individual who is involuntarily homeless may camp in the spaces shown in **Illustration 1** below. The size of the campsite may not exceed 10 feet x 10 feet or 100 square feet. Each individual non-vehicle campsite must be at least 100 feet away from another non-vehicle campsite and at least 20 feet setback from property lines, as shown in Illustration 1. Individuals may not place any camping materials or other materials outside of their campsite.

Alternative 3.2. Non-Vehicle Camping Locations. An individual who is involuntarily homeless may camp in the spaces shown in **Illustration 1** below. The size of the campsite may not exceed one designated parking space. Individuals may not place any camping materials or other materials outside of the one parking space they occupy. The parking spaces in between each designated parking space may not be used for camping or storage of personal property. Non-vehicle camping may not occupy designated vehicle camping locations.

Illustration 1

[Insert Aerial Map]

3.3. Other Temporary Circumstances. In the event that the areas and spaces identified in Illustration 1 above are at capacity and an individual who is involuntarily homeless needs a location to shelter for survival, the City Manager may designate additional location(s) as may be necessary pursuant to WC 10.770(2). Such temporary action by the City Manager must be considered for ratification by the City Council at its next regularly scheduled meeting.

3.3.1. In the event the City Manager must exercise authority pursuant to Section 3.3, the City Manager will consider areas and spaces that are in the best interest of the community and that best meet the purpose and intent of WC 10.700 through 10.780, including considering the following:

3.3.1.1. Whether circumstances indicate that such need is temporary or longer-term;

3.3.1.2. The feasibility of additional space in the City Hall parking lot;

- 3.3.1.3. The compatibility with surrounding uses and zoning of any other locations; and
- 3.3.1.4. Feasibility of obtaining regulatory approval for temporary use on vacant city properties.

4. Outreach and Education

- 4.1. Resource Materials. The City will develop resource material(s), including, but not limited to, Washington County and Clackamas County resources for individuals who are involuntarily homeless and information of the City's camping for survival regulations. The City will have these educational materials printed in English and Spanish and available to employees, individuals who are involuntarily homeless, service providers, and community members at City facilities commonly utilized by the public. The information will also be provided on the City's website.
- 4.2. County Coordination. The City will coordinate with Clackamas County and Washington County regarding each County's response to and resources for individuals who are involuntarily homeless. City personnel will provide regular updates to the City Council and community of each County's resources and projects to address homelessness.

5. Clean-Up Procedures

- 5.1. Procedure for Removing Campsites and Personal Property.
 - 5.1.1. If people are present when City personnel or contractors return following a posted notice to remove the personal property or campsite that was subject to the notice, people apparently in charge of the campsite, personal property, or vehicle should be given another verbal and/or written warning to move their own campsite, property, or vehicle.
 - 5.1.2. When removing individuals from an established campsite, the City will make reasonable efforts to remove individuals without the use of force, arrest, or citation.
 - 5.1.3. Following removal of a campsite or personal property, the City must post a notice stating the location where removed personal property is being stored, and how individuals can contact the City to retrieve their personal property. When practicable and when the person or people responsible for the personal property are present, the notice should also be personally delivered to the individual(s).
 - 5.1.4. When removing personal property, the City will make reasonable efforts to determine if property belongs to an individual and has any apparent utility.

The City will make reasonable efforts to identify which campsite property was removed from, to aid in connecting people with their property removed by the City. Items that are of no apparent use or are in an unsanitary condition due to saturation or contamination from bodily fluids, whether human or animal, or other contamination, will be considered garbage, and discarded as part of any cleanup efforts by the City.

- 5.1.5. Weapons, controlled substances other than prescription medication, and items that appear to be either stolen or evidence of a crime shall be given to law enforcement officials.

- 5.2. Removal of Vehicles. The provisions of this Subsection are in addition to existing processes for towing of hazardous vehicles or vehicles eligible for towing under state law.

- 5.2.1. A vehicle may be towed from City right-of-way as an abandoned vehicle under ORS 819.110 and WC 5.400 through 5.460, if it has been parked or left standing in a location or for a duration that is in violation of the Wilsonville Code and is not being used for shelter. ("Abandoned" for purposes of this Subsection means that the vehicle has been parked or left standing in excess of allowed time, even if people are using the vehicle in its parked location without moving it.) State and local regulations regarding notice and hearing for towed vehicles must be followed.

- 5.2.2. Vehicles that are disabled or left standing in a location as to constitute a hazard or obstruction on City rights-of-way may be immediately towed in accordance with the provisions of ORS 819.120 and WC 5.415. Notice shall be given as described under ORS 819.180 and WC 5.420, and, if requested, a hearing described under ORS 819.190 and WC 5.430.

- 5.3. Storage of Personal Property.

- 5.3.1. Personal property removed from campsites and unclaimed at the time of removal will be stored by the City, or its contractor(s), within the City limits, as identified on the notice posted at the time of removal, where people can reasonably access to retrieve belongings. Stored personal property will be reasonably available for any individual claiming ownership.

- 5.3.2. The City will not store, and will discard, items that have no apparent use or are in an unsanitary condition due to saturation or contamination from bodily fluids, whether human or animal, or other contamination. The City will not store perishable food items or other items that, if left in storage for up to 30 days, could contaminate other stored property.

- 5.3.3. The City, or its contractor(s), will keep records of the date property was received, a general description of the location the property was recovered from, the date the property must be stored until, and if known, a description or identification of the presumed owner of the property.
- 5.3.4. The City, or its contractor(s), will make reasonable efforts to provide a range of times the storage location will be available for people to collect property.
- 5.3.5. The City, or its contractor(s), will take reasonable precautions to secure stored property, including vehicles, but will not be responsible for loss or damage to stored property.
- 5.3.6. The City may dispose of any personal property that remains unclaimed after thirty (30) days, or such duration as required by statute.
- 5.3.7. Property held by the Clackamas County Sheriff's Office shall be disposed of in accordance with its policies and all applicable state laws.

5.4. Storage of Vehicles.

- 5.4.1. Towed or removed vehicles in which people are camping or sheltering should be stored as personal property removed from an established campsite in accordance with this Policy.
- 5.4.2. The City, or its contractor(s), will store vehicles in a reasonably secure location, consistent with practices for storing other removed personal property. Other than as required to facilitate tow or removal of a vehicle, or as may be required for other valid or law enforcement purpose in extraordinary circumstances, City personnel will not enter vehicles or perform any search, including an inventory search, of vehicle contents.
- 5.4.3. The City will release vehicles to a person entitled to lawful possession with proof of valid license for the person driving the vehicle away. A person must provide proof of ownership or other indicia of ownership, or written authorization from registered owner.
- 5.4.4. If not retrieved after thirty (30) days, the vehicle will be considered unlawfully parked or abandoned pursuant to ORS 98.810 or other applicable statutes, and can be towed and impounded to a towing lot subject to storage and other lawful fees, liens, and disposal.

6. Enforcement

- 6.1. Violation of Administrative Rules. Any violation of these Administrative Rules may be enforced in accordance with WC 10.750 and 10.760.

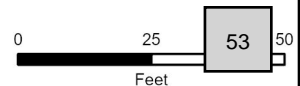
- 6.2. Humane Implementation and Enforcement. In accordance with state law, the regulations in WC 10.700 through 10.780 and these Administrative Rules should be implemented and enforced in ways to ensure humane treatment of individuals who are involuntarily homeless when citing and/or removing them from campsites when violation(s) occurs.
- 6.3. Methods of Enforcement. Enforcement pursuant to WC 10.750 and 10.760 may be by the following ways:
- 6.3.1. Notice and removal and/or clean-up of a campsite pursuant to WC 10.750;
 - 6.3.2. When circumstances warrant, emergency removal pursuant to WC 10.750(4); or
 - 6.3.3. Citation for violation pursuant to WC 10.760. Citations will be issued when other means of achieving compliance have been unsuccessful or are not practicable for the particular situation.
- 6.4. Pre-Citation Process.
- 6.4.1. Except in emergencies or when not practicable for the particular situation, before a citation is issued, City personnel will contact, or will cause to be contacted, the person and provide opportunity to cure or remedy the alleged violation. City personnel should consider contacting Clackamas County or Washington County homeless response services (depending on the location). Communication with the person should be done in a manner designed to help the person understand the alleged violation and how to cure the violation.
 - 6.4.2. The City will provide to persons allegedly violating the City's camping regulations any relevant resource material(s) developed pursuant to Section 4.1 above.
- 6.5. Enforcement Suspension and/or Dismissal.
- 6.5.1. Enforcement of time restrictions may be suspended or modified in the event of a declared emergency, weather conditions, or for any other reason within the City Manager's authority, pursuant to WC 10.770(1).
 - 6.5.2. The City may elect to dismiss a citation when an individual does not have access to shelter and is engaged in case management, housing, and/or behavioral health services, or when necessary or appropriate to respond to an individual's disability. Currently approved engagement includes:

- 6.5.2.1. Clackamas County, including the Clackamas County Coordinated Housing Access Program
- 6.5.2.2. Washington County, including the Washington County Community Connect Program
- 6.5.2.3. Heart of the City
- 6.5.2.4. Others?

DRAFT



ATTACHMENT 3 - Map 1





ATTACHMENT 3 - Map 2



ATTACHMENT 3 - Map 3

**DESIGNATED AREAS FOR CAMPING FOR SURVIVAL
COMPARATIVE ANALYSIS OF MAP ALTERNATIVES**

	Humane Siting	Risk of Liability	Conflict with Adjacent Uses	Ease of Implementation	Enforcement	Maintenance	Total
Map 1	2 – there is no shade cover which will make the asphalt extremely hot during the summer; asphalt can also become extremely cold during the winter	3 – conflict with vehicle traffic; must provide some barrier, such as jersey barrier, but may still have vehicle/non-vehicle conflict occur	2 – Places more camp locations near commercial uses and Town Center Park, but not directly adjacent to commercial uses	2 – Placing barriers does require ordering and delivery issues, but manageable; risk of liability more significant than other options, but aided with barrier placement	3 – Requires law enforcement to enter into parking lot to observe; potential traffic flow issues and conflict with use as non-vehicle camp location; barriers may inhibit appropriate emergency response	2 – Increased potential for damage to stormwater swale; maintenance, vandalism costs related to barriers; increased potential for City vehicle damage due to increased number of people and proximity to City car corral	14
Map 2	2 – same as above	2 – conflicts with vehicle traffic reduced with gates; however, vehicles may be parked in designated area prior to gate closure	3 – Directly adjacent to commercial uses and closest siting to Town Center Park	3 – Implementation is significant for gating, but balanced with reducing risk of liability compared to Map 1	2 – same as above, but emergency services would have access to open gate	2 – Increased potential for damage to landscaped area to the west; significant maintenance costs, particularly if gate is damaged; increased potential for City vehicle damage due to increased number of people and proximity to City car corral	14

Map 3	1 – grassy area means the ground will provide a more moderate temperature than asphalt pavement	1 – no conflicts with vehicle traffic	1 – Balances proximity to residential uses (287 feet minimum) and commercial uses; on average, furthest siting from Town Center Park	1 – Implementation requires vegetative planting and cyclone fencing along northern edge; shorter turnaround time than other options	1 – Visibility from Courtside Drive for all sites	1 – bare field with currently minimal maintenance requirements; ongoing maintenance of vegetative screen and periodic mowing (City does not currently water the land)	6 (Best Overall Option)	Item B.
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ATTACHMENT 4

CAMPING ON CITY PROPERTY AND RIGHTS-OF-WAY

10.700	Purpose
10.710	Definitions
10.720	Time Regulations
10.730	Place Regulations
10.740	Manner Regulations
10.750	Notice and Removal
10.760	Enforcement
10.770	Exceptions
10.780	Severability

10.700 Purpose.

The purpose of WC 10.700 through 10.780 is to regulate the time, place, and manner in which individuals may camp on City of Wilsonville property and rights-of-way. Furthermore, the purpose of WC 10.700 through 10.780 is to comply with Oregon House Bill 3115 (2021) and House Bill 3124 (2021), as well as current federal court decisions *Martin v. Boise*, 920 F.3d 584 (9th Cir., 2019) and *Johnson v. City of Grants Pass*, 50 F.4th 787 (9th Cir., 2022).

10.710 Definitions.

- (1) *Administrative Rules* means the regulations the City adopts pursuant to WC 10.770(3).
- (2) *To camp or camping* means to set up, or remain in or at, a campsite for the purpose of establishing or maintaining a temporary place to shelter for survival from the elements.
- (3) *Camp materials* means tents, huts, awnings, lean-tos, chairs, tarps or tarpaulins, cots, beds, sleeping bags, blankets, mattresses, sleeping or bedding materials, food or food storage items, and/or similar items that are or appear to be used as sheltering and/or sleeping accommodations, or to assist with sheltering for survival and/or sleeping activities.
- (4) *Campsite* means any place where any camp materials, bedding, sleeping bag, or other sleeping matter, or any stove or fire is placed, established, or maintained, whether or not such place incorporates the use of any tent, lean-to, shack, or any other structure or any vehicle or part thereof.
- (5) *City or Wilsonville* means the City of Wilsonville, Oregon.
- (6) *City Manager* means the City of Wilsonville City Manager or designee.
- (7) *City-owned property* means public real property, land, and premises owned by the City of Wilsonville.
- (8) *City right-of-way* means the space in, upon, along, across, over or under the City-owned streets, roads, highways, lanes, courts, ways, alleys, boulevards, sidewalks, bicycle lanes,

and places used or intended to be used by the general public for travel as the same now or may hereafter exist, that the City has the right to allow the public to use.

- (9) *Designated Area(s)* means the area(s) the City has identified where individuals who are involuntarily homeless may shelter for survival, as further identified in WC 10.730(2) herein.
- (10) *Individuals who are involuntarily homeless* means the circumstance when there is no available emergency or transitional housing for an individual experiencing homelessness and/or no transportation for such individual to available emergency or transitional housing within the county where the person is located.
- (11) *Personal property* means any item that is reasonably recognizable as belonging to a person and has apparent value or utility.
- (12) *Rest* means to pause from exertion by stopping, sitting, lying, or sleeping.
- (13) *SROZ* means the City's Significant Resource Overlay Zone.
- (14) *Store* means to put aside or accumulate for use when needed, to put for safekeeping, to place or leave in a location.
- (15) *Vehicle* means every device in, upon, or by which any person or property is, or may be, transported or drawn upon any street or highway, and includes any hulk or component thereof, including, but not limited to cars, campers, recreational vehicles, motor homes, pickup trucks, pickup truck canopies, and trailers, except devices:
 - (a) Designed to be moved exclusively by human power; or
 - (b) Designed to be used exclusively upon stationary rails or tracks.

10.720 Time Regulations.

- (1) Except as authorized pursuant to WC 10.770, individuals who are involuntarily homeless may camp in Designated Area(s) only during the hours of 9:00 pm to 7:00 am.
- (2) Except as authorized pursuant to WC 10.770, individuals who are involuntarily homeless may store personal property, pursuant to the regulations in WC 10.740, in Designated Area(s) only during the hours of 9:00 pm to 7:00 am.

10.730 Place Regulations.

- (1) Except as authorized pursuant to WC 10.770, at all times it is unlawful for any persons to camp or to establish, maintain, or occupy a campsite on City-owned property not identified as a Designated Area, including, but not limited to:
 - (a) All City parks and City parking lots within City parks.

- (b) All City parking lots, City structures, or other City property not designated for camping in the Administrative Rules, as provided in subsection 2 below.
- (c) All City rights-of-way, [including rights-of-way within and adjacent to areas zoned for residential uses and rights-of-way adjacent to public and private schools and child care facilities.](#)
- (d) All City sidewalks.
- (e) All public transit shelters.
- (f) All City property located in the SROZ.
- (g) All City property located within 20 feet of a tree designated as a heritage tree in the City's Heritage Tree program.
- (h) The City property at the northeast corner of SW Barber Street and SW Kinsman Road (taxlot number 31W14B 00700).
- (i) Stormwater treatment facilities, including, but not limited to swales, detention ponds, and drainage ways.
- (j) On areas underneath City-owned rights-of-way or bridges that are not open to the public.
- (k) On railroad tracks or within 15 feet of railroad tracks.
- (l) On any City property or City right-of-way that the City has closed to the public due to construction, heavy vehicle or machinery use, or other City or City-sanctioned work that is incompatible with camping in the City right-of-way.
- (2) **Designated Area(s).** Individuals who are involuntarily homeless may occupy a campsite within the time regulations provided in WC 10.720 and pursuant to the manner regulations in WC 10.740 in the Designated Area(s) identified in the Administrative Rules. For avoidance of doubt, camping is prohibited on all City-owned property and City rights-of-way not designated for camping in the Administrative Rules.

10.740 Manner Regulations.

Camping by individuals who are involuntarily homeless, when and where allowed (*see* WC 10.720 and 10.730), is subject to all of the following:

- (1) Individuals, camp materials, camps, or personal property may not obstruct sidewalk accessibility or passage, clear vision, fire hydrants, City or other public utility infrastructure, or otherwise interfere with the use of the right-of-way for vehicular, pedestrian, bicycle, or other passage.

- (2) For campsites other than those contained within a vehicle, the campsite must be limited within a spatial footprint of 10 feet by 10 feet, or 100 square feet. For campsites including a vehicle, the campsite and camp materials must be self-contained within the vehicle. The intent of this section is to allow a person to sleep protected from the elements and maintain the essentials for sheltering, while still allowing others to use public spaces as designed and intended.
- (3) For campsites located in Designated Area(s), the campsite locations must comply with the spacing [requirements](#) identified in the Administrative Rules.
- (4) Open flames, recreational fires, burning of garbage, bonfires, or other fires, flames, or heating are prohibited.
- (5) Individuals may not accumulate, discard, or leave behind garbage, debris, unsanitary or hazardous materials, human or animal waste, or other items of no apparent utility in public rights-of-way, on City property, or on any adjacent public or private property.
- (6) Dumping of gray water (i.e., wastewater from baths, sinks, and the like) or black water (i.e., sewage) into any facilities or places not intended for gray water or black water disposal is prohibited. This includes but is not limited to storm drains, which are not intended for disposal of gray water or black water.
- (7) Unauthorized connections or taps to electrical or other utilities, or violations of building, fire, or other relevant codes or standards, are prohibited.
- (8) Obstruction or attachment of camp materials or personal property to fire hydrants, utility poles or other utility or public infrastructure, fences, trees, vegetation, vehicles, buildings, or structures is prohibited.
- (9) Storage of personal property such as vehicle tires, bicycles or associated components (except as needed for an individual's personal use), gasoline, generators, lumber, household furniture, extra propane tanks, combustible material, or other items or materials is prohibited, other than what is related to camping, sleeping, or keeping warm and dry.
- (10) Digging, excavation, terracing of soil, alteration of ground or infrastructure, or damage to vegetation or trees is prohibited.
- (11) All animals must be leashed, crated, or otherwise physically contained at all times.
- (12) Smoking, vaping, and/or the use or distribution of tobacco or cannabis products is prohibited in Designated Area(s). "Tobacco or cannabis products" includes, but is not limited to, any tobacco cigarette, cigar, pipe tobacco, smokeless tobacco, chewing tobacco, any part of the plant Cannabis family Cannabaceae, or any other form of tobacco or cannabis which may be used for smoking, chewing, inhalation, or other means of ingestion.

Commented [GA1]: Delete if non-vehicle camping designated in City Hall parking lot.

This regulation does not prohibit the use of prescribed medication when used in accordance with the prescription instructions and when used in location(s) allowed under Oregon law.

- (13) Alcohol may not be consumed, used, or distributed in Designated Area(s).
- (14) Controlled substances, as defined in ORS 475.005, may not be consumed, used, manufactured, or distributed in Designated Area(s).
- (15) Vehicle Camping. Individuals who are involuntarily homeless may use vehicles for shelter and/or sleeping in Designated Area(s) under the following circumstances and subject to the conditions and restrictions provided in subsections (1) through (13) above:
 - (a) The vehicle is legally parked in compliance with the Wilsonville Code.
 - (b) Storage of material outside vehicles is prohibited, other than what is incidental to activities such as short-term (maximum 30 minutes) loading or unloading a vehicle.
 - (c) Vehicles must be operational, i.e., capable of being started and driven under their own power, or ready to be towed if designed to be towed and may not be discarded or left inoperable in public rights-of-way or on City property.
 - (d) Vehicles must be registered and insured, as required by the Oregon Vehicle Code.
 - (e) No building or erecting of any structures connecting or attaching to vehicles is permitted, including tents that are not designed and manufactured to be attached to a vehicle.
 - (f) Connections from vehicles to public or private stormwater, sewer, water, and electrical systems or to vehicles from public or private stormwater, sewer, water, and electrical systems are prohibited.

10.750 Notice and Removal.

- (1) Except as provided in subsection (4) below, at least 72 hours before removing individuals from an established campsite, law enforcement officials must post a written notice in English and Spanish at all entrances to the campsite to the extent that entrances can reasonably be identified.
 - (a) When a 72-hour notice is posted, law enforcement officials must inform local agencies that deliver social services to unhoused individuals as to where the notice has been posted.
 - (b) The local agencies may arrange for outreach workers to visit the campsite that is subject to the notice to assess the need for social service assistance in arranging shelter and other assistance.
- (2) Personal Property Collection and Storage.

- (a) All personal property at the campsite that remains unclaimed after removal will be given to law enforcement official(s), a local agency that delivers social services to unhoused individuals, an outreach worker, a local agency official, or a person authorized to issue a citation described in WC 10.760, whether notice under subsection (1) is required or not.
 - (b) The unclaimed personal property must be stored in a facility located in the City of Wilsonville.
 - (c) The unclaimed personal property will be stored in an orderly fashion, keeping items that belong to an individual together, to the extent that ownership can reasonably be determined.
 - (d) The personal property must be stored for a minimum of 30 days during which it must be reasonably available to any individual claiming ownership. Any personal property that remains unclaimed after 30 days may be disposed of or donated to an Internal Revenue Code Section 501(c)(3) non-profit corporation.
 - (e) Items that have no apparent value or utility or are in an unsanitary condition may be immediately discarded upon removal of the individuals from the campsite.
 - (f) Weapons, controlled substances other than prescription medication, and items that appear to be either stolen or evidence of a crime will be given to or retained by law enforcement officials.
- (3) The written notice required in subsection (1) must state, at a minimum:
- (a) Where unclaimed personal property will be stored;
 - (b) A phone number that individuals may call to find out where the personal property will be stored; or
 - (c) If a permanent storage location has not yet been determined, the address and phone number of an agency that will have the information when available.
- (4) The 72-hour notice requirement under subsection (1) does not apply:
- (a) When there are grounds for law enforcement officials to believe that illegal activities other than camping are occurring at a campsite; or
 - (b) In the event of an emergency at a campsite, including, but not limited to, possible site contamination by hazardous materials, a public health emergency, substantial and immediate risk or harm to public infrastructure, or other immediate danger to human life or safety.

10.760 Enforcement.

- (1) Violation of any regulations stated in WC 10.720, 10.730, or 10.740 constitutes a violation of the Wilsonville Code and is subject to fine(s) as contemplated in WC Chapter 1. Every day in which such violations occur constitutes a separate violation.
- (2) A person authorized to issue a citation for unlawful camping may not issue the citation if the citation would be issued within 200 feet of a notice required under WC 10.750 and within two hours before or after the notice was posted.
- (3) The City may adopt administrative rules via resolution to support and guide the implementation of and compliance with WC 10.700 through 10.780.

10.770 Exceptions.

- (1) Emergencies. In the event of emergency circumstances, the City Manager may authorize camping or storage of personal property on City-owned property and City rights-of-way by written order that specifies the period of time and location.
- (2) Other Temporary Circumstances. The City Manager may temporarily authorize camping or storage of personal property on City-owned property and City rights-of-way by written order that specifies the period of time and location upon finding it to be in the public interest and consistent with Council goals and policies. Such temporary action by the City Manager must be considered for ratification by the City Council at its next regularly scheduled meeting.

10.780 Severability.

If any section, paragraph, subdivision, clause, sentence, or provision of this title shall be adjudged by any court of competent jurisdiction to be unconstitutional or invalid, such judgment shall not affect, impair, invalidate, or nullify the validity of the remaining portions of the title.

ATTACHMENT 5

CITY OF WILSONVILLE ADMINISTRATIVE RULES IMPLEMENTING ORDINANCE NO. ~~XXX~~879

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1. Purpose.

- 1.1. The purpose of these Administrative Rules is to: (1) refine and provide specificity to the regulations in WC 10.700 through 10.780; (2) provide City personnel direction on implementing WC 10.700 through 10.780; and (3) identify area(s) where individuals who are involuntarily homeless may camp in accordance with the time, place, and manner regulations stated in WC 10.720 through 10.740.
- 1.2. These Administrative Rules are intended to provide guidance and direction for implementing WC 10.700 through 10.780 to ensure citation and removal of individuals and clean-up of campsites comply with Oregon law.
- 1.3. The regulations in WC 10.700 through 10.780 are objectively reasonable with regard to individuals who are involuntarily homeless, as required by HB 3115 (2021), and will be implemented as described in these Administrative Rules in an objectively reasonable manner, based on the totality of circumstances, including the impact of these Administrative Rules on the person experiencing homelessness.
- 1.4. These Administrative Rules are authorized under WC 10.760(3) and may be amended from time to time via resolution adopted by the City Council.

2. Definitions.

- 2.1. *To camp or camping* means to set up, or remain in or at, a campsite for the purpose of establishing or maintaining a temporary place to shelter for survival from the elements.
- 2.2. *Camp materials* means tents, huts, awnings, lean-tos, chairs, tarps or tarpaulins, cots, beds, sleeping bags, blankets, mattresses, sleeping or bedding materials, food or food storage items, and/or similar items that are or appear to be used as sheltering and/or sleeping accommodations, or to assist with sheltering for survival and/or sleeping activities.
- 2.3. *Campsite* means any place where any camp materials, bedding, sleeping bag, or other sleeping matter, or any stove or fire is placed, established, or maintained, whether or not such place incorporates the use of any tent, lean-to, shack, or any other structure or any vehicle or part thereof.
- 2.4. *City or Wilsonville* means the City of Wilsonville, Oregon.
- 2.5. *City Manager* means the City of Wilsonville City Manager or designee.
- 2.6. *City-owned property* means public real property, land, and premises owned by the City of Wilsonville.

- 2.7. *City right-of-way* means the space in, upon, along, across, over or under the City-owned streets, roads, highways, lanes, courts, ways, alleys, boulevards, sidewalks, bicycle lanes, and places used or intended to be used by the general public for travel as the same now or may hereafter exist, that the City has the right to allow the public to use.
- 2.8. *Designated Area(s)* means the area(s) the City has identified where individuals who are involuntarily homeless may shelter for survival, as further identified in Section 3 herein.
- 2.9. *Individuals who are involuntarily homeless* means the circumstance when there is no available emergency or transitional housing for an individual experiencing homelessness and/or no transportation for such individual to available emergency or transitional housing within the county where the person is located.
- 2.10. *Personal property* means any item that is reasonably recognizable as belonging to a person and has apparent value or utility.
- 2.11. *Rest* means to pause from exertion by stopping, sitting, lying, or sleeping.
- 2.12. *SROZ* means the City's Significant Resource Overlay Zone.
- 2.13. *Store* means to put aside or accumulate for use when needed, to put for safekeeping, to place or leave in a location.
- 2.14. *Vehicle* means every device in, upon, or by which any person or property is, or may be, transported or drawn upon any street or highway, and includes any hulk or component thereof, including, but not limited to cars, campers, recreational vehicles, motor homes, pickup trucks, pickup truck canopies, and trailers, except devices:
- 2.14.1. Designed to be moved exclusively by human power; or
- 2.14.2. Designed to be used exclusively upon stationary rails or tracks.
3. **Designated Area(s).** It is prohibited at all times for any person to use City property or City rights-of-way to camp for survival, except at the following location(s). The City designates the following specific locations on the Wilsonville City Hall property located at 29799 SW Town Center Loop East, Wilsonville, Oregon for individuals who are involuntarily homeless to camp, pursuant to the time and manner regulations outlined in WC 10.720 and WC 10.740:
- 3.1. Vehicle Camping Locations. An individual who is involuntarily homeless may camp in their vehicle in one of the primary parking spaces shown in **Illustration 1** below. The vehicle must be fully confined within the parking space and the individual may not place any camping materials or other materials outside of their

vehicle. If all primary parking spaces are full, an individual who is involuntarily homeless may camp in their vehicle in one of the designated overflow parking spaces. The parking spaces in between each designated parking space may not be used for camping or storage of personal property. Vehicle camping may not occupy designated non-vehicle camping locations.

3.1.1. If an individual who is involuntarily homeless is utilizing a recreational vehicle, the recreational vehicle may park diagonally in the primary parking spaces, but may not occupy more than three (3) spaces.

3.2. Non-Vehicle Camping Locations. An individual who is involuntarily homeless may camp in the spaces shown in **Illustration 1** below. The size of the campsite may not exceed 10 feet x 10 feet or 100 square feet. Each individual non-vehicle campsite must be at least 100 feet away from another non-vehicle campsite and at least 20 feet setback from property lines, as shown in Illustration 1. Individuals may not place any camping materials or other materials outside of their campsite.

Alternative 3.2. Non-Vehicle Camping Locations. An individual who is involuntarily homeless may camp in the spaces shown in **Illustration 1** below. The size of the campsite may not exceed one designated parking space. Individuals may not place any camping materials or other materials outside of the one parking space they occupy. The parking spaces in between each designated parking space may not be used for camping or storage of personal property. Non-vehicle camping may not occupy designated vehicle camping locations.

Illustration 1

[Insert Aerial Map]

3.3. Other Temporary Circumstances. In the event that the areas and spaces identified in Illustration 1 above are at capacity and an individual who is involuntarily homeless needs a location to shelter for survival, the City Manager may designate additional location(s) as may be necessary pursuant to WC 10.770(2). Such temporary action by the City Manager must be considered for ratification by the City Council at its next regularly scheduled meeting.

3.3.1. In the event the City Manager must exercise authority pursuant to Section 3.3, the City Manager will consider areas and spaces that are in the best interest of the community and that best meet the purpose and intent of WC 10.700 through 10.780, including considering the following:

3.3.1.1. Whether circumstances indicate that such need is temporary or longer-term;

3.3.1.2. The feasibility of additional space in the City Hall parking lot;

- 3.3.1.3. The compatibility with surrounding uses and zoning of any other locations; and
- 3.3.1.4. Feasibility of obtaining regulatory approval for temporary use on vacant city properties.

4. Outreach and Education

- 4.1. Resource Materials. The City will develop resource material(s), including, but not limited to, Washington County and Clackamas County resources for individuals who are involuntarily homeless and information of the City's camping for survival regulations. The City will have these educational materials printed in English and Spanish and available to employees, individuals who are involuntarily homeless, service providers, and community members at City facilities commonly utilized by the public. The information will also be provided on the City's website.
- 4.2. County Coordination. The City will coordinate with Clackamas County and Washington County regarding each County's response to and resources for individuals who are involuntarily homeless. City personnel will provide regular updates to the City Council and community of each County's resources and projects to address homelessness.

5. Clean-Up Procedures

- 5.1. Procedure for Removing Campsites and Personal Property.
 - 5.1.1. If people are present when City personnel or contractors return following a posted notice to remove the personal property or campsite that was subject to the notice, people apparently in charge of the campsite, personal property, or vehicle should be given another verbal and/or written warning to move their own campsite, property, or vehicle.
 - 5.1.2. When removing individuals from an established campsite, the City will make reasonable efforts to remove individuals without the use of force, arrest, or citation.
 - 5.1.3. Following removal of a campsite or personal property, the City must post a notice stating the location where removed personal property is being stored, and how individuals can contact the City to retrieve their personal property. When practicable and when the person or people responsible for the personal property are present, the notice should also be personally delivered to the individual(s).
 - 5.1.4. When removing personal property, the City will make reasonable efforts to determine if property belongs to an individual and has any apparent utility.

The City will make reasonable efforts to identify which campsite property was removed from, to aid in connecting people with their property removed by the City. Items that are of no apparent use or are in an unsanitary condition due to saturation or contamination from bodily fluids, whether human or animal, or other contamination, will be considered garbage, and discarded as part of any cleanup efforts by the City.

- 5.1.5. Weapons, controlled substances other than prescription medication, and items that appear to be either stolen or evidence of a crime shall be given to law enforcement officials.

- 5.2. Removal of Vehicles. The provisions of this Subsection are in addition to existing processes for towing of hazardous vehicles or vehicles eligible for towing under state law.

- 5.2.1. A vehicle may be towed from City right-of-way as an abandoned vehicle under ORS 819.110 and WC 5.400 through 5.460, if it has been parked or left standing in a location or for a duration that is in violation of the Wilsonville Code and is not being used for shelter. ("Abandoned" for purposes of this Subsection means that the vehicle has been parked or left standing in excess of allowed time, even if people are using the vehicle in its parked location without moving it.) State and local regulations regarding notice and hearing for towed vehicles must be followed.

- 5.2.2. Vehicles that are disabled or left standing in a location as to constitute a hazard or obstruction on City rights-of-way may be immediately towed in accordance with the provisions of ORS 819.120 and WC 5.415. Notice shall be given as described under ORS 819.180 and WC 5.420, and, if requested, a hearing described under ORS 819.190 and WC 5.430.

- 5.3. Storage of Personal Property.

- 5.3.1. Personal property removed from campsites and unclaimed at the time of removal will be stored by the City, or its contractor(s), within the City limits, as identified on the notice posted at the time of removal, where people can reasonably access to retrieve belongings. Stored personal property will be reasonably available for any individual claiming ownership.

- 5.3.2. The City will not store, and will discard, items that have no apparent use or are in an unsanitary condition due to saturation or contamination from bodily fluids, whether human or animal, or other contamination. The City will not store perishable food items or other items that, if left in storage for up to 30 days, could contaminate other stored property.

- 5.3.3. The City, or its contractor(s), will keep records of the date property was received, a general description of the location the property was recovered from, the date the property must be stored until, and if known, a description or identification of the presumed owner of the property.
- 5.3.4. The City, or its contractor(s), will make reasonable efforts to provide a range of times the storage location will be available for people to collect property.
- 5.3.5. The City, or its contractor(s), will take reasonable precautions to secure stored property, including vehicles, but will not be responsible for loss or damage to stored property.
- 5.3.6. The City may dispose of any personal property that remains unclaimed after thirty (30) days, or such duration as required by statute.
- 5.3.7. Property held by the Clackamas County Sheriff's Office shall be disposed of in accordance with its policies and all applicable state laws.

5.4. Storage of Vehicles.

- 5.4.1. Towed or removed vehicles in which people are camping or sheltering should be stored as personal property removed from an established campsite in accordance with this Policy.
- 5.4.2. The City, or its contractor(s), will store vehicles in a reasonably secure location, consistent with practices for storing other removed personal property. Other than as required to facilitate tow or removal of a vehicle, or as may be required for other valid or law enforcement purpose in extraordinary circumstances, City personnel will not enter vehicles or perform any search, including an inventory search, of vehicle contents.
- 5.4.3. The City will release vehicles to a person entitled to lawful possession with proof of valid license for the person driving the vehicle away. A person must provide proof of ownership or other indicia of ownership, or written authorization from registered owner.
- 5.4.4. If not retrieved after thirty (30) days, the vehicle will be considered unlawfully parked or abandoned pursuant to ORS 98.810 or other applicable statutes, and can be towed and impounded to a towing lot subject to storage and other lawful fees, liens, and disposal.

6. Enforcement

- 6.1. Violation of Administrative Rules. Any violation of these Administrative Rules may be enforced in accordance with WC 10.750 and 10.760.

- 6.2. Humane Implementation and Enforcement. In accordance with state law, the regulations in WC 10.700 through 10.780 and these Administrative Rules should be implemented and enforced in ways to ensure humane treatment of individuals who are involuntarily homeless when citing and/or removing them from campsites when violation(s) occurs.
- 6.3. Methods of Enforcement. Enforcement pursuant to WC 10.750 and 10.760 may be by the following ways:
- 6.3.1. Notice and removal and/or clean-up of a campsite pursuant to WC 10.750;
 - 6.3.2. When circumstances warrant, emergency removal pursuant to WC 10.750(4); or
 - 6.3.3. Citation for violation pursuant to WC 10.760. Citations will be issued when other means of achieving compliance have been unsuccessful or are not practicable for the particular situation.
- 6.4. Pre-Citation Process.
- 6.4.1. Except in emergencies or when not practicable for the particular situation, before a citation is issued, City personnel will contact, or will cause to be contacted, the person and provide opportunity to cure or remedy the alleged violation. City personnel should consider contacting Clackamas County or Washington County homeless response services (depending on the location). Communication with the person should be done in a manner designed to help the person understand the alleged violation and how to cure the violation.
 - 6.4.2. The City will provide to persons allegedly violating the City's camping regulations any relevant resource material(s) developed pursuant to Section 4.1 above.
- 6.5. Enforcement Suspension and/or Dismissal.
- 6.5.1. Enforcement of time restrictions may be suspended or modified in the event of a declared emergency, weather conditions, or for any other reason within the City Manager's authority, pursuant to WC 10.770(1).
 - 6.5.2. The City may elect to dismiss a citation when an individual does not have access to shelter and is engaged in case management, housing, and/or behavioral health services, or when necessary or appropriate to respond to an individual's disability. Currently approved engagement includes:

- 6.5.2.1. Clackamas County, including the Clackamas County Coordinated Housing Access Program
- 6.5.2.2. Washington County, including the Washington County Community Connect Program
- 6.5.2.3. Heart of the City
- 6.5.2.4. Others?

ATTACHMENT 6

CITY OF WILSONVILLE

VALUE STATEMENTS REGARDING HOUSING STATUS

The City of Wilsonville recognizes the regional and statewide homelessness crisis and understands that the City must play an active role in responding to the related humanitarian and livability concerns. The City makes the following statements to declare its commitment to coordinate with other government entities, service providers, and community members in responding to this crisis.

1. The City reaffirms its declaration as a welcoming and inclusive city, as described in Resolution No. 2626, adopted by the City Council on May 1, 2017.
2. The City reaffirms its efforts and adopted policies to continue building a thriving, vibrant community that provides a variety of employment to promote a robust workforce and housing opportunities across income levels. Such efforts and policies include, but are not limited to, the Equitable Housing Strategic Plan, the Town Center Master Plan, the Frog Pond East and South Master Plan, the transit-oriented development (TOD) affordable housing project, the Coffee Creek Master Plan, the Basalt Creek Concept Plan, the Urban Renewal Strategic Plan, the Economic Development Strategy, the Parks & Recreation Comprehensive Master Plan, and the South Metro Area Regional Transit (SMART) department that provides free in-town transit services.
- 2.3. All community members are entitled to be valued and treated with dignity ~~and respect~~ regardless of their housing status. The City values community and individual wellbeing and will coordinate with state, regional, county, and local service providers to promote measures and services that are designed to increase community and individual wellbeing.
- 3.4. The City's role is to formulate policy and rules to best protect community safety, health, welfare, livability, and the environment.
- 4.5. Recognizing limited City resources, the City will utilize all existing and potential sources of funding made available from federal, state, regional, county, or other local funds specifically designated for addressing homelessness.
- 5.6. The City will coordinate with state, regional, county, and local service resources, and particularly Clackamas County housing initiatives, including Homelessness Prevention, Rapid-Rehousing, Coordinated Housing Access, and Built for Zero, with the goal that all unhoused people be afforded options for safer, stable housing.
- 6.7. The City's obligation and role is to regulate camping as survival sheltering in places not generally intended for living or habitation.
- 7.8. The City believes that camping for survival sheltering outside is not a solution for individuals experiencing homelessness.

[8.9.](#) The City's camping for survival regulations are designed to ensure that all community members feel that they are in a safe, orderly environment, including individuals who are sheltering for survival.

DRAFT

CITY COUNCIL ROLLING SCHEDULE
Board and Commission Meetings
Items known as of 04/12/23

Item 6.

April

4/18	Tuesday	2:00 pm	Municipal Traffic Court (new time)	Council Chambers
4/24	Monday	6:30 pm	DRB Panel B	Council Chambers
4/26	Wednesday	6:30 pm	Library Board	Library
4/27	Thursday	6:30 pm	DEI – Lecture Series	Wilsonville Hilton Garden Inn-Pearl Room

May

5/1	Monday	7:00 pm	City Council Meeting	Council Chambers
5/8	Monday	6:30 pm	DRB – A	Council Chambers
5/9	Tuesday	6:00 pm	DEI & DEI Lecture Subcommittee	Council Chambers
5/10	Wednesday	6:00 pm	Planning Commission	Council Chambers
5/11	Thursday	4:00 pm	Parks & Rec Advisory Board	Parks & Rec-Mt Hood Conference Room
5/15	Monday	7:00 pm	City Council Meeting	Council Chambers
5/17	Wednesday	5:00 pm	Arts, Culture & Heritage Commission	City Hall
5/17	Wednesday	6:00 pm	Budget Committee	Council Chambers
5/18	Thursday	6:00 pm	Budget Committee & URA Budget Committee	Council Chambers
5/22	Monday	6:30 pm	Wilsonville-Metro Community Enhancement Committee	Willamette 1 & 2
5/22	Monday	6:30 pm	DRB Panel B	Council Chambers
5/23	Tuesday	6:00 pm	Budget Committee	Council Chambers
5/24	Wednesday	6:30 pm	Library Board	Library
5/30	Tuesday	6:30 pm	Wilsonville – Metro Community Enhancement Committee	Council Chambers

Community Events:

April

All Month:

National Deaf Heritage Month
Arab American Heritage Month
National Poetry Month

- 4/18 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Public Library
 English Class, 10:30 am, Wilsonville Library
 Stand, Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Toddler & Baby Time, 11:15 am, Wilsonville Public Library
 Lunch at the Community Center, 12:00 pm, Wilsonville Community Center
 ODHS Drop-In Assistance, 1:00 pm, Wilsonville Library
 Virtual Reality Fitness, 1:00 pm, Wilsonville Community Center
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Gentle Flow Yoga, 7:15 pm, Wilsonville Community Center
- 4/19 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Digital Photography Club, 10:00 am, Wilsonville Community Center
 Family Storytime, 10:30 am, Wilsonville Public Library
 Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center
 Bingo, 1:00 pm, Wilsonville Community Center
 Teen Drop-In Activities, 3:00 pm, Wilsonville Library
 Strong Women/Archetypes Writing Class, 6:00 pm, Wilsonville Library – Oak Room
- 4/20 Family Storytime, 10:30 am, Wilsonville Public Library
 Walking Book Club, 1:00 pm, Wilsonville Library
 Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Parenting the Love and Logic Way, 6:00 pm, Parks & Rec Admin Bldg
 Restorative Yoga, 7:15 pm, Wilsonville Library
- 4/21 Eld-al-Fitr (all day)
 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Play Group, 10:00 am, Wilsonville Public Library – Oak Room
 Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Bridge Group, 11:30 am, Wilsonville Community Center
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Mexican Train Dominoes, 1:00 pm, Wilsonville Community Center
- 4/22 Soccer Shots, 9:00 am, Memorial Park
 Barre, 9:00 am, Wilsonville Community Center
- 4/23 The Romantic Poets Class, 1:30 pm, Wilsonville Public Library

- 4/24 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Weight Loss Support Group, 12:30 pm, Wilsonville Community Center
 Bridge Group, 1:00 pm, Wilsonville Community Center
 Body Sculpt, 5:45 pm, Wilsonville Community Center
- 4/25 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Public Library
 English Class, 10:30 am, Wilsonville Library
 Stand, Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Toddler & Baby Time, 11:15 am, Wilsonville Public Library
 ODHS Drop-In Assistance, 1:00 pm, Wilsonville Library
 Virtual Reality Fitness, 1:00 pm, Wilsonville Community Center
 Gentle Flow Yoga, 7:15 pm, Wilsonville Community Center
- 4/26 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Digital Photography Club, 10:00 am, Wilsonville Community Center
 Family Storytime, 10:30 am, Wilsonville Public Library
 Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center
 STEAM Stuff, 1:00 pm, Wilsonville Public Library
 Teen Drop-In Activities, 3:00 pm, Wilsonville Public Library
 Strong Women/Archetypes Writing Class, 6:00 pm, Wilsonville Library – Oak Room
- 4/27 Family Storytime, 10:30 am, Wilsonville Public Library
 Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center
 Parenting the Love and Logic Way, 6:00 pm, Parks & Rec Admin Bldg
 Restorative Yoga, 7:15 pm, Wilsonville Library
- 4/28 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Play Group, 10:00 am, Wilsonville Public Library
 Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Bridge Group, 11:30 am, Community Center
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Mexican Train Dominoes, 1:00 pm, Wilsonville Community Center
- 4/29 Soccer Shots, 9:00 am, Memorial Park
 Barre, 9:00 am, Wilsonville Community Center
 Arbor Day Celebration, 9:30 am, Murase Plaza
- 4/30 The Romantic Poets Class, 1:30 pm, Wilsonville Public Library

May**All Month:**

Asian American and Pacific Islander Heritage Month
Jewish American Heritage Month

- 5/1 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Weight Loss Support Group, 12:30 pm, Wilsonville Community Center
Bridge Group, 1:00 pm, Wilsonville Community Center
- 5/2 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
Quilters, 9:00 am, Tauchman House
ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
Toddler & Baby Time, 10:30 am, Wilsonville Library
English Class, 10:30 am, Wilsonville Library
Stand, Sit and Be Fit, 11:00 am, Wilsonville Community Center
Toddler & Baby Time, 11:15 am, Wilsonville Library
Lunch at the Community Center, 12:00 pm, Wilsonville Community Center
ODHS Drop-In Assistance, 1:00 pm, Wilsonville Library
- 5/3 Walk+Roll May Challenge (all day)
Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
Digital Photography Club, 10:00 am, Wilsonville Community Center
Family Storytime, 10:30 am, Wilsonville Library
PROFILES, 11:00 am, (online)
Sit and Be Fit, 11:00 am, Wilsonville Community Center
Walk at Lunch, 12:00 pm, Academy Mortgage
Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center
Bingo, 1:00 pm, Wilsonville Community Center
STEAM Stuff, 1:00 pm, Wilsonville Library
Teen Drop-In Activities, 3:00 pm, Wilsonville Library
- 5/4 Family Storytime, 10:30 am, Wilsonville Library
Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center
- 5/5 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
Play Group, 10:00 am, Wilsonville Library
Sit and Be Fit, 11:00 am, Wilsonville Community Center
Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Mexican Train Dominoes, 1:00 pm, Wilsonville Community Center
First Friday Films, 3:00 pm, Wilsonville Library

- 5/6 Bulky Waste Day, 9:00 am-1:00 pm, see Wilsonville Website for details
Soccer Shots, 9:00 am, Memorial Park
Space Talks, 11:00 am, Wilsonville Library
- 5/8 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Weight Loss Support Group, 12:30 pm, Wilsonville Community Center
Bridge Group, 1:00 pm, Wilsonville Community Center
- 5/9 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
Quilters, 9:00 am, Tauchman House
ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
Toddler & Baby Time, 10:30 am, Wilsonville Library
English Class, 10:30 am, Wilsonville Library
Stand, Sit and Be Fit, 11:00 am, Wilsonville Community Center
Lunch at the Community Center, 12:00 pm, Wilsonville Community Center
ODHS Drop-In Assistance, 1:00 pm, Wilsonville Library
- 5/10 Digital Photography Club, 10:00 am, Wilsonville Community Center
Family Storytime, 10:30 am, Wilsonville Library
Sit and Be Fit, 11:00 am, Wilsonville Community Center
Walk at Lunch, 12:00 pm, Corner Coffee Shoppe
Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center
Teen Drop-In Activities, 3:00 pm, Wilsonville Library
- 5/11 Family Storytime, 10:30 am, Wilsonville Library
Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center
- 5/12 Play Group, 10:00 am, Wilsonville Library
Sit and Be Fit, 11:00 am, Wilsonville Community Center
Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Mexican Train Dominoes, 1:00 pm, Wilsonville Community Center
- 5/13 Soccer Shots, 9:00 am, Memorial Park
Space Talks, 11:00 am, Wilsonville Library
Book Notes Concert, 2:00 pm, Wilsonville Library
- 5/15 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Weight Loss Support Group, 12:30 pm, Wilsonville Community Center
Bridge Group, 1:00 pm, Wilsonville Community Center
Genealogy Club, 1:00 pm, Wilsonville Library

- 5/16 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Library
 English Class, 10:30 am, Wilsonville Library
 Stand, Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Toddler & Baby Time, 11:15 am, Wilsonville Library
 Lunch at the Community Center, 12:00 pm, Wilsonville Community Center
 ODHS Drop-In Assistance, 1:00 pm, Wilsonville Library
- 5/17 Digital Photography Club, 10:00 am, Wilsonville Community Center
 Family Storytime, 10:30 am, Wilsonville Library
 Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Walk at Lunch, 12:00 pm, Nichols Family Agency
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center
 Bingo, 1:00 pm, Wilsonville Community Center
 STEAM Stuff, 1:00 pm, Wilsonville Library
- 5/18 Family Storytime, 10:30 am, Wilsonville Library
 Walking Book Club, 1:00 pm, Wilsonville Library
 Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center
- 5/19 Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Mexican Train Dominoes, 1:00 pm, Wilsonville Community Center
- 5/20 Soccer Shots, 9:00 am, Memorial Park
- 5/22 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Weight Loss Support Group, 12:30 pm, Wilsonville Community Center
 Bridge Group, 1:00 pm, Wilsonville Community Center
- 5/23 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 English Class, 10:30 am, Wilsonville Library
 Stand, Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Lunch at the Community Center, 12:00 pm, Wilsonville Community Center
 ODHS Drop-In Assistance, 1:00 pm, Wilsonville Library
- 5/24 Digital Photography Club, 10:00 am, Wilsonville Community Center
 Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Walk at Lunch, 12:00 pm, Josh Goldston of Edward Jones
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center

- 5/25 Ladies Afternoon Out, Wilsonville Community Center
- 5/26 Sit and Be Fit, 11:00 am, Wilsonville Community Center
Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Mexican Train Dominoes, 1:00 pm, Wilsonville Community Center
- 5/29 Memorial Day – Office Closed
- 5/30 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
Quilters, 9:00 am, Tauchman House
ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
English Class, 10:30 am, Wilsonville Library
Stand, Sit and Be Fit, 11:00 am, Wilsonville Community Center
ODHS Drop-In Assistance, 1:00 pm, Wilsonville Library
- 5/31 Digital Photography Club, 10:00 am, Wilsonville Community Center
Sit and Be Fit, 11:00 am, Wilsonville Community Center
Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center
STEAM Stuff, 1:00 pm, Wilsonville Library



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: April 17, 2023		Subject: Resolution No. 3037 Authorizing Acquisition of the Second Group of Properties and Property Interests Related to Construction of the Boeckman Road Corridor Project (CIP#s 2102, 4205, 4206, 4212, and 7067) Staff Member: Andrew Barrett, P.E. Capital Projects Manager and Nancy Kraushaar, P.E., Project Engineer Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Staff recommends Council adopt Resolution No. 3037.			
Recommended Language for Motion: I move to adopt Resolution No. 3037.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Goal 1.5. Implement existing transportation plans and advance planning efforts to improve our local transportation network.	<input checked="" type="checkbox"/> Adopted Master Plan(s): Transportation System Plan Project UU-01	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

A City of Wilsonville resolution authorizing acquisition of the second group of properties and property interests associated with the Boeckman Road Corridor Project (BRCP).

EXECUTIVE SUMMARY:

The Boeckman Road Corridor Project (BRCP) consists of five adjacent and interconnected, high priority Capital Improvement Projects (CIP) from adopted master plans along Boeckman Road between Canyon Creek Road and Stafford Road. The BRCP will benefit the public by improving City infrastructure and safety deficiencies. The five BRCP projects include:

- Boeckman Road Sanitary Sewer – CIP #2102 – extends sanitary sewer service to the Frog Pond development areas
- Boeckman Road Street Improvements – CIP #4205 – completes urban street design standards that will serve all transportation modes and connect neighborhoods and local schools
- Canyon Creek/Boeckman Intersection – CIP #4206 – addresses intersection capacity needs at Canyon Creek Road
- Boeckman Dip Bridge – CIP #4212 – improves city-wide transportation connectivity and safety concerns associated with the Boeckman “Dip” and will re-establish fish and wildlife passage through culvert removal and creek channel restoration
- Meridian Creek Culvert Replacement – CIP #7067 – replaces undersized culverts at Meridian Creek



In addition, a section of the Boeckman Regional Trail will be constructed beneath the new bridge, connecting to the existing trail system in the Frog Pond neighborhoods. As part of the bridge construction, the existing roadway fill material will be removed, reestablishing natural wildlife passage through the restored creek channel.

Construction of the Boeckman Road Corridor Project requires wider right-of-way and a variety of easement types in certain locations along the corridor to achieve design standards and project goals. The design team is carefully reviewing up to 31 property interests that may be required. Some of these will be eliminated through design refinements. The City Council authorized the first group of property acquisitions (Group 1) with Resolution No. 3036. The project team expects to bring a total of three resolutions to the City Council for the purpose of acquisition activities in accordance with ORS Chapter 35.

Based on project schedule priority, Resolution No. 3037 pertains to the second group of BRCP property interests. **Table 1** (below) summarizes the proposed Group 2 acquisitions which are for Right-of-Way Dedication (ROW), Temporary Construction Easements and Public Utility Easements (TCE and PUE), and a Structure Easement.

Table 1 – Group 2 BRCP Property Acquisitions

Parcel #	Owner	Tax Map and Lot	Sub-Parcel #	Acquisition Type	Approx. Area, sf
3	Stafford Meadows Homeowners Assn.	3 1 W 12DD 05800	3-1	TCE	128
19	Gill	3 1 W 13B 00200	19-1	ROW	2,783
			19-2	TCE	9,997
20	Falconer	3 1 W 13B 00101	20-1	TCE	11,300
23	Hall	3 1 W 12AB 01500	23-1	ROW	1,485
			23-2	TCE	130
24	Eggert	3 1 W 12AB 01530	24-1	ROW	1,674
			24-2	TCE	140
27	Blakley	3 1 W 13AA 18701	27-1	TCE	5,353
28	Van	3 1 W 13AA 18700	28-1	TCE	236
30	Stafford Meadows Homeowners Assn.	3 1 W 12DD 05400	30-1	Structure Easement	900
31	West Linn-Wilsonville School District	3 1 W 12DD 00400	31-1	ROW	210
			31-2	PUE	200

Detailed legal descriptions of the property to be acquired along with illustrative maps are included as Exhibit A to Resolution No. 3037. The legal descriptions reflect the least amount of property necessary for construction of these portions of the project.

The legal descriptions included in **Exhibit A** include the best estimates of areas to be acquired based on the most current design plans. They are considered to be reasonably accurate at this time, although modifications may need to occur depending on final design details and site conditions, to be approved and verified by the City Engineer.

EXPECTED RESULTS:

Resolution No. 3037 provides the authority needed for the design team to move forward with acquisition activities in accordance with ORS Chapter 35 and will allow the BRCP to remain on schedule and be completed by the end of 2024.

TIMELINE:

The City's consultant will undertake the formal property acquisition process following Resolution No. 3037 adoption. Staff will be notifying property owners before the formal process begins. Construction of the BRCP associated with Group 2 properties is expected to begin in mid-2023 and be completed by the end of 2024.

CURRENT YEAR BUDGET IMPACTS:

Property acquisition costs are included in the Fiscal Year (FY) 2022-23 budget, summarized as follows.

CIP No.	Project Name	Funding Source	Amended FY 22/23 Total Budget
2102	Boeckman Rd Sanitary Improvements	Sewer SDC/ Frog Pond Fee	\$1,261,765
4205	Boeckman Rd Street Improvements	Street SDC/ Frog Pond Fee	\$5,413,063
4206	Canyon Creek/Boeckman Traffic Signal	Street SDC	\$1,491,749
4212	Boeckman Dip Bridge	Year 2000 URA/ Road CIP	\$20,606,532
7067	Meridian Creek Culvert	Storm Ops/ SDC	\$471,025
TOTAL			\$29,244,134

COMMUNITY INVOLVEMENT PROCESS:

Over the years, public engagement occurred for the Boeckman Dip Bridge and Boeckman Road Improvement projects through the Transportation System Plan, Frog Pond Master Plan, and Urban Renewal Year 2000 Plan Amendment processes as well as preliminary planning and engineering for the bridge itself.

The BRCP design began in early 2022 with public outreach activities kicking off, including frequent project updates to the community and opportunities to seek input from the public and to provide feedback on project priorities and concerns. Several public events have been held, including the 2022 Block Party, Popsicles in the Park, two open houses at Meridian Creek Middle School, and a project survey on Let's Talk, Wilsonville!

Ongoing outreach and public participation (specifically information about the full road closure while the bridge is constructed) is occurring through the project website, the monthly project e-newsletter, text alerts about travel conditions related to the project, Boones Ferry Messenger articles, and a project survey on Let's Talk Wilsonville. The project team also continues to communicate with individual stakeholders.

Link to project news and updates:

<https://www.ci.wilsonville.or.us/engineering/page/boeckman-road-corridor-news-and-updates>

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The BRCP includes roadway improvements necessary to provide safe and accessible transportation infrastructure, improving the City's local transportation network and benefitting the community. Upsizing and realigning the existing Meridian Creek culverts will alleviate potential flooding risks and property damage. The future roundabout at the Canyon Creek/Boeckman intersection will offer a safer, more efficient transportation connection along an important school access route and transition between office/industrial on the north and west to residential neighborhoods on the south and east. The future bridge will flatten the "dip", provide safer travel conditions for all users, and improve fish and wildlife habitat in the watershed. The sanitary sewer extension will serve the Frog Pond development areas.

ALTERNATIVES:

Resolution No. 3037 is necessary to acquire right-of-way and easements that are necessary to construct the BRCP. The only alternative is to not acquire the property necessary to construct the project as designed which will result in substandard design and safety standards, and gaps within the Boeckman Road corridor infrastructure and the goals of the BRCP unfulfilled.

CITY MANAGER COMMENT:**ATTACHMENTS:**

1. Resolution No. 3037
 - A. Boeckman Road Corridor Project (BRCP) Property Acquisition Legal Descriptions – Group 2

RESOLUTION NO. 3037**A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING ACQUISITION OF THE SECOND GROUP OF PROPERTIES AND PROPERTY INTERESTS RELATED TO CONSTRUCTION OF THE BOECKMAN ROAD CORRIDOR PROJECT.**

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

WHEREAS, the Boeckman Road Corridor Project (the “Project”) consists of five adjacent and interconnected, high priority Capital Improvement Projects (CIP) along Boeckman Road between Canyon Creek Road and Stafford Road:

- Boeckman Road Sanitary Sewer – CIP #2012 – extends sanitary sewer service to the Frog Pond development areas
- Boeckman Road Street Improvements – CIP #4205 – completes urban street design standards that will serve all transportation modes and connect neighborhoods and local schools
- Canyon Creek/Boeckman Intersection – CIP #4206 – addresses intersection capacity needs at Canyon Creek Road
- Boeckman Dip Bridge – CIP #4212 – improves city-wide transportation connectivity and safety concerns associated with the Boeckman “Dip” and will re-establish fish and wildlife passage through culvert removal and creek channel restoration
- Meridian Creek Culvert Replacement – CIP #7067 – replaces undersized culverts at Meridian Creek

WHEREAS, these five projects are identified in the FY 2022/23 Capital Improvement Project Budget; and

WHEREAS, the total project cost estimate for the Project, including design, land acquisition, construction and project management, is \$30,673,226; and

WHEREAS, the Project will receive funding through the following funding sources: Sanitary Sewer SDCs, Street SDCs, Storm Ops and SDCs, Road CIP and Year 2000 Urban Renewal Plan; and

WHEREAS, construction is anticipated to begin in mid-2023; and

WHEREAS, in order to construct the Project, the City needs to acquire up to 31 properties that will be presented in three groups for Council acquisition authority by resolution; and

WHEREAS, the Group 2 properties consist of approximately 6,152 square feet (SF) of Right-of-Way Dedication, 27,284 SF of Temporary Construction Easement, 200 SF of Public Utility Easement, and 900 SF of Structure Easement; and

WHEREAS, the Group 2 property interests to be acquired for the Project include, but may not be limited, to those legally described in **EXHIBIT A**, attached hereto and incorporated herein; and

WHEREAS, although the attached legal descriptions and estimated areas of taking are considered to be reasonably accurate at this time, modifications may need to occur depending on final design details and site conditions, to be approved and verified by the City Engineer; and

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

WHEREAS, the City acquires real property in accordance with guidelines set forth by law; and

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

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

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

WHEREAS, title to the acquired property interest shall be acquired using both City and Urban Renewal funds, but title to the acquired land will vest in the name of the City of Wilsonville to provide for necessary care, maintenance and public safety authority; and

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

Section 1. The Wilsonville City Council finds that:

- a) There is a public necessity for the construction of the aforementioned street improvements;
- b) The legal descriptions for the land set forth in **EXHIBIT A** are necessary for the construction of said public improvements but may be modified as set forth in Section 3 below, as design is refined; and
- c) The proposed street and utility improvements are planned and located in a manner most compatible with the greatest public good and the least private injury.

Section 2. The City's project consultant, Universal Field Services, Inc., City staff and the City Attorney are authorized and directed to:

- a) Negotiate with the owners of the real property herein described as to the compensation to be paid for the acquisition of the property.
- b) In the event agreement cannot be reached, to commence and prosecute to final determination such proceedings as may be necessary, including condemnation of the property, to acquire the real property and interest therein, and that upon the filing of such proceeding may seek immediate possession of any of the real properties described in **EXHIBIT A** in order to meet the right-of-way certification deadline necessary to begin construction in mid-2023 or after and complete Project construction in a timely and efficient manner.

Section 3. In the event that there are required modifications to the legal descriptions as the Project moves forward, the City Engineer is authorized to modify the attached legal descriptions, as necessary, to conform to final engineering design for the Project.

Section 4. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 17th day of April, 2023, and filed with the Wilsonville City Recorder this date.

JULIE FITZGERALD, MAYOR

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Linville

Councilor Berry

Councilor Dunwell

EXHIBIT:

- A. Boeckman Road Corridor Project Property Acquisition Legal Descriptions – Group 2

Resolution No. 3037 - Exhibit A
Boeckman Road Corridor Project Property Acquisition - Legal Descriptions - Group 2
Property Summary

Resolution No. 3037

Group 2 BRCP Property Acquisition Summary

Parcel #	Owner	Tax Map and Lot	Sub-Parcel #	Acquisition Type	Approx. Area, sf
3	Stafford Meadows Homeowners Assn.	3 1 W 12DD 05800	3-1	TCE	128
19	Gill	3 1 W 13B 00200	19-1	ROW	2,783
			19-2	TCE	9,997
20	Falconer	3 1 W 13B 00101	20-1	TCE	11,300
23	Hall	3 1 W 13AB 15400	23-1	ROW	1,485
			23-2	TCE	130
24	Eggert	3 1 W 13AB 15300	24-1	ROW	1,674
			24-2	TCE	140
27	Blakley	3 1 W 13AA 18701	27-1	TCE	5,353
28	Van	3 1 W 13AA 18700	28-1	TCE	236
30	Stafford Meadows Homeowners Assn.	3 1 W 12DD 05300	30-1	Structure Easement	900
31	West Linn-Wilsonville School District	3 1 W 12DD 00400	31-1	ROW	210
			31-2	PUE	200

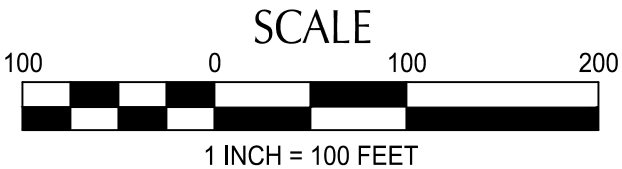
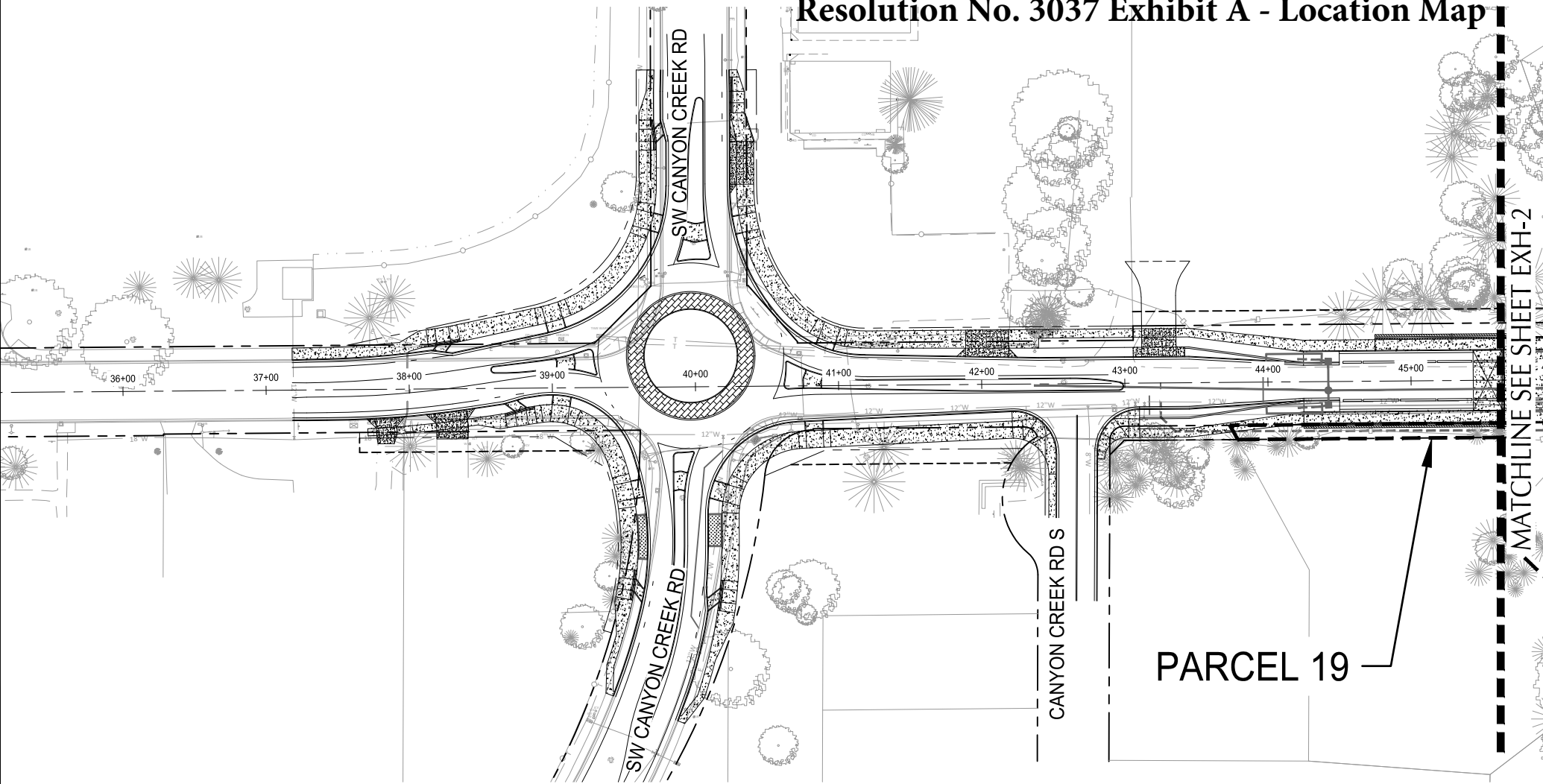
CITY OF WILSONVILLE
BOECKMAN ROAD CORRIDOR PROJECT
ROW / EASEMENT REQUEST - PACKAGE 2



Item 11.

111 SW Fifth Ave., Suite 2600
Portland, OR 97204
O: 503.542.3860
F: 503.274.4681
www.kpff.com

Resolution No. 3037 Exhibit A - Location Map



SHEET NO.

93

EXH-1

CITY OF WILSONVILLE
BOECKMAN ROAD CORRIDOR PROJECT
ROW / EASEMENT REQUEST - PACKAGE 2



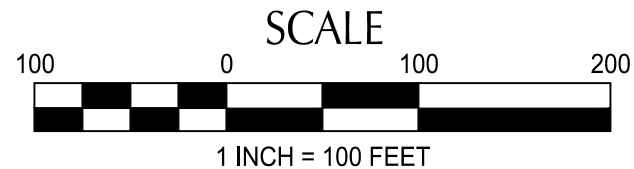
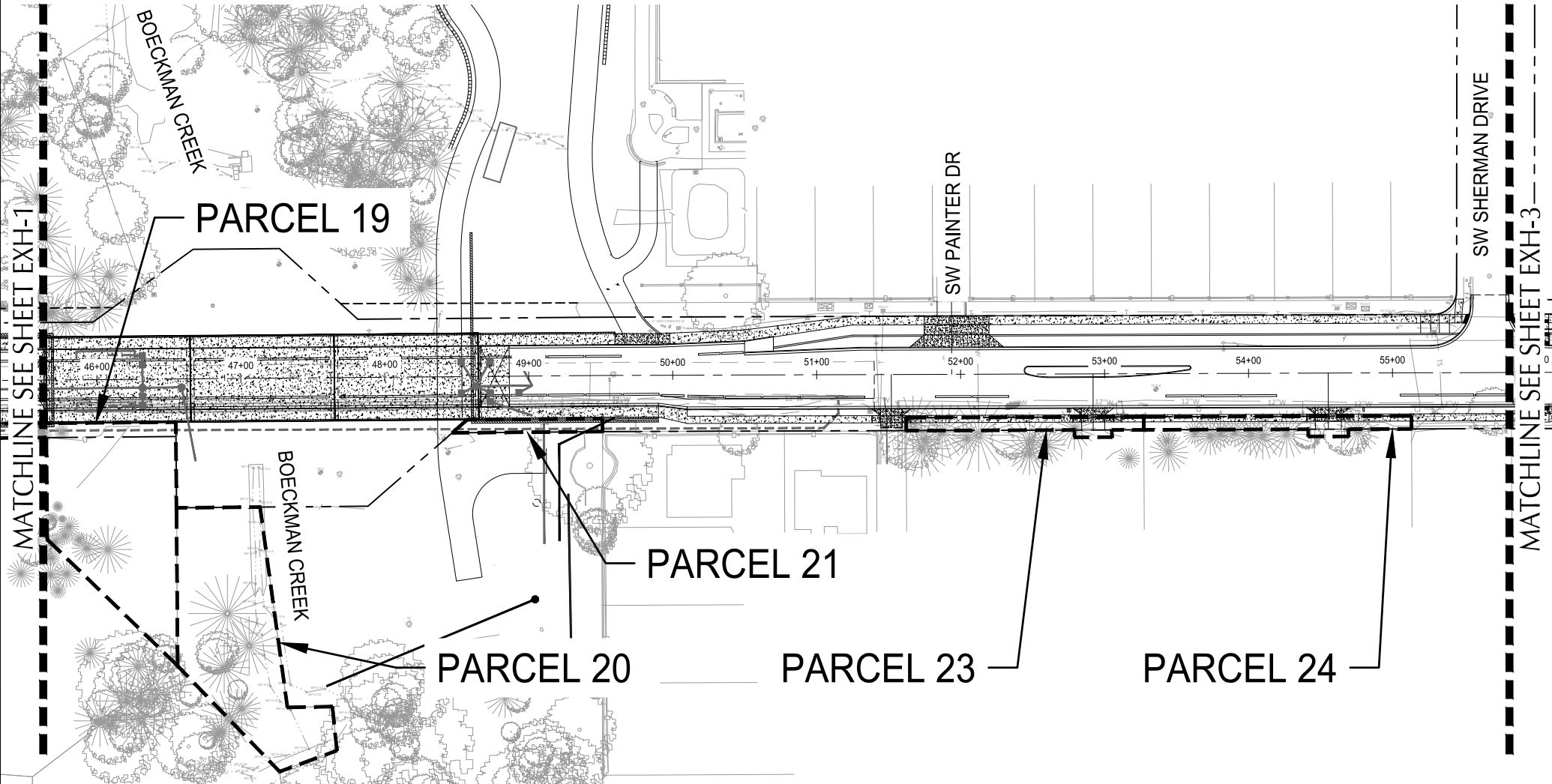
WILSONVILLE
OREGON



TAPANI SUNDT
IN ASSOCIATION WITH KPFF

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SHEET NO.

94

EXH-2

CITY OF WILSONVILLE BOECKMAN ROAD CORRIDOR PROJECT ROW / EASEMENT REQUEST - PACKAGE 2



WILSONVILLE
OREGON

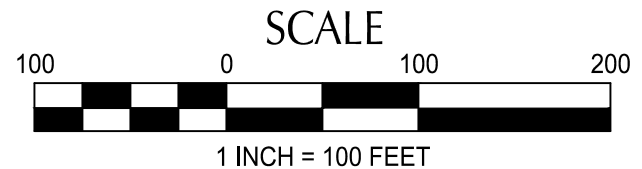
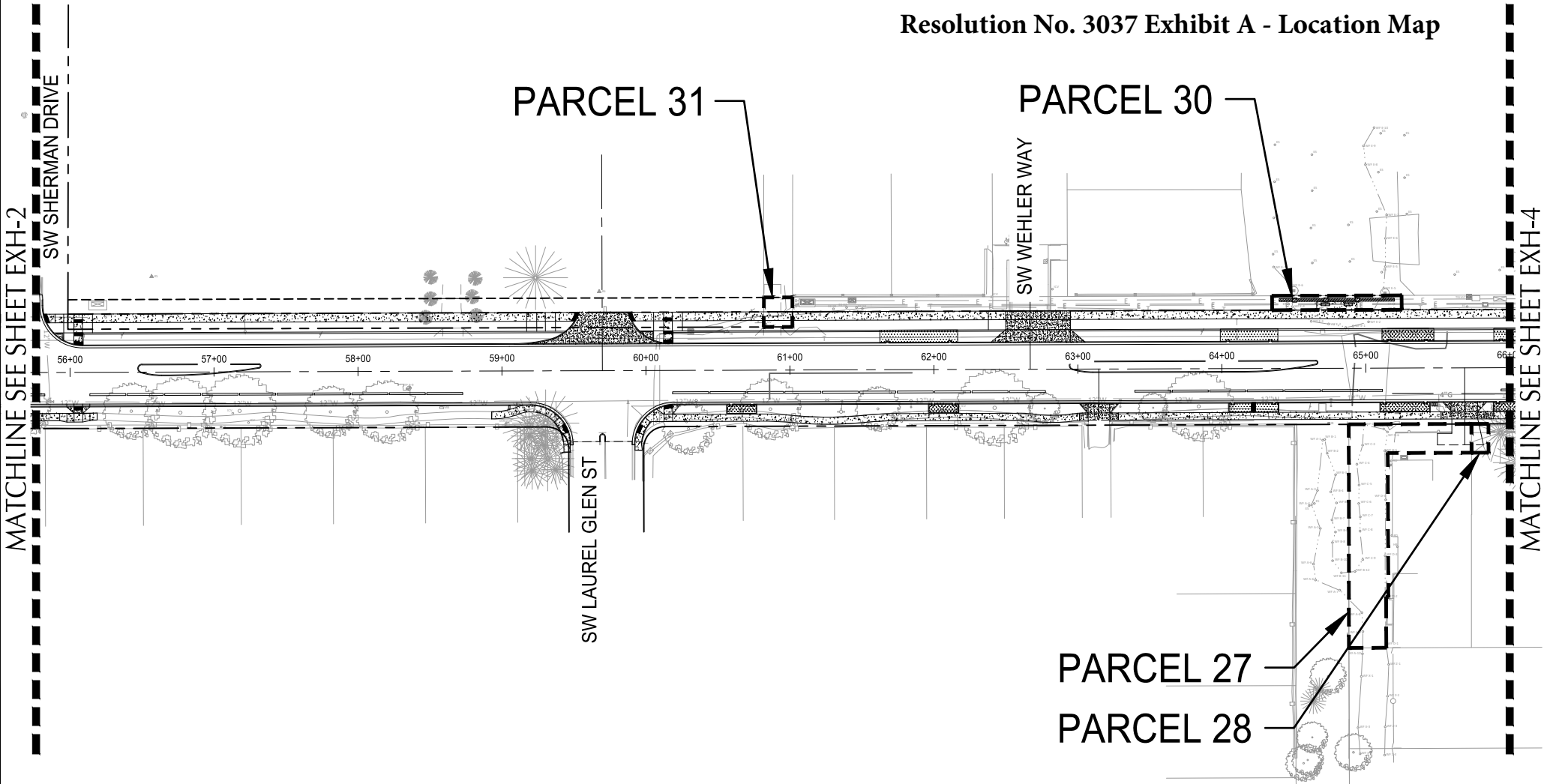


TAPANI | SUNDT
IN ASSOCIATION WITH KPFF

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Resolution No. 3037 Exhibit A - Location Map



SHEET NO.
95

EXH-3

CITY OF WILSONVILLE BOECKMAN ROAD CORRIDOR PROJECT ROW / EASEMENT REQUEST - PACKAGE 2



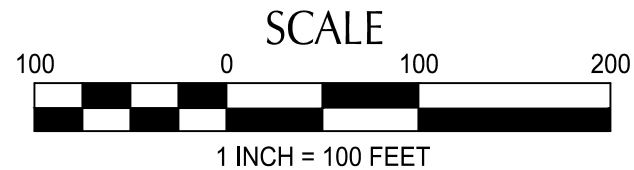
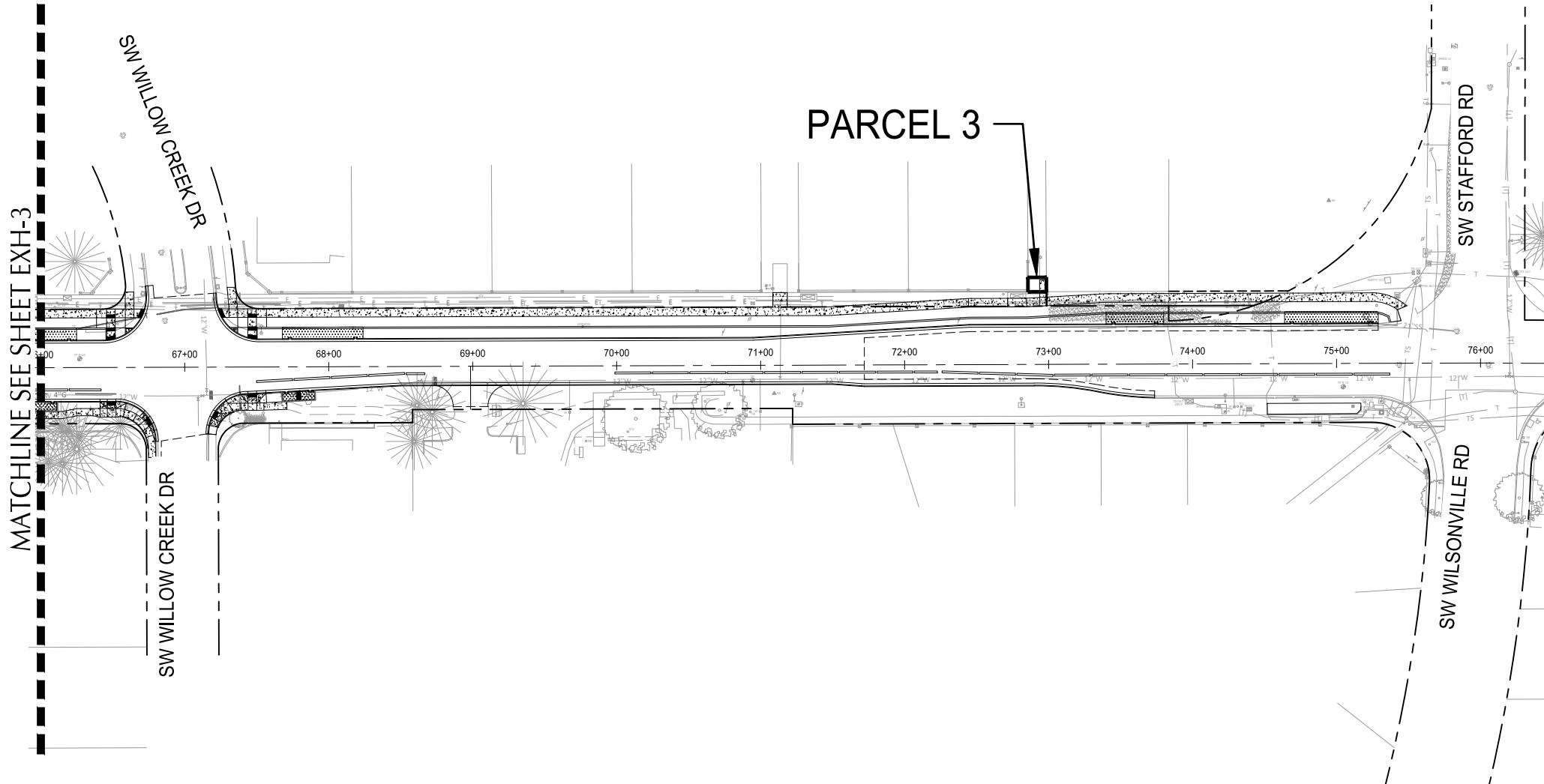
WILSONVILLE
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SHEET NO.
96

EXH-4

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W12DD
TAXLOT: 05800

A PARCEL OF LAND, BEING A PORTION OF TRACT J "STAFFORD MEADOWS", CLACKAMAS COUNTY PLAT RECORDS, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID TRACT J, LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – TEMPORARY CONSTRUCTION EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID TRACT J LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

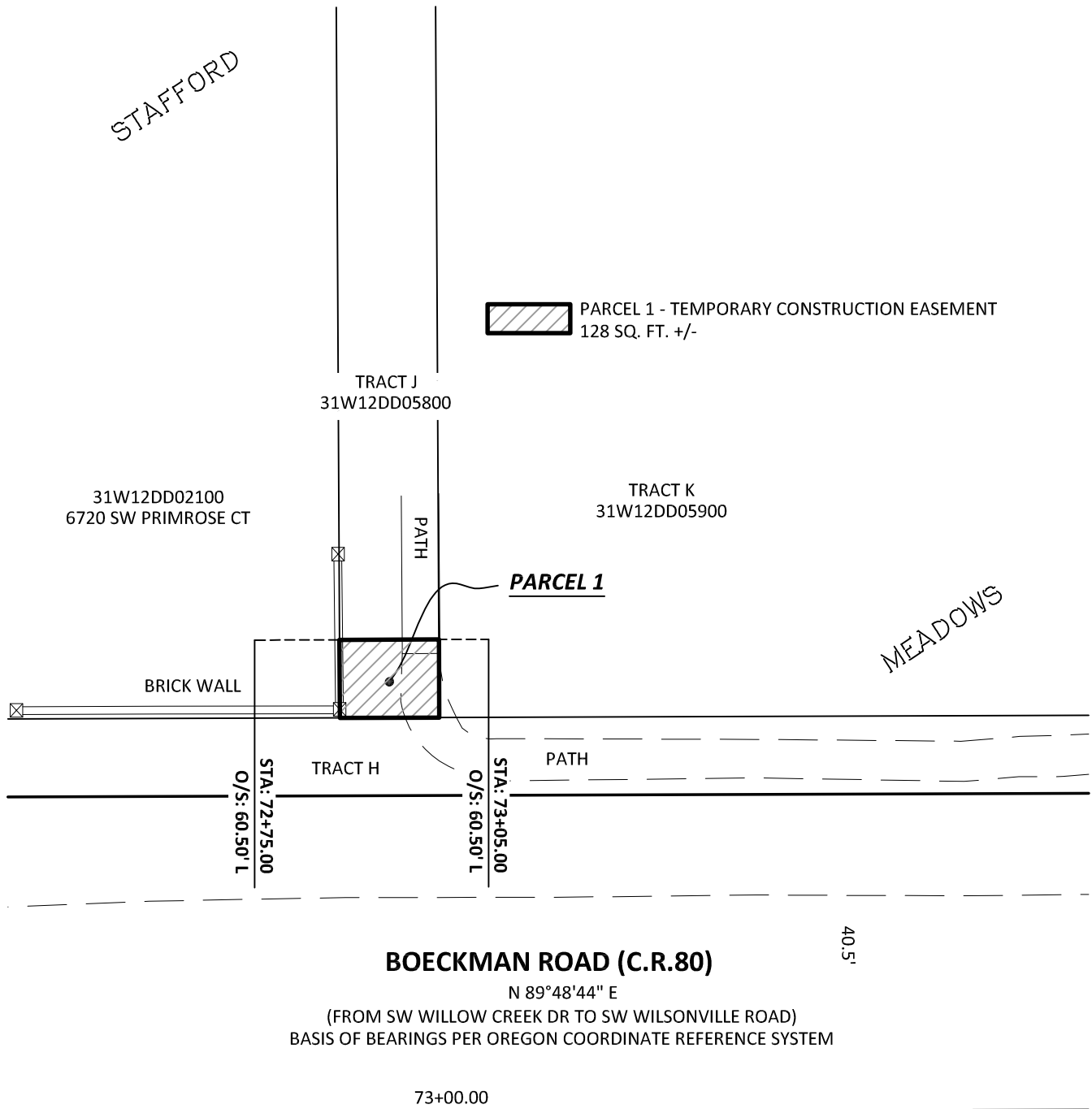
<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON NORTHERLY SIDE OF CENTERLINE</u>
72+75.00		73+05.00	65.50

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 128 SQUARE FEET (0.003 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.



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SCALE: 1" = 20'

EXHIBIT 'B'		DATE:	20 MARCH 2023
TEMPORARY CONSTRUCTION EASEMENT		DRAWN BY:	CH
		CHECKED BY:	JRD
SE 1/4 SECTION 12 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.		PROJECT NO.	2200028
CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON		SHEET:	2 OF 2

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
 PROJECT NO. 2200028
 FILE NO. XX
 20 MARCH 2023

TAXMAP: 31W13B
 TAXLOT: 00200

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO ROBERT GILL IN DOCUMENT NUMBER 2016-034400, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID GILL TRACT, LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – RIGHT-OF-WAY DEDICATION

A PARCEL OF LAND, BEING A PORTION OF SAID GILL TRACT LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON SOUTHERLY SIDE OF CENTERLINE</u>
43+65.00		46+65.00	40.00

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 2,783 SQUARE FEET (0.064 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°31'41" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

N 89°31'41" E
(FROM CANYON CREEK RD TO THE N. 1/4 COR. SEC. 13)
BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

44+00.00

45+00.00

46+00.00

47+00.00

BOECKMAN ROAD (C.R.80)

30'

PARCEL 1

PARCEL 3
31W13B00200
DOC. NO. 2016-034400
28120 SW CANYON CREEK RD S
FILE NO. XX

STA: 43+65.00
O/S: 40.00' R

STA: 46+65.00
O/S: 40.00' R

STA: 45+50.00
O/S: 87.75' R

PARCEL 2

SWALE

STA: 46+65.00
O/S: 210.00' R



PARCEL 1 - RIGHT-OF-WAY DEDICATION
2,783 SQ. FT. +/-



PARCEL 2 - TEMPORARY CONSTRUCTION EASEMENT
9,997 SQ. FT. +/-

PARCEL 1
31W13B00301
DOC. NO. 95-038595
28080 SW CANYON CREEK RD S
FILE NO. XX

31W13B00101
DOC. NO. 2020-038505
28130 SW CANYON CREEK RD S
FILE NO. XX

PP 1991-84



SCALE: 1" = 50'

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EXHIBIT 'B'
RIGHT-OF-WAY DEDICATION AND
TEMPORARY CONSTRUCTION EASEMENT

NW 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE:	20 MARCH 2023
DRAWN BY:	CH
CHECKED BY:	JRD
PROJECT NO.	2200028
SHEET:	2

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W13B
TAXLOT: 00200

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO ROBERT GILL IN DOCUMENT NUMBER 2016-034400, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID GILL TRACT, LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 2 – TEMPORARY CONSTRUCTION EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID GILL TRACT LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON SOUTHERLY SIDE OF CENTERLINE</u>
45+50.00		46+65.00	87.75 IN A STRAIGHT LINE TO 210.00

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 9,997 SQUARE FEET (0.229 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°31'41" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

N 89°31'41" E
(FROM CANYON CREEK RD TO THE N. 1/4 COR. SEC. 13)
BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

44+00.00

45+00.00

46+00.00

47+00.00

BOECKMAN ROAD (C.R.80)

30'

PARCEL 1

PARCEL 3
31W13B00200
DOC. NO. 2016-034400
28120 SW CANYON CREEK RD S
FILE NO. XX

STA: 43+65.00
O/S: 40.00' R

STA: 46+65.00
O/S: 40.00' R

STA: 45+50.00
O/S: 87.75' R

PARCEL 2

SWALE

STA: 46+65.00
O/S: 210.00' R



PARCEL 1 - RIGHT-OF-WAY DEDICATION
2,783 SQ. FT. +/-



PARCEL 2 - TEMPORARY CONSTRUCTION EASEMENT
9,997 SQ. FT. +/-

PARCEL 1
31W13B00301
DOC. NO. 95-038595
28080 SW CANYON CREEK RD S
FILE NO. XX

31W13B00101
DOC. NO. 2020-038505
28130 SW CANYON CREEK RD S
FILE NO. XX



SCALE: 1" = 50'

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EXHIBIT 'B'
RIGHT-OF-WAY DEDICATION AND
TEMPORARY CONSTRUCTION EASEMENT

NW 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE:	20 MARCH 2023
DRAWN BY:	CH
CHECKED BY:	JRD
PROJECT NO.	2200028
SHEET:	2

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W13B
TAXLOT: 00101

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO MICHAEL FALCONER AND ANNIE F. FALCONER, AS TENANTS BY THE ENTIRETY IN DOCUMENT NUMBER 2020-038505, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID FALCONER TRACT, LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – TEMPORARY CONSTRUCTION EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID FALCONER TRACT LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON SOUTHERLY SIDE OF CENTERLINE</u>
46+25.00		47+75.00	167.47 IN A STRAIGHT LINE TO 326.90

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 11,300 SQUARE FEET (0.259 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°31'41" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

N 89°31'41" E
(FROM CANYON CREEK RD TO THE N. 1/4 COR. SEC. 13)
BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

46+00.00

47+00.00

48+00.00

BOECKMAN ROAD (C.R.80)

30'

VARIES

31W13B00200
DOC. NO. 2016-034400
28120 SW CANYON CREEK RD S
FILE NO. XX


STA: 46+25.00
O/S: 167.47' R

PARCEL 1

31W13B00100
DOC. NO. 2014-064471
7550 SW BOECKMAN RD
FILE NO. XX

SWALE

31W13B00101
DOC. NO. 2020-038505
28130 SW CANYON CREEK RD S
FILE NO. XX

 **PARCEL 1 - TEMPORARY CONSTRUCTION EASEMENT**
11,300 SQ. FT. +/-

STA: 47+75.00
O/S: 326.90' R



SCALE: 1" = 40'

kpff

111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT 'B'**TEMPORARY CONSTRUCTION EASEMENT**

NW 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE:	20 MARCH 2023
DRAWN BY:	CH
CHECKED BY:	JRD
PROJECT NO.	2200028
SHEET:	2

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W13AB
TAXLOT: 15400

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO TRICIA S. HALL AND JEFFREY R. HALL, HUSBAND AND WIFE AS TENANTS BY THE ENTIRETY IN DOCUMENT NUMBER 2005-042499, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID HALL TRACT, LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – RIGHT-OF-WAY DEDICATION

A PARCEL OF LAND, BEING A PORTION OF SAID HALL TRACT LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON SOUTHERLY SIDE OF CENTERLINE</u>
51+55.00		53+35.00	39.00

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 1,485 SQUARE FEET (0.034 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

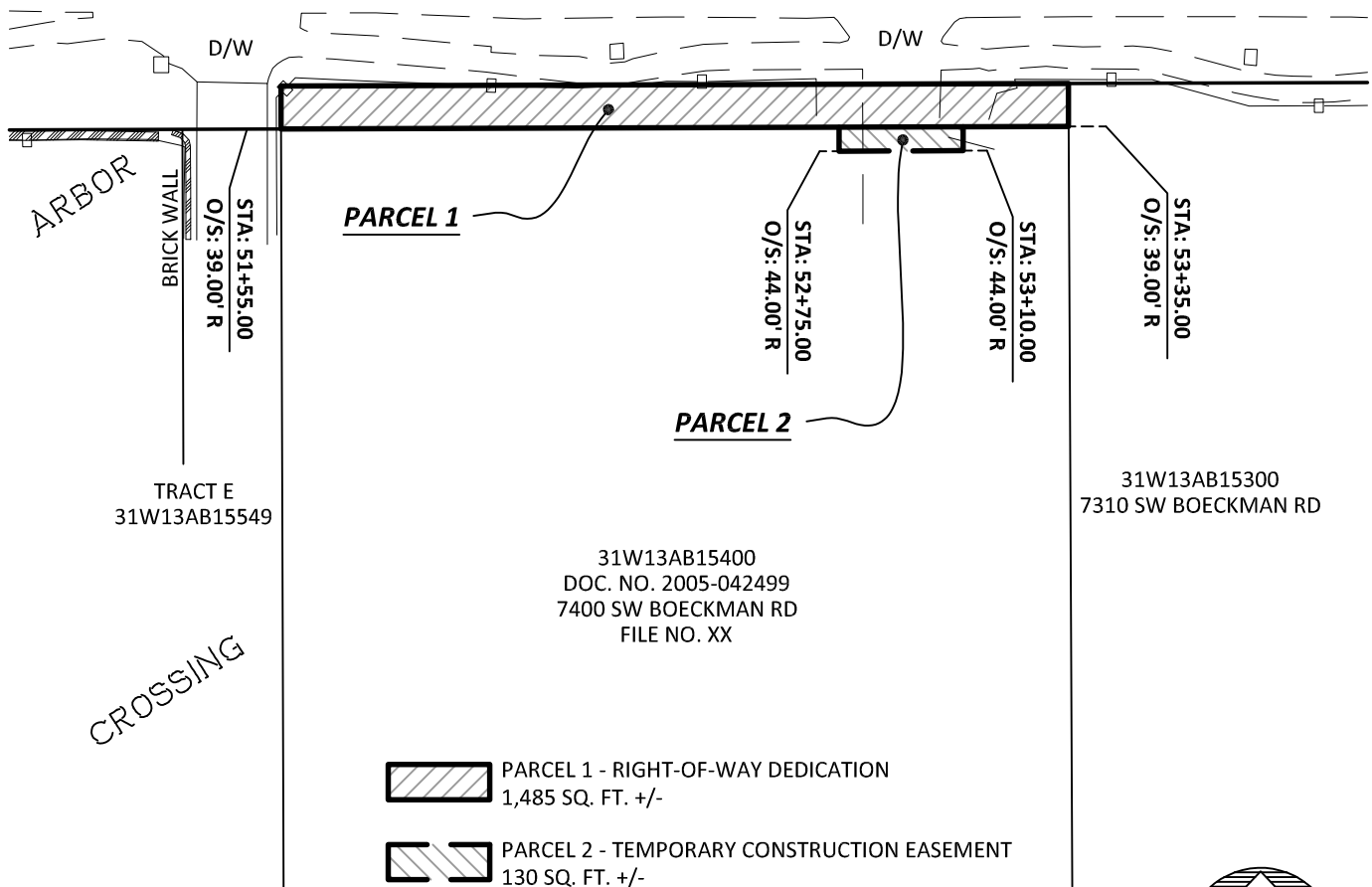
BOECKMAN ROAD (C.R.80)

N 89°48'44" E

(FROM N. 1/4 COR. SEC. 13 TO SW WILLOW CREEK DR)

BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

30 52+00.00 53+00.00



SCALE: 1" = 40'

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EXHIBIT 'B'
RIGHT-OF-WAY DEDICATION AND
TEMPORARY CONSTRUCTION EASEMENT

NE 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE:	20 MARCH 2023
DRAWN BY:	CH
CHECKED BY:	JRD
PROJECT NO.	2200028
SHEET:	2

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
 PROJECT NO. 2200028
 FILE NO. XX
 20 MARCH 2023

TAXMAP: 31W13AB
 TAXLOT: 15400

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO TRICIA S. HALL AND JEFFREY R. HALL, HUSBAND AND WIFE AS TENANTS BY THE ENTIRETY IN DOCUMENT NUMBER 2005-042499, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID HALL TRACT, LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 2 – TEMPORARY CONSTRUCTION EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID HALL TRACT LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON SOUTHERLY SIDE OF CENTERLINE</u>
52+75.00		53+10.00	44.00

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 130 SQUARE FEET (0.003 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

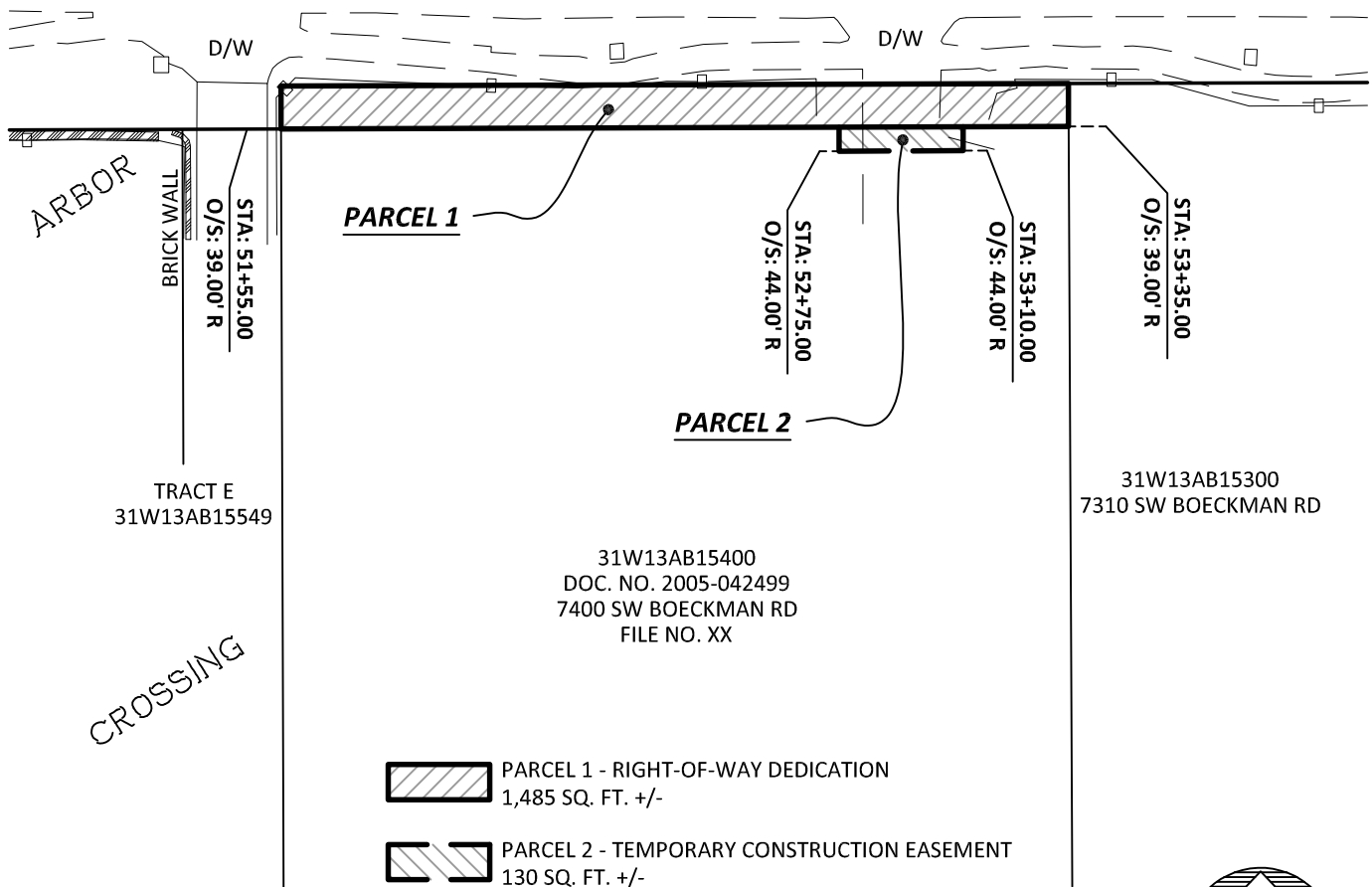
BOECKMAN ROAD (C.R.80)

N 89°48'44" E

(FROM N. 1/4 COR. SEC. 13 TO SW WILLOW CREEK DR)

BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

30 52+00.00 53+00.00



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EXHIBIT 'B'
RIGHT-OF-WAY DEDICATION AND
TEMPORARY CONSTRUCTION EASEMENT

NE 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE:	20 MARCH 2023
DRAWN BY:	CH
CHECKED BY:	JRD
PROJECT NO.	2200028
SHEET:	2

EXHIBIT "A"

Sub-Parcel #24-Item 11.

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W13AB
TAXLOT: 15300

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO BRENDA EGGERT AND CHARLES EGGERT IN DOCUMENT NUMBER 2021-077656, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID EGGERT TRACT, LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – RIGHT-OF-WAY DEDICATION

A PARCEL OF LAND, BEING A PORTION OF SAID EGGERT TRACT LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON SOUTHERLY SIDE OF CENTERLINE</u>
53+20.00		55+20.00	39.00

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 1,674 SQUARE FEET (0.038 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

SW SHERMAN DR

BOECKMAN ROAD (C.R.80)

N 89°48'44" E

(FROM N. 1/4 COR. SEC. 13 TO SW WILLOW CREEK DR)

BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

53+00.00

54+00.00

55+00.00

30'

39'

D/W

D/W

HCR

STA: 53+20.00
O/S: 39.00' R**PARCEL 1**STA: 54+35.00
O/S: 44.00' R**PARCEL 2**STA: 54+75.00
O/S: 44.00' RSTA: 55+20.00
O/S: 39.00' R

ARBOR

31W13AB15538
7261 SW FALLEN LEAF ST31W13AB15300
DOC. NO. 2021-077656
7310 SW BOECKMAN RD
FILE NO. XXPARCEL 1 - RIGHT-OF-WAY DEDICATION
1,674 SQ. FT. +/-PARCEL 2 - TEMPORARY CONSTRUCTION EASEMENT
140 SQ. FT. +/-

CROSSING



SCALE: 1" = 40'

kpff111 SW Fifth Ave., Suite 2400
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www.kpff.com**EXHIBIT 'B'**RIGHT-OF-WAY DEDICATION AND
TEMPORARY CONSTRUCTION EASEMENTNE 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE: 20 MARCH 2023

DRAWN BY: CH

CHECKED BY: JRD

PROJECT NO. 2200028

SHEET: 2

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W13AB
TAXLOT: 15300

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO BRENDA EGGERT AND CHARLES EGGERT IN DOCUMENT NUMBER 2021-077656, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID EGGERT TRACT, LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 2 – TEMPORARY CONSTRUCTION EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID EGGERT TRACT LYING NORTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON SOUTHERLY SIDE OF CENTERLINE</u>
54+35.00		54+75.00	44.00

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 140 SQUARE FEET (0.003 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

SW SHERMAN DR

BOECKMAN ROAD (C.R.80)

N 89°48'44" E

(FROM N. 1/4 COR. SEC. 13 TO SW WILLOW CREEK DR)

BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

53+00.00

54+00.00

55+00.00

30'

39'

D/W

D/W

HCR

STA: 53+20.00
O/S: 39.00' R**PARCEL 1**STA: 54+35.00
O/S: 44.00' R**PARCEL 2**STA: 54+75.00
O/S: 44.00' RSTA: 55+20.00
O/S: 39.00' R

ARBOR

31W13AB15538
7261 SW FALLEN LEAF ST31W13AB15300
DOC. NO. 2021-077656
7310 SW BOECKMAN RD
FILE NO. XXPARCEL 1 - RIGHT-OF-WAY DEDICATION
1,674 SQ. FT. +/-PARCEL 2 - TEMPORARY CONSTRUCTION EASEMENT
140 SQ. FT. +/-

CROSSING



SCALE: 1" = 40'

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www.kpff.com**EXHIBIT 'B'**RIGHT-OF-WAY DEDICATION AND
TEMPORARY CONSTRUCTION EASEMENTNE 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE: 20 MARCH 2023

DRAWN BY: CH

CHECKED BY: JRD

PROJECT NO. 2200028

SHEET: 2

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W13AA
TAXLOT: 18701

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO BYRON D BLAKLEY AND ROXANNE C GIBBONS, NOT AS TENANTS IN COMMON, BUT WITH RIGHTS OF SURVIVORSHIP IN DOCUMENT NUMBER 2016-039409, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID BLAKLEY AND GIBBONS TRACT, LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – TEMPORARY CONSTRUCTION EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID BLAKLEY AND GIBBONS TRACT LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

STATION	TO	STATION	WIDTH ON NORTHERLY SIDE OF CENTERLINE
64+80.00		65+15.06	194.20
65+15.06		65+15.06	194.20 IN A STRAIGHT LINE TO 59.00
65+15.06		65+80.00	59.00

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 5,353 SQUARE FEET (0.123 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

BOECKMAN ROAD (C.R.80)

65+00.00

66+00.00

N 89°48'44" E

(FROM SW SHERMAN DR TO SW WILLOW CREEK DR)

BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

39'

SIDEWALK

SIDEWALK

D/W

LOT 50

ARBOR

WALL

PARCEL 1

HOUSE

STA: 65+15.06
O/S: 59.00' RSTA: 65+80.00
O/S: 59.00' R

CROSSING

PARCEL 2

31W13AA18701

DOC. NO. 2016-039409

6920 SW BOECKMAN RD

FILE NO. XX

WALL

PP 2001-49

TRACT I
31W13AB15612

NO.2

PARCEL 1
31W13AA18700
28009 SW WILLOW CREEK DRSTA: 64+80.00
O/S: 194.20' RSTA: 65+15.06
O/S: 194.20' RWILSONVILLE
MEADOWS NO.7

SCALE: 1" = 30'

PARCEL 1 - TEMPORARY CONSTRUCTION EASEMENT
5,353 SQ. FT. +/-
kpff

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EXHIBIT 'B'**TEMPORARY CONSTRUCTION EASEMENT**
 NE 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
 CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE: 20 MARCH 2023

DRAWN BY: CH

CHECKED BY: JRD

PROJECT NO. 2200028

SHEET: 2

EXHIBIT "A"**Sub-Parcel #28-** Item 11.

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W13AA
TAXLOT: 18700

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO ROGER M VAN AND SHARON E VAN, HUSBAND AND WIFE IN DOCUMENT NUMBER 98-047071, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID VAN TRACT, LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – TEMPORARY CONSTRUCTION EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID VAN TRACT LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON NORTHERLY SIDE OF CENTERLINE</u>
65+65.00		65+90.00	59.00

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 236 SQUARE FEET (0.005 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

66+00.00

BOECKMAN ROAD (C.R.80)

N 89°48'44" E

(FROM SW SHERMAN DR TO SW WILLOW CREEK DR)

BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

39'

D/W

PARCEL 1STA: 65+65.00
O/S: 59.00' RSTA: 65+90.00
O/S: 59.00' R

D/W

SW WILLOW CREEK DRIVE

PARCEL 1
31W13AA18700
28009 SW WILLOW CREEK DR

PP 2001-49

PARCEL 2
31W13AA18701
6920 SW BOECKMAN RDPARCEL 1 - TEMPORARY CONSTRUCTION EASEMENT
236 SQ. FT. +/-

SCALE: 1" = 20'

kpff

 111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com
EXHIBIT 'B'**TEMPORARY CONSTRUCTION EASEMENT**
 NE 1/4 SECTION 13 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
 CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE: 20 MARCH 2023

DRAWN BY: CH

CHECKED BY: JRD

PROJECT NO. 2200028

SHEET: 2

EXHIBIT "A"

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W12DD
TAXLOT: 05300

A PARCEL OF LAND, BEING A PORTION OF TRACT E "STAFFORD MEADOWS", CLACKAMAS COUNTY PLAT RECORDS, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID TRACT E, LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – WALL EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID TRACT E LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON NORTHERLY SIDE OF CENTERLINE</u>
64+35.00		65+25.00	50.50

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

CONTAINING 900 SQUARE FEET (0.021 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

STAFFORD

LOT 11

TRACT F
31W12DD05400TRACT G
31W12DD05500PARCEL 1 - WALL EASEMENT
900 SQ. FT. +/-

MEADOWS

BRICK WALL

TRACT E
31W12DD05300TRACT E
31W12DD05300PARCEL 1STA: 64+35.00
O/S: 50.50' L

CURB

BOECKMAN ROAD (C.R.80)

N 89°48'44" E

(FROM SW SHERMAN DR TO SW WILLOW CREEK DR)

BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM

40.5'

STA: 65+25.00
O/S: 50.50' L

65+00.00



SCALE: 1" = 20'

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 F: 503.274.4681
www.kpff.com
EXHIBIT 'B'
 WALL EASEMENT

 SE 1/4 SECTION 132 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M.
 CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON

DATE:	20 MARCH 2023
DRAWN BY:	CH
CHECKED BY:	JRD
PROJECT NO.	2200028
SHEET:	2

EXHIBIT "A"

Sub-Parcel #31-1

Item 11.

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W12DD
TAXLOT: 00400

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO CLACKAMAS COUNTY SCHOOL DISTRICT 3, WET LINN-WILSONVILLE SCHOOL DISTRICT 3JT IN DOCUMENT NUMBER 99-052396, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID SCHOOL DISTRICT TRACT, LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 1 – RIGHT-OF-WAY DEDICATION

A PARCEL OF LAND, BEING A PORTION OF SAID SCHOOL DISTRICT TRACT LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON NORTHERLY SIDE OF CENTERLINE</u>
60+75.00		61+05.00	40.50



EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD (CR 80).

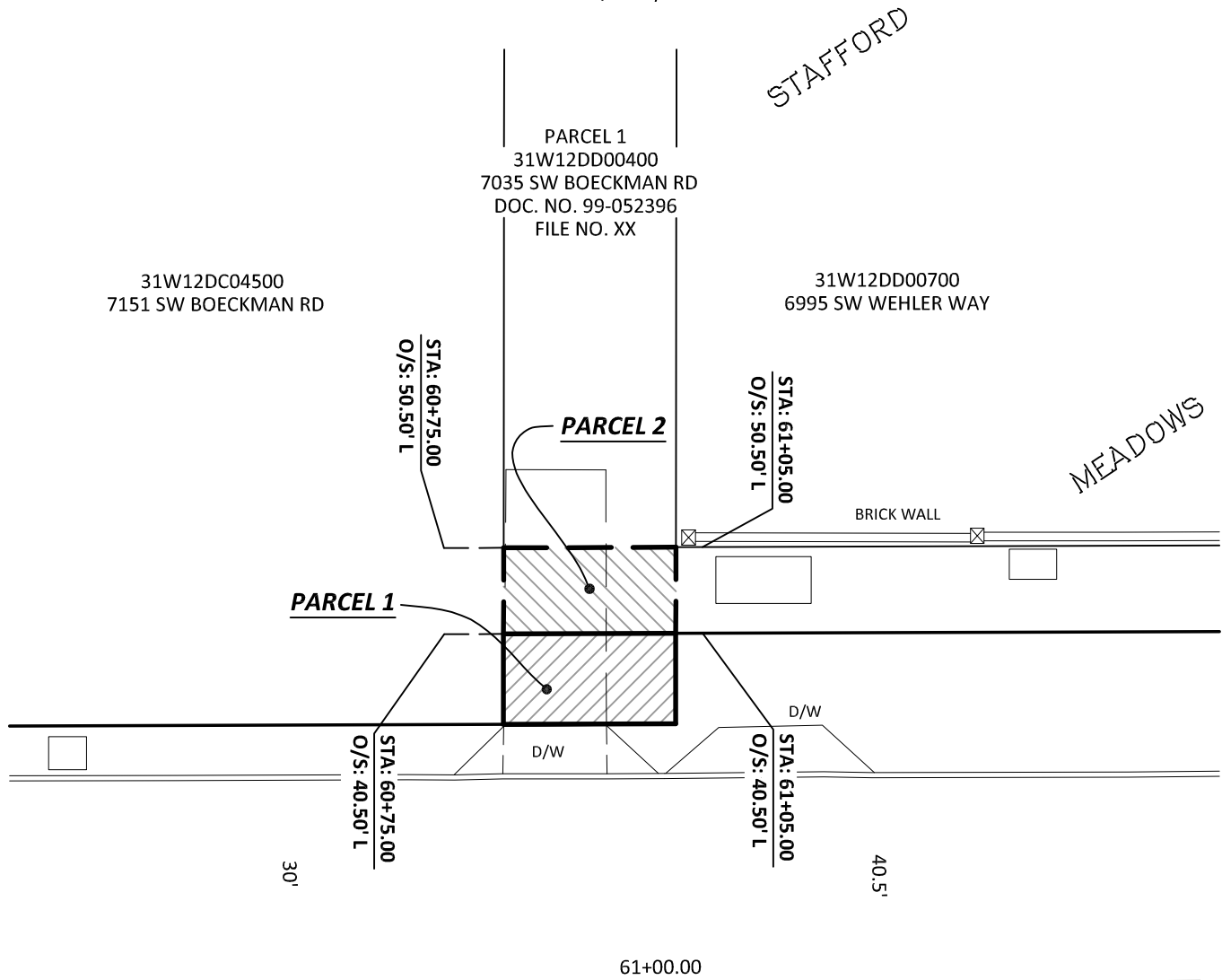
CONTAINING 210 SQUARE FEET (0.005 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

PP 2019-47

-  PARCEL 1 - RIGHT-OF-WAY DEDICATION
210 SQ. FT. +/-
-  PARCEL 2 - PUBLIC UTILITY EASEMENT
200 SQ. FT. +/-

**BOECKMAN ROAD (C.R.80)**

N 89°48'44" E
(FROM SW SHERMAN DR TO SW WILLOW CREEK DR)
BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM



SCALE: 1" = 20'

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EXHIBIT 'B' RIGHT-OF-WAY DEDICATION AND PUBLIC UTILITY EASEMENT SE 1/4 SECTION 12 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M. CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON	DATE: 20 MARCH 2023
	DRAWN BY: CH
	CHECKED BY: JRD
	PROJECT NO. 2200028
	SHEET: 2

EXHIBIT "A"

Sub-Parcel #31- Item 11.

BOECKMAN ROAD (CR 80)
PROJECT NO. 2200028
FILE NO. XX
20 MARCH 2023

TAXMAP: 31W12DD
TAXLOT: 00400

A PARCEL OF LAND, BEING A PORTION OF THAT TRACT OF LAND DESCRIBED IN DEED TO CLACKAMAS COUNTY SCHOOL DISTRICT 3, WET LINN-WILSONVILLE SCHOOL DISTRICT 3JT IN DOCUMENT NUMBER 99-052396, CLACKAMAS COUNTY DEED RECORDS, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, THE SAID PARCEL BEING THAT PORTION OF SAID SCHOOL DISTRICT TRACT, LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON SAID BOECKMAN ROAD CENTERLINE, SAID POINT IS A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SECTIONS 11, 12, 13 AND 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 23+05.17; THENCE ALONG THE CENTERLINE OF SAID BOECKMAN ROAD NORTH 89°31'41" EAST, 2645.85 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 12 AND 13, BEING ENGINEER'S CENTERLINE STATION 49+51.03; THENCE NORTH 89°48'44" EAST, 2649.58 FEET TO A 3-1/4 INCH BRONZE DISK MARKING THE CORNER COMMON WITH SAID SECTIONS 12 AND 13 AND SECTIONS 7 AND 18, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, BEING ENGINEER'S CENTERLINE STATION 76+00.61; THENCE SOUTH 89°38'30" EAST, 499.39 FEET TO ENGINEER'S CENTERLINE STATION 81+00.00, BEING THE TERMINUS POINT OF SAID CENTERLINE DESCRIPTION, SAID POINT BEARS NORTH 89°38'30" WEST, 948.58 FEET FROM A 4-1/4 INCH ALUMINUM DISK MARKING THE ONE-QUARTER CORNER COMMON WITH SAID SECTIONS 7 AND 18.

PARCEL 2 – PUBLIC UTILITY EASEMENT

A PARCEL OF LAND, BEING A PORTION OF SAID SCHOOL DISTRICT TRACT LYING SOUTHERLY OF A LINE DESCRIBED BELOW BY STATION & OFFSET, FROM A CENTERLINE ALIGNMENT OF BOECKMAN ROAD DEFINED ABOVE.

THE STATION/OFFSET IN FEET OF SAID LINE IS AS FOLLOWS:

<u>STATION</u>	<u>TO</u>	<u>STATION</u>	<u>WIDTH ON NORTHERLY SIDE OF CENTERLINE</u>
60+75.00		61+05.00	50.50



EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE ABOVE DESCRIBED PARCEL 1.

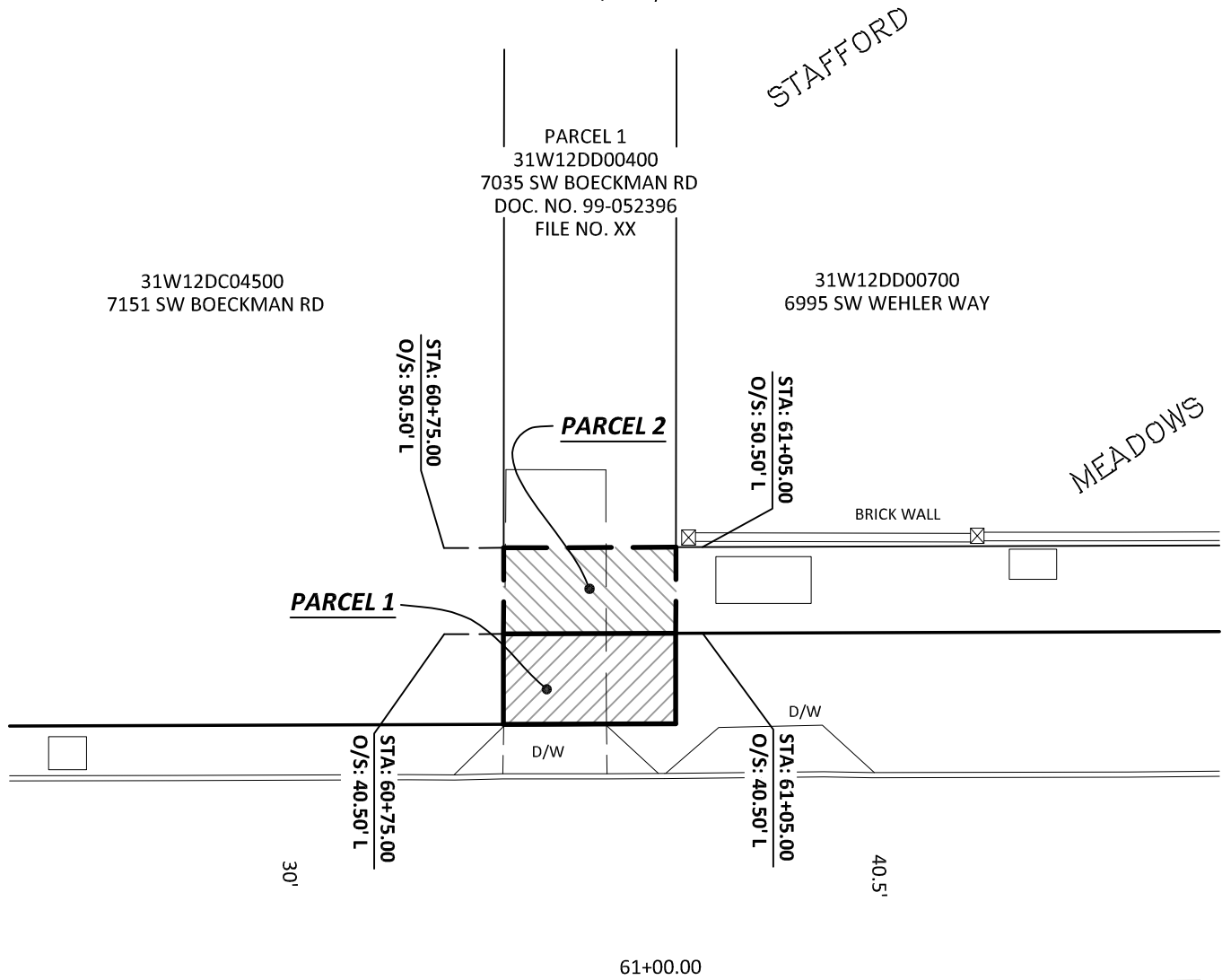
CONTAINING 200 SQUARE FEET (0.004 ACRES), MORE OR LESS.

THE BASIS OF BEARINGS IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF BOECKMAN ROAD IS NORTH 89°48'44" EAST.

THE PARCELS OF LAND ARE SHOWN ON THE ATTACHED EXHIBIT 'B' AND BY THIS REFERENCE MADE A PART THEREOF.

PP 2019-47

-  PARCEL 1 - RIGHT-OF-WAY DEDICATION
210 SQ. FT. +/-
-  PARCEL 2 - PUBLIC UTILITY EASEMENT
200 SQ. FT. +/-

**BOECKMAN ROAD (C.R. 80)**

N 89°48'44" E

(FROM SW SHERMAN DR TO SW WILLOW CREEK DR)

BASIS OF BEARINGS PER OREGON COORDINATE REFERENCE SYSTEM



SCALE: 1" = 20'

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EXHIBIT 'B' RIGHT-OF-WAY DEDICATION AND PUBLIC UTILITY EASEMENT SE 1/4 SECTION 12 / TOWNSHIP 3 SOUTH / RANGE 1 WEST / W.M. CITY OF WILSONVILLE / CLACKAMAS COUNTY / OREGON	DATE: 20 MARCH 2023
	DRAWN BY: CH
	CHECKED BY: JRD
	PROJECT NO. 2200028
	SHEET: 2



CITY COUNCIL MINUTES

April 03, 2023 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

CALL TO ORDER

1. Roll Call
2. Pledge of Allegiance

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, April 3, 2023. Mayor Fitzgerald called the meeting to order at 7:08 p.m., followed by roll call and the Pledge of Allegiance.

PRESENT

Mayor Fitzgerald
Council President Akervall
Councilor Linville
Councilor Berry
Councilor Dunwell

STAFF PRESENT

Amanda Guile-Hinman, City Attorney
Andy Stone, IT Director
Beth Wolf, Senior Systems Analyst
Bill Evans, Communications & Marketing Manager
Bryan Cosgrove, City Manager
Cindy Luxhoj, Associate Planner
Jeanna Troha, Assistant City Manager
Kimberly Veliz, City Recorder

3. Motion to approve the following order of the agenda.

Motion: Moved to approve the following order of agenda.

Motion made by Councilor Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

Vote: Motion carried 5-0.

MAYOR'S BUSINESS

4. Upcoming Meetings

The Mayor provided a run-down on some of the activities that she had been involved with since the last City Council meeting:

Oregon Tech Tour and Meeting

- April 3, 2023 City Councilors Linville, Berry, and the Mayor had the opportunity to tour Oregon Institute of Technology (OIT).
- Councilors and OIT staff discussed opportunities for educational institutions and businesses to find ways to make even greater progress in the City of Wilsonville.
- The Mayor reminded the City already had a lot to be proud of with a private sector payroll of more than \$1.5 billion.
- The Mayor announced the Oregon Institute of Technology 75th anniversary was spring of 2023.

Philippine Counsel Generals

- March 20, 2023 City Councilor Dunwell and the Mayor had an opportunity to welcome the Philippine Counsel Generals of Oregon and San Francisco.
- Also present were representatives of the business sector, the American-Filipino community, including their Chamber of Commerce and other cultural and business organizations.
- The meeting was an opportunity to learn of the accomplishments that the Philippine Counsel Generals were working on and ways the City of Wilsonville could help them make greater progress.

Letter to Councilors Clackamas County Commissioners

- The Mayor recalled at the Work Session prior to the regular meeting Councilors discussed required changes to the City's prohibited camping code.
- The Mayor reminded that Clackamas County was the entity that cities depend on for resources to assist people experiencing homelessness.
- Therefore, area Mayors sent a letter dated April 3, 2023 to Clackamas County Chair Smith, Commissioners Shull, and West.
- The letter applauded the work of the Clackamas County Housing Services staff in securing resources and developing a good response to the housing and homelessness problem.
- Moreover, the letter recognized and appreciated the work Clackamas County had done in identifying a way to apply for a grant from legislature, which was administered through Oregon Community Foundation called Project Turnkey.
- The Mayor explained Project Turnkey allows entities to purchase a motel or hotel of a certain caliber in an appropriate location to provide housing for people experiencing homelessness.

- Clackamas County identified the Comfort Suites on I-205 and voted to purchase that building. Then begin to use dollars contributed by taxpayers in Clackamas County, those of which were higher wage individuals and businesses who had gross receipts of greater than \$5 million.
- The Mayor explained the voters passed that tax in 2020. The tax generated \$40 million annually for Clackamas County to develop and provide social services for those experiencing homelessness.
- The Mayor informed that Chair Smith changed her vote, thereby making the purchase of the Comfort Suites no longer possible.
- The letter written by Mayor Fitzgerald and other local Mayors encouraged the Commission to reconsider their vote.
- The letter requested Commissioners reconsideration on the fact they first voted to buy the building, had funds granted to them by the legislature, and had programming funds available from the taxpayers for this project.
- The Mayors signing the letter all agreed Project Turnkey would be a good tool for the entire County. In addition, the purchase would assist 100 households whom are experiencing some level of homelessness.

Legislature

- There are a numbers of bills at the legislature regarding the building of housing.
- The Mayor acknowledged there was a lot of work the City was doing now to not only increase housing, because the state desperately needed more housing, but also to make sure that cities have their own say on how their housing and neighborhoods would be built.
- The Mayor appreciated staff for advocating for the City of Wilsonville to keep the spirit of our neighborhoods while also addressing the need for expanded housing.

Arbor Day Proclamation

- The Mayor recognized Arbor Day was an important part of the City of Wilsonville history.
- The City of Wilsonville had the honor of being recognized as a Tree City USA by the National Arbor Day Foundation for 25 consecutive years.
- It was explained the Arbor Day Proclamation was in the City Council packet however, it would not be read aloud.

5. Wilsonville Wildcats Week Proclamation

The Mayor read into the record a proclamation declaring April 3-7, 2023 as Wilsonville Wildcats Week.

Wildcats Boys' Basketball Team Head Coach Chris Roche said a few words about the team.

The Mayor then presented the Wilsonville Wildcats boys' basketball team and staffers each with their own proclamation. Council then took photos with the team.

Wildcats Boys' Basketball Team Players:

Emmitt Fee	Kallen Gutridge	Kyle Counts
Cody Dimpflmaier	Nick Walters	Nick Crowley
Nick Colyer	Brooks Carter	Jacob Boss
Carter Christiansen	Lincoln Mason	Grant Clemo
Maxim Wu	Bradley Keswick	Ryan Soderlund

Wildcats Boys' Basketball Team Head Coach:

Chris Roche

Wildcats Boys' Basketball Team Assistant Coaches:

Mike Weston	Aaron Koford	Draco Bynum
Austen Flint	Jeff Lulay	Aaron Harris
Chris Riewald	Davis Martin	Tommy Haaga

Wildcats Boys' Basketball Team Managers:

Pau Liu	Nova Hooker	Tyler Giron
---------	-------------	-------------

Parkinson's Awareness Month

- The Mayor announced that later in the meeting Council would hear from Kevin Mansfield of the Michael J. Fox Foundation and Parkinson Resources of Oregon.
- Kevin Mansfield would provide Council with information on the fact that April was Parkinson's Awareness Month.
- The Mayor recognized that hearing directly from representatives associated with the Parkinson's Foundation, Parkinson's Resources of Oregon, and the Michael J. Fox Foundation was a good way to bring attention to the important effort that they are making.

6. Municipal Court Judge Employment Agreement Amendment

The City Manager explained that Municipal Court Judge Fred Weinhouse had been with the City of Wilsonville for around four years. In that time, he had not received any increases to his hourly rate. The proposed agreement amendment would get the Judge on par with the hourly rate paid to him by the City of Woodburn.

The Mayor welcomed a motion.

Motion: Moved to approve the contract as included in the packet for Wilsonville Judge Fred Weinhouse.

Motion made by Councilor Akervall, Seconded by Councilor Dunwell.

Voting Yea:

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

Vote: Motion carried 5-0.

7. Council Goals Adoption

The Mayor recalled during the Work Session held prior to the regular meeting Councilors discussed the draft Council Goals. The audience was informed that the City Manager was asked to make an amendment to the goals. The amendment was to include a couple of other items about Council's work regarding the airport, transportation and other items of importance.

The Mayor requested a motion to approve the Council Goals as identified and written in the packet and as amended in the Work Session.

Motion: Moved to approve the Goals as included in the Council packet and amended in Council discussion during Work Session.

Motion made by Councilor Akervall, Seconded by Councilor Linville.

The City Manager reminded Council if he did not make the mark on the Council Goals they could make a motion to change the goals at the next meeting.

The Mayor commented Council spent a day and a half working together preparing measurable, definable goals. The Council desired to accomplish these goals in the next two years. It was disclosed certain goals would require budgeting in order to accomplish. It was explained the Council Goals help staff define their work plan for the next two years. The Mayor also recognized Council continued to have other priorities that are detailed in the City's legislative priorities, and values. The Mayor reiterated that Council Goals were specific goals for the next two years.

Council President Akervall thanked Council and staff for their efforts in the goal setting process.

Councilor Dunwell added to the comments of Council President Akervall. Councilor Dunwell shared one of the characteristics of a strong City Council was Councilors whom come from different perspectives, opinions, ideas and, then being able to bring that down to something that works. She noted the importance to citizens and elected officials to be able to carry through on these goals.

The Mayor then read aloud the headings on the Council Goals:

1. Improve the City's emergency preparedness and public safety
2. Protect and preserve Wilsonville's environment
3. Attract high-quality industry and support economic opportunity for all in Wilsonville
4. Increase housing opportunities for all and reach functional zero homelessness
5. Expand Wilsonville's parks and facilities to align with community growth and needs
6. Enhance communications and engagement to build a more connected community

Voting Yea:

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

Vote: Motion carried 5-0.

COMMUNICATIONS

8. Fiber Update

Andy Stone, IT Director briefed Council on the City's fiber infrastructure being developed for future benefit in conjunction with road development projects, which provide opportunities to underground new cable. The PowerPoint displayed had been made part of the record.

Council questions followed.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

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

Kevin Mansfield of the Michael J. Fox Foundation and Parkinson Resources of Oregon informed Council that April was Parkinson's Awareness Month. He then shared his story and the stories of others diagnosed with this disease. A flyer on Parkinson's disease was given to Council.

The speaker was told Parkinson's Awareness Month would be added to the City's website. Furthermore, the flyer provided to Council would be displayed at the public information table at the Library.

Megan Taye patient advocate with Michael J. Fox Foundation echoed the comments made by Kevin Mansfield. She also, shared her story of being a newly diagnosed young onset Parkinson's patient.

The Mayor stated she would send an email of support to the senator regarding Parkinson's Awareness Month.

The speakers were appreciated for the courage they displayed in sharing their stories.

Clark Hildum of Wilsonville encouraged Council to support Parkinson's Awareness Month. He then shared he felt the City was being extorted by TriMet. Clark Hildum encouraged the City/SMART to reconsider negotiations with TriMet.

It was mentioned that the City had an upcoming meeting scheduled with TriMet.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

9. Council President Akervall

Councilor Akervall shared a while ago she had met with second grade students at Lowrie Primary School. During the meeting, she and staff presented on city government, City of Wilsonville form of government, and the importance of community feedback and engagement. Councilor Akervall shared some of the feedback she received at the meeting and from letters the students wrote her:

- Students emphasized they had learnt a lot from the presentation.
- Students initiated discussion on funding for the City, water, infrastructure and roads.
- Students also talked about the voting cycle.
- Students questioned if skyscrapers could be built in Wilsonville or if they could have a farm in Villebois.
- The students asked for more parks and more books at the library.
- The students requested specific stores to be brought to Wilsonville, especially toy stores and stores that provided pure dark chocolate, milk chocolate and chocolate fountains.
- Students were interested having a public pool/waterpark and more playing fields.
- There was also interest in clean streets, less trash, helping people, protecting/caring for animals, and the environment.

In closing, Council President Akervall felt Wilsonville was in good hands with the second graders at Lowrie.

10. Councilor Linville

Councilor Linville attended and reported on the following:

- OIT tour and meeting with Oregon Tech President Dr. Nagi Naganathan on April 3, 2023

Councilor Linville then announced plans to attend the following:

- Rotary Heart of Gold on April 6, 2023
- Legislative update from Senator Woods at the Columbia Distributing Facility on April 7, 2023
- Tolling Forum on April 14, 2023

Councilor Linville publicized she was appointed by the Governor to the Opioid Settlement Treatment and Recovery Board on March 29, 2023.

She then thanked the representatives from the Michael J. Fox Foundation for sharing their personal experiences.

Councilor Linville shared some upcoming dates of importance in the month of April:

- Ramadan (March 22, 2023 to April 20, 2023)
- National Hug a Newsperson Day was on April 4, 2023
- Library Workers Day was on April 12, 2023
- National Velociraptor Awareness Day was on April 18, 2023
- Wear Pajamas to Work Day was on April 19, 2023
- Earth Day was on April 22, 2023
- National Arbor Day was on April 29, 2023

In closing, the Mayor congratulated and thanked Councilor Linville for her appointment to the Opioid Settlement Treatment and Recovery Board.

11. Councilor Berry

Councilor Berry also congratulated Councilor Linville on her appointment to the Opioid Settlement Treatment and Recovery Board.

Councilor Berry shared details of the following events she attended:

- Clackamas Cities Association Dinner on March 23, 2023
- OIT tour and meeting with Oregon Tech President Dr. Nagi Naganathan on April 3, 2023

Councilor Berry then announced plans to attend the following:

- Tourism Promotion Committee on April 5, 2023

12. Councilor Dunwell

Councilor Dunwell attended and reported on the following:

- Philippine Counsel Generals of Oregon and San Francisco meeting on March 20, 2023

Councilor Dunwell thanked Councilor Linville for being a member of the Opioid Settlement Treatment and Recovery Board. Councilor Dunwell reminded all how significant and how deep the opioid crisis touches families in the state and in the community. She stated that fentanyl had infected our country. Moreover, that it was cheap, deadly, and very difficult problem to fix. Councilor Dunwell added we could not forget opioids are affecting homelessness, future generations, and the lives of many families in the country.

CONSENT AGENDA

The City Attorney read the titles of the Consent Agenda items into the record.

13. Resolution No. 3050

A Resolution of the City of Wilsonville Authorizing the City Manager to Execute an Intergovernmental Agreement on Broadband Services and Infrastructure Sharing Between the City of Wilsonville and the City of Sherwood.

14. Resolution No. 3052

A Resolution Of The City Of Wilsonville Endorsing The Wilsonville / Smart Regional Transportation Plan Project List And Authorizing The Mayor To Sign A Letter To Metro Stating As Such.

15. Minutes of the March 20, 2023 City Council Meeting.

Motion: Moved to approve the Consent Agenda as read.

Motion made by Councilor Akervall, Seconded by Councilor Dunwell.

Voting Yea:

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

Vote: Motion carried 5-0.

NEW BUSINESS

The City Attorney read the title of Resolution No. 3053 into the record.

16. Resolution No. 3053

A Resolution of the City of Wilsonville Authorizing the City Manager to Execute a Real Estate Purchase and Sale Agreement between the West Linn-Wilsonville School District and the City of Wilsonville for the Purchase of Approximately 2.93 Acres for a Neighborhood Park Located in Frog Pond West.

Motion: Moved to approve Resolution No 3053.

Motion made by Councilor Linville, Seconded by Councilor Dunwell.

Voting Yea:

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

Vote: Motion carried 5-0.

CONTINUING BUSINESS

The City Attorney read the title of Ordinance Nos. 875 and 876 into the record on second reading.

17. Ordinance No. 875 - 2nd Reading

An Ordinance of the City of Wilsonville Annexing Approximately 9.63 Acres of Property Located at 25540 SW Garden Acres Road for Development of a Corporate Headquarters/Fabrication Facility and Associated Site Improvements.

The Mayor read the second reading script for Ordinance No 875.

No Councilor declared a conflict of interest, bias, or conclusion from information gained outside the hearing. No member of the audience challenged any of the Councilor's participation.

There was no further input from staff or applicants.

The Mayor then requested a motion on Ordinance No. 875.

Motion: Moved to approve Ordinance No 875 on seconding reading.

Motion made by Councilor Berry, Seconded by Councilor Dunwell.

Councilor Linville questioned whether the motion should state adopt instead of approve.

Amended Motion: Moved to adopt Ordinance No 875 on second reading.

Amended motion made by Councilor Berry, Seconded by Councilor Dunwell.

Voting Yea:

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

Vote: Motion carried 5-0.

18. Ordinance No. 876 - 2nd Reading

An Ordinance of the City of Wilsonville Approving a Zone Map Amendment from the Washington County Future Development - 20 Acre (FD-20) Zone to the Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA) Zone on Approximately 9.63 Acres Located at 25540 SW Garden Acres Road for Development of a Corporate Headquarters/Fabrication Facility and Associated Site Improvements.

The Mayor read the second reading script for Ordinance No 876.

No Councilor declared a conflict of interest, bias, or conclusion from information gained outside the hearing. No member of the audience challenged any of the Councilor's participation.

There was no further input from staff or applicants.

The Mayor then requested a motion on Ordinance No. 876.

Motion: Moved to adopt Ordinance No 876 on second reading.

Motion made by Councilor Dunwell, Seconded by Councilor Berry.

Voting Yea:

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

Vote: Motion carried 5-0.

The Mayor read the appeal rights statement for Ordinance Nos. 875 and 876. The Mayor stated those that desired to appeal the decisions to the Oregon Land Use Board of Appeals, must file a notice of intent to appeal, stating the grounds of the appeal, in the form and within the time prescribed by State law.

PUBLIC HEARING

There was none.

CITY MANAGER'S BUSINESS

The City Manager would report to Council after the TriMet meeting scheduled for April 14, 2023.

LEGAL BUSINESS

There was none.

ADJOURN

The Mayor adjourned the meeting at 8:38 p.m.

Respectfully submitted,

Kimberly Veliz, City Recorder

ATTEST:

Julie Fitzgerald, Mayor

**CITY OF WILSONVILLE
SECOND AMENDMENT TO
GROUND LEASE FOR RAW WATER PIPELINE**

This Second Amendment to Ground Lease (“Second Amendment”) is effective the ____ day of _____ 2023 (“Effective Date”), by and between the **City of Wilsonville**, a duly chartered home rule municipal government of the State of Oregon (“Lessor”), and the **Willamette Water Supply System Commission**, an Oregon intergovernmental entity (“Lessee”), successor in interest to the **City of Hillsboro** (“Hillsboro”), a duly chartered home rule municipal government of the State of Oregon, and the **Tualatin Valley Water District** (“TVWD”), a duly organized water supply district under ORS Chapter 264, upon the terms and conditions set forth below.

RECITALS

WHEREAS, Lessor entered into a Ground Lease for Raw Water Pipeline (“Lease”) with Hillsboro and TVWD on March 21, 2018, relating to the raw water transmission pipeline project (“Project”); and

WHEREAS, pursuant to Section 20.2 of the Lease, TVWD, Hillsboro, and the City of Beaverton formed the Willamette Water Supply System Commission (“WWSS Commission”), an ORS Chapter 190 entity, by agreement effective July 1, 2019, which agreement assigned all of Hillsboro’s and TVWD’s rights under the Lease to the WWSS Commission; and

WHEREAS, Lessor and Lessee entered into a First Amendment to Ground Lease for Raw Water Pipeline on September 2, 2021 to amend Section 7.29 of the Lease and to acknowledge the assignment of the Lease to the WWSS Commission; and

WHEREAS, Lessor and Lessee continue to work together to achieve a successful Project; and

WHEREAS, to that end, Lessor and Lessee have agreed that certain changes to Section 5.5.3 of the Lease should be made;

NOW, THEREFORE, in consideration of these mutual promises and the terms and conditions set forth herein, the parties agree as follows:

AGREEMENT

The Lease is amended as follows:

Section 1. Changes to Security Deposit

Subsection 5.5.3 of the Lease shall be modified as identified in the *italics* below:

“5.5.3. Form of Security Deposit. The Security Deposit must be *either (a) in the form of a continuously maintained irrevocable standby letter of credit (the “Letter of Credit”), drawn on a bank reasonably acceptable to Lessor, in a form reasonably acceptable to Lessor, and with drawing instructions reasonably acceptable to Lessor; or (b) in the form of a deposit held jointly in state investment pool (LGIP) with power of attorney held by Lessor for the sequestered deposit.*”

Section 2. All Other Terms

All of the other terms and conditions of the Lease and the First Amendment shall remain in full force and effect, as therein written. Unless otherwise defined herein, the defined terms of the Lease shall apply to this Second Amendment.

The Lessor and Lessee hereby agree to all provisions of this Second Amendment.

CITY OF WILSONVILLE, by and through
its elected officials

APPROVED AS TO LEGAL FORM:

By: _____
Bryan Cosgrove, City Manager

By: _____
Amanda R. Guile-Hinman, City Attorney

STATE OF OREGON)
) ss.
County of Clackamas)

This instrument was acknowledged before me on _____, 2023, by
Bryan Cosgrove, as City Manager of the City of Wilsonville.

Notary Public – State of Oregon

[signatures continued on following page]

WILLAMETTE WATER SUPPLY SYSTEM COMMISSION,

by and through its elected officials

APPROVED AS TO LEGAL FORM:

By: _____
David Kraska, General ManagerBy: _____
Clark Balfour, Commission AttorneySTATE OF OREGON)
) ss.
County of Washington)

This instrument was acknowledged before me on _____, 2023, by
David Kraska, as General Manager of the Willamette Water Supply System Commission.

Notary Public – State of Oregon

I:\dir\wwsp big pipe\water supply\doc\2nd amd ground lease (ag).docx



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: April 17, 2023		Subject: Ordinance No. 877 1st Reading Frog Pond East and South Master Plan Transportation System Plan Amendments Staff Member: Daniel Pauly, Planning Manager and Zach Weigel, City Engineer Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: April 17, 2023 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: April 17, 2023 <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: May 1, 2023 <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: Planning Commission adopted Resolution No. LP22-0004 on March 8, 2023 recommending approval to City Council.	
Staff Recommendation: Adopt Ordinance No. 877 amending the City's Transportation System Plan (TSP) to integrate transportation projects from the Frog Pond East and South Master Plan.			
Recommended Language for Motion: I move to adopt Ordinance No. 877 on 1 st Reading.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Expand home ownership	<input checked="" type="checkbox"/> Adopted Master Plan(s): Frog Pond East and South Master Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL

The City Council will consider a recommendation from the Planning Commission to integrate the transportation projects from the Frog Pond East and South Master Plan into the citywide Transportation System Plan (TSP).

EXECUTIVE SUMMARY:

In late 2022, the City Council, on recommendation from the Planning Commission, adopted the Frog Pond East and South Master Plan. The Master Plan identifies the types and locations of the homes, commercial development, parks, open spaces, streets, trails, and infrastructure to be built over the next 10-20 years in an area on the east side of Wilsonville added to the Metro Urban Growth Boundary in 2018. The Master Plan focuses on providing for the community's future housing needs, including providing diverse housing opportunities.

The Master Plan provides clear policy direction and guidance for future development in Frog Pond East and South. Specific to transportation, the Master Plan identifies a multi-modal transportation network enabling connectivity both throughout the neighborhood and to the rest of Wilsonville and beyond. The transportation network focuses on all modes of travel while particularly focusing on active transportation.

There are a number of important implementation steps to make the Master Plan a reality. Ordinance No. 877 is focused on the step of integrating the transportation improvements from the Master Plan into the citywide Transportation System Plan (TSP). The integration will allow transportation projects to be eligible for funding using City System Development Charges (SDCs) as well as ensure the Master Plan projects are acknowledged as part of the broader transportation network. Exhibit A to Attachment 1 is the TSP as proposed to be amended.

EXPECTED RESULTS:

Adoption of Ordinance No. 877 and integration of the transportation projects from the Frog Pond East and South Master Plan into the citywide Transportation System Plan (TSP).

TIMELINE:

This is an important milestone for implementation of the Frog Pond East and South Master Plan. However, the implementation portion of the project will continue into fall 2023 with review of development code amendments and infrastructure financing.

CURRENT YEAR BUDGET IMPACTS:

Consultant services preparing the TSP amendments is funded by the Planning Division's FY22-23 budget for professional services in the amount of \$14,630.

COMMUNITY INVOLVEMENT PROCESS:

During this implementation phase the primary focus is on honoring past input. Public notice was provided for the hearing enabling adding public input and awareness.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Realization of the policy objectives set out in the Frog Pond East and South Master Plan to create Wilsonville's next great neighborhoods.

ALTERNATIVES:

Limited alternatives exist as the proposed TSP amendments are a direct reflection of the adopted Frog Pond East and South Master Plan. The Council may suggest alternatives for how best to incorporate this prior work into the TSP document.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Ordinance No. 877:
 - Exhibit A: Proposed amended Wilsonville Transportation System Plan (March 3, 2023)
 - Exhibit B: Summary of Changes (February 28, 2023)
 - Exhibit C: Findings Report (March 1, 2023 with Exhibit from November 7 and 9, 2022)
 - Exhibit D: Frog Pond East and South TSP Update Record ([electronic only](#))

ORDINANCE NO. 877**AN ORDINANCE OF THE CITY OF WILSONVILLE ADOPTING TRANSPORTATION SYSTEM PLAN AMENDMENTS TO INTEGRATE TRANSPORTATION PROJECTS FROM THE FROG POND EAST AND SOUTH MASTER PLAN.**

WHEREAS, The City adopted the Frog Pond Area Plan in 2015 setting a vision for urban growth on the East side of Wilsonville; and

WHEREAS, at the time of adoption a portion of the land covered by the Area Plan was within the Urban Growth Boundary (UGB) and a portion was designated as Urban Reserve; and

WHEREAS, in 2017 the City adopted the Frog Pond West Master Plan for the area within the UGB; and

WHEREAS, both the Frog Pond Area Plan and Frog Pond West Master Plan set a foundation for future master planning of the Urban Reserve land not yet in the UGB; and

WHEREAS, in 2018 Metro, through Ordinance 18-1427 expanded the UGB to include the Urban Reserve area covered by the Area Plan; and

WHEREAS, a condition of approval of the 2018 UGB expansion was that the City adopt a Master Plan for the area added to the UGB within four years;

WHEREAS, the area added to the UGB in 2018 became known as Frog Pond East and South; and

WHEREAS, in December 2022 the City Council adopted Ordinance No. 870, establishing a Master Plan for Frog Pond East and South; and

WHEREAS, the Master Plan provides the guiding principles and policies for future land uses, public realm development, and provision of necessary infrastructure, including transportation, among other related elements; and

WHEREAS, the City desires the transportation projects identified in the Frog Pond East and South Master Plan to be integrated into the planning of the broader Wilsonville transportation network; and

WHEREAS, the Transportation System Plan (TSP) is the document that identifies future plans for the broader Wilsonville transportation network; and

WHEREAS, it is thus prudent to amend the TSP to add the transportation planning projects from the Frog Pond East and South Master to ensure the city's goals and performance standards for the transportation system are met; and

WHEREAS, the City desires safe, functional, and comfortable transportation options for a variety of modes of travel; and

WHEREAS, the City performed public engagement including six focus groups, three surveys, and eight other public events to gather a variety of input, including from individuals not historically well represented in planning processes regarding the Frog Pond East and South Master Plan, including the transportation network; and

WHEREAS, the City Council, on March 6, 2023, and Planning Commission, on February 8, 2023, each held a public work session to review the transportation components of the Frog Pond East and South Master Plan; and

WHEREAS, interested parties have been afforded the opportunity to participate and inform the development of the proposed TSP amendments; and

WHEREAS, required notice of a public hearing has been provided to affected property owners, nearby properties, and interested parties, as well as published in the *Wilsonville Spokesman*, posted on the City's website, and posted in a variety of public areas in City buildings, all in accordance with the public hearing and notice procedures that are set forth in Sections 4.012, and 4.198 of the Wilsonville Code; and

WHEREAS, the Planning Commission held a public hearing on March 8, 2023, afforded all interested parties an opportunity to be heard, duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties and adopted Planning Commission Resolution No. LP22-0004, recommending adoption of the proposed TSP amendments to City Council; and

WHEREAS, the City Council, during a April 17, 2023 public hearing, duly considered the Planning Commission's recommendation and other available information, including the staff recommendation and all the exhibits and testimony introduced and offered by all interested parties.

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

- Section 1. The City Council does hereby adopt the Planning Staff Report and Exhibits to this Ordinance, as presented at the April 17, 2023, public hearing, including the findings and recommendations contained therein.
- Section 2. The City of Wilsonville Transportation System Plan is hereby amended as shown in Exhibit A.
- Section 3. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council at a regular meeting thereof this 17th day of April, 2023, and scheduled the second reading on May 1, 2023 commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the ____ day of May, 2023, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this _____ day of May, 2023

JULIE FITZGERALD MAYOR

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Berry

Councilor Dunwell

Councilor Linville

EXHIBITS:

- A. Proposed amended Wilsonville Transportation System Plan (March 3, 2023)
- B. Summary of Changes (February 28, 2023)
- C. Findings Report (March 1, 2023 with Exhibit from November 7 and 9, 2022)
- D. Frog Pond East and South TSP Update Record ([electronic only](#))



Wilsonville Transportation System Plan

Adopted by Council (Ord. 718)

June 17, 2013

Amended (Ord. 789) on June 6, 2016

Amended (Ord. 834) on April 15, 2019

Amended (Ord. 846) on November 16, 2020

Amended (Ord. 877) on May 1, 2023

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Acknowledgements

This project was partially funded by a grant from the Transportation Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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



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Scott Starr, Council President
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Julie Fitzgerald
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Celia Núñez**
Steve Hurst**

** Former City Councilor involved in the process prior to adoption

How to Use This Plan

The Wilsonville TSP consists of two parts:

- **Main body**
(This report)
- **Technical Appendix**
(Separate document containing resources used to develop this plan)

Various sections answer the following questions:

- **Table of Contents**
(What does the TSP include and where can I find it?)
- **Glossary of Terms**
(What do the words and acronyms mean?)
- **Executive Summary**
(What are the TSP's key findings?)
- **Chapter 2: The Vision**
(What are the City's vision, goals, and policies?)
- **Chapter 3: The Standards**
(What standards will guide improvements?)
- **Chapter 5: The Projects**
(Which projects does the City expect to be able to fund in the 20-year planning horizon?)
- **Chapter 6: Programs**
(What system management efforts is the City engaged in?)

RELATIONSHIP TO OTHER CITY PLANS

The Wilsonville Transportation System Plan (TSP) replaces the 2003 TSP in its entirety. In addition, it updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and the 2008 Transit Master Plan. Where these documents may be in conflict, the new TSP takes precedence. However, there are many helpful details provided in the prior plans, which should be used for added clarity and direction.



TSP CONTENT AND LAYOUT

The sections of these documents are listed in the Table of Contents. Following the Table of Contents, a **glossary of terms** is included to help the reader better understand the terminology used in the report. Then, the **executive summary** provides an overview of the TSP and the key findings of each chapter.

The TSP chapters tell a story of how the City's planning efforts are helping the community achieve its desired transportation system. They explain the planning **context** (Chapter 1), the City's overall **vision** and related goals and policies (Chapter 2), and the **standards** that support progress towards that vision (Chapter 3). The chapters then identify the existing and future transportation **needs** (Chapter 4), the **projects** to resolve infrastructure needs (Chapter 5), and the **programs** that support ongoing management of the transportation system (Chapter 6). Finally, the last chapter lists **performance** measures to help the City determine if its planning efforts are leading to the desired outcomes (Chapter 7).

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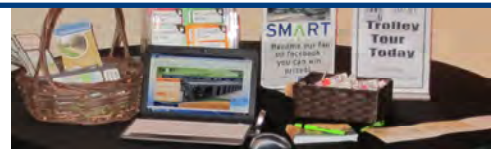
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Glossary of Terms

A

Access Management is the use of various techniques to improve traffic flow and safety by reducing conflict points at intersections and driveways while providing reasonable access to individual properties.

Additional Planned Project List includes those projects that would contribute to the City's desired transportation system through 2035 but that were not included as "Higher Priority" projects due to estimated funding limitations. This list represents a coordinated transportation network and adequate facilities to serve the community through 2035.

Alternative Fuels are transportation energy sources other than gasoline, including batteries (i.e., electric vehicles) and compressed natural gas.

Americans with Disabilities Act (ADA) is Federal legislation that seeks to remove and prevent barriers experienced by individuals with disabilities. With regards to transportation, it affects infrastructure design (especially curb ramps and sidewalks) as well as transit service requirements.

Arterials are roadways where a higher priority is placed on moving traffic rather than accessing individual parcels. The City has two arterial functional classifications: Major Arterial and Minor Arterial.

B

Buffered Bike Lanes are on-street bike facilities that include a striped buffer between the bike lane and motor vehicle travel lane. When on-street parking is provided, the parking is located curbside, with the bike lane remaining adjacent to the motor vehicle travel lane.

Bicycle Routes are the designated on- and off-street bicycle facilities that connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas. They are intended to create a

network that supports bicycle travel by residents of varying physical capabilities, ages, and skill levels.

Bicycle Friendly Community (BFC) is a campaign administered by the League of American Bicyclists and awards cities one of four designations (from lowest to highest: bronze, silver, gold, and platinum) to recognize its efforts to improve its bicycle facilities.

C

Capital Improvement Program (CIP) is the City's short-range 5-year plan that identifies upcoming capital projects and equipment purchases, provides a planning schedule, and identifies financing options. It provides an important link between the projects identified in the City's master plans and its annual budget.

Collectors are roadways intended to serve as a transition between mobility and access. They are the primary roadways that "collect" traffic from neighborhoods and deliver it to the arterial network.

Comprehensive Plan is the City's generalized, coordinated land use map and policy statement, which interrelates all functional and natural systems and activities relating to the use of lands, including sewer and water systems, transportation systems, recreational facilities, natural resources, and air and water quality management programs.

Connectivity refers to the ease of movement between the city's neighborhoods, schools, parks, and retail/industrial areas.

Cycle Tracks are a relatively new on-street bicycle facility type where additional separation is provided between motor vehicle travel lanes and the bicycle facility. When on-street parking is provided, the parking is located adjacent to the travel lane and the cycle track is moved adjacent to the curb. Cycle tracks can be one-way (similar to a buffered bike lane but

with a physical separation) or two-way (where both directions are served on the same side of the street).

E

Enhanced Pedestrian Crossings are striped crosswalks that include additional crossing treatments, such as traffic signs, center median islands, flashing beacons, and/or other safety enhancements.

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. (Source: U.S. EPA, Environmental Justice, Compliance and Enforcement, Website, 2007).

F

Freight Routes are roads designated by the City to connect the city's industrial and commercial sites with I-5 and other regional facilities. They are a useful tool for improving the coordination between freight and other travel modes.

Functional Classifications are designations assigned to public roadways to provide a hierarchy for managing them practically and cost effectively. For example, they provide a framework for identifying which street elements to include in a street's design. Wilsonville's classifications include, Major Arterial, Minor Arterial, Collector, and Local Street.

H

Higher Priority Project List includes the City's recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City's most important needs. These projects will inform the City's yearly budget and 5-year Capital Improvement Plan (CIP).

I

Ice Age Tonquin Trail is a partially-completed regional trail located in the southwestern portion of

the Portland metropolitan area that would span approximately 22 miles and travel through the communities of Wilsonville, Sherwood, and Tualatin. This trail would provide an active transportation link between the Willamette and Tualatin Rivers, while enhancing local pedestrian and bicycle connectivity connecting to neighborhoods, businesses, schools, and parks.

Intelligent Transportation System (ITS) strategies involve the deployment and management of advanced technologies that collect and distribute information to both users and operator staff so they can most effectively use and manage the transportation system.

Interchange Area Management Plans (IAMP) are transportation and land use plans prepared jointly by the Oregon Department of Transportation and local jurisdictions to balance and manage transportation and land use decisions in freeway interchange areas to protect their function while also supporting the local street network.

Implementation Measures are City actions identified to put broader policies into action.

L

Level of Service (LOS) is a "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays. LOS D and E are progressively worse, and LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity, which is typically evident in long queues and delays.

Low Impact Development (LID) is an approach to development and infrastructure improvements that works with nature to manage stormwater as close to the source as possible (i.e., adjacent to the roadway).

Local Streets are roadways where a higher priority is placed on local access rather than mobility. They are usually lower volume, lower speed streets with a narrow cross-section and numerous driveways.

M

Metro is the elected regional government for the Portland metropolitan area and provides region-wide planning, policy making, and coordination to manage growth, infrastructure, and development issues that cross jurisdictional boundaries.

Multimodal refers to the integration of multiple travel modes, which include walking, bicycling, riding transit, or driving.

P

Parking Management Plans inventory bicycle and motor vehicle parking supply in high demand locations (for example, park-and-ride lots, transit stations, and commercial areas). They do not require parking limitations but instead ensure that deliberate decisions are being made regarding parking provision and management.

Performance Measures are quantitative tools (based on data) or qualitative tools (based on judgment) used to evaluate how effectively the transportation system is operating and/or progressing towards identified performance targets.

Planning Horizon is the future year (in this case, 2035) that is the basis of the Transportation System Plan's future needs assessment.

Policies are the principles or rules the City has developed to serve as its blueprint for making decisions regarding its transportation investments, including how the system is designed, constructed, operated, and maintained. The City's transportation policies guide actions relative to its development code, capital project investment, and other investments.

R

Regional Transportation Functional Plan (RTFP) codifies the requirements that local plans must comply with to be consistent with the Regional Transportation Plan.

Regional Transportation Plan (RTP) is the long-range blueprint to guide transportation planning and investment in the region.

Roadway Extensions are new transportation facilities that begin at the termini of existing roads and connect neighborhoods to one another and to other important destinations.

S

Safe Routes to School (SRTS) is a collaborative program between schools and local agencies that combines ongoing educational and outreach efforts with pedestrian and bicycle infrastructure improvements along routes used by school children.

Shared-Use Paths are a type of trail designed to be part of the transportation system that provide off-road routes for a variety of users, which principally include bicyclists and pedestrians.

South Metro Area Regional Transit (SMART) is a City department that operates several fixed bus routes serving Wilsonville and making connections to regional transit providers. SMART also manages various programs, including Dial-a-Ride (door-to-door service for elderly and disabled residents) and SMART Options (programs that support, educate, and encourage the use of active transportation modes and rideshare).

Spot Improvements are isolated intersection and safety improvements throughout the city.

System Deficiencies are performance, design, or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles, inadequate intersection or roadway capacity, insufficient bus frequency, and congestion.

System Development Charges (SDCs) are a one-time fee charged to new developments based on land use and size. These funds are legally required to be used for capacity-related improvements.

System Gaps are missing connections or barriers in the urban transportation system that functionally prohibit travel for a given mode. While a gap generally means a connection does not exist, it could also be the result of a physical barrier (such as I-5, the Willamette River, other natural feature, or existing development) or a social barrier (including lack of information, language, education, and/or limited resources).

T

Technical Advisory Committee (TAC) consisted of agency staff from the City of Wilsonville and other local, regional, and state agencies that provided feedback on the Transportation System Plan deliverables throughout the update process.

Transportation Demand Management (TDM) refers to the implementation of strategies that support other travel choices (including other travel modes and travel during off-peak periods) in order to reduce traffic congestion.

Transportation System Management and Operations (TSMO) refers to strategies that improve the safety and efficiency of the transportation system in order to optimize the use of existing infrastructure.

Transportation System Plan (TSP) is the City's long-term transportation plan that guides the construction and operation of its transportation system. It is an element of its Comprehensive Plan and includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding.

U

Urban Growth Boundaries (UGB) are regional boundaries that restrict where urban growth can occur in order to reduce urban sprawl and protect nearby natural resources.

Urban Renewal Districts (URD) are "blighted" areas where private development has stagnated or is not feasible and public funds are needed (and are raised through tax increment financing) to stimulate economic development, usually through the construction of supporting infrastructure.

Urban Upgrades are projects that widen existing roadways to meet the City's cross-section standards and often improve multimodal connectivity by adding bike lanes, sidewalks, and turn lanes that accommodate access to adjacent neighborhoods.

V

Volume to Capacity Ratio (V/C) is a decimal representation (typically between 0.00 and 1.00) of the proportion of capacity being used at a turn movement, approach leg, or intersection. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. A ratio greater than 1.00 represents future conditions where demand is estimated to exceed capacity.

W

Walk Friendly Communities is a national recognition program developed to encourage cities across the U.S. to establish or recommit to supporting safer walking environments. It awards cities one of five designations (from lowest to highest: honorable mention, bronze, silver, gold, and platinum).

Westside Express Service (WES) is a commuter rail line serving Beaverton, Tigard, Tualatin, and Wilsonville that runs during the weekday morning and afternoon rush hours and provides service to Wilsonville's SMART Central transit center.

Executive Summary



INTRODUCTION

The Wilsonville Transportation System Plan (TSP) is the City's long-term transportation plan and is an element of its Comprehensive Plan. It includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding. The TSP's transportation planning story is outlined in the box at right, and the key findings of each TSP chapter are highlighted below.

THE CONTEXT (SEE CHAPTER 1)

The 2013 TSP process built upon two decades of community planning to create a complete community transportation plan that integrates all travel modes. This update is needed to account for changing economic and social circumstances and to ensure consistency with state and regional planning policies. It also ensures the City will be prepared to support land use growth within the urban growth boundary through the 2035 planning horizon.

Most of the policies and projects come from prior adopted plans, including the Comprehensive Plan, 2003 TSP, 2006 Bicycle and Pedestrian Master Plan, and 2008 Transit Master Plan. While the TSP replaces the 2003 TSP in its entirety, it updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan. Where these documents may be in conflict, the new TSP takes precedence.

The City's future financial outlook was also evaluated to identify the City's forecasted resources and financial limitations. The City draws upon multiple funding sources to manage, operate, and improve its transportation system. For capital improvement projects, the City relies heavily on developer contributions and fees (including system development charges) and urban

A TRANSPORTATION PLANNING STORY

The TSP chapters tell a story of how the City's planning efforts are helping the community achieve its desired transportation system:

- **Chapter 1: The Context** provides the background of the City's transportation planning efforts.
- **Chapter 2: The Vision** shares the City's visions of its desired transportation system.
- **Chapter 3: The Standards** outlines the standards the City is implementing to ensure ongoing progress towards its vision.
- **Chapter 4: The Needs** identifies the existing and anticipated needs of the transportation system through the 2035 planning horizon.
- **Chapter 5: The Projects** explains the transportation improvement projects that will allow the City to meet its infrastructure needs.
- **Chapter 6: The Programs** describes the ongoing transportation programs that help the City manage its transportation system.
- **Chapter 7: The Performance** lists the performance measures to be considered in subsequent TSP updates to determine if its planning efforts are leading to the desired outcomes.

renewal funds, which are primarily associated with new growth areas. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

THE VISION (SEE CHAPTER 2)

As Wilsonville grows, it is essential for the community to work collaboratively toward its shared vision, which is summarized in the call-out box at right.

Transportation goals and policies form the bases for how the local transportation system will be developed and maintained through the TSP's 2035 horizon year. Wilsonville's seven transportation goals are identified in the table below. The City's vision and goals support a multimodal approach to transportation, which means that the system accommodates users of all travel modes.

WILSONVILLE'S TRANSPORTATION VISION

Wilsonville's coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Neighborhoods, employment centers, schools, shopping, and parks are connected by a network of streets and pathways that give residents options to easily get around town.

Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.

Wilsonville's Transportation Goals

Goals	Description
1 Safe	Follow current safety practices for design, operations, and maintenance of transportation facilities.
2 Connected and Accessible	Provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
3 Functional and Reliable	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
4 Cost Effective	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city's social, economic, and environmental resources.
5 Compatible	Develop and manage a transportation system that is consistent with the City's Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
6 Robust	Encourage and support the availability of a variety of transportation choices for moving people and goods.
7 Promotes Livability	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.

THE STANDARDS (SEE CHAPTER 3)

Wilsonville's transportation standards ensure the City develops and operates consistent with its goals and vision. Wilsonville's six types of transportation standards are listed in the call-out box at right.

How well a street serves its users ultimately depends upon which elements are included, their dimensions, and how they relate to each other (all of which are informed by the City's standards). For example, streets designed consistent with adjacent land uses can contribute to the identity and character of a neighborhood and increase property values. They can also affect traffic speeds, reduce environmental impacts, and allow for safe multimodal use.

THE NEEDS (SEE CHAPTER 4)

Wilsonville's transportation standards and policies serve as a benchmark for determining what needs exist throughout the city. The city's needs are categorized as gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The TSP identifies the gaps and deficiencies that currently exist or are anticipated to arise through the 2035 horizon year as additional local and regional development occurs.

THE PROJECTS (SEE CHAPTER 5)

Many of the city's existing and future transportation needs can be addressed through capital improvement projects. The projects needed through 2035 were principally based on prior City plans.

Constructing all identified transportation projects would cost approximately \$263.6 million, which exceeds the \$123.4 million forecasted to be available through 2035. Therefore, the transportation projects were separated into two lists:

- The "Higher Priority" project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest priority projects and will inform the City's yearly

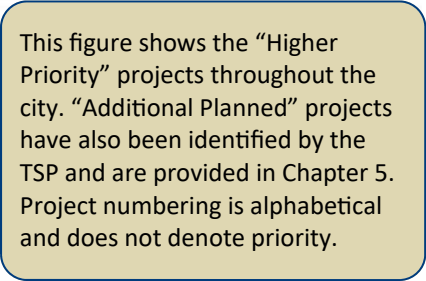
WILSONVILLE'S TRANSPORTATION STANDARDS

Wilsonville's six types of transportation standards support its management of an effective multimodal transportation system:

- **Functional Classifications** provide a hierarchy for determining how streets should function and which street design elements to include.
- **Connectivity and Facility Spacing Standards** ensure that direct routes and travel options are available for all transportation users.
- **Freight Routes** connect the city's industrial and commercial sites with I-5 and other regional facilities and improve coordination between freight and other travel modes.
- **Bicycle Routes** connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas to support bicycle travel by residents of varying physical capabilities, ages, and skill levels.
- **Cross-Section Standards** provide guidance for selecting and sizing various design elements to serve intended users' needs.
- **Access Management** balances the transportation system's need to provide safe, efficient, and timely travel with the need to allow access to individual properties.

budget and 5-year Capital Improvement Plan (CIP). These projects are identified in the following figure (page v) and table (page vi).

- The "Additional Planned" project list includes those projects that would contribute to the City's desired transportation system through 2035 but that are not considered "Higher Priority" projects due to estimated funding limitations. These projects are identified in Chapter 5 and should be pursued as funding opportunities are available.

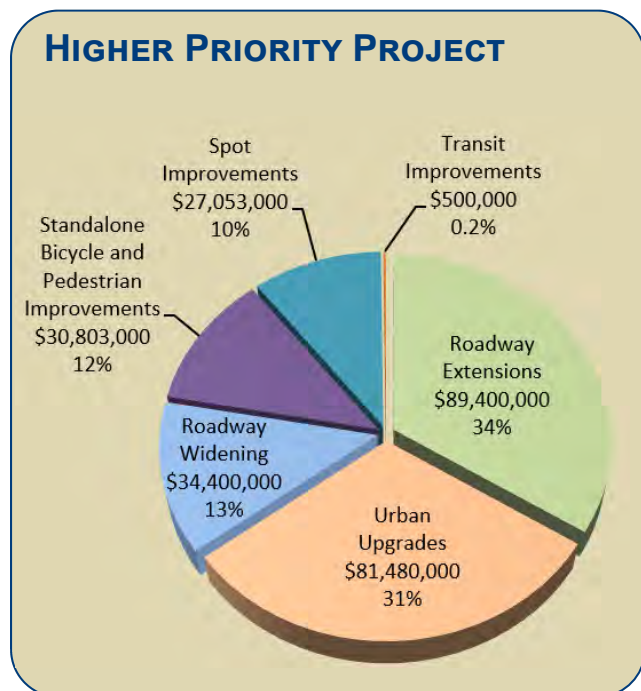


HIGHER PRIORITY PROJECTS (LISTED ALPHABETICALLY BY IMPROVEMENT TYPE)

No.	Higher Priority Project
Roadway Extensions (Multimodal Connectivity)	
RE-04A	Corridor Study for Brown Road Extension
RE-04B	Brown Road Extension (5th Street Connection)
RE-13	Java Road Connection and Signal
RE-11	Meridian Creek Middle School Site Improvements
RE-12A	Frog Pond West Neighborhood Collector Roads
RE-12B	Frog Pond South Neighborhood Collector Roads
RE-12C	Frog Pond East Neighborhood Collector Roads
RE-14	Basalt Creek Parkway Connection
RE-15	Park Place Extension
RE-16	Courtside Drive Extension
RE-17	Frog Pond Brisband Main Street Extension
Roadway Widening (Capacity)	
RW-01	Boeckman Road Bridge and Corridor Improvements
RW-02	Day Road Widening
RW-03	Widen Wilsonville Road East of Boones Ferry Road
RW-04	Boones Ferry Road Widening
RW-05	Grahams Ferry Road Widening
Urban Upgrades (Multimodal Connectivity and Safety)	
UU-01	Boeckman Road Dip Improvements
UU-02	Boeckman Road Urban Upgrade
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-05	Parkway Avenue Urban Upgrade
UU-06	Stafford Road Urban Upgrade
UU-07	Tooze Road Urban Upgrade
UU-08	Garden Acres Road Urban Upgrade
UU-09	Printer Parkway Urban Upgrade
UU-10	Advance Road Urban Upgrade
UU-11	Park Place Redesign
UU-12	Park Place at Town Center Redesign
UU-13	Courtside Drive Upgrades
Spot Improvements (Transportation System Management/Operations)	
SI-02	Grahams Ferry Railroad Undercrossing Project Development
SI-03	Stafford Road/65th Avenue Intersection Improvements
SI-05	Curb Extension Removal on Boones Ferry Road
SI-06	Truck Turning Improvements SW Kinsman Road
SI-07	Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road
SI-08	Boones Ferry Road/95th Avenue Access Management
SI-09	Wilsonville Road/Town Center Loop West Turn Lane Removal
SI-10	Wilsonville Road/Park Place Traffic Signal
SI-11	Wilsonville Road/Town Center Loop East Dual Turn Lanes
SI-12	Stafford Road/Kahle Road Roundabout
SI-13	Stafford Road/Brisband Street Roundabout
SI-14	Advance Road/60th Avenue Roundabout

No.	Higher Priority Project
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)	
BW-01 A/B	Canyon Creek Road Enhanced Pedestrian Crossings
BW-02	95th Avenue Sidewalk Infill
BW-03	Boberg Road Sidewalk Infill
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements
BW-09a	I-5 Bike/Pedestrian Bridge
BW-09b	I-5 Bike/Pedestrian Bridge Gateway Treatments
BW-10	French Prairie Drive Pathway
BW-12	Parkway Center Trail Connector
BW-13	Villebois Loop Trail
BW-14	Wayfinding Signage
BW-15	Property Acquisitions for Bike/Ped Connectivity
BW-16	Town Center Loop West Bicycle Lanes
BW-17	Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing
BW-18	Park Place Promenade
BW-19a	Cycle Track: Ped/Bike Bridge to Town Center Park
BW-19b	Cycle Track: Town Center Loop East
BW-20	West Promenade
BW-21	Advance Road Enhanced Mid-block Pedestrian Crossing
BW-22	Advance Road Rectangular Rapid Flashing Beacon (RRFB)
BW-23	Stafford Road Rectangular Rapid Flashing Beacon (RRFB)
Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)	
SR-01	Boeckman Creek Primary Safe Routes to School Improvements
SR-02	Boones Ferry Primary Safe Routes to School Improvements
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School Improvements
SR-05	Meridian Creek Middle School Safe Routes to School Improvements
Local Trails (Standalone Pedestrian and Bicycle Improvements)	
LT-01	Memorial Park Trail Improvements
LT-02	Basalt Creek Canyon Ridge Trail
LT-03	I-5 Easement Trail
Regional Trails (Standalone Pedestrian and Bicycle Improvements)	
RT-01A	Boeckman Creek Trail (North)
RT-01B	Boeckman Creek Trail (South)
RT-03A	Tonquin Trail (North)
RT-03B/C	Tonquin Trail (Villebois)
RT-04	Waterfront Trail Improvements
RT-05	Wiedemann Road Trail
RT-06	Willamette River Bike/Pedestrian/Emergency Bridge Project Dev.
RT-07	Frog Pond Regional Trail
Transit Improvements	
TI-01	Pedestrian Access to Transit
TI-02	Transit Street Improvements

Wilsonville's "Higher Priority" project list includes several project types. The pie chart below provides the cost breakdown by project type. The highest costs would be incurred for the three roadway improvement types, which include facility improvements for all travel modes.



Estimated Funding Available through 2035 for Capital Improvements

Funding Source	Estimated Capital Funding through 2035
Street System Development Charges (SDCs)	\$42 million
Developer Contributions	\$30 million
West Side Plan – Urban Renewal District (URD)	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	\$5 million
Park System Development Charges (SDCs)	\$0.7 million
Local/Regional Partnerships	\$2.9 million
Grants	\$3.2 million
State and Federal Funding	\$12.6 million
Total Funds	\$123.4 million

To fund its capital improvements projects, the City relies heavily on developer contributions and fees (including system development charges) and urban renewal funds, which are primarily associated with new growth areas. The table to the lower left lists the estimated funding available for capital improvements through the 2035 planning horizon year.

THE PROGRAMS (SEE CHAPTER 6)

Wilsonville's transportation programs (listed below) also play an important role in the City's ongoing efforts to provide a coordinated, cost-effective, multimodal transportation system. Well-run programs help extend the service life of the City's infrastructure improvements and increase the value of transportation investments. The City's Community Development and SMART Transit departments are responsible for managing the majority of its transportation programs.

TRANSPORTATION PROGRAMS

Wilsonville has various transportation programs that support ongoing operations and services:

- Capital Improvement Program (CIP)
- Safety (Proposed)
- Safe Routes to School
- ADA Comprehensive Access (Proposed)
- SMART Transit
- SMART Options and Transportation Demand Management (TDM)
- Intelligent Transportation System (ITS)
- Bike Smart and Walk Smart

THE PERFORMANCE (SEE CHAPTER 7)

Wilsonville's Transportation System Plan (TSP) provides policies, standards, projects, and programs that, when put into action, will improve the city's transportation system. By tracking appropriate performance measures in future TSP updates, the City can evaluate their progress.



Wilsonville has a rich history as an important transportation connection between the north and south areas of the Willamette Valley. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

Prior to the arrival of non-indigenous settlers, the Willamette River served as a water route for Kalapuyan people. As settlers moved into the area in the early 1800's, the need arose for a way to cross the river. In 1847, Alphonso Boone, grandson of Daniel Boone, established Boones Ferry (located near the present day Boones Ferry Park) and an early settlement began providing needed support to the ferry.

Over time, steamboats, the railroad, and then Interstate-5 came to town—and Wilsonville continued to grow. In 1969, Wilsonville became a city. Shortly afterwards, the City began preparing planning documents to guide its development. As economic and social circumstances change and new state and regional planning policies are adopted, the City continues to improve and refine its planning efforts. In doing so, it takes a strategic approach to growth management.

By understanding the context surrounding its growth, the community can continue to build upon its rich history. The following pages provide a timeline of important events associated with Wilsonville's transportation planning history, current planning framework, and future growth. The City's future financial outlook is also provided to better frame the City's forecasted resources and challenges.

By understanding its . . .

- *Unique history,*
- *Current planning framework,*
- *Future growth areas, and*
- *Financial outlook,*

Wilsonville can continue to . . .

- *Manage growth,*
- *Serve its residents and business, and*
- *Be an important transportation connection for the region.*



TRANSPORTATION PLANNING HISTORY IN WILSONVILLE

Early 1800's

Wilsonville area (traditional territory of the Kalapuyan people) was settled by people other than the indigenous Native Americans.



Early 1900's

Steamboats were used as the primary mode of shipping.



Pre-1960's

Before the construction of Interstate-5 and the Boone Bridge, personal automobiles had to be ferried across the Willamette River.

Early 1800's

1900

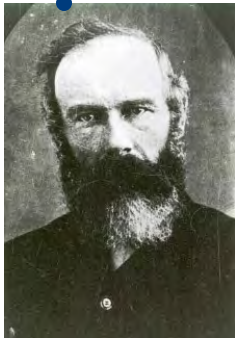
1910

1920

1930

1940

1950



1847

Alphonso Boone, grandson of Daniel Boone, established Boone's Ferry across the Willamette River.

1908

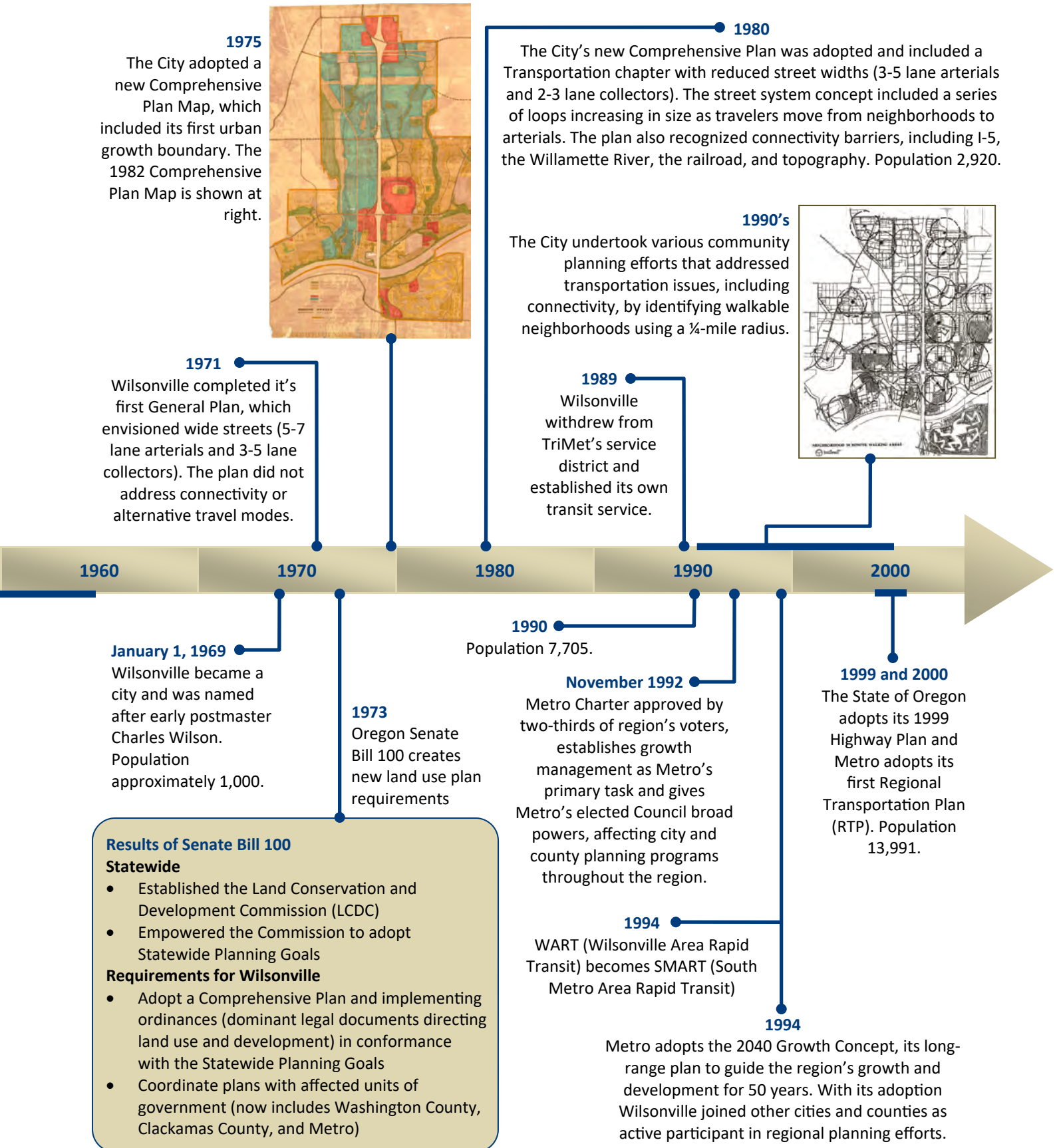
Railroad comes to the area.



1950's

The Interstate-5 freeway system was built.





CURRENT TRANSPORTATION PLANNING FRAMEWORK



2003 Transportation Systems Plan (TSP)

The City replaced the transportation chapter of its Comprehensive Plan to comply with state mandates, develop transportation standards, address problem areas, revise forecasts (2020 horizon year), and provide transportation planning guidelines for all travel modes.



2006 Bicycle and Pedestrian Master Plan

The City replaced the bicycle and pedestrian chapters of the 2003 TSP with new prioritized project lists providing community and regional connectivity between parks, neighborhoods, schools, and commercial and industrial areas.

2001

2002

2003

2004

2005

2006

2007



2001 Villebois Village Master Plan

A Master Plan was prepared to guide the development of a 480-acre area on the west side of the city into an urban village based on the guiding principles of connectivity, diversity, and sustainability.

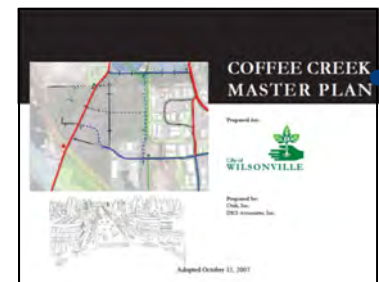
2006 Public Works Standards

Standards were provided for constructing public facilities, including streets, trails, and related infrastructure.



2007 Coffee Creek Master Plan

A Master Plan was prepared to guide development of 220-acre area on north side of city into industrial area.



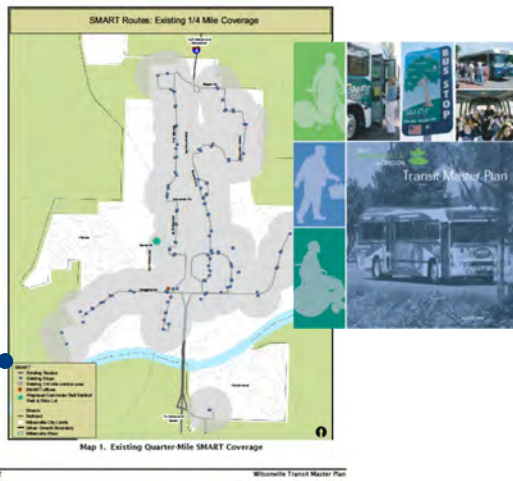
2007 Parks and Recreation Master Plan

The City prepared a plan for achieving a comprehensive and interrelated system of parks, recreation, and natural areas that promote connectivity throughout the city and support the 2006 Bicycle and Pedestrian Master Plan.



2008 Transit Master Plan

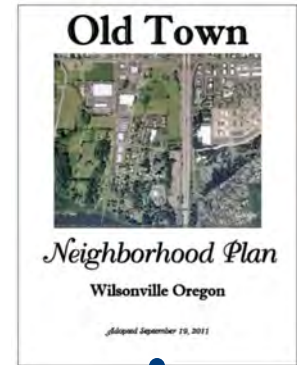
The City replaced the transit element of the 2003 TSP with new recommendations to increase and improve transit service and reduce the demand on roads and parking.

**2009 Wilsonville Road Interchange Area Management Plan (IAMP)**

A plan was prepared to identify how the City and ODOT will collaborate to improve the I-5 exit (#283) to serve planned growth. Population 17,940.

2011 Old Town Neighborhood Plan

A plan was prepared to ensure Old Town's unique character is maintained and enhanced.

**2009**

TriMet begins operating its Westside Express Service (WES) commuter rail line, which has its southern terminus at Wilsonville's transit center.

2008**2009****2010****2011****2012****2010 Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP)**

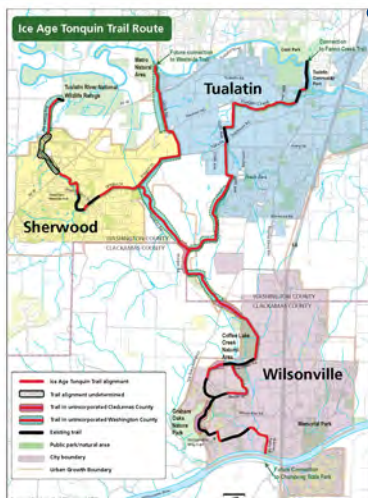
Plans were prepared to provide a long-range blueprint for all modes of transportation throughout Portland region and support Metro's 2040 Growth Concept. The plans identified improvements focused on mobility corridors (e.g., Tigard/Wilsonville) and required compliance by local jurisdictions.

2012 Stormwater Master Plan

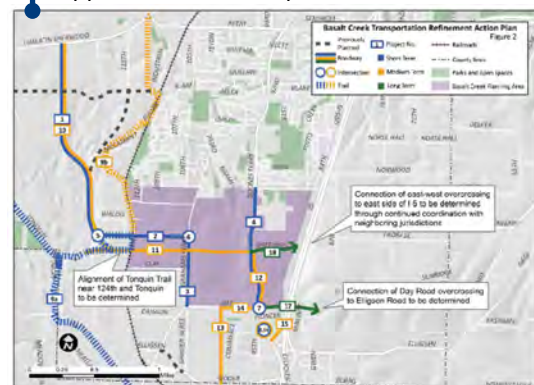
The City prepares a stormwater program that supports quality of life and meets regulatory requirements. The plan also includes resources for improved street cross-sections.

2012 Basalt Creek Transportation Refinement Plan

A plan was prepared to refine the major transportation improvements connecting I-5 to Tualatin-Sherwood Road through the unincorporated area to the north to support future development of the Basalt Creek area.

**2012 Ice Age Tonquin Trail Master Plan**

A plan was prepared to provide information needed to complete and connect 22 miles of trails within and between the cities of Wilsonville, Tualatin, and Sherwood. Approximately half of the 5 miles within Wilsonville City limits have already been completed.



FUTURE TRANSPORTATION GROWTH AND PLANNING NEEDS

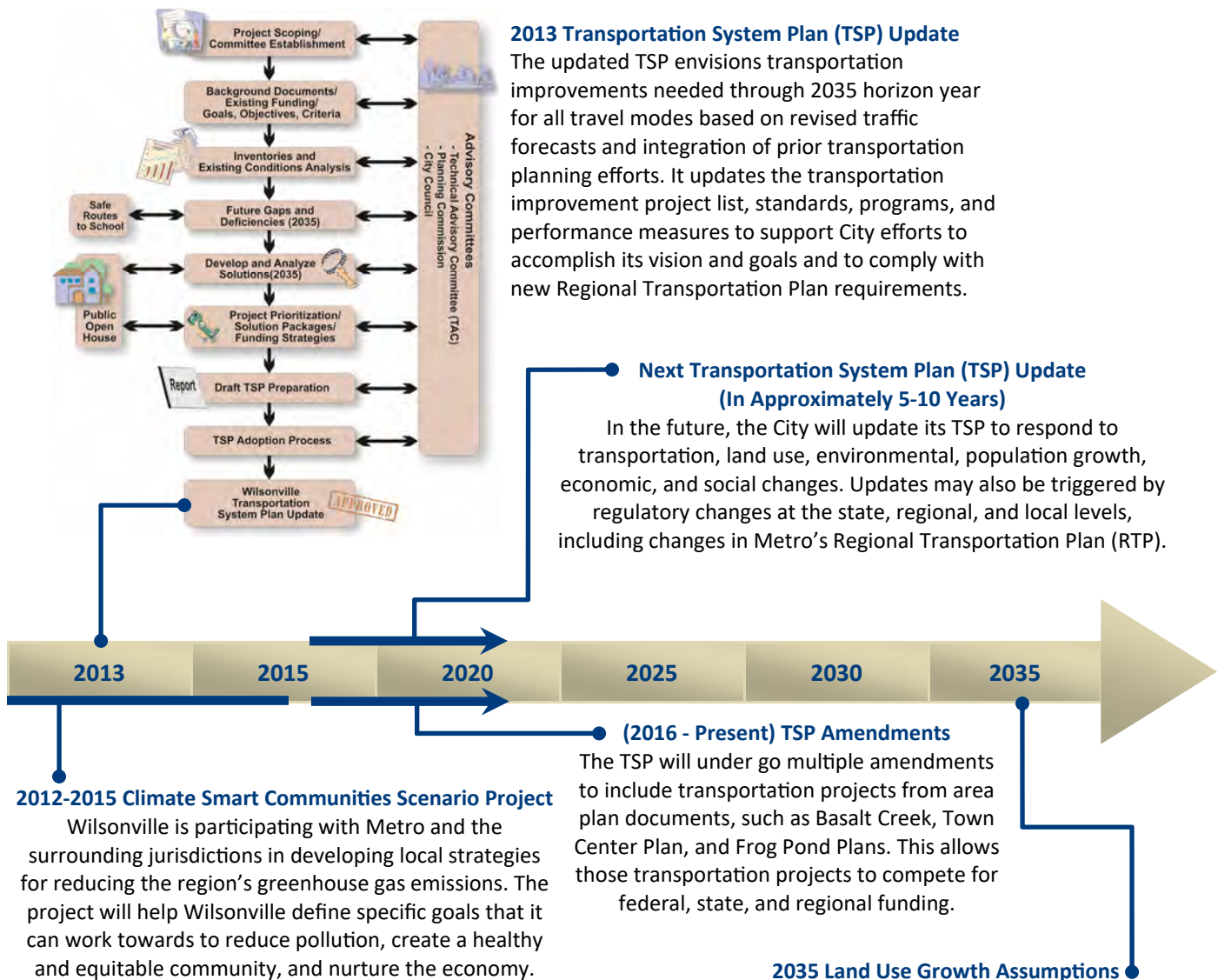


Table 1-1. Wilsonville Growth Forecasts

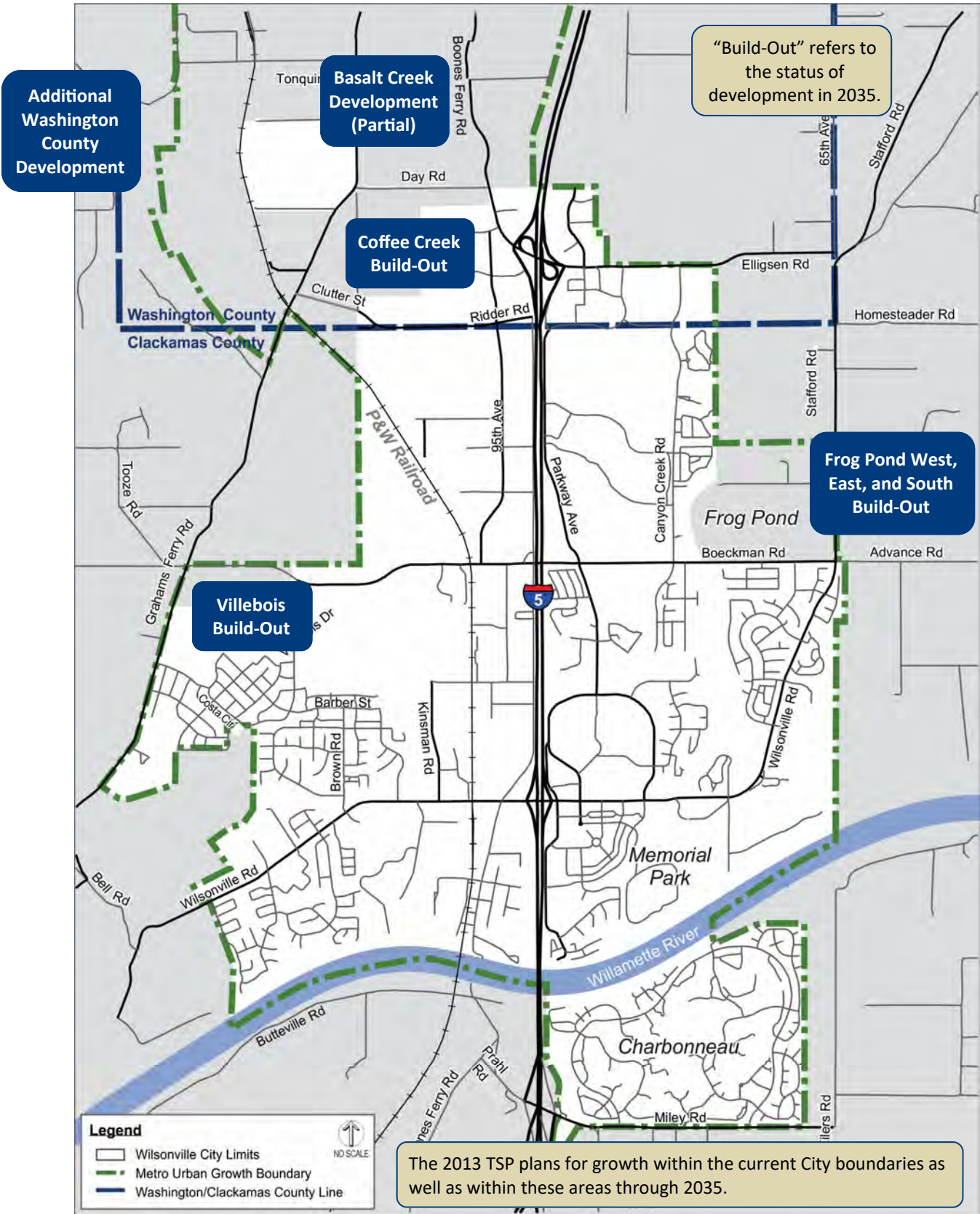
Land Use	Existing 2010 Land Use	Projected 2035 Land Use*
Total Households	8,250	12,750
<u>Employees</u>		
Retail Employees	2,500	3,600
Service Employees	4,900	9,200
Other Employees	11,000	19,050
Total Employees	18,400	31,850

*Note: 2035 land use estimates consistent with Metro forecasts

Wilsonville Growth From 2010 to 2035

- 50% More Households
- 75% More Employees

FIGURE 1-1. 2035 GROWTH AREAS



FUNDING OUTLOOK

The City draws from multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services. Table 1-2 lists the sources, how they are used, and what estimated amounts would be available.

Approximately \$104 million is estimated to be available from City sources to fund transportation-related capital improvement projects through 2035. Additional contributions are expected to be available from regional, state, and federal sources to partially fund the City projects included in the Regional

Transportation Plan (RTP). Corresponding estimates are provided in Chapter 5 for specific projects. Detailed discussion of funding sources and the City's funding outlook by transportation expenditure are provided in the *Existing Funding* memorandum included in the Appendix.

Because the available funds will be insufficient for the City to construct all of its transportation projects (expected to cost at least \$170 million), Wilsonville must choose how to invest its available funding to best meet its needs through the year 2035.

Table 1-2. Estimated City Funding Available through 2035 for Capital Improvements

City Funding Source	Use	Estimated Capital Improvement Funding through 2035 ^a
Street System Development Charges (SDCs)	Capital improvement projects that increase transportation system capacity	\$42 million
Developer Contributions	Exactions related to development impacts, on-site facilities, and half-street frontage improvements	\$30 million
West Side Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the West Side Plan URD	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the Year 2000 Plan URD	\$5 million
Park System Development Charges (SDCs)	Bicycle and pedestrian projects between and through the City parks and the off-street trail system	\$0.7 million
Road Maintenance Regulatory Fund ^b	Major street repairs and reconstruction (including slurry seals and overlays)	None (for maintenance only)
Road Operating Fund ^b	Roadway operations and minor repairs (including signal lights, striping, curbs, gutters, and potholes)	None (focused on operations)
Street Lighting Fund ^b	Ongoing street light maintenance, operations, and infill	None (for ongoing costs)
Transit Fund ^b	Transit operations and programs	None (for operations and maintenance)
Community Development Fund ^b	Planning, engineering, and other administration (e.g., City staff and supply costs)	None (for administration)
Total City Funds		\$104.7 million

^a Estimated funding amounts are planning-level approximations based on review of past ten years of City projects and budget estimates. They assume current fee structures remain in place through 2035 as all vacant land within the City's urban growth boundary (UGB) is developed. They also assume current urban renewal plans.

^b Because roadway operations and maintenance are expected to be covered by related funds, no contributions from these funds are assumed to be available for capital improvements.



As Wilsonville grows, it will be essential for the community to work collaboratively toward a shared vision. Understanding the goals, and specific steps to achieve them, is the best and most cost-effective way to create a beautiful, functional transportation system.

To guide Wilsonville's transportation planning and investment decisions, the community has developed a new vision statement, transportation goals, policies, and implementation measures.

WILSONVILLE'S TRANSPORTATION VISION

Wilsonville's coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Neighborhoods, employment centers, schools, shopping, and parks are connected by a network of streets and pathways that give residents options to easily get around town.

Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.

Wilsonville envisions a transportation system that is . . .

- *Strategically designed,*
- *Collaboratively built,*
- *Safe,*
- *Convenient, and*
- *Cost effective.*

The result will be . . .

- *Mode and route choices,*
- *Quality of life,*
- *Economic health,*
- *Neighborhood connectivity, and*
- *Mobility.*



TRANSPORTATION GOALS

The City of Wilsonville is responsible for managing a transportation system that efficiently and effectively transports people and goods within the city. This system should support the quality of life of residents and the economic vitality of businesses.

The City can best fulfill its responsibilities by working collaboratively with local and regional partners in developing a transportation system that achieves its seven goals, listed in Table 2-1.



Wilsonville Road's landscaping and streetscape provides an attractive environment for all users.

Table 2-1. Wilsonville's Transportation Goals

Goals	Description
1 Safe	Follow current safety practices for design, operations, and maintenance of transportation facilities.
2 Connected and Accessible	Provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
3 Functional and Reliable	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
4 Cost Effective	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city's social, economic, and environmental resources.
5 Compatible	Develop and manage a transportation system that is consistent with the City's Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
6 Robust	Encourage and support the availability of a variety of transportation choices for moving people and goods.
7 Promotes Livability	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.

POLICIES AND IMPLEMENTATION MEASURES

Wilsonville's transportation policies serve as a blueprint for the City's investment in its transportation system. These policies cover a variety of areas, including how the system is designed, constructed, operated, and maintained.

The following policies all support the seven Transportation Goals. Each of the policy statements are supported by implementation measures that will guide City actions related to the development code, capital project investment, and other investments.

System Design

Policy 1. Provide a safe, well-connected, and efficient system of streets and supporting infrastructure for all travel modes.

POLICY AREAS

- **System Design** (Policies 1-9)
- **Connectivity** (Policy 10)
- **Transportation System Management** (Policies 11-14)
- **Land Development Coordination** (Policies 15-16)
- **Agency Coordination** (Policies 17-21)
- **Goods Movement** (Policies 22-28)
- **Public Transit** (Policies 29-36)
- **Active Transportation: Pedestrians and Bicyclists** (Policies 37-42)
- **Interchange Management Areas** (Policy 43)
- **Transportation Funding** (Policies 44-46)

RELATIONSHIP OF POLICIES AND IMPLEMENTATION MEASURES

The City's policies support its seven Transportation Goals. Each policy statement may be supported by several implementation measures that will guide City actions relative to the development code, capital project investment, and other investments. Specific implementation measures, requirements, or standards will be included either in the TSP, the Development Code, Public Works Standards, or other implementing documents.

Implementation Measure (Policy 1):

- 1.a. *Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.*

Policy 2. 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.

Implementation Measures (Policy 2):

- 2.a. *Establish and maintain design standards for each arterial and collector street, in accordance with the Functional Street Classification System.*
- 2.b. *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.*
- 2.c. *Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.*
- 2.d. *Dedicate all arterial and collector streets as public streets.*

- Policy 3. Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.

Implementation Measure (Policy 3):

- 3.a. *Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations, and electric vehicle charging stations.*

- Policy 4. Provide a robust transportation system that provides all members of the community access to multiple travel mode choices.

Implementation Measures (Policy 4):

- 4.a. *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.*
- 4.b. *Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.*

- Policy 5. Design and manage the city street system to meet Level of Service (LOS) standard D. 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.

- Policy 6. Evaluate, minimize, and balance the environmental impacts of new transportation projects.

- Policy 7. Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities, as described in the Stormwater Master Plan.

- Policy 8. Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and identify targets and improvements to meet the specific needs of these populations.

- Policy 9. Enhance transportation connections and choices in and between all parts of the city as a means for preserving the function and capacity of the existing system.



The recent Fred Meyer near the I-5/Wilsonville Road Interchange provides two electric vehicle charging stations for patrons to use for free to charge their vehicles while shopping.

Connectivity

Policy 10. Add system connections for all modes throughout the city's transportation system to improve access between neighborhoods, serve new development, and manage system performance.

Implementation Measures (Policy 10):

- 10.a. *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.*
- 10.b. *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.*
- 10.c. *Where streets lack pedestrian and bicycle facilities, explore opportunities to fill these gaps.*



A meandering sidewalk along Barber Street adjacent to the SMART Central at Wilsonville Station transit center supports connectivity by providing a safe and comfortable pedestrian environment with connections to transit.

Transportation System Management

Policy 11. Manage the transportation system to improve reliability and maximize efficient use of existing facilities.

Implementation Measures (Policy 11):

- 11.a. *Continue to implement Transportation Demand Management measures through South Metro Area Regional Transit's SMART Options Program.*
- 11.b. *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.*

Policy 12. Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.

Policy 13. Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.

Policy 14. 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.

Land Development Coordination

Policy 15. Review all land use/development proposals for consistency with the TSP.

Implementation Measures (Policy 15):

- 15.a. *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.*
- 15.b. *Any proposed change to the Comprehensive Plan or Zoning Maps 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.*
- 15.c. *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.*
- 15.d. *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.*

Policy 16. Ensure new development and redevelopment provide connections to transit streets and facilities, providing protected street crossings, and bus stop amenities, if needed.

Villebois Village is the region's largest residential development and provides a variety of housing choices in a dense setting with wide open spaces, parks, and trails. It is located just west of the SMART Central transit center and WES Commuter Rail station .



Old Town Square, located near the I-5/Wilsonville Road interchange, provides a well-connected network of sidewalks and crosswalks and accommodates SMART Transit Route 4, which loops through the site.

“Connectivity is something I think is important within our transportation system. Having our schools not only connected to our neighborhoods, but neighborhoods connected to neighborhoods, and neighborhoods connected to retail and employment centers.”

*Marta McGuire
Planning Commission*

Agency Coordination

Policy 17. Collaborate with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions and transit agencies 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.

Implementation Measure (Policy 17):

17.a. Advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limits implementation of the City's Transportation Plan.

Policy 18. Work with ODOT, Metro, TriMet, Cherriots, and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, transit connections, 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.

Policy 19. Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Clackamas and Washington Counties, Metro, TriMet, and Cherriots to improve regional transportation facilities and services.

Implementation Measure (Policy 19):

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 Interchange Management Area (IMA) shall be consistent with planned future transportation projects.

19.b. Seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.

19.c. Collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the Regional Trails System Plan Map.

Policy 20. 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.

Policy 21. 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 consider potential impacts (e.g., noise, pollution, and safety) to Wilsonville neighborhoods, area roadways, I-5 interchanges, agricultural operations, and the environment.

Goods Movement

- Policy 22. Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from the land uses they serve.
- Policy 23. 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.



Located along Interstate-5 just south of the Interstate-205 junction, Wilsonville is ideally situated as a freight hub in the region. The city is home to multiple distribution, manufacturing, and warehouse facilities.

- Policy 24. 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.
- Policy 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 purposes and consider the potential development of a new port or ports.
- Policy 26. Assist with efforts to improve the viability of the railroad for freight.
- Policy 27. 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.
- Policy 28. Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only toward the city's freight routes.

“A number of the companies that operate here in Wilsonville export outside the United States . . . that’s why it is so important that we get to market as effectively and efficiently as possible as we can, but at the same time, our goal is to make it so transparent that the local residents are aware of it, but don’t really have to deal with it.”

*Ray Phelps
Planning Commission*

Public Transit

Policy 29. Increase public awareness of transit and other transportation options, such as walking and bicycling, so that individuals can make informed decisions.

Policy 30. Provide transit service which is coordinated, convenient, comfortable, and safe.

Implementation Measures (Policy 30):

- 30.a. *Maintain transit service and expand as necessary to meet the demands of a growing population and employment base in Wilsonville.*
- 30.b. *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.*
- 30.c. *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.*

Policy 31. Create a sense of community ownership of the transit system by encouraging citizen involvement in the planning and development of transit facilities and services.

Policy 32. Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing, and transit stop amenities.

Policy 33. Guided by a transit-specific public feedback process, provide transit routes throughout the city so that transit stops are located within one-quarter mile walking distance from residents and businesses .

Policy 34. Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.

Policy 35. Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation system management.

Policy 36. Coordinate with other transit districts, including TriMet and Cherriots, to strengthen the efficiency and performance of the Wilsonville transit network.

Implementation Measures (Policy 36):

- 36.a. *Advocate for TriMet to provide full day and Saturday service for its Westside Express Service (WES) commuter rail.*
- 36.b. *Advocate for the extension of WES to Salem.*



Wilsonville's transit center, SMART Central at Wilsonville Station, is located at the corner of Baber Street and Kinsman Road. It is SMART's main transportation hub and includes a 400-stall park-and-ride lot, twelve bus bays, an operator break room, public restrooms, shelters, and a clock tower with security cameras. It also shares the site with TriMet's Westside Express Service (WES) commuter rail station. Wilsonville is WES's southern terminus.

Active Transportation: Pedestrians and Bicyclists

Policy 37. Provide facilities that allow more people to walk and bike, not only as low-impact transportation choices, but also to benefit the health and economy of the community.

Implementation Measures (Policy 37):

- 37.a. *Encourage a balance between housing, employment, and commercial activities within the city so more people desire to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.*
- 37.b. *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.*
- 37.c. *Continue use of the Planned Development/Master Plan process to encourage developments that make it more convenient for people to use transit, walk, bicycle, and to drive less to meet daily needs.*
- 37.d. *Provide more and better options for travel between both sides of the freeway, the railroad, and the Willamette River.*
- 37.e. *Assist with efforts to improve the viability of rail for passenger service.*



Bike lockers at the SMART Central at Wilsonville Station transit center provide secure storage for transit riders who use their bikes to complete a leg of their trip.



Pedestrians enjoy a casual stroll around the Villebois Sunday Market. The market uses Villebois Drive, which functions as a street when not being used for the market.

- 37.f. *Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.*
- 37.g. *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.*
- 37.h. *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.*
- 37.i. *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.*

Policy 38. Establish a Pedestrian and Bicycle Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding pedestrian and bicycle facilities.



Bicyclists riding north on Brown Road approach the Barber Street roundabout as they enter Villebois Village.

- Policy 39. Improve and expand pedestrian and bicycle facilities throughout the community, with a focus on improved connectivity within the city and with the Regional bicycle and trails systems.
- Policy 40. Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, recreation, employment, and retail centers) and minimize conflicts with other modes of transportation.
- Policy 41. The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Policy 42. 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.
- Policy 43. Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.

Interchange Management Areas

Policy 44. 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.

Implementation Measures for I-5/Wilsonville Road IMA, subject to Interchange Area Master Plan (IAMP) (Policy 43) :

- 44.a. *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.*
- 44.b. *Require bicycle and pedestrian connections within the IMA for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 44.c. *Implement system operational improvements, including signal synchronization, transportation demand management measures and incident management 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.*



The Interstate-5/Wilsonville Road interchange serves as a key regional connection while also providing connectivity between east and west Wilsonville.

- 44.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.*
- 44.e. *The City will approve development proposals in the I-5/Wilsonville Road 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.*
- 44.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.*
- 44.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.*
- 44.h. *The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.*
- 44.i. *Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).*

Implementation Measures for I-5/Elligsen Road Interchange (no adopted IAMP) (Policy 43 continued):

- 44.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.*
- 44.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.*
- 44.l. *Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 44.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.*
- 44.n. *Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.*

"One of Wilsonville's strengths is location with it's easy access to I-5. Almost any point in town is within easy access to one of the interchanges. Preserving the capacity of two interchange will be important for the City's future."

*Katie Mangle
Long Range Planning Manager*

Transportation Funding

Policy 45. Require each individual development to provide all collector and local streets, unless the benefit to the entire community warrants public participation in funding those collector streets.

Policy 46. The City will plan, schedule, and coordinate implementation of all transportation system improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing gaps and deficiencies and in upgrading the structural quality of the existing arterial system.

Implementation Measures (Policy 45):

- 46.a. *The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.*
- 46.b. *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.*



SMART Transit's 21-passenger compressed natural gas (CNG) buses offer a clean burning fuel alternative to traditional diesel buses.

46.c. *To ensure development of an adequate transportation 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 capacity service.*

Policy 47. 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. This program should be resourceful and innovative to ensure the City can make key transportation investments. Revenue sources may include public/private partnerships, Local Improvement Districts (LIDs), grants, etc.



A family rides bikes together on Canyon Creek Road.



Looking southwest towards farmland and forests beyond Metro's urban growth boundary as Interstate 5's Boone Bridge and Portland and Western's Oregon Electric line railroad bridge cross the Willamette River. Wilsonville is Metro's southernmost city and provides an important connection to the rest of the Willamette Valley.

"Our city is great. We have done an excellent job in planning this community and being thoughtful, and maintaining that. But it is also important to look into the future and how we may grow and plan for that and find out what things continue to be a priority for our community."

*Marta McGuire
Planning Commission*



Wilsonville's transportation standards ensure the city develops consistent with its vision of supporting a multimodal transportation system that is strategically designed for optimum community function and benefit. A street's design determines how it will look and function. How a street looks and functions is ultimately dependent upon which street elements are included, their dimensions, and how they relate to each other.

The standards are intended to ensure appropriate design and create a consistent approach throughout the city as development and redevelopment occurs. Since the design of a street is so closely tied to how it performs and how people experience the city, it is important for Wilsonville to carefully consider how it wants its streets to look and function and then to design them accordingly.

OTHER CITY DOCUMENTS WITH TRANSPORTATION STANDARDS

The transportation standards in this chapter cover a variety of areas that help inform other City documents:

- Standard Detail Drawings
- Public Works Standards
- Planning and Land Development Ordinance

Standards support the vision of a multimodal transportation system that is . . .

- *Strategically designed and*
- *Collaboratively built,*

Resulting in . . .

- *Mode and route choices,*
- *Safe and convenient local accessibility, and*
- *Quality of life and economic health.*



HOW STANDARDS BENEFIT THE TRANSPORTATION SYSTEM

The transportation standards included in this chapter support the City's management of an effective multimodal transportation system:

- **Functional Classifications** provide a hierarchy for managing public roadways practically and cost effectively. They provide a framework for identifying which street elements to include in a street's design.
- **Connectivity and Facility Spacing Standards** ensure that direct routes and travel options are available for all transportation users.
- **Freight Routes** connect the city's industrial and commercial sites with I-5 and other regional facilities and improve the coordination between freight and other travel modes.
- **Bicycle Routes** connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas to support bicycle travel by residents of varying physical capabilities, ages, and skill levels.
- **Cross-Section Standards** provide guidance for selecting and sizing various design elements to serve intended users' needs.
- **Access Management** balances the transportation system's need to provide safe, efficient, and timely travel with the need to allow access to individual properties.

Looking north at Boones Ferry Road north of Day Road. Washington County recently received jurisdiction of this roadway from ODOT and will be constructing improvements that include roadway widening, bike lanes, and sidewalks.

ROADWAY JURISDICTION

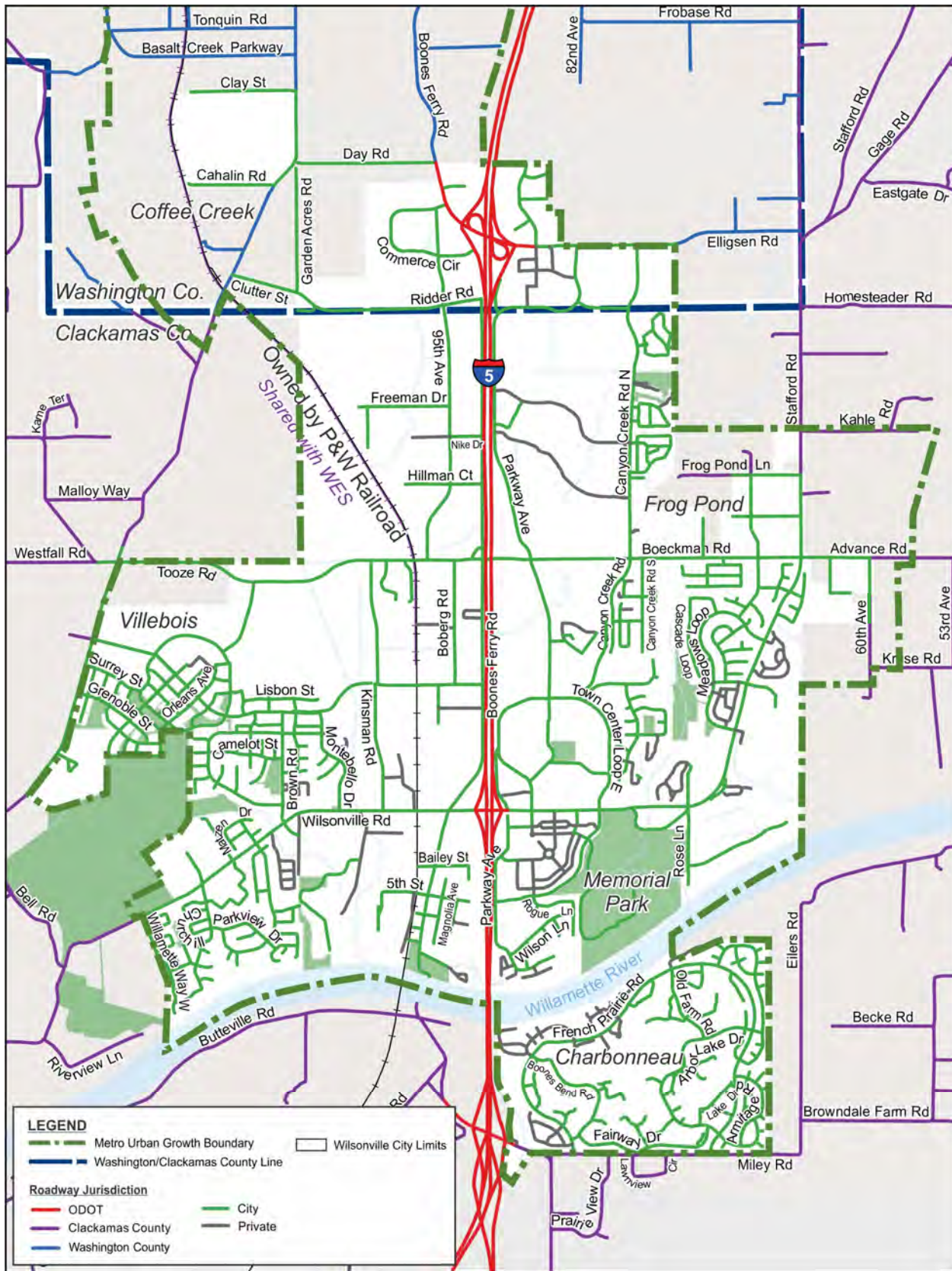
A roadway's jurisdiction affects who will have the ultimate authority over improvements and what standards apply. In the Wilsonville vicinity, there are four agencies with jurisdiction:

- **City of Wilsonville** has the majority of roadways within City limits.
- **Washington County** roadways are on the outskirts to the north of the city.
- **Clackamas County** roadways are on the outskirts to the east, west, and south of the city.
- **ODOT** has jurisdiction of Interstate-5, the corresponding interchange ramps, the portions of Elligsen Road and Boones Ferry Road between the Parkway Avenue and Day Road, and Wilsonville Road between Town Center Loop West and Boones Ferry Road.

As the City expands, it is expected that the county roadways in the immediate vicinity of the city will transfer jurisdictions to the City of Wilsonville. These roadways include Stafford Road, Advance Road, Elligsen Road, Frog Pond Lane, Clutter Street, and Grahams Ferry Road.



FIGURE 3-1. ROADWAY JURISDICTION



FUNCTIONAL CLASSIFICATION

The City's street functional classification system is an important tool for managing public roadways. It is based on a hierarchical system of roads (see diagram at right) where streets with a higher classification, such as arterial streets, emphasize a higher level of mobility for through-movement. They look and function very differently than a street with a lower classification, such as local streets, which emphasize the land access function.

Wilsonville has four functional classes:

- **Major Arterials** primarily connect the I-5 interchanges with major activity centers (i.e., Town Center and Argyle Square) but also include the key connections requiring additional travel lanes (i.e., Boeckman Road bridge over I-5 and Stafford Road). They generally have four or more travel lanes, bicycle lanes, and limited access (preferably connecting with minor arterials).
- **Minor Arterials** serve as the direct connections through town and usually do not penetrate identifiable neighborhoods. They generally have two or three travel lanes, bicycle lanes, and consolidated access to larger developed areas and neighborhoods.
- **Collectors** provide traffic circulation within residential, commercial, and industrial areas and serve to funnel traffic from neighborhoods to the arterial street network. They have two or three travel lanes, bicycle lanes, optional on-street parking, and minor access restrictions.
- **Local Streets** are located within residential, commercial, and industrial areas and discourage through movement. They allow on-street parking and ensure that every parcel is accessible for all modes.

The roadway classifications throughout the city are shown in Figure 3-2. These classifications provide a vision of how these roadways should be designed and constructed as improvements are made.

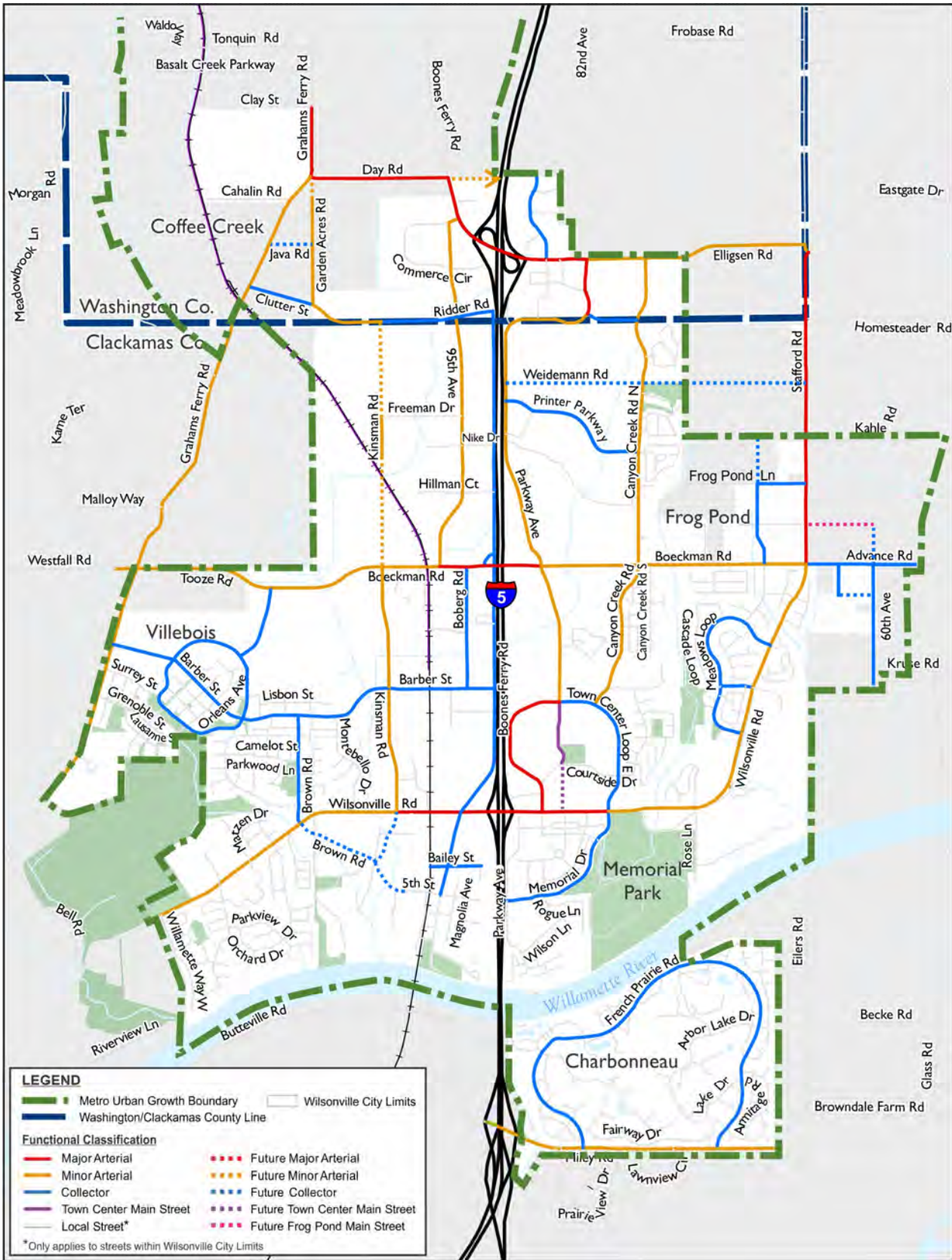


FUNCTIONAL CLASSIFICATION AS A FRAMEWORK FOR STANDARDS

Functional classification provides a helpful framework for managing the City's transportation system and supporting the following standards:

- **Connectivity and Spacing Standards** indicate how far apart roadways of different functional classifications should be spaced to ensure a balanced approach to mobility and land access throughout the city.
- **Freight Routes and Transit Streets** primarily use higher classification roads to serve freight and/or transit vehicles due to the wider cross-sections and greater focus on mobility.
- **Cross-Section Standards** vary by functional classification to meet user needs. However, functional class is not the only factor in determining street design.
- **Access Management Standards** are more stringent for higher class roadways, which are intended to emphasize mobility.

FIGURE 3-2. FUNCTIONAL CLASS DESIGNATIONS



CONNECTIVITY AND SPACING

One of Wilsonville's goals is to improve connectivity by constructing parallel facilities spaced at regular intervals throughout the city. These facilities provide multiple alternatives and more direct routes between both local and regional destinations, including neighborhoods, parks, schools, employment centers, and retail areas.

Table 3-1 lists the desired spacing of each facility type throughout Wilsonville to ensure a high level of connectivity. Figure 3-3 illustrates the desired spacing for the arterial and collector street network. Deviations to these guidelines may be needed in locations where there are significant barriers, such as topography, rail lines, freeways, existing development, and the presence of natural areas.

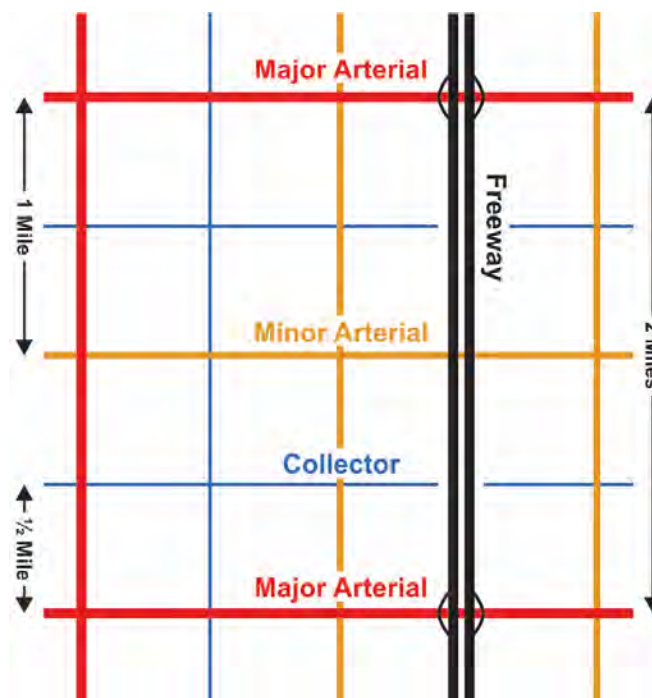
Bicyclists and pedestrians benefit the most from closely spaced facilities because they are the most affected by distance. By providing walking and biking facilities spaced less than 300 feet apart, Wilsonville will support walking and biking use within and between its neighborhoods. In addition, these connections can improve access to transit.

Table 3-1. Facility Spacing Guidelines

Facility Type	Desired Spacing ^a
Major Arterial	1 - 2 mi
Minor Arterial	1 mi
Collector	1/4 - 1/2 mi
Local Street	300 - 500 ft
Bicycle and Pedestrian Facilities	300 ft

^a Desired Spacing refers to distance between facilities with same or higher functional classification.

FIGURE 3-3. DESIRED FACILITY SPACING



BENEFITS OF CONNECTIVITY

Connectivity provides all transportation system users with multiple benefits:

- Increased mobility by distributing traffic over multiple connected streets rather than forcing all traffic onto the City's arterial street system
- More equitable access for all businesses and neighborhoods throughout the city
- Improved walking, biking, and transit use due to more direct connections and less out of direction travel between neighborhoods, schools, transit stops, retail centers, employment centers, and recreational areas
- Reduction in short auto trips between adjacent neighborhoods and land uses



Villebois Village Master Plan was designed to provide a high level of connectivity for all travel modes using short blocks arranged in a grid pattern, numerous pathways, and a diversity of land use.

“Connectivity is important because you want to be able to have options for how you move through your community. I don’t personally always want to drive my car places, especially when I have my children with me. I want us to get out and be active and to be able to bike to the store. We have stores that are really close to us, but it’s not always safe and convenient for us to ride our bike there. Which is why having bike lanes and sidewalks that are designed to accommodate these other options are critical to enhance our livability.”

*Marta McGuire
Planning Commission*

FREIGHT ROUTES

Wilsonville's freight routes connect the city's industrial and commercial sites with I-5 and other regional facilities. Figure 3-4 identifies the City's freight routes, which include truck routes, railroads, and waterways. Improvement projects should be coordinated to facilitate freight needs while balancing the needs of other users.

Some of the key truck routes that provide important truck connections to Washington County include Boones Ferry Road, Kinsman Road, and Tonquin Road. In addition, the Portland and Western Railroad runs through Wilsonville and serves freight traffic, and the Willamette River has the potential for handling barge traffic. These routes are identified in Metro's *Regional Freight Plan* (June 2010).

As a major employment center and industry hub along I-5, Wilsonville will benefit from ensuring that its freight routes are designed to accommodate the needs of its industrial and commercial sites. At the same time, Wilsonville's residential neighborhoods should be protected from freight traffic. The call-out box at right lists multiple freight coordination improvements resulting from having freight routes.

IMPROVED FREIGHT COORDINATION

By having designated freight routes, various City efforts regarding freight and non-freight users will be improved:

- **Roadway and Intersection Improvements** can be designed for freight vehicles with adjustments for turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.
- **Bicycle and Pedestrian Improvements**—such as buffered bike lanes, enhanced pedestrian crossings, and other safety improvements—can be identified to reduce freight impacts to other users (particularly along bikeways and walkways).
- **Roadway Durability** can be increased by using concrete instead of asphalt.
- **Railroad Connections** can be coordinated to support businesses that ship goods by rail, particularly in areas where railroad sidings can be provided along the Portland and Western Railroad track.
- **Willamette River Port** can be considered to support businesses that ship goods using barges on the Willamette River.
- **Coordination with Businesses and Adjacent Jurisdictions** can ensure that local and regional freight traffic uses the City's freight routes to travel within the city.

"We have a significant number of large manufacturing companies because we have an efficient freight mobility process where our trucks can get in and out of town with the least amount of interference from local traffic. For the part of the transporter, that's very important in as much as it costs money for these trucks, even when they are not moving. Secondly, the local resident doesn't want to have to be disrupted by freight transportation."

*Ray Phelps
Planning Commission*

This map of Wilsonville, Oregon, illustrates the city's geographical and transportation infrastructure. Key features include:

- City Limits:** Indicated by a solid black line.
- Industrial Zones:** Shaded in light blue.
- Transportation Routes:**
 - Roads:** Major roads like I-5, I-205, and SR 30 are shown in red. Other roads are in black.
 - Freight Routes:** Shown in green, including existing (solid) and future (dashed) truck routes.
 - Water Routes:** Shown in light blue, including the Willamette River and various canals.
 - P&W Railroad:** Shown as a black line with cross-ticks.
 - WES Commuter Rail:** Shown as a red line.
 - Metro Urban Growth Boundary:** Shown as a thick black line.
 - Washington/Clackamas County Line:** Shown as a dashed black line.
- Geographical Features:** The Willamette River flows through the city, and several parks (e.g., Memorial Park, Frog Pond) are marked.
- Neighboring Areas:** Clackamas Co. to the north and Washington Co. to the south are labeled.

LEGEND

Wilsonville City Limits	WES Commuter Rail	Freight Route
Industrial-Zoned Land	Metro Urban Growth Boundary	Truck Route (Existing Road)
	Washington/Clackamas County Line	Truck Route (Future Road)
		Water Route
		P&W Railroad

BICYCLE ROUTES

Bicycle routes are provided throughout Wilsonville and connect to neighborhoods, schools, parks, community centers, business districts, and natural resource areas. The City's bicycle network serves multiple users of varying physical capabilities, ages, and skill levels.

Figure 3-5 identifies the City's bicycle routes, which include three facility types:

- **Shared-Use Paths** are 10-foot to 12-foot wide pathways that have minimal conflicts with automobile traffic and may have their own right-of-way (cross-section standards shown in Figure 3-11). Shared-use paths serve multiple non-motorized users: bicyclists, pedestrians, wheelchair users, skaters, and others. Many of the shared-use paths throughout Wilsonville are part of the regional trail network, which traverses large sections of the city and connects to neighboring jurisdictions and regionally significant destinations. These regional trails are designed to meet state and federal guidelines, which make them eligible for state and federal transportation funding.
- **Bike Lanes** are provided on Arterial and Collector streets throughout Wilsonville. They are usually 6-feet wide and adjacent to motor vehicle travel lanes (cross-section standards shown in Figures 3-6, 3-7, and 3-8). Buffered bike lanes and one-way or two-way cycle tracks may be used instead of bike lanes and include buffers between the bike and motor vehicle travel lanes (cross-section standards shown in Figure 3-12).
- **Local Street Bikeways** are streets designated as important bicycle connections where bicyclists share the travel lane with motor vehicle traffic. Even though all Local Streets allow bicyclists to share the travel lane (cross-section standards shown in Figures 3-9 and 3-10), Local Street Bikeways are intended to serve a greater number

of bicyclists. They typically are provided on low-volume, low-speed residential streets that serve as important connections to nearby bike lanes, shared-use paths, and key destinations.

Modifications—such as sharrows, traffic calming devices, or wayfinding signage—may be made to these streets to emphasize their use as bicycling facilities and increase the comfort and confidence of bicyclists.

KEY BICYCLE FACILITIES

The following existing and future bicycle facilities (which are included in Figure 3-5) provide important connections throughout the city:

Regional Trails

- Ice Age Tonquin Trail (through West Wilsonville with connections to Tualatin and Sherwood)
- Waterfront Trail (along the Willamette River)
- Boeckman Creek Trail (along Boeckman Creek in East Wilsonville)
- Stafford Spur Trail (connecting to regional destinations in Northeast Wilsonville)

Shared-Use Paths

- Primarily near schools, parks, transit hubs, retail centers, and other pedestrian areas

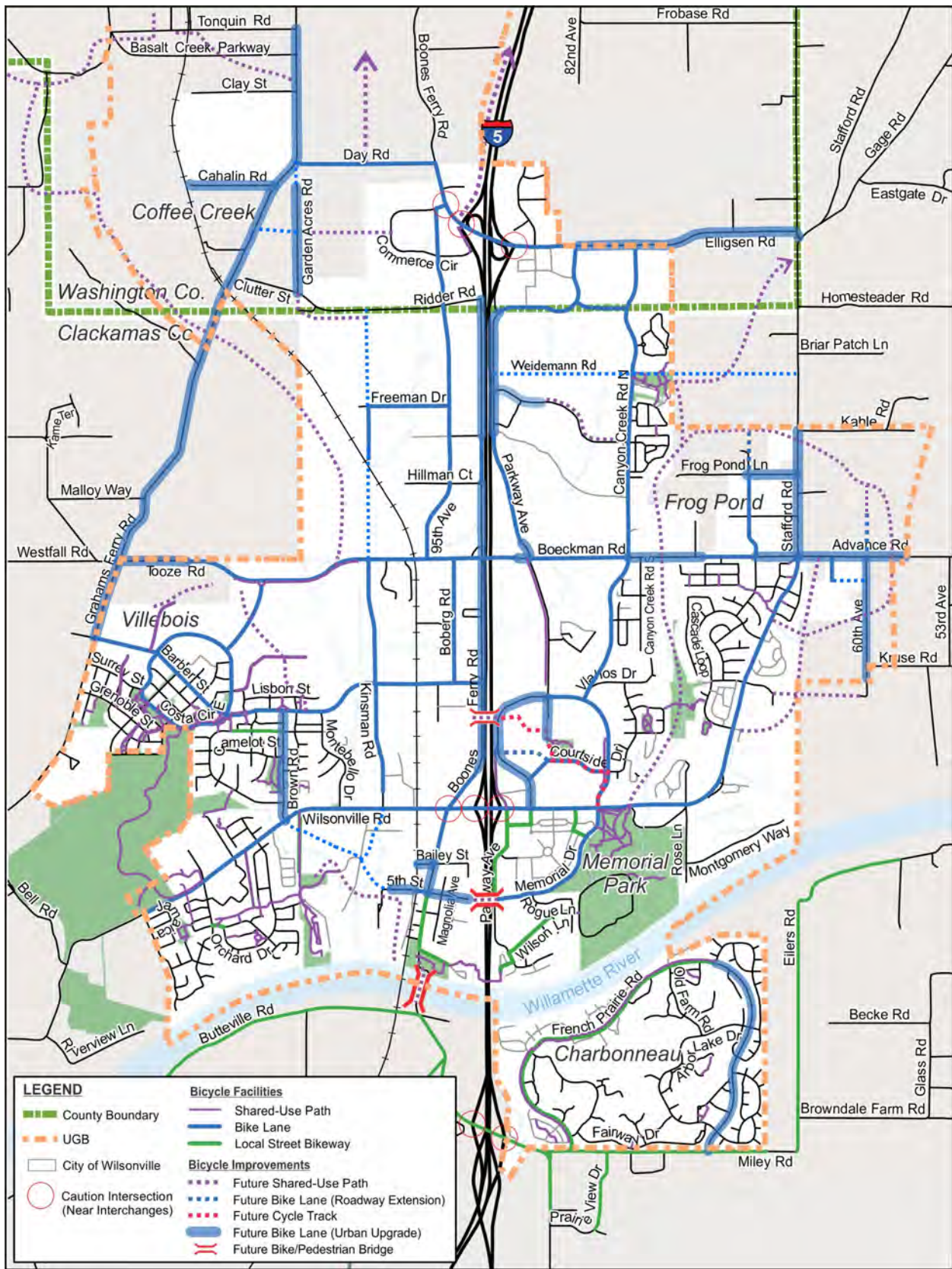
Bike Lanes

- On Arterial and Collector streets

Local Street Bikeways

- Boones Ferry Road south of 5th Street to connect to future Willamette River bridge
- Parkway Avenue connecting to Wilsonville Road to the nearby neighborhood
- Wilson Lane, Metolius Lane, and Kalyca Drive connecting Memorial Park to the Waterfront Trail near where it passes underneath the I-5 Boone Bridge

FIGURE 3-5. BICYCLE ROUTES



STREET CROSS-SECTION DESIGN

Since different streets serve different purposes, a functional classification system—which is a hierarchy of street designations—provides a framework for identifying the size and type of various street elements to consider including in a street's design. Not all elements are included on all streets and so they must be carefully selected based on multimodal needs.

While a street's functional classification does not dictate which street elements to include, it does facilitate the selection of multimodal facilities and widths that will help ensure the roadway can meet its intended multimodal function. Adjacent land uses and available right-of-way width also influence which elements are included in a specific segment.

Roadway cross-section design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. Low impact development (LID) standards may also be used throughout the City at the City's discretion.

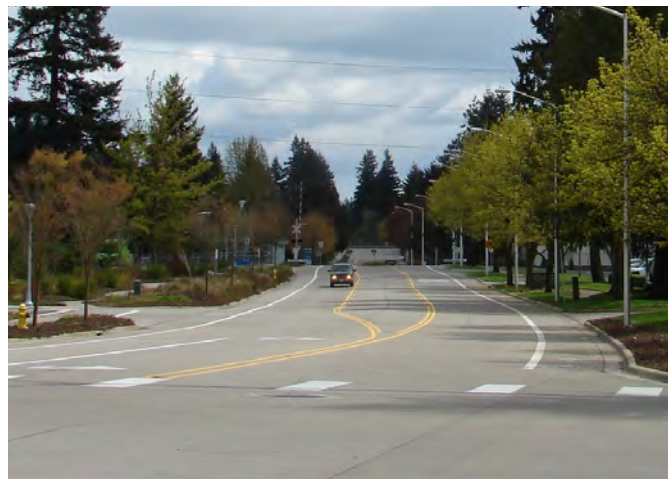
FACILITY TYPES

Cross-section standards are provided for the following facilities:

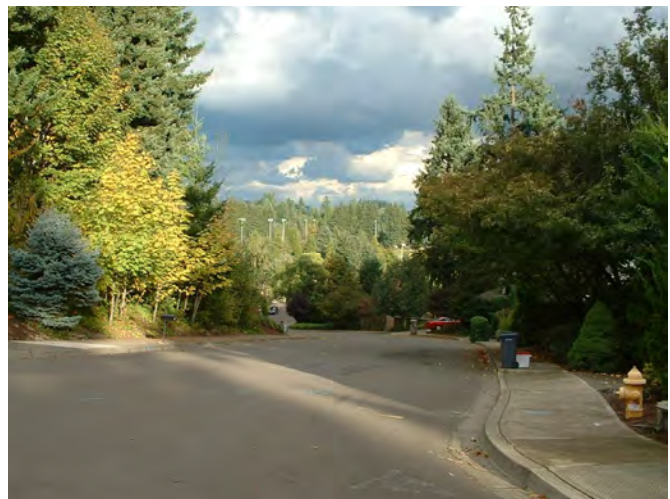
- Major Arterials
- Minor Arterials
- Collectors
- Local Streets
- Low Impact Development (LID) Local Streets (similar modifications may be made to other streets regardless of classification)
- Shared-Use Paths and Trails
- Bicycle Facility Design Options
- Town Center Plan
- Frog Pond East and South Master Plan



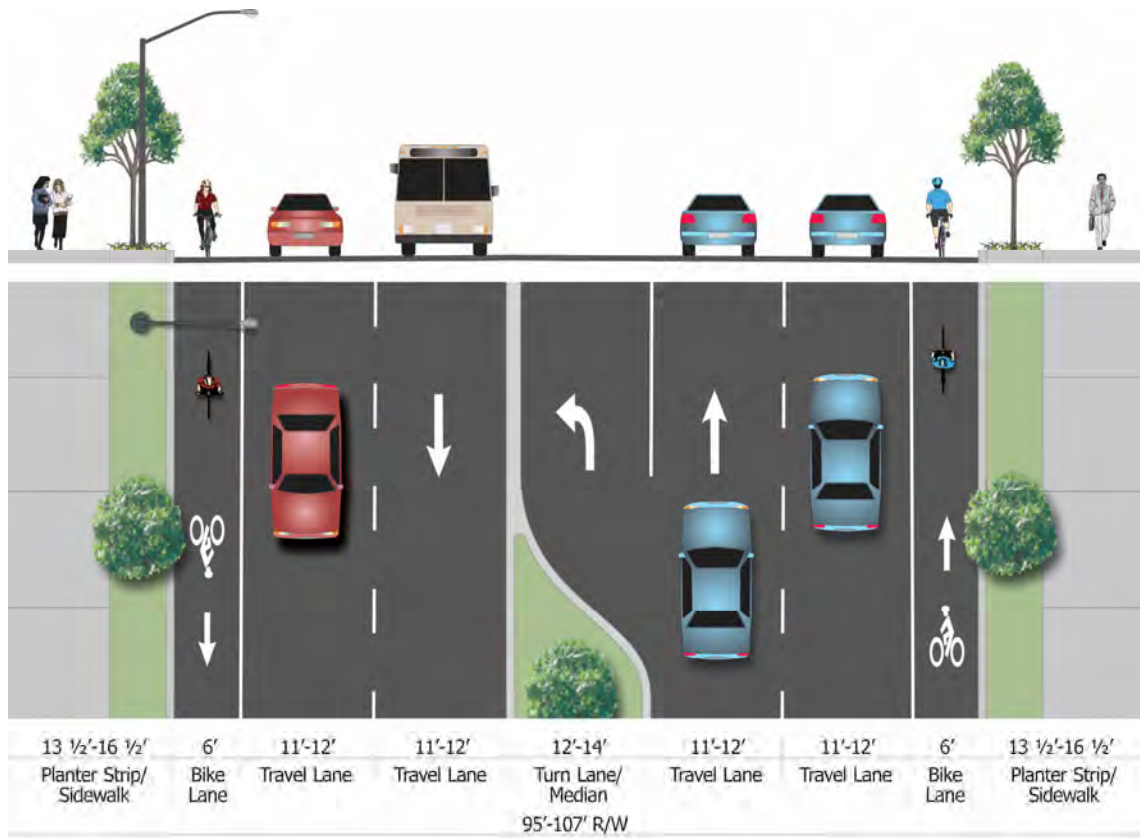
Example of a Major Arterial - Boeckman Road looking west towards Boberg Road and 95th Avenue



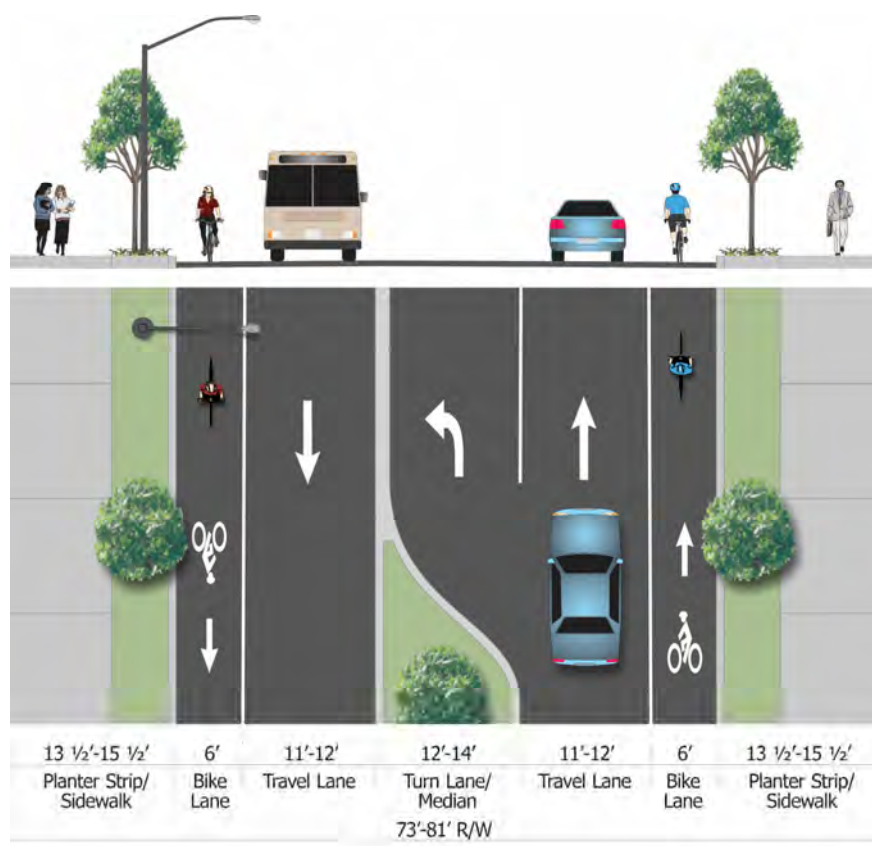
Example of a Collector - Barber Street looking east near SMART Central at Wilsonville Station transit center



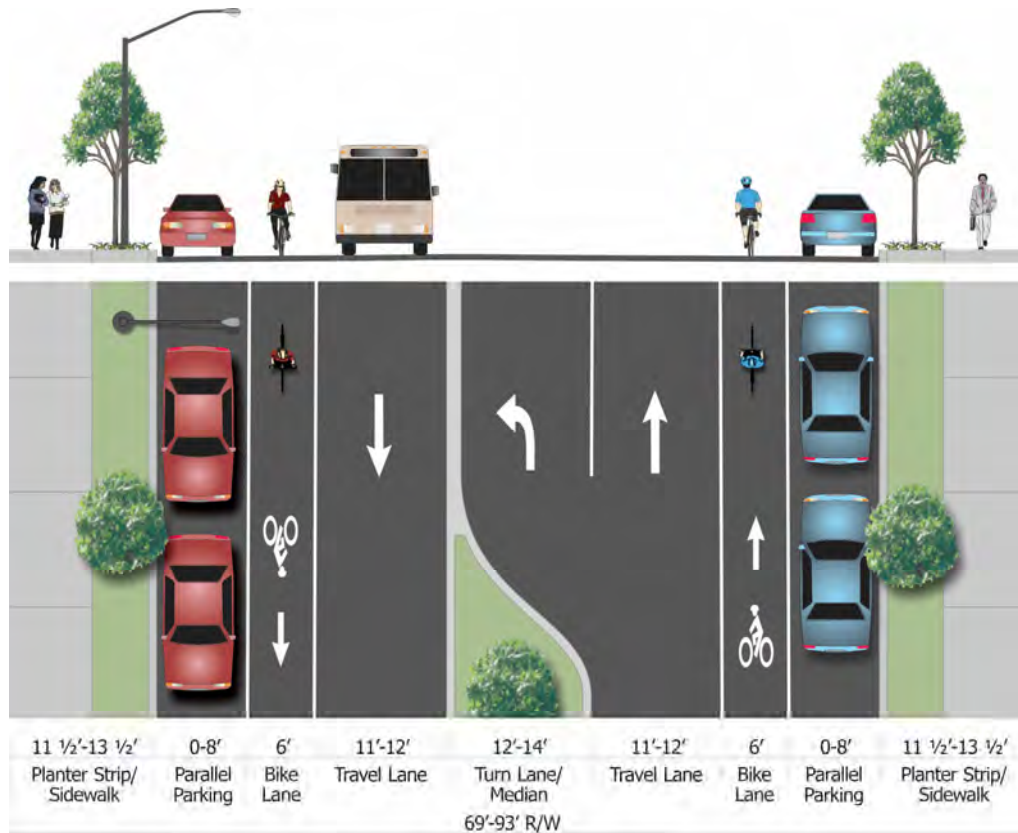
Example of a Local Street - Rogue Lane looking east near Memorial Park

FIGURE 3-6. MAJOR ARTERIAL CROSS-SECTION**Notes:**

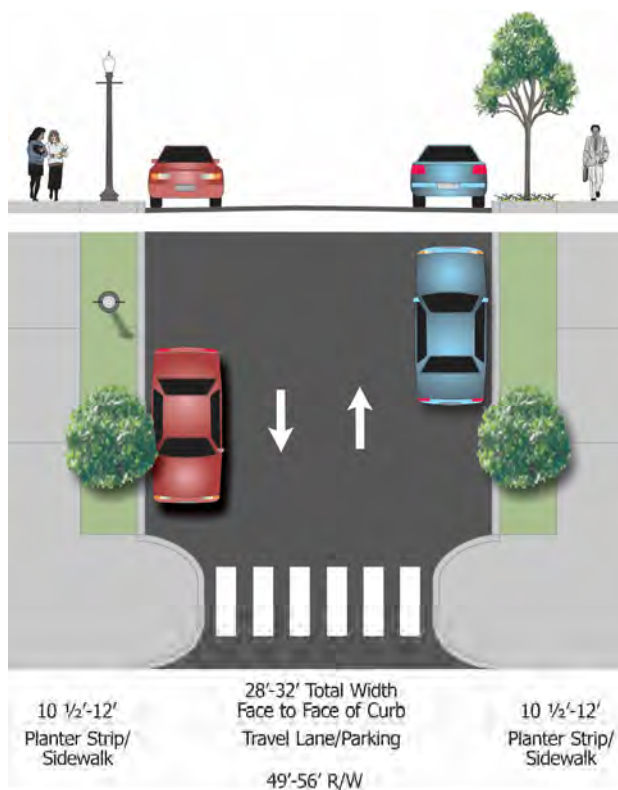
1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 13½ to 16½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½-foot is included in the sidewalk/planter strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on major arterials (especially freight routes).

FIGURE 3-7. MINOR ARTERIAL CROSS-SECTION**Notes:**

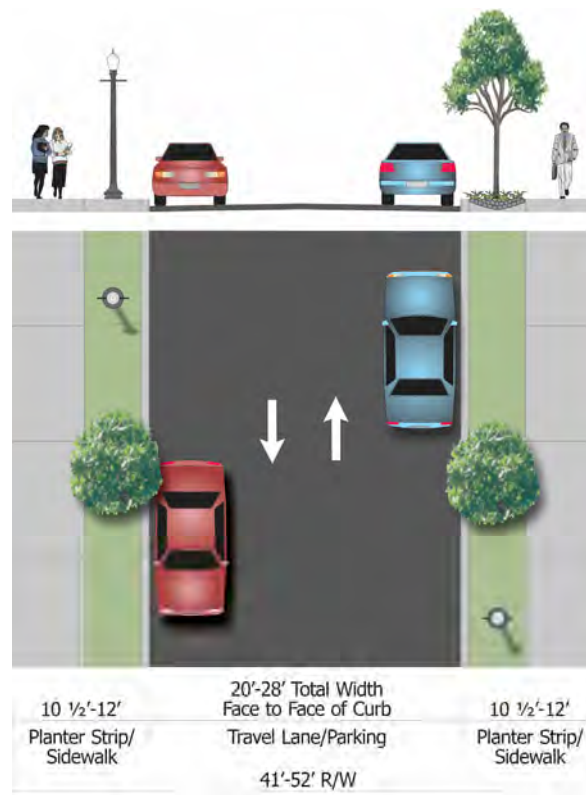
1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 13½ to 15½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½ foot is included in the sidewalk/planter strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on minor arterials (especially freight routes).

FIGURE 3-8. COLLECTOR CROSS-SECTION**Notes:**

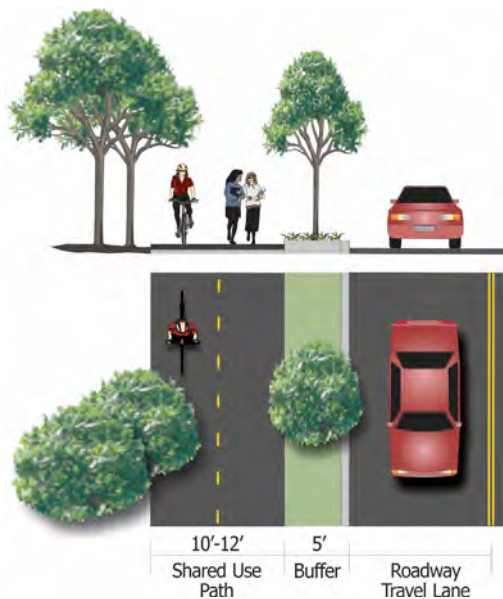
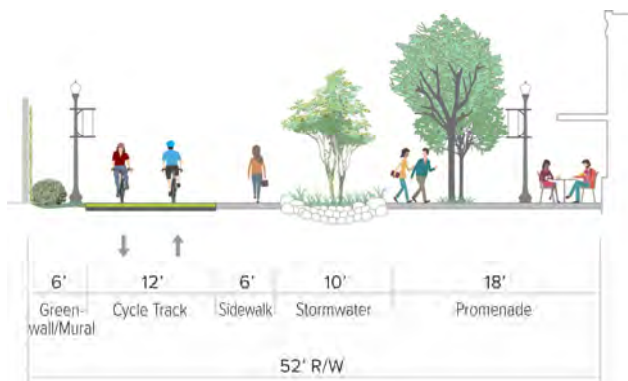
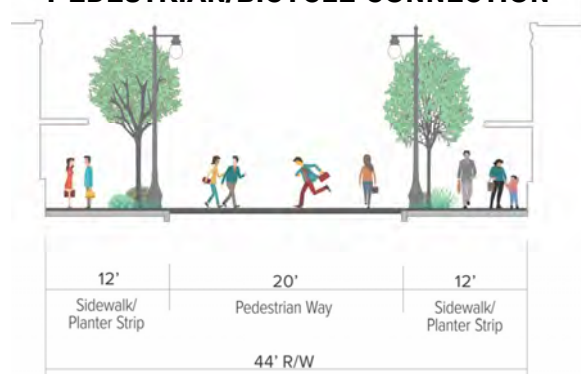
1. Collector right-of-way varies between 59 to 89 feet as determined by Community Development Director based on surrounding planned development of residential, commercial or industrial and need for on-street parking and/or turn lane/median.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 11½ to 13½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
4. Curb width of ½ foot is included in the sidewalk/planter strip width.
5. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
6. Travel lane and turn lane/median widths as determined by Community Development Director. Turn lane/median may be eliminated.
7. Striping and signage as required in the PW Standards.
8. On-street parking on one or both sides is allowed.
9. Transit stop locations to be determined by Transit Director.
10. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
11. New streets shall incorporate low impact development design as practicable.

FIGURE 3-9. LOCAL STREET CROSS-SECTION**Notes:**

1. Minimum right-of-way width of 47 feet (parking on one side) and 51 feet (parking on both sides). Providing parking on both sides is preferred unless constraints exist.
2. Minimum sidewalk width is 5 feet; minimum planter strip width is 5 feet.
3. Curb width of ½ foot is included in the planter strip width.
4. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
5. Street lights shall be located within the planter strip as required in the PW Standards.
6. No lane striping on street. Signage as required.
7. New streets shall incorporate low impact development design as practicable.

FIGURE 3-10. LOW IMPACT DEVELOPMENT (LID) LOCAL STREET CROSS-**Notes:**

1. LID streets located as approved by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director.
3. Minimum landscape width of 6½ feet where a water quality swale is proposed.
4. Curb width of ½ foot is included in the planter strip width.
5. Stormwater control as required in the PW Standards.
6. Use of pervious surfaces as determined by Community Development Director.
7. Narrower streets as approved by Community Development Director and as permitted in the PW Standards.
8. 28-foot curb-to-curb street is intended to allow on-street parking on both sides.
9. 24-foot curb-to-curb street is intended to allow on-street parking on one side.
10. 20-foot curb-to-curb street would not allow on-street parking on either side.

FIGURE 3-11. SHARED-USE PATH AND TRAIL CROSS-SECTIONS**SHARED-USE PATH****SHARED-USE PATH
ADJACENT TO ROADWAY****NATURE TRAIL****PROMENADE****PEDESTRIAN/BICYCLE CONNECTION****Notes:**

1. Trail types and widths as approved by Community Development Director.
2. Typical cross section of shared-use path is 12 feet wide with 2-foot-wide compacted crushed stone shoulders.
3. Vertical separation between shared-use path and roadway may be used instead of 5' buffer as approved by Community Development Director.
4. Cross-section standards identified in the Ice Age Tonquin Trail Master Plan are required along the Ice Age Tonquin Trail.
5. Additional design standards are available in the Bicycle and Pedestrian Master Plan.

FIGURE 3-12. BICYCLE FACILITY DESIGN OPTIONS

BUFFERED BIKE LANES AND CYCLE TRACKS

Buffered bike lanes (buffer between travel lane and bike lane) and cycle tracks (parking and/or other buffer between travel lane and one- or two-way bike facility) are two alternate bicycle facility options that are gaining popularity throughout the United States and have been implemented in other parts of the Portland Metro area. Therefore, the design options shown below have been provided to allow the City flexibility to consider these bicycle treatments on their Arterial and Collector streets in place of typical bike lanes.

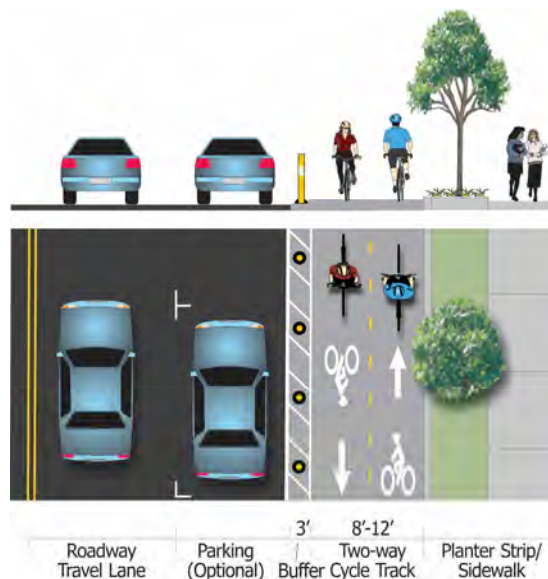


One-Way Cycle Track on Cully Boulevard in Northeast Portland. Cycle tracks are typically protected from motor vehicle traffic by parked cars, raised curbs, or other physical buffers.

BUFFERED BIKE LANE OR ONE-WAY CYCLE TRACK



TWO-WAY CYCLE TRACK



Notes:

1. Design option locations, widths, separation buffer features, and adjacent parking as approved by Community Development Director.
2. Additional design guidance can be obtained from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

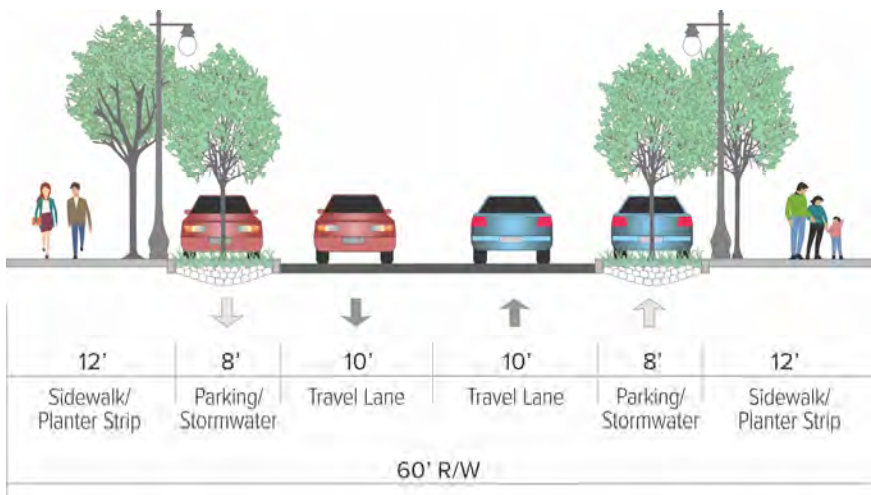
The following pages include cross sections for specific master plans. In 2020, the City changed its approach to inclusion of these special cross sections in the TSP. While this document includes a number of special cross sections, including for Town Center and Frog Pond East and South, other area-specific cross sections adopted in legislative master plans prior to 2020 are not included. However, these cross sections, found in the relevant Master Plans, have equal weight as those included in this document, as such Master Plans are adopted as sub-elements of the Comprehensive Plan, the same as the Transportation System Plan.

FIGURE 3-13. TOWN CENTER PLAN CROSS-SECTIONS

TOWN CENTER PLAN

The Town Center Plan (2019) includes some unique cross section standards for some of the new roadway extensions and upgrades to existing roadways. These cross sections include wider sidewalks and bicycle facilities to accommodate safer and increased multimodal access and connectivity within the Town Center. For any development in the Town Center Area, refer to the Town Center Plan for additional cross sections.

PARK PLACE EXTENSION (RE-15)



Note: Install a 12-foot wide left turn pocket at major intersections (e.g. Wilsonville Road)

COURTSIDE DRIVE EXTENSION - LOCAL STREET OPTION 2 (RE-16)

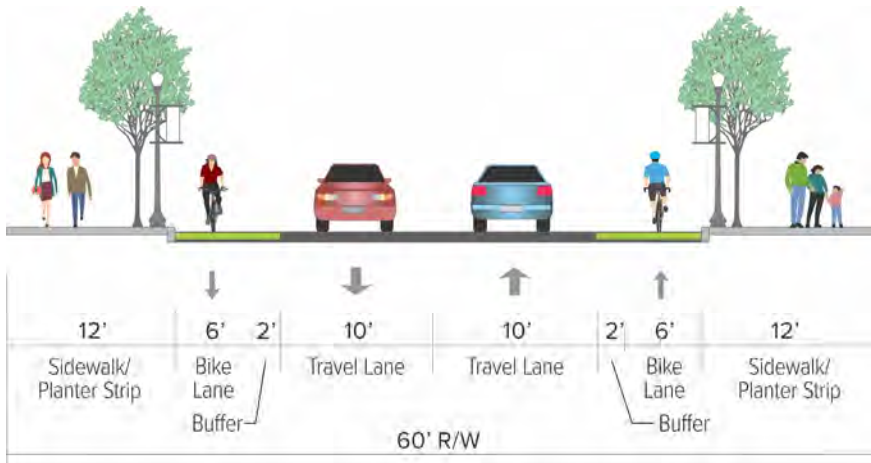
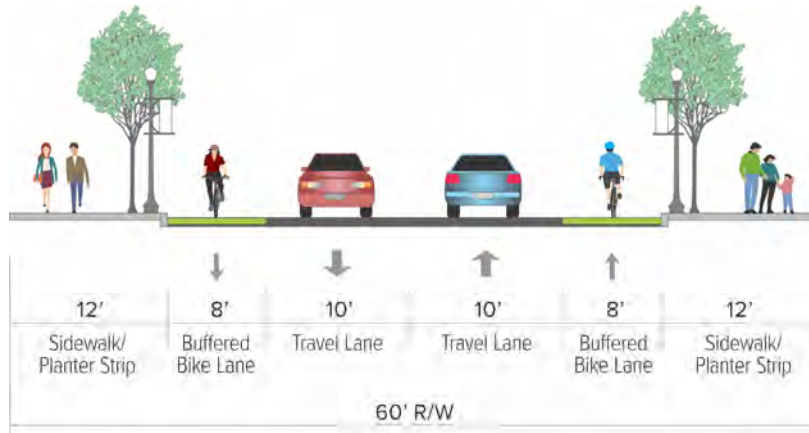
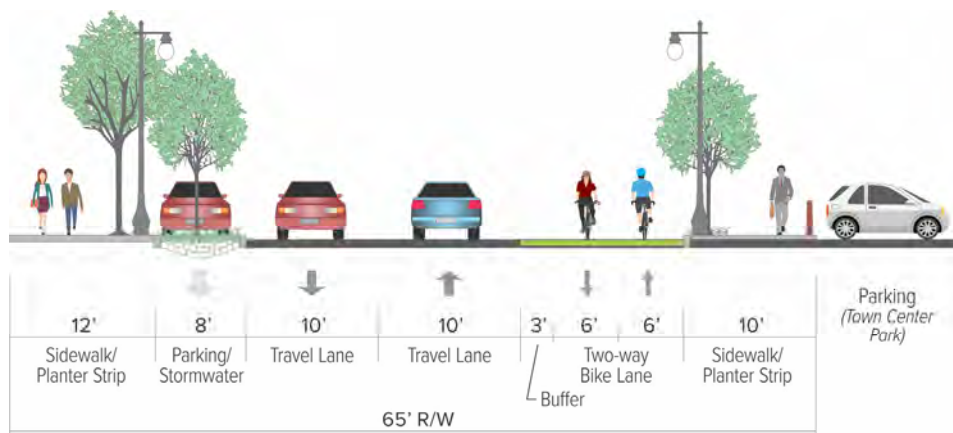


FIGURE 3-13. TOWN CENTER PLAN CROSS-SECTIONS (CONT.)

PARK PLACE REDESIGN (UU-11)



PARK PLACE AT TOWN CENTER REDESIGN (UU-12)



COURTSIDE DRIVE UPGRADE (UU-13)

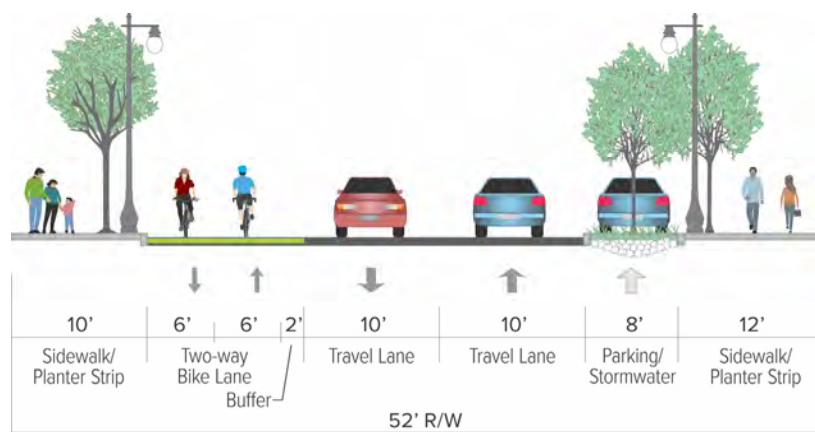


FIGURE 3-14. FROG POND EAST AND SOUTH MASTER PLAN CROSS-SECTIONS

FROG POND EAST AND SOUTH MASTER PLAN

The Frog Pond East and South Master Plan (2022) includes some unique cross section standards for some of the new roadway extensions and upgrades to existing roadways. These cross sections include wider sidewalks and bicycle facilities to accommodate safer and increased multimodal access and connectivity within the Frog Pond East and South Neighborhoods. For any developments within or fronting these neighborhoods, please reference the Frog Pond East and South Master Plan for cross sections details.

STAFFORD ROAD URBAN UPGRADE (UU-06)

**A curb-protected bike lane adjacent to the travel lane is an option to be determined by City Engineer at the time of design.*



ADVANCE ROAD URBAN UPGRADE (UU-10)

**A protected bike lane adjacent to the sidewalk is an option to be determined by City Engineer at the time of design.*

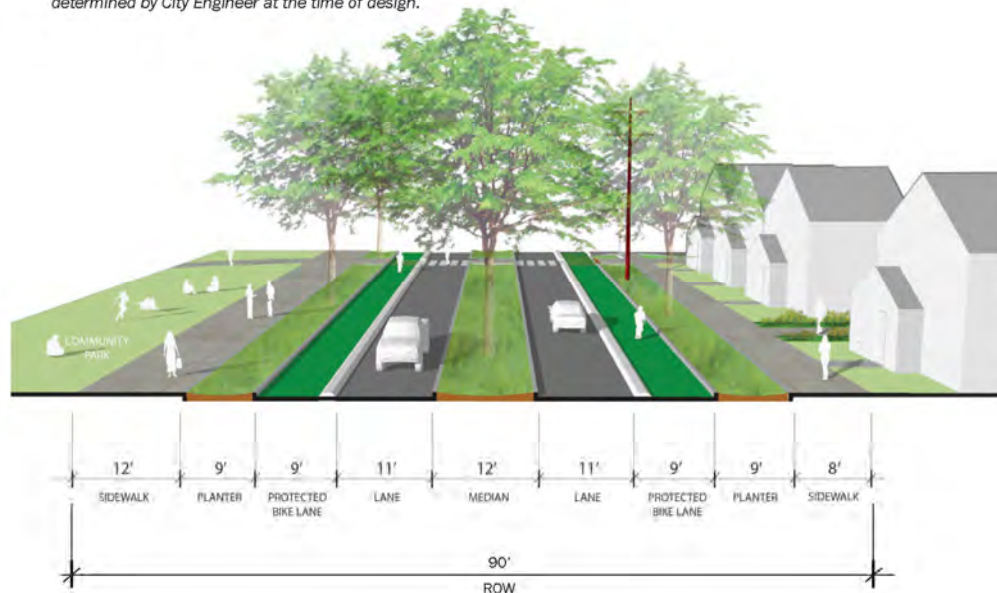


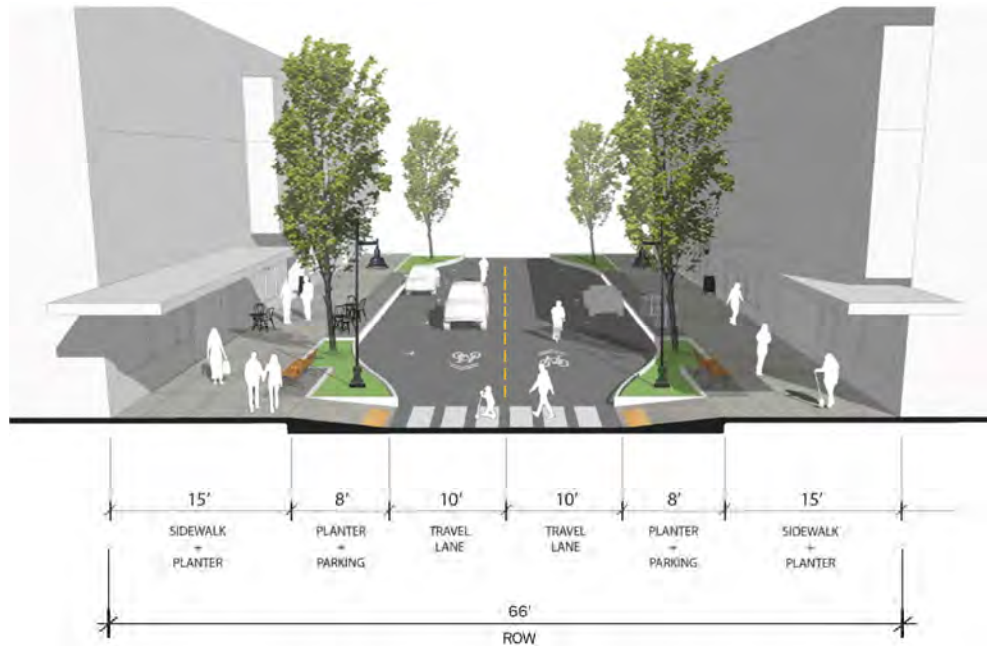
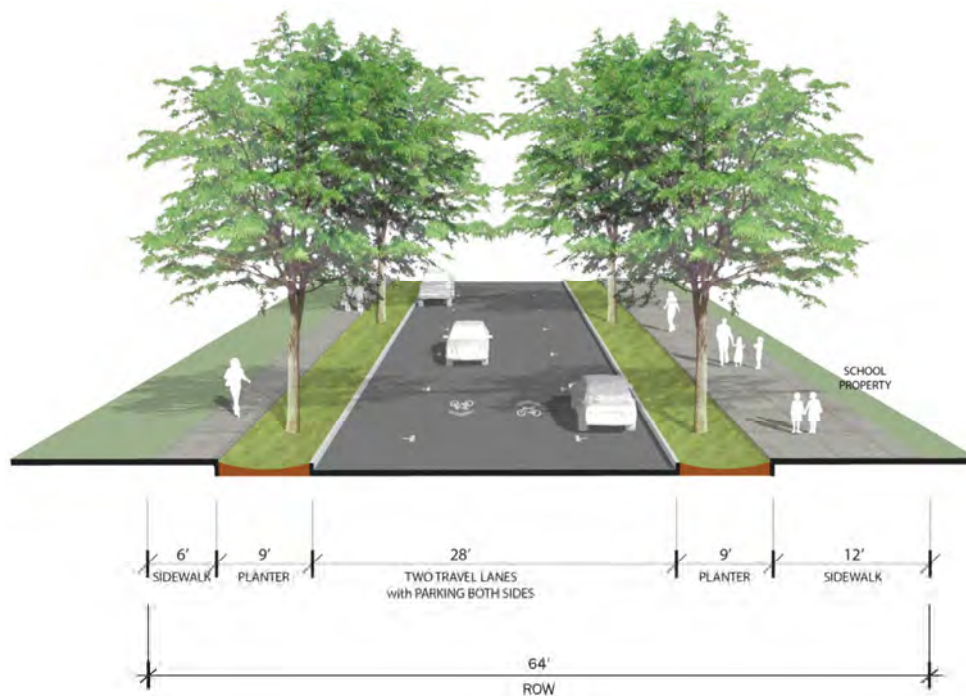
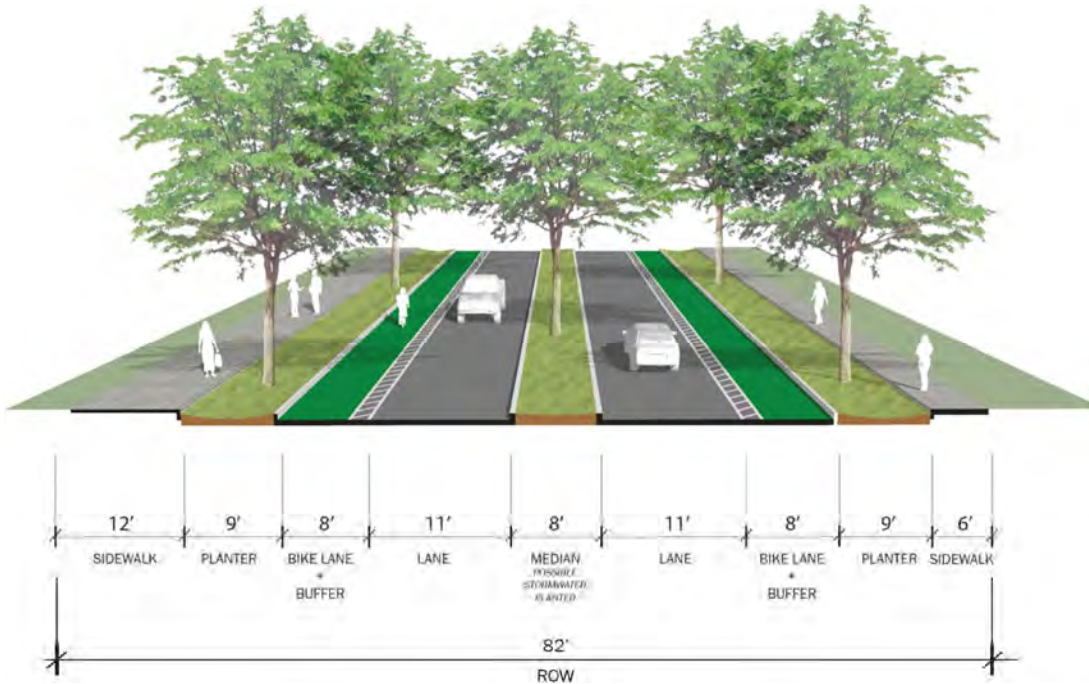
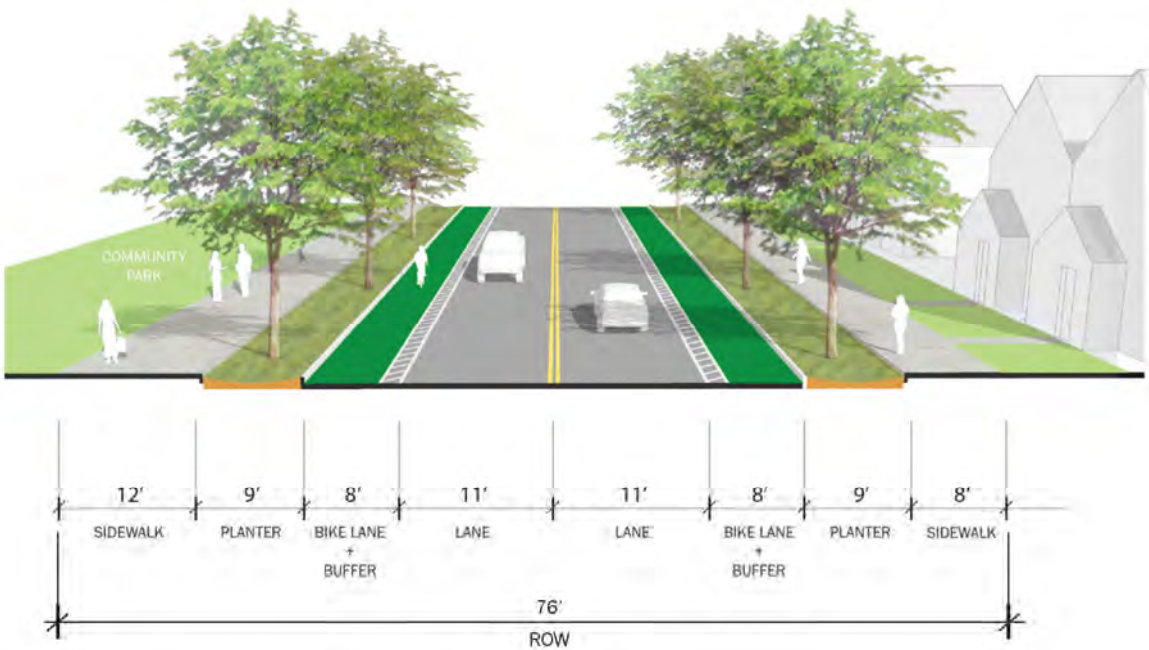
FIGURE 3-14. FROG POND EAST AND SOUTH MASTER PLAN CROSS-SECTIONS (CONT.)**FROG POND BRISBAND MAIN STREET EXTENSION (RE-17)****LOCAL STREET (SOUTH OF MERIDIAN CREEK MIDDLE SCHOOL)**

FIGURE 3-14. FROG POND EAST AND SOUTH MASTER PLAN CROSS-SECTIONS (CONT.)

60TH AVENUE COLLECTOR (NORTH OF ADVANCE ROAD) (RE-12C)



60TH AVENUE COLLECTOR (SOUTH OF ADVANCE ROAD) (RE-12B)



ACCESS MANAGEMENT

Access management refers to the broad set of techniques that are used to balance safe, efficient, and timely travel with the ability to allow access to individual properties. Access is an important component of the city's transportation infrastructure and significantly affects system operations and safety.

Wilsonville should continue to manage roadway access to improve traffic flow and safety. By limiting access to higher classification roadways (especially Major and Minor Arterials), conflicts between vehicles entering and exiting driveways and vehicles on the roadway are reduced. Pedestrians and bicyclists also benefit from reduced conflicts with vehicles entering and exiting the roadway.

Table 3-2. Access Spacing Standards

Functional Classification	Access Spacing Standards ^a	
	Desired ^b	Minimum
Near Interchanges	ODOT Requires 1,320 ft	
Major Arterial	1,320 ft	1,000 ft
Minor Arterial	1,000 ft	600 ft
Collector	300 ft	100 ft
Local Street	Access Permitted to Each Lot	

^a Spacing is measured from centerline to centerline on Major Arterials and Minor Arterials and between adjacent curb returns on Collectors and Local Streets

^b Desired Access Spacing shall be adhered to unless otherwise approved by the City Engineer. Reasons for deviating from Desired Access Spacing include aligning with existing driveways, topography, property limitations, and other safety related issues as identified in a transportation study.

Table 3-2 lists the City's access spacing standards. Because there are existing non-conforming accesses, these standards will primarily guide access layout of future development consistent with the strategies listed in the call-out box at right. ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between

Parkway Avenue and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) should also be consulted when considering access needs near the Wilsonville Road interchange.

The Basalt Creek Parkway is considered an Access Management Interest Area because the parkway will be a high-capacity major freight arterial, limited to at-grade access at 124th Avenue, Grahams Ferry Road, and Boones Ferry Road as shown in Figure 3-15. The parkway creates a new connection between I-5 and 99W.



Looking east to the I-5/Wilsonville Road interchange.

ACCESS MANAGEMENT STRATEGIES

The City can use various access management strategies to help improve mobility and safety:

- **Interchange Areas:** Eliminate or consolidate accesses within one-quarter mile of the I-5 interchanges as opportunities arise.
- **Adjacent to High Volume Intersections:** Pursue appropriate treatments at accesses adjacent to high volume intersections, particularly when queues block access.
- **Existing Driveways:** Evaluate accesses that do not conform to the City's access spacing standard and consider modifications as practicable, while maintaining reasonable access to each property.
- **Ongoing Development Review:** Manage new driveway locations and spacing on a case-by-case basis. Where driveways do not meet spacing standards, consider mitigation treatments, such as consolidating accesses or restricting turn movements to right-in/right-out.

FIGURE 3-15. ACCESS MANAGEMENT INTEREST AREAS



A colorful row of street trees along Wilsonville Road near Boones Ferry Primary School during a fall day. Street trees can provide both aesthetic and safety benefits. They improve the walking environment by creating a pleasing buffer between the motor vehicle and pedestrian facilities. They also provide visual cues to drivers that can result in reduced traffic speeds.

“The City needs to have a Transportation System Plan to make sure we are prepared for how we get around the city in the future. This includes automobiles, freight, bikes, and pedestrians.”

*Nancy Kraushaar
Community Development Director*



As a growing community, Wilsonville faces the challenge of addressing new and ongoing transportation system needs. These needs are categorized as either gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The City's transportation policies (see Chapter 2) and standards (see Chapter 3) serve as a framework for determining what gaps and deficiencies currently exist or are anticipated to arise through the 2035 horizon year as additional development occurs throughout the city and the region. The City's transportation improvement projects (see Chapter 5) and programs (see Chapter 6) address these needs and ensure Wilsonville's continued growth and prosperity.

GAPS AND DEFICIENCIES

- **System Gaps** are missing connections or barriers in the urban transportation system that functionally prohibit travel for a given mode. While a gap generally means a connection does not exist, it could also be the result of a physical barrier (such as I-5, the Willamette River, other natural feature, or existing development) or a social barrier (including lack of information, language, education, and/or limited resources).
- **System Deficiencies** are performance, design, or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles, inadequate intersection or roadway capacity, insufficient bus frequency, and congestion.

Wilsonville's transportation needs include . . .

- *Gaps (missing connections or barriers)*
- *Deficiencies (shortcomings)*

These needs will be addressed by . . .

- *Improvement projects (Chapter 5)*
- *Programs (Chapter 6)*



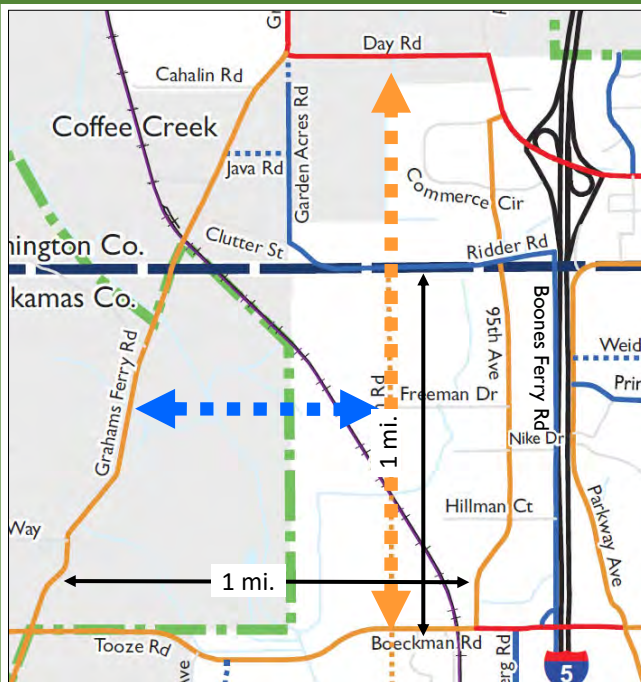
Header Photo Source: OBEC

MULTIMODAL CONNECTIVITY GAPS

Providing a well connected transportation system is one of the City's goals. In order to ensure this goal is achieved, the City has developed facility spacing standards to provide direct routes and travel options

for system users. Based on the street connectivity guidelines set forth in Chapter 3, there are system gaps in each of the city's four quadrants. However, there are also constraints and barriers that may make some connections infeasible.

Northwest Quadrant Connectivity

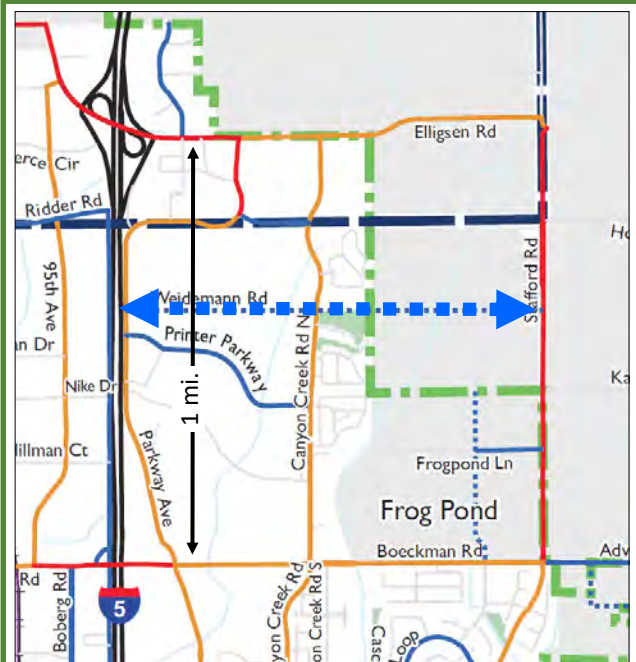


Two connectivity gaps exist in this quadrant:

- A north-south gap exists between Day Road and Boeckman Road that increases congestion at the 95th Avenue/Elligsen Road intersection and the nearby I-5 interchange.
- An east-west gap exists between 95th Avenue and Grahams Ferry Road.

North/south Minor Arterial and east/west Collector would be needed as future development occurs to fill these gaps, provide additional travel options, and allow access to future development. However, these roads will be difficult to construct due to the P&W railroad track and Metro green space in this quadrant that are barriers. The new north/south roadway should be considered after 95th Avenue between Boeckman Road and Ridder Road no longer sufficiently serves this function.

Northeast Quadrant Connectivity



There is a gap in the east west connectivity between Elligsen Road and Boeckman Road.

An east/west Collector from Parkway Avenue to Stafford Road would be needed to fill this gap. The City currently owns partial right-of-way along the west end of Wiedemann Road, which is a single-lane gravel road that runs east/west for a short distance east of Parkway Avenue.

The following legend applies to each of the four quadrant images.

LEGEND

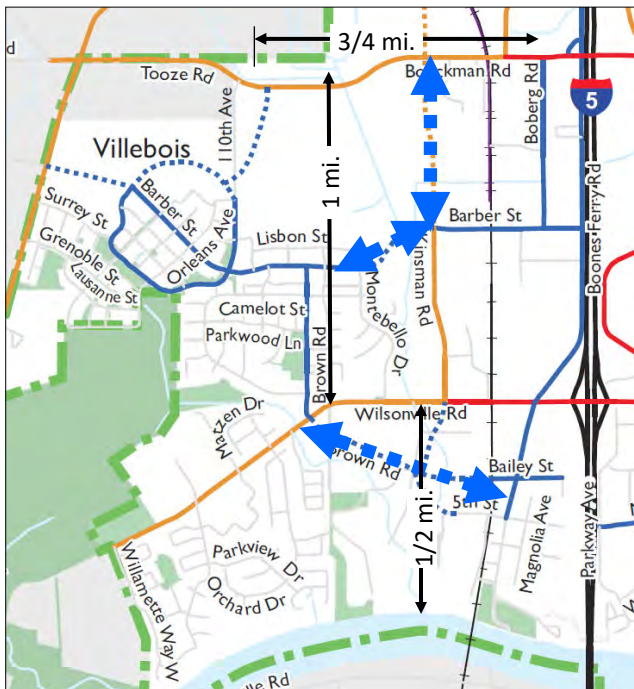
Functional Classification

- Major Arterial
- Minor Arterial
- Collector
- Local Street*

New Connection Needed

- Minor Arterial
- Collector

Southwest Quadrant Connectivity



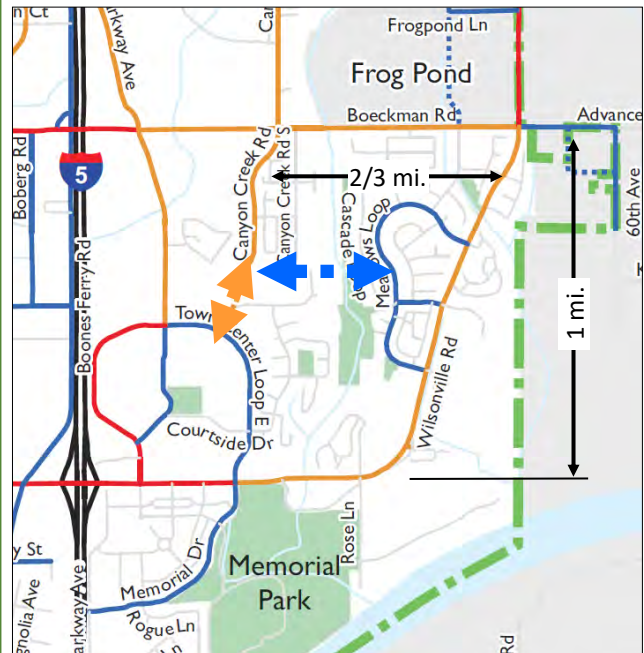
There are several gaps in east-west and north-south connectivity as follows:

- North/south and east-west gap exists between Wilsonville Road and Boeckman Road and between the Villebois development and the WES station.
- An east-west gap exists between the Willamette River and Wilsonville Road.

North/south Minor Arterial and east/west Collector (north of Wilsonville Road) streets are needed to fill these gaps. The Barber Street and Kinsman Road extensions are currently in the design phase that would satisfy these needs.

An east/west Collector (south of Wilsonville Road) would be needed as development occurs to provide the necessary connectivity. This roadway would also provide a secondary access option to and from Old Town (that is needed today), and the likely connection options are either 5th Street or Bailey Street.

Southeast Quadrant Connectivity



There are two existing gaps in this quadrant as follows:

- A north-south gap exists between Boeckman Road and Town Center Loop that leads to additional traffic on Parkway Avenue and Wilsonville Road.
- An east-west gap exists between Canyon Creek Road and Meadows Loop.

North/south Minor Arterial extension of Canyon Creek Road is needed as soon as funding is available and would provide the connection to Town Center Loop. A major portion of this connection has already been constructed by adjacent development.

An east/west Collector from Canyon Creek Road to Meadows Loop would provide the connectivity needed. However, there are topographical, environmental, and development constraints that make this connection difficult. An existing trail and bridge provide pedestrian and bicycle connectivity.

CROSS-SECTION DEFICIENCIES

To ensure Wilsonville's roadways adequately serve all modes, the City has cross-section standards that guide roadway design based on the street's functional classification with the acknowledgement that design elements shall be matched with the adjacent land use to provide safe transportation choices for users. The functional classifications and cross-section standards include number of motor vehicle travel lanes, sidewalks on both sides of the street, planter strips, and curbs (see Chapter 3: The Standards). In addition, the higher classification roadways also include bicycle facilities.

Building roads that provide facilities for all travel modes and meet applicable cross-section standards is critical to assure a safe and well connected transportation system. If bike lanes and sidewalks are

missing, the users of these facilities are likely using other portions of the roadway (motor vehicle travel lanes or shoulders) that may be unsafe.

Figure 4-1 shows which City roadways do not meet their applicable cross-section standards. In some instances, all that is needed are sidewalks for improved pedestrian connectivity. In other instances, roadways may need to be widened to include center turn lanes or bike lanes. Many of these roads are adjacent to rural areas and will be brought up to meet standards as adjacent parcels develop. Others will require standalone improvement projects. Depending on the situation, these roadway sections will require urban upgrades, sidewalk infill, or bike lane infill improvements.

Freeman Drive between 95th Avenue and businesses lacks sidewalks on the south side.



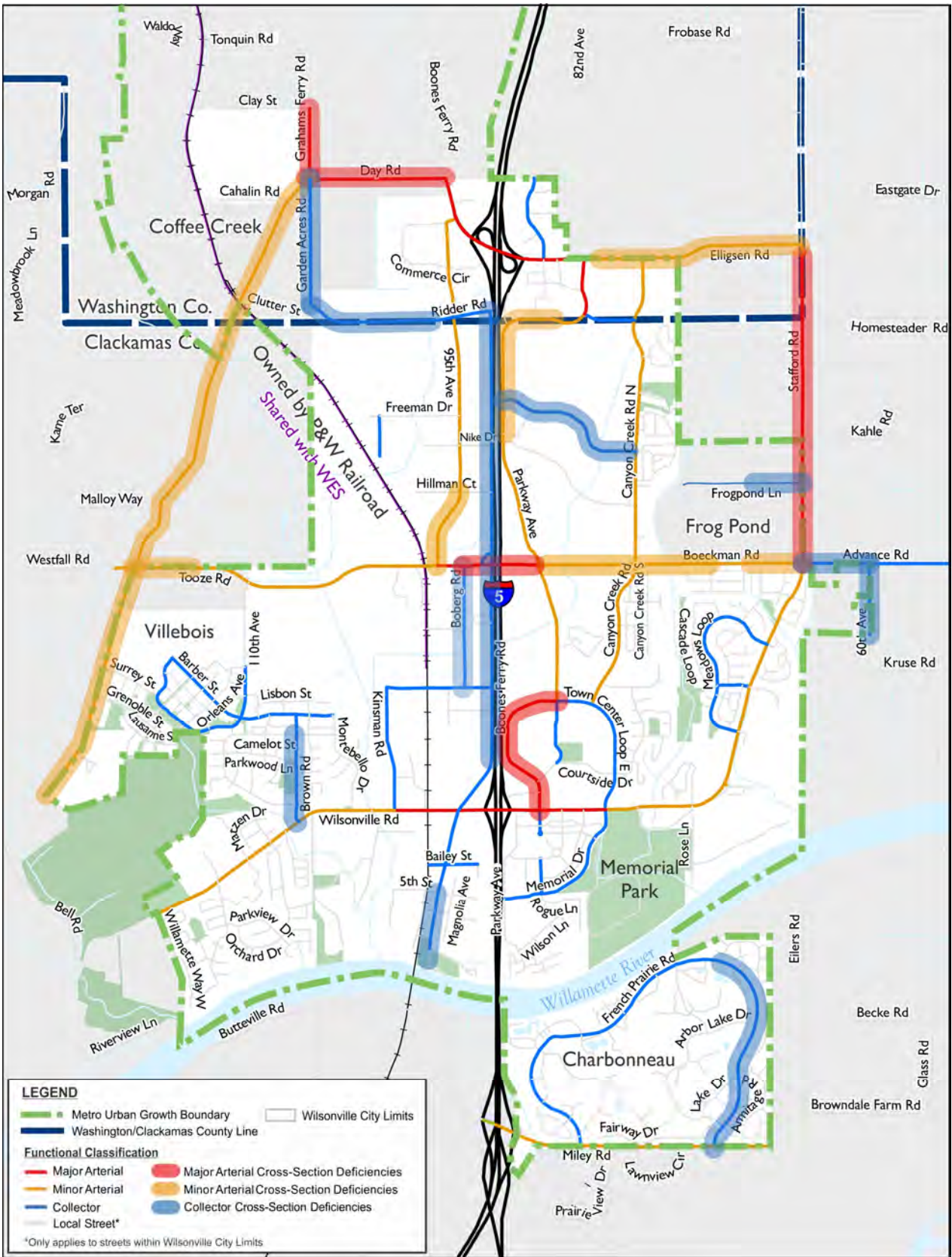
Parkway Avenue near the Xerox campus is a Minor Arterial but does not include bike lanes. There is a sidewalk on the east side, but it ends at the boundary with the vacant parcel to the north.



"I-5 poses some challenges because it serves as a barrier in between the east and west sides of town. This puts a lot of pressure on the few existing connections that make it harder for people to walk between one place and another."

*Katie Mangle
Long Range Planning Manager*

FIGURE 4-1. ROADWAY CROSS-SECTION DEFICIENCIES



CAPACITY DEFICIENCIES

Capacity deficiencies for motor vehicles were identified throughout Wilsonville by evaluating traffic operations for a 2035 future scenario. The traffic forecasts were performed using a travel demand model based on Metro regional land use with the transportation network refined specifically for Wilsonville.

Due to the high level of detail, the Wilsonville travel demand model was able to more accurately represent local routing choices while also forecasting traffic pattern changes resulting from varying levels of congestion and delay expected for 2035. The model also assumed the completion of seven key roadway extensions (listed in the call-out box at right), as well as land use growth based on regional population and employment forecasts for the 2035 horizon year.

Figure 4-2 shows the 20 study intersections and five roadway segments that would not meet adopted mobility standards under the 2035 baseline scenario. These roadway capacity improvements would primarily be needed when the vacant land in their vicinity is developed.

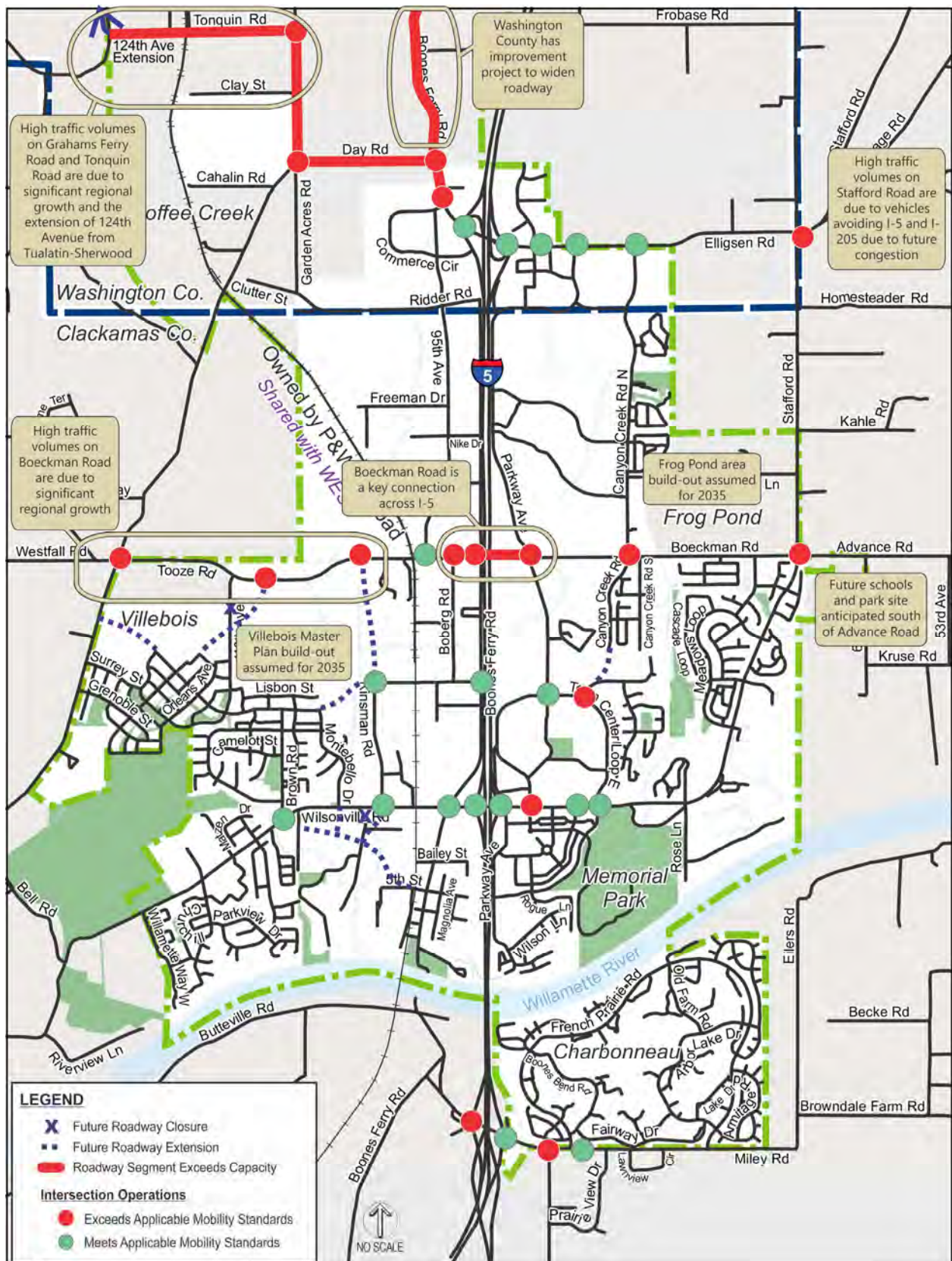
The majority of the intersection and roadway deficiencies were identified in prior planning efforts and already included associated improvement projects. Therefore, many of the City's planned projects only required minor revisions, refinements, and prioritization adjustments. Along with minor changes to existing projects, a few new projects are also needed to meet the city's long term capacity needs.

2035 BASELINE ROADWAY EXTENSION ASSUMPTIONS

Various roadway extensions throughout the city satisfy critical connectivity needs and would be constructed as development occurs. To account for the resulting traffic patterns, the 2035 baseline capacity analysis assumed the completion of these projects:

- **Barber Street Extension** from Kinsman Road to Montebello Drive, connecting the WES Station to Villebois (Regional Transportation Plan Project 10153, design plans are currently in process)
- **Barber Street Extension** to Grahams Ferry Road (Key roadway in Villebois Master Plan Area)
- **Villebois Drive Extension** to Boeckman Road (Key roadway in Villebois Master Plan Area to replace existing 110th connection)
- **Kinsman Road Extension** from Barber Street to Boeckman Road (Regional Transportation Plan Project 10130; design plans are currently in process)
- **Kinsman Road Extension** from Ridder Road to Day Road (Regional Transportation Plan Project 10853; key roadway in Coffee Creek Master Plan Area)
- **Brown Road Extension** (Currently has partial preliminary design plans for two alternatives)
- **Canyon Creek Road Extension** to Town Center Loop East (Small segment remains to finish connection; eligible as one of final projects using East Side Urban Renewal funding)

These roadway improvements are included in Figure 4-2, which also shows with the 2035 capacity deficiencies.

FIGURE 4-2. FUTURE 2035 CAPACITY DEFICIENCIES

FREIGHT-RELATED DEFICIENCIES

In the past, Wilsonville relied on county and Metro designated freight routes. As a major employment center and industry hub along Interstate-5 (I-5), the city and its freight community will benefit from adopting a local freight plan and freight routes. Wilsonville's residential areas will also benefit from designating freight routes that avoid neighborhoods. The community would also benefit from increased marine freight traffic on the Willamette River.

The plan is a result of outreach to identify the city roadways used by freight carriers, as well as the freight-related deficiencies and problem locations on these roadways. This outreach included distribution of surveys to the city's major freight carriers, and a meeting with the Allied Waste commercial and

residential drivers, who service the entire city and have a particularly extensive understanding of the city's freight needs.

Figure 4-3 identifies the key gaps and deficiencies that were identified based on the feedback received. It also identifies the streets where freight vehicles are present, though not all of these should become designated freight routes.

The following feedback, which is more general in nature, was also provided by the freight carriers:

- Flashing yellow left-turn arrows at traffic signals are the preferable design treatment for protective/permissive phasing.
- Where possible, it is important to separate trucks from pedestrians and bicycles (especially on roadways and at tight intersection corners).
- There are inconsistent speeds on similar functioning roadways (for example, Boones Ferry Road versus Parkway Avenue).
- Trucks block traffic when they must wait off-site to access busy on-site loading docks.
- Improved loading areas and site access at retail establishments would aid delivery.
- There are limited direct routes for freight that exist between north and south Wilsonville.

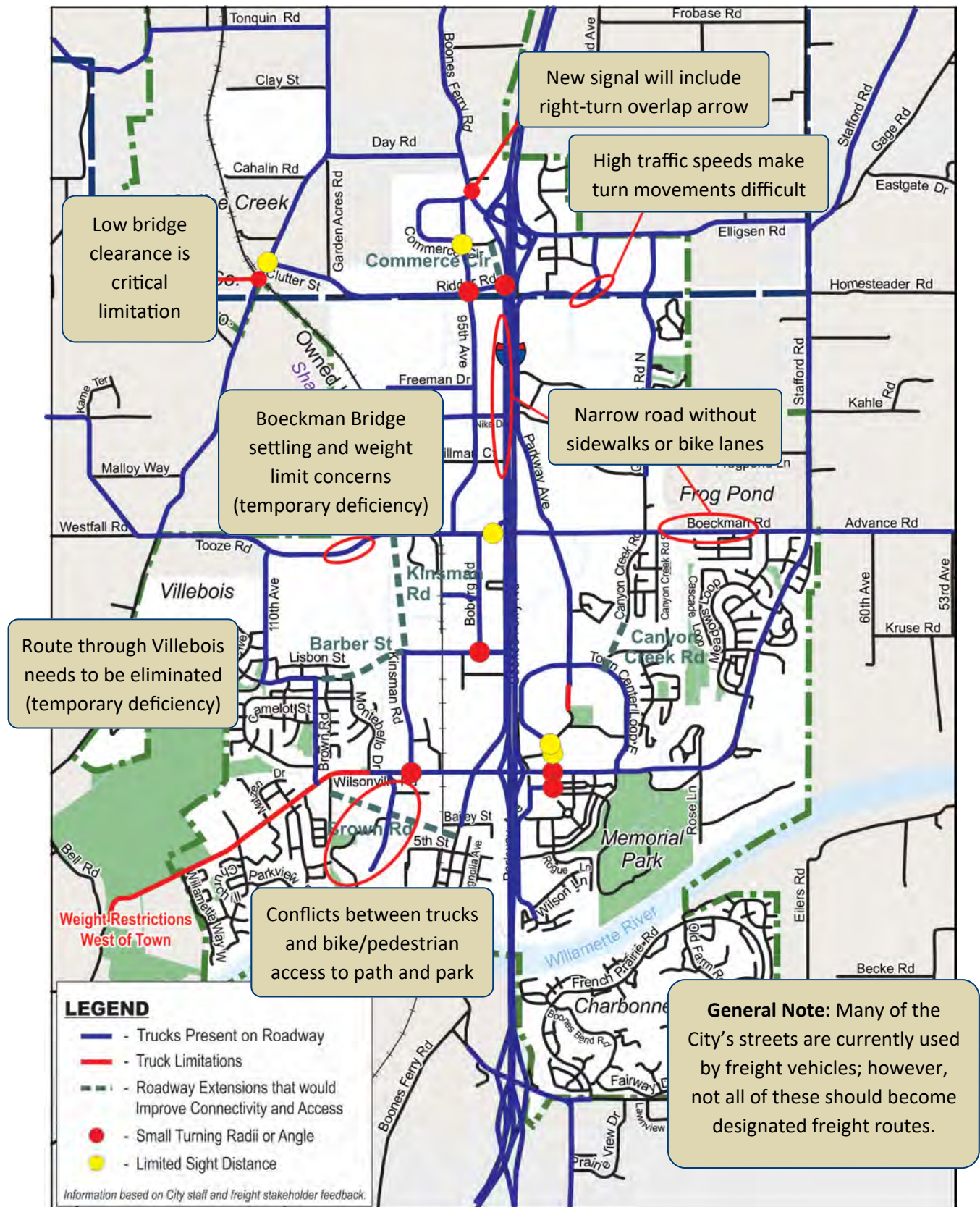
FREIGHT CARRIER OUTREACH

Multiple freight carriers provided feedback on freight routes and deficiencies:

- Allied Waste Services of Wilsonville
- Coca-Cola Bottling of Oregon
- Eaton Corporation
- FLIR Systems, Inc.
- Mentor Graphics Corp
- OrePac Building Products
- Owens & Minor Distribution Inc
- Parker Johnstone's Wilsonville Honda
- Rite Aid Distribution Center
- Rockwell Collins Head-Up Guidance Systems
- SYSCO Food Services of Portland
- Tyco Electronics Medical Products/Precision Interconnect Corp.
- US Crane & Hoist, Inc.
- Vision Plastics, Inc.
- Wilsonville Concrete
- Wilsonville Toyota
- Xerox Corporation



Roadway congestion and queuing on Elligsen Road leads to increased delay to freight movement.

FIGURE 4-3. FREIGHT-RELATED DEFICIENCIES

BICYCLE AND PEDESTRIAN NEEDS

Bicycle and pedestrian facilities support complete community connectivity and opportunities for work, play, shopping, and exercise. They also help reduce traffic congestion, vehicle-miles traveled, and greenhouse gas emissions, while increasing the vibrancy and connectedness of communities and improving the health of city residents.

Figure 4-4 shows the major bicycle and pedestrian gaps and deficiencies in Wilsonville. These needs are due to the various barriers in the system relating to natural areas, topography, and existing development.

There is also a need for improved street cleaning and related maintenance to remove debris from the I-5 interchange areas on Wilsonville Road and Elligsen Road, which are under ODOT jurisdiction. These facilities serve as primary connections over the city's



The lack of continuous bike lanes on Brown Road north of Wilsonville Road requires cyclists to use the travel lane.

SAFE ROUTES TO SCHOOL

Additional bicycle and pedestrian gaps and deficiencies were identified as part of the Safe Routes to School assessment that the City performed in collaboration with the West Linn-Wilsonville School District and each of the city's primary and middle school. These needs are identified in Chapter 6: The Programs.

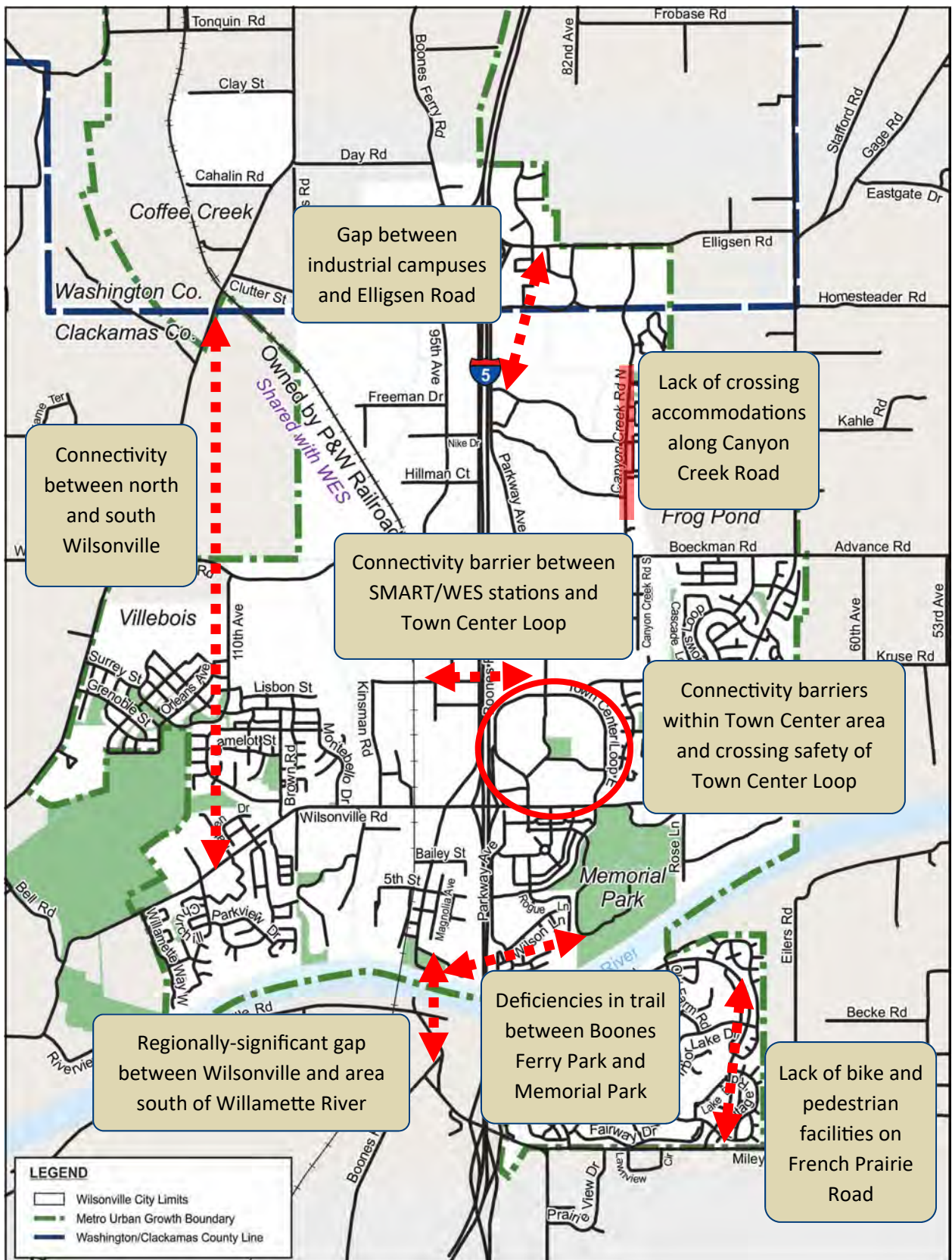
two most significant barriers (i.e., Interstate-5 and the Willamette River).

Another pedestrian and bicycle need that affects Wilsonville is regional access to the nearby communities. The Ice Age Tonquin Trail and Boones Ferry Road improvements north of Day Road are two examples of facilities that will provide regional connectivity. In addition, Clackamas County has identified the need to provide bicycle facilities on Stafford Road and 65th Avenue to the north and east of Wilsonville. A connection to the south over the Willamette River is also a critical need to link to Charbonneau and the Willamette River Heritage Area (including Champoeg State Park and the Willamette Valley Scenic Bikeway).

To further enhance regional connectivity, the City should continue to coordinate with Clackamas County and Washington County to ensure that bicycle and pedestrian improvements on county roadways are identified in their county TSP updates and that these facilities connect to the city's bicycle and pedestrian systems.

“Right now there are many gaps where sidewalks end or cross into areas where there are no receiving facilities for them. So, the transportation system plan is looking at those gaps and will be trying to fill them.”

*Al Levit
Planning Commission*

FIGURE 4-4. MAJOR BICYCLE AND PEDESTRIAN NEEDS

TRANSIT NEEDS

Wilsonville is unique among the cities within the Portland Metro area because it has its own transit system. While the rest of Metro is served by TriMet, Wilsonville has been operating South Metro Area Regional Transit (SMART) since it withdrew from TriMet's service district in 1988.

A locally run transit system provides many benefits for Wilsonville's residents and employees. Because it is not dependent upon another agency, SMART is able to determine its own bus routes, frequencies, and fares. It currently provides fare-free service within Wilsonville and supports other programs unique to Wilsonville, such as the SMART Options program. SMART is financially supported by payroll taxes from its strong employment base.

SMART also experiences various challenges, including six key transit needs:

- **Regional Transit Connections** are important for SMART due to Wilsonville's central location between two metropolitan areas (Portland Metro and Salem-Keizer) and its large employment base. While it has existing connections to TriMet (Portland Metro) and Cherriots (Salem-Keizer), these connections should be improved as opportunities arise. For example, expanded service hours and express service to downtown Portland would benefit a larger population of employees and residents of Wilsonville.
- **Service Coverage and Bus Frequency** require ongoing adjustments as demand and resources change. SMART should provide transit service within 1/4-mile of land uses throughout the city. Currently, there are only a few areas that do not fall within the 1/4-mile coverage radius, including Wilson Lane on the east, Willamette Way and Orchard Drive on the west, and the majority of Charbonneau. SMART will need to be responsive

to the desires of the public and all affected neighbors before providing or removing service from a given neighborhood. SMART will also need to expand its service as new development occurs in the areas of Coffee Creek, Villebois, and Frog Pond. To expand coverage and service, SMART may require additional buses.

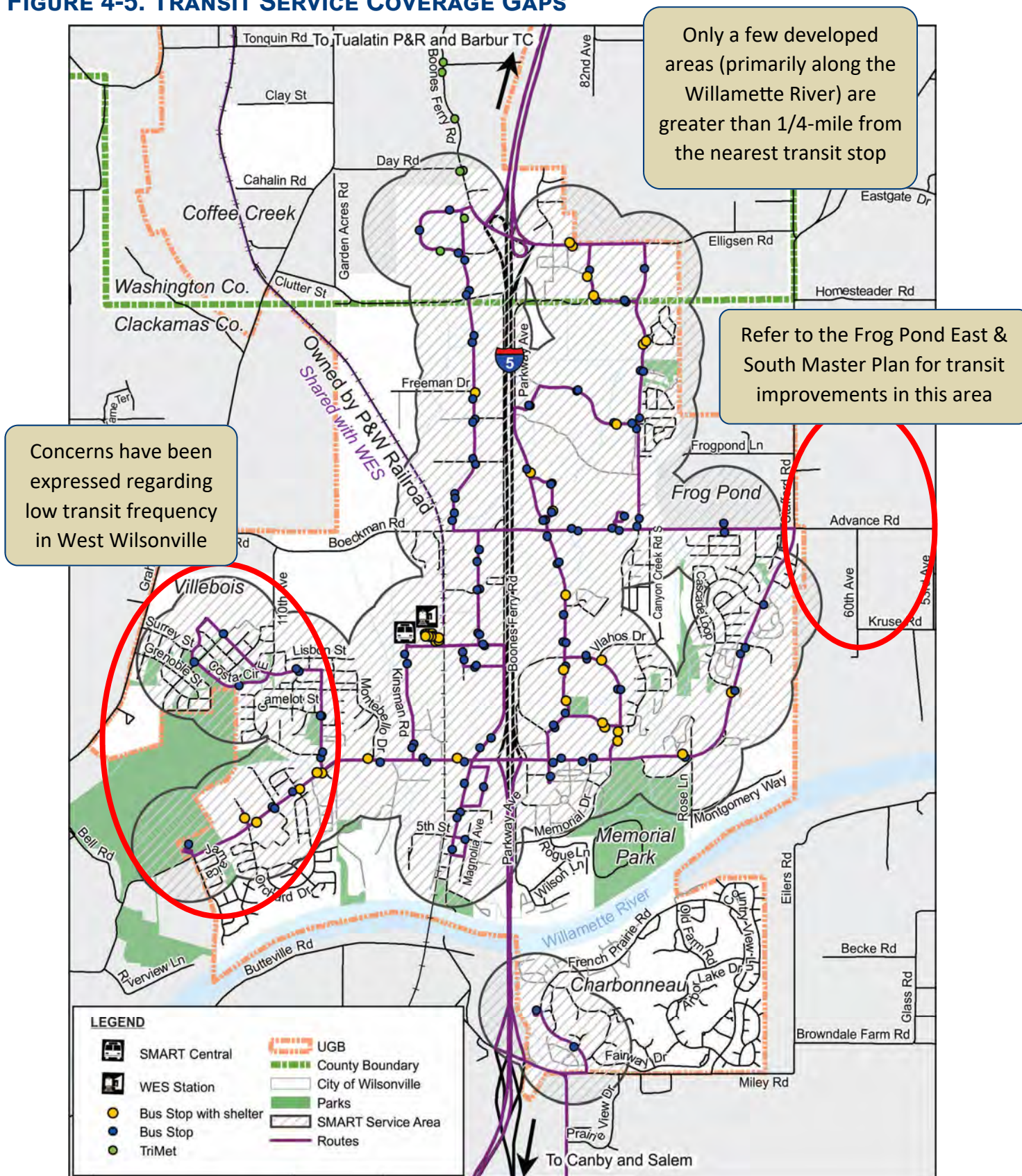
- **Pedestrian and Bicycle Access to Transit** can help improve transit service by providing safe and convenient connections at either end of transit trips. Pedestrian and bicycle networks that provide access to transit stops and good connectivity to all destinations throughout the city are important. They encourage increased use of transit, walking, and bicycling, which are

RECENT TRANSIT IMPROVEMENTS

Since the prior 2008 Transit Master Plan was adopted, three major transit system improvements have been implemented that provide a backbone to the city's transit service:

- **SMART Central at Wilsonville Station** was constructed to act as SMART's main transportation hub and includes a 400 space park and ride lot, twelve bus bays, a new facility with an operator break room and public restrooms, shelters, and a clock tower with security cameras.
- **TriMet's Westside Express Service (WES) Commuter Rail** service began operating out of its new station located adjacent to the SMART Central at Wilsonville Station transit center.
- **SMART Bus Routes** changed to coordinate with WES train departures and arrivals.
- **SMART Operations Center** was built to house fleet and operations facilities, including administration offices, maintenance bays, and a bus parking area.

FIGURE 4-5. TRANSIT SERVICE COVERAGE GAPS



complementary travel modes and often used as part of the same trip. Some of the most important locations for access improvements include the Town Center Loop area and the Barber Street connection between Villebois Village and the SMART Central transit center. Other needs throughout the city should be addressed on an ongoing basis.

- **New Buses** are needed for SMART to maintain a quality transit fleet. Many of its buses are aging and require a greater amount of maintenance to keep them in operation. SMART can lower the amount of its budget that it spends on maintenance costs by replacing these buses. Additional buses will also be needed as growth occurs throughout the city. When possible, new buses should use alternative fuels, such as compressed natural gas. This will help SMART to reduce fuel costs and help meet regional and statewide goals for reducing greenhouse gas emissions.
- **Development Review** should address transit needs to ensure that transit users are accommodated as new development occurs in the city. SMART should be involved in the development review process to ensure that existing transit stops are improved and new stops, amenities or routes are provided as needed. In addition, when a new employment or commercial development occurs near a major transit stop, it should locate its building close to the transit stop.
- **Rider Education and Outreach** are ongoing needs that support and encourage transit ridership. One particular area where improvement is needed is adapting to new technology. This includes passenger access to 'real time' transit data and improved on-board amenities. Rider safety education is also an ongoing need.

ENVIRONMENTAL JUSTICE

As stated by the Environmental Protection Agency, "Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies" (U.S. EPA, Environmental Justice, Compliance and Enforcement, Website, 2007).

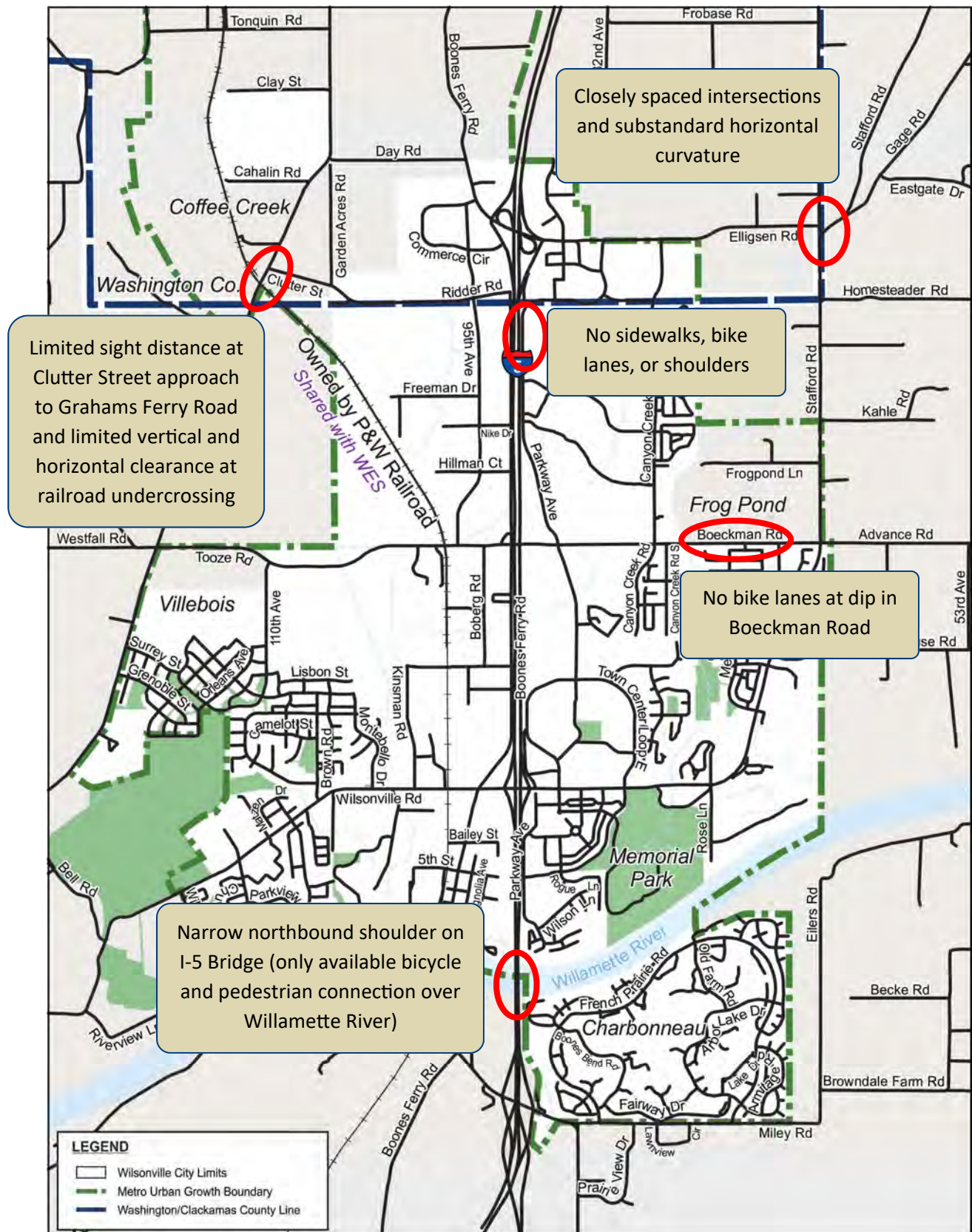
Within the context of the TSP, Environmental Justice is an effort to identify underserved and vulnerable populations so the City can improve transportation services while reduce future inequalities. Two areas of particular need are Charbonneau (due to the higher proportion of elderly residents) and a small area on the southern edge of Villebois (due to lower income housing).

SAFETY NEEDS

While there are no high-collision locations within Wilsonville, various safety-related deficiencies exist. Figure 4-6 shows five primary locations where there are existing safety concerns. Topography, roadway curvature, and nearby barriers (including I-5 and the railroad track) are key contributors.



The railroad bridge over Grahams Ferry Road has limited horizontal and vertical clearance. This creates a safety hazard, particularly for bicyclists, pedestrians, and freight traffic.

FIGURE 4-6. SAFETY DEFICIENCIES

RAIL NEEDS

The primary rail-related deficiency in Wilsonville is the limited vertical and horizontal clearance that the railroad bridge over Grahams Ferry Road causes for trucks. This is also a safety deficiency.

ODOT Rail has a policy of not granting new at-grade crossings. Crossings may be relocated (i.e., a new one is provided but only if an old one is removed). Therefore, railroad tracks can pose a significant barrier to the transportation system due to the high cost of grade separated crossings. The primary location in Wilsonville where the railroad contributes to a roadway system gap is the potential Kinsman Road extension in the northwest quadrant (see the prior Multimodal Connectivity Gaps discussion in this chapter).

Another future item that may affect Wilsonville is that ODOT Rail is studying the feasibility of improving intercity rail service between Eugene and Portland (with the potential for developing a high-speed rail line). Portland and Western's Oregon Electric rail



Portland and Western's Oregon Electric rail line runs north/south through Wilsonville and serves as an important freight and commuter rail corridor. However, it also creates a barrier to travel for other modes due to limited crossing locations.

line, which runs through Wilsonville, is one of the existing rail alignments being studied. Depending on the outcome of this study, there may be additional passenger rail trains traveling through Wilsonville that would increase gate down time and rail related congestion for all modes of travel.

AIR NEEDS

The City of Wilsonville has no direct jurisdictional control or responsibility for managing the Aurora Airport. However, the City, concerned citizens, and local businesses have participated in the Oregon Department of Aviation's (ODA) development of an updated Master Plan for the airport. The City acknowledges the adoption of the Master Plan by ODA and will continue to monitor planned improvements at the airport and coordinate with ODA and Marion County, who have jurisdictional responsibilities.

The City also has two, potentially conflicting interests that must be balanced related to the airport. These include noise sensitivity for city residents and the reliance local businesses have on the airport for corporate travel.

WATER NEEDS

The City of Wilsonville has no direct jurisdictional control or responsibility for managing activities on the Willamette River. However, it supports efforts by Corps of Engineers to maintain the following two activities, which are essential for the river to function over time as a viable transportation facility:

- Periodic dredging to maintain channel depth to support applicable river traffic
- Maintenance of the Locks at Oregon City

PIPELINE SYSTEM

A high-pressure natural gas mainline pipe exists in the vicinity of the Interstate-5 corridor. The location of this pipeline may impact a project's feasibility or limit available improvement options in its vicinity.

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS NEEDS

Transportation System Management and Operations (TSMO) improvements include integrated operations solutions that incorporate advanced technologies. Due to the regional significance of TSMO improvements, Clackamas County and Metro have prepared their own plans. Some key needs include:

- **Arterial Corridor Management** for Boones Ferry Road, Elligsen Road, 65th Avenue, Wilsonville Road, and Stafford Road to improve reliability and traveler information along the corridors. Arterial Corridor Management includes installing fiber optic cable to allow communication with the ODOT/County Transportation Management and Operations Center as well as other intelligent transportation devices such as variable message signs, CCTV cameras, traveler information and adaptive traffic signal systems.
- **Transportation Demand Management (TDM)** by supporting the SMART Options Program, which works with Wilsonville area employers and residents to promote transit and other transportation options that reduce traffic congestion, such as carpool, vanpool, bike, walk, and telecommute.
- **Regional Fiber Network Connections** between Wilsonville's traffic signals and Clackamas County's fiber network (Clackamas County currently maintains and operates the City's traffic signals on its behalf).

"We have a new beautiful interchange with much more capacity, but we don't want to use up the capacity just to get from one side of town to the other."

*Ben Altman, Chair
Planning Commission*

- **Adaptive Signal Timing** and associated video monitoring cameras and vehicle detection equipment (to collect traffic counts and speeds) on Wilsonville Road from Brown Road to Town Center Loop East.
- **Closed Circuit Television Cameras** at the key locations along Wilsonville Road and I-5.
- **Video Monitoring Cameras and Vehicle Detection Equipment** (to collect traffic counts and speeds) on Elligsen Road from Day Road to Canyon Creek Road.
- **Railroad Crossing Alert System** at Portland and Western at-grade railroad crossings.

RECENT TSMO PROJECTS

Through a collaborative effort by Wilsonville, Clackamas County, and ODOT, the following TSMO projects have already been implemented:

- **Wilsonville Road Traffic Signal Communications** were improved as part of the Wilsonville Road Interchange Improvements to help manage traffic operations.
- **I-5 Interchange Area CCTV Cameras** were installed by ODOT and linked to the ODOT Trip Check website to provide real time information to drivers traveling within and through Wilsonville.
- **Discover Wilsonville** was a one-year program to make sure every Wilsonville resident has all the information they need to use whatever travel options interest them.
- **Sunday Streets** was a special event focusing on connecting neighborhoods, parks, and people. Bicyclists, walkers, runners, seniors, adults, and children enjoyed traffic-free streets filled with physical activities, fun and interactive entertainment, music, and food.

ALTERNATIVE FUEL NEEDS

Within Wilsonville and throughout the Portland Metro area, there is an increasing need to provide infrastructure to support vehicles that use alternative fuels (i.e., electrical and compressed natural gas vehicles). These vehicles help to reduce greenhouse gas emissions and are becoming more popular and affordable. SMART already has a compressed natural gas fueling station that it will use for its bus fleet.

The City could consider identifying various electrical vehicle stations at strategic locations that serve both residential and business users. Level II charging stations (input voltage of 240 volts, which requires two to four hours for charging) already exist at City Hall (2 stations) and the Fred Meyer parking lot (2 stations). Additional locations that may be considered for Level II charging stations are the SMART Central transit center and Town Center Loop.

The City of Wilsonville could also take advantage of its location at the southern tip of the Portland Metropolitan area to install (or coordinate with a willing business to install) a Level III (480 volt) fast charging station, which require only 20 to 40 minutes to complete the charge. An ideal location would be near one of the I-5 interchanges.

Another option to be ready for the transition to electric transportation would be to include provisions in residential, commercial, and industrial building codes for supporting the required infrastructure. It would be less expensive to require new buildings and parking lots to have the required electrical wiring and outlets to support future electric vehicle charging stations than it would be to retrofit older buildings and parking lots. By taking this preliminary step in preparing its infrastructure, a smoother transition could be made to alternative fuels for vehicles.



Electric vehicle charging stations, such as those located at Fred Meyer (shown above) and Wilsonville City Hall (shown below), allow patrons, employees, and visitors to charge their vehicles while working, shopping, and visiting Wilsonville.





Wilsonville is responsible for managing an efficient and effective transportation system that supports the quality of life of its residents and the economic vitality of its businesses. This is no easy task, but the City can succeed by implementing programs and projects that provide three primary benefits:

- Reduce rush hour traffic
- Improve operations and safety
- Make strategic investments in new and expanded facilities to serve all modes.

Wilsonville should be engaged in these three activities simultaneously through a balanced effort of programs and projects to receive the greatest value from its infrastructure expenditures. This balanced approach can also guard against over-building roadway capacity.

The list of transportation projects that will repair or complete the transportation system through 2035 is based largely on past plans, but includes updated solutions. Constructing all of the identified transportation solutions would cost approximately \$263.6 million, which exceeds \$123.4 million, which is forecasted to be available through 2035 from both City and other funding sources. Therefore, Wilsonville must choose how to invest its limited resources to provide the greatest benefit to Wilsonville residents and businesses. The highest priority solutions to meet the most important transportation system needs are included in the “Higher Priority” project list, while all other projects are included in the “Planned” project list.

Wilsonville will . . .

- *Improve system efficiency,*
- *Reduce congestion, and*
- *Save money*

By implementing programs and projects that . . .

1. *Reduce rush hour traffic,*
2. *Improve operations and safety, and*
3. *Make strategic investments in new and expanded facilities to serve all modes*



SYSTEM IMPROVEMENT PRIORITIES

Most of the transportation system improvement projects needed to address gaps and deficiencies in the system were identified in prior City plans, including its 2003 Transportation Systems Plan, 2006 Bicycle and Pedestrian Master Plan, 2008 Transit Master Plan, and multiple development master plans (see Chapter 1: The Context). The City's prior transportation projects were reconsidered, integrated, and revised to address updated information and prepare for the 2035 planning horizon.

Because transportation funding is limited, Wilsonville recognizes the importance of being fiscally responsible in managing and improving its transportation system. The diagram at right illustrates cost-effective steps and associated solution areas to resolving transportation needs by following a multimodal, network-wide approach. These five steps were considered from top to bottom when evaluating Wilsonville's transportation projects:

- **Manage** the performance of congested locations with strategies that reduce traffic conflicts, increase safety, and encourage more efficient usage of the transportation system. Intersection operational improvements are considered to fall under this category.
- **Reduce** the driving demand at congested locations by ensuring safe and available walking, biking, and transit options.
- **Revisit** land use decisions and congestion thresholds to support shorter driving trips or modified travel decisions.
- **Extend** streets to increase connectivity and create parallel routes that reduce the driving demand on congested facilities.
- **Expand** existing streets or intersections to increase the driving capacity of congested facilities.

FIGURE 5-1. IMPROVEMENT PRIORITIES



"We want to create a transportation system that has multiple choices . . . That way we are not heavily reliant on the car, which will still stay a key element to the system. But we want to make sure we are providing options for bicycles, pedestrians, and transit."

*Ben Altman, Chair
Planning Commission*

PRIORITIZED SOLUTION AREAS

As illustrated in Figure 5-1, the City can best manage its transportation system by having plans, programs, and/or projects that address each of the following solution areas:

1. **Transportation System Management and Operations (TSMO)** strategies that improve the safety and efficiency of the current system, including Transportation Demand Management (TDM)
2. **Bicycle, Pedestrian, and Transit** system improvements that target key system gaps and safely accommodate all transportation users
3. **Land Use and Development Strategies** that (1) provide equal accessibility and connectivity to those users who choose to travel by transit, bicycle, and pedestrian modes and (2) utilize the City's functional classification hierarchy to reduce out-of-direction travel and manage congestion on arterials
4. **Connectivity** improvements that include motor vehicle, pedestrian, bicycle, and transit facilities to provide more direct routes for all transportation users between neighborhoods, schools, parks, and retail/industrial areas
5. **Motor Vehicle Capacity** improvements upon a demonstration that the other strategies are not appropriate or cannot adequately address identified transportation needs

General preference should be given to those listed first, but only to the degree to which they are more cost-effective at supporting the City's vision and goals (i.e., a transportation system that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, and promotes livability). Many of the City's projects include elements that address multiple solutions.

PROJECT EVALUATION PROCESS

Wilsonville's transportation improvement projects were also evaluated and prioritized to help select which projects to include in the Higher Priority project list. Many projects had been evaluated and prioritized in recently adopted mode-specific transportation plans. As a result, the TSP evaluation process varied for the different modes:

- **Motor Vehicle Projects:** The projects were ranked according to a point-based technical scoring methodology using evaluation criteria consistent with the City's transportation goals. This allowed for a consistent method to understand how well the projects would meet the City's transportation goals and policies. In addition, community input was considered when prioritizing the projects.
- **Bicycle, Pedestrian, and Transit Projects:** The project priorities in the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan were reviewed, and a few changes were made based on City staff and public input. The majority of the higher priority bicycle and pedestrian projects were included in the Higher Priority project list, even if it would require them to be constructed separately from associated motor vehicle projects.

Prioritizing the projects in this way allowed for them to be separated into two lists: the "Higher Priority" project list includes the highest priority solutions to meet the City's most important transportation system needs, while the "Additional Planned" project list includes all of the other projects.

HIGHER PRIORITY PROJECTS

The “Higher Priority” project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City’s most important needs. These projects will inform the City’s yearly budget and 5-year Capital Improvement Plan (CIP). As shown in Table 5-1, the Higher Priority projects would cost a total of approximately \$263.6 million.

Figures 5-2 through 5-6 show locations of the projects, and corresponding project details are included in Tables 5-1 through 5-5 (project numbering is alphabetical). Some of the City’s Higher Priority projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table 5-6. Additional project details are included in the appendix (where they are sorted by project type).

Table 5-1. Higher Priority Project Costs^a

Project Type	Cost Estimate
Roadway Extensions	\$89,400,000
Roadway Widening	\$34,400,000
Urban Upgrades	\$81,480,000
Spot Improvements	\$27,053,000
Standalone Bicycle and Pedestrian Improvements	\$30,803,000
Transit Improvements	\$500,000
Total Higher Priority Project Costs	\$263,636,000

^a See Tables 5-2, 5-3, 5-4, 5-5, and 5-6 for individual project costs.

PROJECT TYPES

RE – Roadway Extensions (Multimodal Connectivity):

New transportation facilities in Wilsonville will connect neighborhoods to one another and to other important destinations. Many of the bicycle and pedestrian improvements related to roadway extensions will fill important system gaps so that neighborhoods have improved non-motorized connectivity, while roadway extension projects are the key motor vehicle improvements that provide increased connectivity in Wilsonville. The roadway extensions help the City to meet the one-mile arterial and half-mile collector spacing standards, consistent with City and regional policy.

RW – Roadway Widening (Capacity): The roadway widening projects increase roadway capacity.

UU – Urban Upgrades (Multimodal Connectivity and Safety): The urban upgrade projects complete existing roadways, and often improve connectivity by adding bike lanes, sidewalks, and turn lanes that accommodate access to adjacent neighborhoods.

These projects improve the roadways to meet the City’s cross-section standards.

SI – Spot Improvements (Transportation System Management and Operations): Spot improvements consist of isolated intersection improvements and safety improvements throughout the city.

BW, SR, LT, and RT – Standalone Bicycle and Pedestrian Improvements (Multimodal Connectivity and Safety): While many bicycle and pedestrian facilities will be constructed as elements of roadway extension and widening projects, there are a number of projects that the City should construct separately or as part of future development. These include the highest priority bikeways/walkways (**BW**), Safe Routes to School projects (**SR**), local trails (**LT**), and regional trails (**RT**).

TI – Transit Improvements: Transit projects are needed throughout the city to provide bus stop amenities and improve bicycle and pedestrian access to transit.

This figure provides an overall perspective of the Higher Priority projects throughout the city. Additional details are provided on the pages that follow for each of the City's four quadrants (Northwest, Northeast, Southwest, Southeast), which use I-5 and Boeckman Road as dividing lines.



Table 5-2. Higher Priority Projects (Northwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-13	Java Road Connection and Signal	Construct Java Road from Boones Ferry Road to Grahams Ferry Road and Garden Acres Road with a signal at the Java Road/Grahams Ferry Road intersection and disconnect Clutter Street from Grahams Ferry Road.	\$1,500,000
RE-14	Basalt Creek Parkway Connection	Construct Basalt Creek Parkway as a limited access five-lane Major Arterial between Grahams Ferry Road and Boones Ferry Road. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11470.	\$31,700,000
Urban Upgrades			
UU-08	Garden Acres Road Urban Upgrade	Upgrade Garden Acres Road to a three-lane collector with bicycle lanes and upgrade the Garden Acres Road/Day Road intersection to either a signal or a roundabout. Realign Ridder Road to Garden Acres Road. Close the existing Clutter Road connection to Grahams Ferry Road after completion of Project RE-13. Close the existing Coffee Creek Correctional Facility driveway to Grahams Ferry Road and relocate the driveway to Cahalin Road.	\$14,260,000
Roadway Widening			
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections.	\$5,900,000
RW-04	Boones Ferry Road Widening	Widen Boones Ferry Road from Day Road to Basalt Creek Parkway to five lanes. RTP project #11487.	\$1,200,000
RW-05	Grahams Ferry Road Widening	Widen Grahams Ferry Road from Day Road to Basalt Creek Parkway to three lanes with bike lanes, sidewalks, and transit improvements. RTP project #10588.	\$13,200,000
Spot Improvements			
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform preliminary analysis to determine needs, feasibility, etc.	\$500,000
SI-07	Dual Southbound Right Turn Lanes	Add a second southbound right turn lane to the I-5 Exit Ramp at the Boones Ferry Road intersection. RTP project #11489.	\$1,063,000
SI-08	Boones Ferry Road/95th Avenue Access Management	Improve operations at the Boones Ferry Road/95th Avenue intersection by removing the east private access approach. Pioneer Court access onto Boones Ferry Road will be right-in /right-out. Additional access will occur via a north-south local street connection between Pioneer Court (RE-P15), passing under the Day Road I-5 overcrossing approach, and a new west-east local street (north of Day Road) with full intersection access at Boones Ferry Road.	\$2,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements.	\$85,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03A	Ice Age Tonquin Trail (North)	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately \$750,000) and coordinate portion farther north with Washington County and neighboring cities.	\$2,040,000 (Partial Regional funding)
Standalone Pedestrian and Bicycle Improvements (Local Trails)			
LT-02	Basalt Creek Canyon Ridge Trail	Build a north/south trail connection within Basalt Creek (west of the Canyon) to improve the pedestrian and bicycle network and make connections to east/west roads that run north and south. This trail would require a grade-separated crossing of Basalt Creek Parkway and would be connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to this future Basalt Creek Canyon Ridge Trail.	\$450,000
LT-03	I-5 Easement Trail	Build a trail parallel to I-5 in the ODOT easement that would provide an additional north/south connection connecting to existing bike and pedestrian facilities.	\$750,000

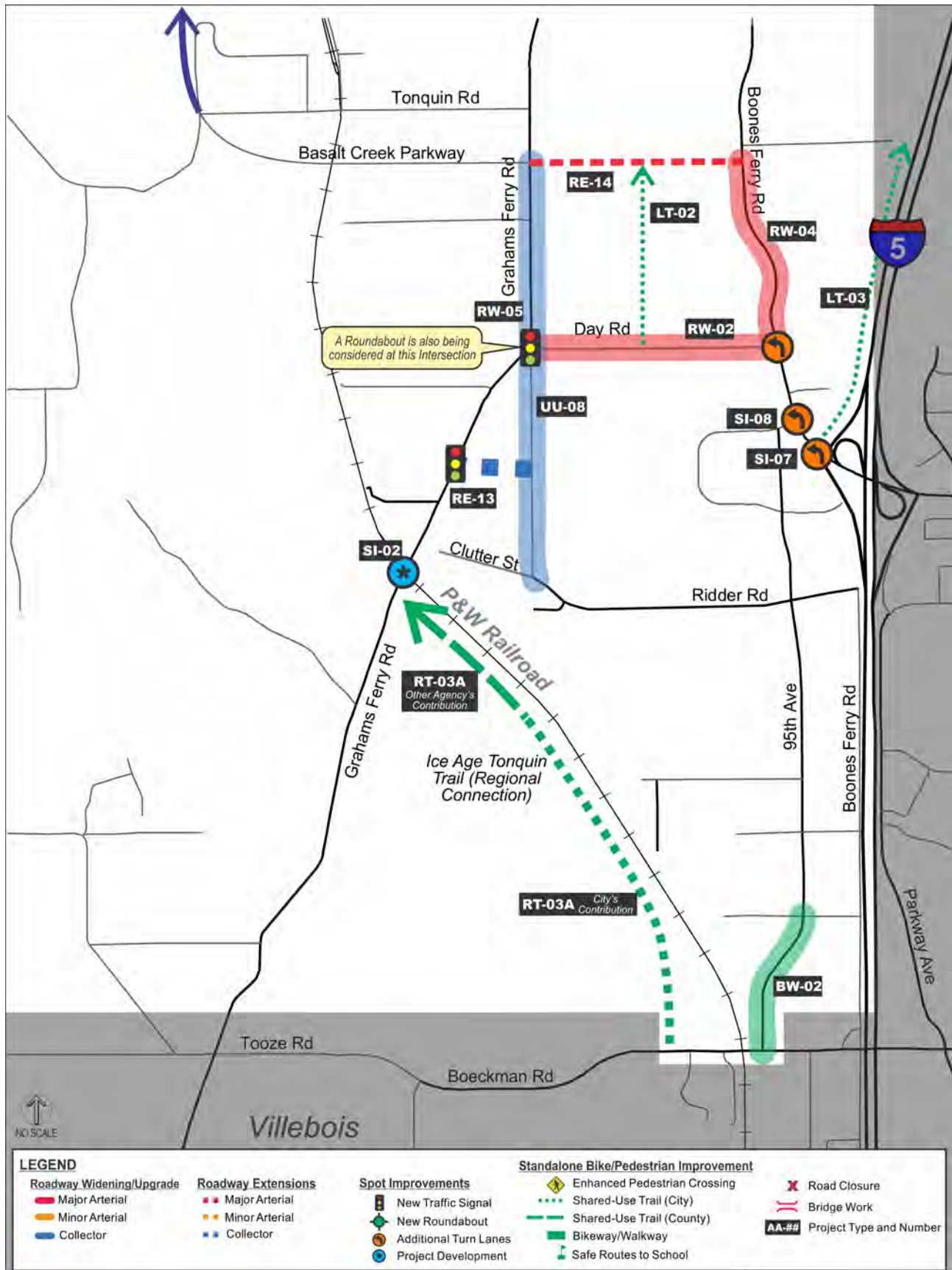
FIGURE 5-3. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)

Table 5-3. Higher Priority Projects (Northeast Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-11	Meridian Creek Middle School Site Improvements	Construct the collector roadways and site improvements associated with the proposed Meridian Creek Middle School site.	\$1,600,000
RE-12A	Frog Pond West Neighborhood Collector Roads	Construct the collector roadways within the west neighborhood as identified in the Frog Pond Area Plan.	\$9,510,000
RE-12B	Frog Pond South Neighborhood Collector Roads	Construct the collector roadways within the south neighborhood as identified in the Frog East & South Master Plan.	\$6,840,000
RE-12C	Frog Pond East Neighborhood Collector Roads	Construct the collector roadways within the east neighborhood as identified in the Frog Pond East & South Master Plan.	\$6,180,000
RE-17	Frog Pond Brisband Main Street Extension	Construct the Brisband Street extension east of Stafford Road under the new Frog Pond Main Street classification.	\$3,950,000
Roadway Widening			
RW-01	Boeckman Road Bridge and Corridor Improvements	Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/Parkway Avenue intersections and adjacent transit stops.	\$13,600,000
Urban Upgrades			
UU-01	Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge.	\$12,220,000
UU-02	Boeckman Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); project includes a traffic signal or roundabout at the Boeckman Road-Advance Road/Stafford Road-Wilsonville Road Intersection.	\$2,100,000
UU-05	Parkway Avenue Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements).	\$5,000,000
UU-06	Stafford Road Urban Upgrade	Widen Stafford Road from Boeckman Road to City limits to three travel lanes and include multimodal improvements. Prohibit through and left turn movements from Frog Pond Lane onto Stafford Road with a median, but provide median breaks to allow for northbound and southbound left turns off Stafford Road. Install a crosswalk with median across Stafford Road.	\$6,840,000
UU-09	Printer Parkway Urban Upgrade	Upgrade Printer Parkway to a three-lane collector with bicycle lanes and multiuse path.	\$3,600,000
UU-10	Advance Road Urban Upgrade	Widen Advance Road from Stafford Road to City limits to three travel lanes and include multimodal improvements. Multimodal improvements on Advance Road should match the identified improvements on Boeckman Road to the west of Stafford Road.	\$7,660,000
Spot Improvements			
SI-03	Stafford Road/65th Avenue Intersection Improvements	Improve turn radii, sight distance and grade differential by combining intersections as either a roundabout or traffic signal.	\$2,000,000 (Partial County funding)
SI-12	Stafford Road/Kahle Road Roundabout	Install a single-lane roundabout at the intersection of Stafford Road/Kahle Road.	\$6,170,000
SI-13	Stafford Road/Brisband Street Roundabout	Install a single-lane roundabout at the intersection of Stafford Road/Brisband Street.	\$6,170,000
SI-14	Advance Road/60th Avenue Roundabout	Install a single-lane roundabout at the intersection of Advance Road/60th Avenue.	\$3,950,000

Table 5-3. Higher Priority Projects (Northeast Quadrant) - Cont.

Project		Description	Cost
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-01 A/B	Canyon Creek Road Enhanced Pedestrian Crossings	Install two new pedestrian crossings of Canyon Creek Road that include rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc. (final locations to be determined).	\$130,000
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill	Construct bike lanes (both sides of street) and sidewalks (south side of street) from Parkway Avenue to Canyon Creek Road.	\$515,000
BW-12	Parkway Center Trail Connector	Construct shared-use path as development occurs; with connection to proposed regional trail (Wiedemann Road Trail) on the south.	\$120,000
BW-21	Advance Road Mid-block Pedestrian Crossing	Install a mid-block crosswalk with median between 60th Avenue and 63rd Avenue.	\$125,000
BW-22	Advance Road Enhanced Crossing	Install an RRFB along Advance Road at one of three potential locations: 60th Avenue, 63rd Avenue, or mid-block between 60th Avenue and 63rd Avenue.	\$60,000
BW-23	Stafford Road Enhanced Crossing	Install an RRFB along Stafford Road at Frog Pond Lane. Includes signage and median refuge island.	\$60,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)			
SR-05	Meridian Creek Middle School Safe Routes to School Improvements	Install a school crosswalk across Advance Road at 63rd Avenue with advance school crosswalk signs on Advance Road.	\$125,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-01A	Boeckman Creek Trail (North)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process).	\$850,000
RT-05	Wiedemann Road Trail	Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site.	\$340,000
RT-07	Frog Pond Regional Trail	Construct the regional trail identified in the Frog Pond Area Plan and other applicable master plans.	\$6,940,000

FIGURE 5-4. HIGHER PRIORITY PROJECTS (NORTHEAST QUADRANT)

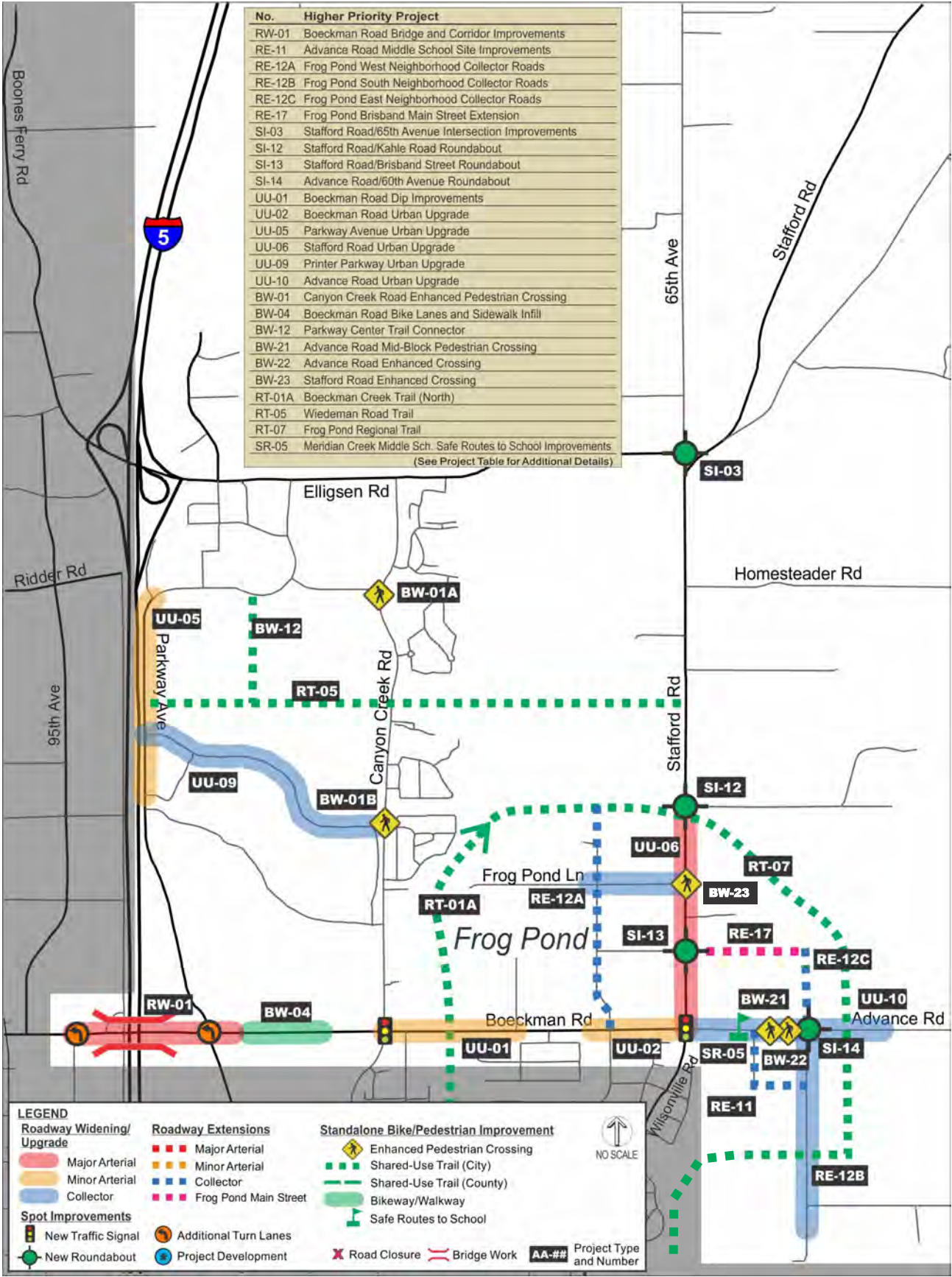


Table 5-4. Higher Priority Projects (Southwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-04A	Corridor Study for Brown Road Extension	Perform a corridor study to determine the recommended Brown Road extension alignment	\$20,000
RE-04B	Brown Road Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trail terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection.	\$15,200,000
Urban Upgrades			
UU-03	Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	\$3,500,000
UU-04	Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	\$2,400,000
UU-07	Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	\$7,900,000
Spot Improvements			
SI-05	Curb Extension Removal on Boones Ferry Road	Remove curb extension and add an additional northbound through lane on SW Boones Ferry Road starting at the southern SW Boones Ferry Road/Fred Meyer access and ending at the SW Boones Ferry Road/SW Wilsonville Road intersection where the curbside through lane will terminate into the existing right turn lane.	\$200,000
SI-06	Truck Turning Improvements SW Kinsman Road	Rebuild the northwest corner of the Wilsonville Road/Kinsman Road intersection to accommodate truck turning movements and improve pedestrian safety. Requires right-of-way acquisition, widening, pedestrian ramp replacement, and traffic signal pole relocation.	\$750,000
Roadway Widening			
RW-03	Widen Wilsonville Road East of Boones Ferry Road	Widen eastbound SW Wilsonville Road east of SW Boones Ferry Road by removing the center median. This project involves lane configuration analysis to best address congestion.	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-03	Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements.	\$375,000
BW-05	Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill (part of Ice Age Tonquin Trail).	\$50,000
BW-06	Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive.	\$50,000
BW-07	Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail.	\$5,000
BW-13	Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center.	\$180,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)			
SR-02	Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road.	\$200,000
SR-03	Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street to future connections.	\$150,000
SR-04	Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north.	\$150,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03B/C	Ice Age Tonquin Trail (Villebois)	Construct the remaining sections of the Ice Age Tonquin Trail within Villebois Village in conjunction with development and adjacent roadway improvements.	\$560,000
RT-06	Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck.	\$1,380,000 (Partial Regional funding)

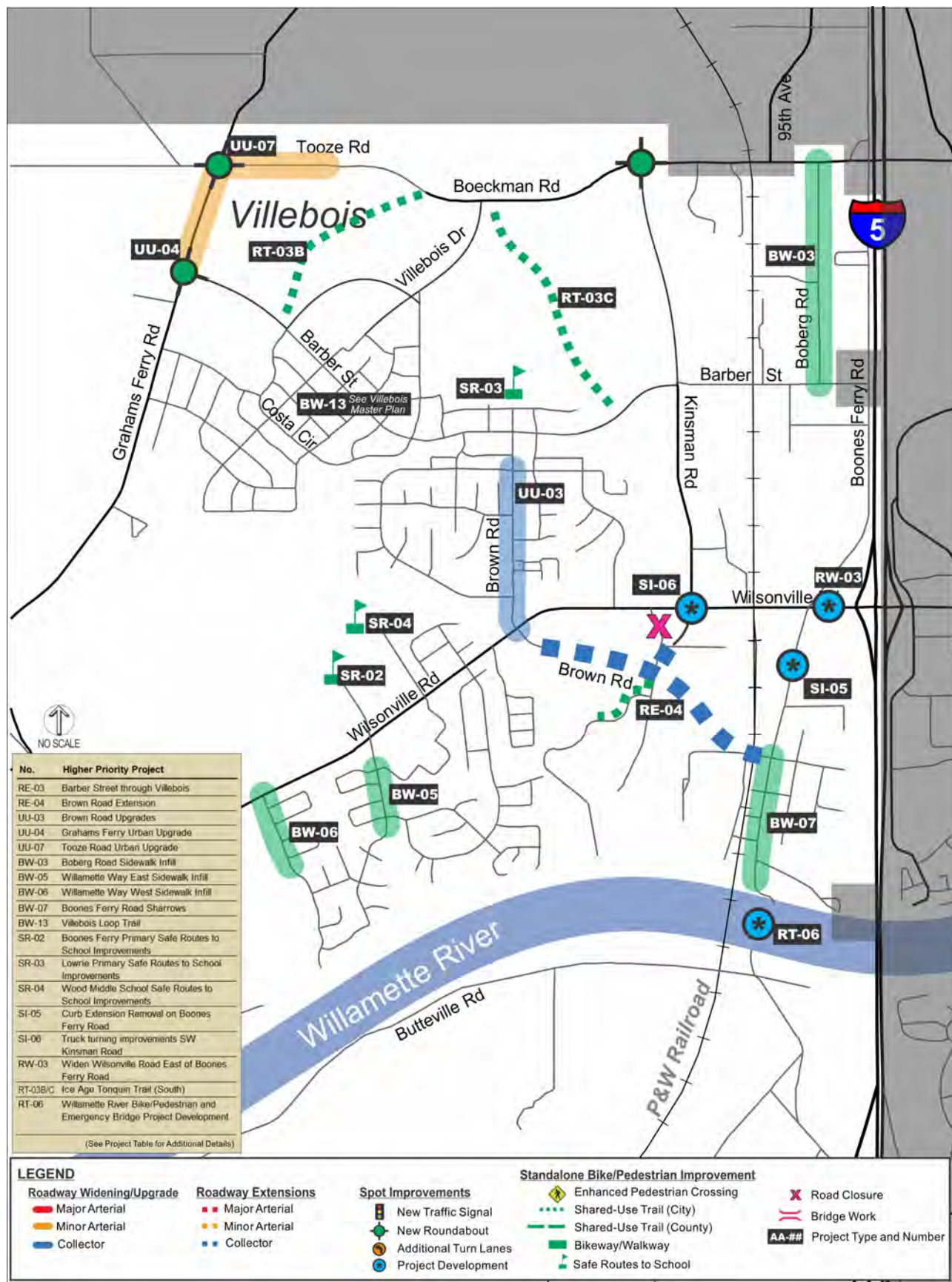
FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)

Table 5-5. Higher Priority Projects (Southeast Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-15	Park Place Extension	Construct an extension of Park Place from Courtside Drive to Wilsonville Road as a new main street with two travel lanes, parking, and sidewalks on both sides (see Figure 3-13). This extension will create a new signalized intersection at Wilsonville Road (SI-10).	\$6,300,000
RE-16	Courtside Drive Extension	Construct an extension of Courtside Drive from Park Place to Town Center Loop West as a new main street with two travel lanes, buffered bike lanes, and sidewalks (see Figure 3-13).	\$6,600,000
Urban Upgrades			
UU-11	Park Place Redesign	Upgrade Park Place between Town Center Loop and northern edge of Town Center Park to meet the cross-section standard in Figure 3-13, which includes two-travel lanes with buffered bike lanes and sidewalks.	\$4,400,000
UU-12	Park Place at Town Center Park Redesign	Upgrade Park Place between the northern edge of Town Center Park to Courtside Drive to meet the cross-section standard in Figure 3-13, which includes the installation of two-lane curb-less street with on street parking, a two-way buffered cycle track, and sidewalks.	\$3,700,000
UU-13	Courtside Drive Upgrades	Upgrade Courtside Drive between Town Center Loop East and Park Place to meet the cross-section standard in Figure 3-13, which includes the addition of a buffered two-way cycle track and parking on the south side of Courtside Drive.	\$7,900,000
Spot Improvements			
SI-09	Wilsonville Road/ Town Center Loop West Turn Lane Removal	Modify the existing signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and add a crosswalk to the west side of the intersection with a median refuge island. This project should include a “trap lane” to mitigate queuing into the ramp terminal intersection unless at the time of construction a 20-year analysis demonstrates that it is not needed or if alternative mitigation is identified that that has similar or better results.	\$750,000
SI-10	Wilsonville Road/Park Place New Traffic Signal	Modify the intersection to add left turn lanes on Wilsonville Road and install a traffic signal that allows all turning movements. To be installed in conjunction with SI-09 and RE-15. The project should include signal coordination with dump loop sensors unless at the time of construction a 20-year analysis demonstrates that the sensors and signal coordination in the corridor is not needed or if alternative mitigation is identified that that has similar or better results. Both projects SI-09 and SI-10 should be implemented simultaneously.	\$1,500,000
SI-11	Wilsonville Road/ Town Center Loop East Dual Left Turn Lanes	Modify the existing traffic signal to include dual eastbound left turn lanes and modify the north leg to have dual receiving lanes. Removed eastbound and southbound dedicated right turn lanes to accommodate added lanes. Coordinate the signal modifications to accommodate project BW-19b (see next page).	\$1,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct other similar treatments that support pedestrian, bicycle, and transit access and circulation; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue.	\$500,000

Table 5-5. Higher Priority Projects (Southeast Quadrant) - Cont.

Project		Description	Cost
BW-09a	I-5 Bike/Pedestrian Bridge	Construct Bike/Pedestrian Bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments.	\$4,000,000
BW-09b	I-5 Bike/Pedestrian Bridge Gateway Treatments	Install architectural elements, seating, landscaping, and wayfinding/directional signage at the gateway of the I-5 Pedestrian/Bicycle bridge.	\$1,500,000
BW-10	French Prairie Drive Pathway	Construct 10-foot wide shared-use path along French Prairie Drive from Country View Lane to Miley Road or reconfigure existing roadway to remove a travel lane in each direction and add bicycle and pedestrian facilities.	\$1,140,000
BW-16	Town Center Loop Bike Lanes	Reduce the number of travel lanes on Town Center Loop West between Parkway Avenue and Wilsonville Road to three lanes and restripe the outside lanes for bicycle lanes.	\$207,000
BW-17	Wilsonville/Rebekah Enhanced Pedestrian Crossing	Remove the existing traffic signal and restrict minor street turning movements to right-in, right-out only. Install activated flashers for pedestrian and bicycle crossings of Wilsonville Road.	\$500,000
BW-18	Park Place Promenade	Convert the existing segment of Park Place between Courtside Drive and Town Center Loop West from a motor vehicle route to pedestrian/bicycle facilities only. Construct a promenade that includes a cycle track and wide walkway for pedestrians.	\$2,400,000
BW-19a	Cycle Track: Ped/Bike bridge to Town Center Park	Install a two-way cycle track connecting the I-5 ped/bike bridgehead to Park Place near Town Center Park. This segment would likely require purchasing right-of-way or could be combined with future redevelopment of the Fry's site.	\$75,000
BW-19b	Cycle Track: Town Center Loop East	Install a two-way cycle track on the east side of Town Center Loop East from Courtside Drive to Wilsonville Road. This project would not likely be implemented until after SI-11 has been completed.	\$51,000
BW-20	Promenade Framework Improvements	Install a promenade along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.	\$1,800,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)			
SR-01	Boeckman Creek Primary Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a new 10 to 12-foot bike path on the south side of the existing sidewalk that meanders south of the tree line and connects to the existing marked crosswalk near the school parking lot.	\$65,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)			
LT-01	Memorial Park Trail Improvements	Construct trails throughout Memorial Park, including the Memorial Park Center Loop Trail, the River Trail, Kolbe Homestead Trail, and Klein Homestead Trail.	\$595,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-01B	Boeckman Creek Trail (South)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process).	\$1,150,000 (Partial Regional funding)
RT-04	Waterfront Trail Improvements	Improve the condition of the shared-use path as it passes underneath the I-5 Boone Bridge by removing the Jersey barriers, installing bollards, widening the trail, adding appropriate pedestrian features such as benches and lighting, and altering the grade of the path underneath the underpass to make it more easily accessible.	\$125,000

FIGURE 5-6. HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT)

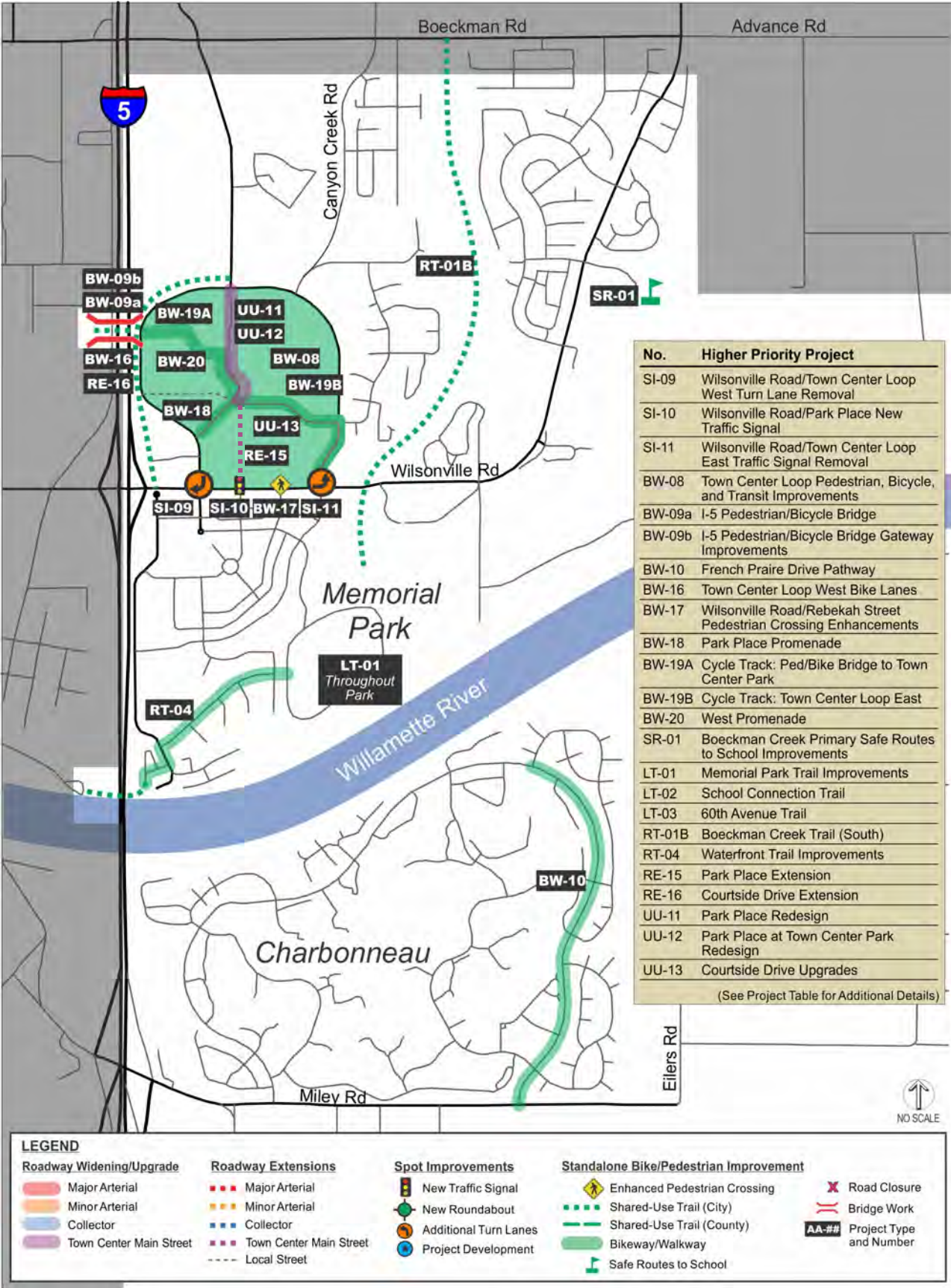


Table 5-6. Higher Priority Projects (Citywide)

Project	Description	Cost
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-14 Wayfinding Signage	Provide bicycle, pedestrian, and transit wayfinding signage directing users to/from the Ice Age Tonquin Trail, the SMART and WES transit center, and other points of interest throughout the city.	\$65,000
BW-15 Property Acquisitions for Bike/Ped Connectivity	Provide set-aside funds to allow purchase of strategically located properties that can facilitate bicycle and pedestrian connections as these properties become available.	\$1,000,000
Transit Improvements		
TI-01 Pedestrian Access to Transit	Construct sidewalk and curb ramp improvements at SMART stops throughout the city to meet ADA requirements, create safe street crossings, and connect new development with transit (includes retrofits at substandard stops).	\$200,000
TI-02 Transit Street Improvements	Widen roadways or construct sidewalk extensions on a case-by-case basis to improve transit on-time performance and passenger/pedestrian safety; may involve on-site bus turnarounds with property owner approval.	\$300,000

Table 5-7 provides a side-by-side comparison of the estimated funding sources available and how much they would contribute to the Higher Priority projects. Additional cost information is provided in the

appendix. The planning level project costs are intended to cover a moderate level of unanticipated costs that may arise at the time the projects are constructed.

Table 5-7. Higher Priority Project Funding Sources and Contributions ^a

Project Type	Capital Improvement Funding Estimates through 2035	
	Approximate Funding Available	Contributions to Higher Priority Projects
Street System Development Charges (SDCs) and Developer Contributions	\$72 million	\$68.6 million
West Side Plan – Urban Renewal District	\$27 million	\$26.6 million
Year 2000 Plan – Urban Renewal District	\$5 million	\$3.5 million
Park System Development Charges (SDCs)	\$0.7 million ^b	\$0.7 million
Local/Regional Partnerships	\$2.9 million ^b	\$2.9 million
Grants	\$3.2 million ^b	\$3.2 million
State and Federal Funding	\$12.6 million ^b	\$12.6 million
Total	\$123.4 million^b	\$118.1 million

^a Note: The funding shown in this table is reflective of funding available at the time of the initial adoption of this 2013 Transportation System Plan.

^b The approximate funding levels estimated for various sources were considered to be equal to the contributions due to the prior experience of how the City has been able to fund transportation projects. If the City is unable to obtain local/regional partnerships, grants, and/or state and federal funding, then the associated projects that assume these funding sources may have to be put on hold until other funding becomes available.

ADDITIONAL PLANNED PROJECTS

The “Additional Planned” project list includes those projects that would contribute to the City’s desired transportation system through 2035 but that were not included as “Higher Priority” projects due to estimated funding limitations. This list represents a coordinated transportation network and adequate facilities to serve the community through 2035.

The State stipulates that projects listed in the TSP form the legal basis for exacting developer-provided improvements. Together, the “Higher Priority” and “Additional Planned” project lists document all the City’s desired projects so that it is clear what improvements are needed to ensure that the City’s transportation network fully supports its continued growth.

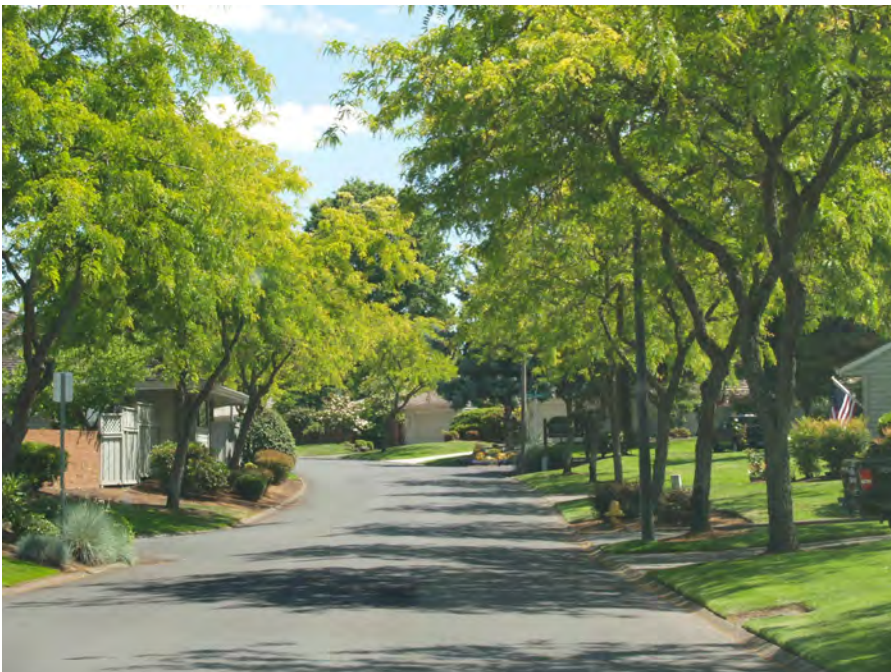
Even though the City should primarily focus on the projects included in the Higher Priority Solutions Package, it should look for opportunities to pursue these remaining projects as funding opportunities become available, including grant funding.

As shown in Table 5-8, the “Additional Planned” projects would cost a total of \$100.1 million. Figures 5-7 through 5-11 show locations of the projects, and corresponding project details are included in Tables 5-8 through 5-12. Some of the City’s Additional Planned projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table 5-13.

Table 5-8. Additional Planned Project Costs^a

Project Type	2011 Cost Estimate
Roadway Extensions	\$130,600,000
Roadway Widening	\$1,280,000
Urban Upgrades	\$19,800,000
Spot Improvements	\$6,500,000
Standalone Bicycle and Pedestrian Improvements	\$25,560,000
Transit Improvements	\$14,450,000
Total Additional Planned Project Costs	\$198,190,000

^a See Tables 5-9, 5-10, 5-11, 5-12, and 5-13 for individual project costs.



Trees provide an aesthetically pleasing environment and shade along a street in Charbonneau, a private planned community in Wilsonville surrounding a 27-hole golf course. Because Charbonneau is on the southern bank of the Willamette River, it is separated from the remainder of the city and would benefit from a dedicated bicycle and pedestrian bridge.

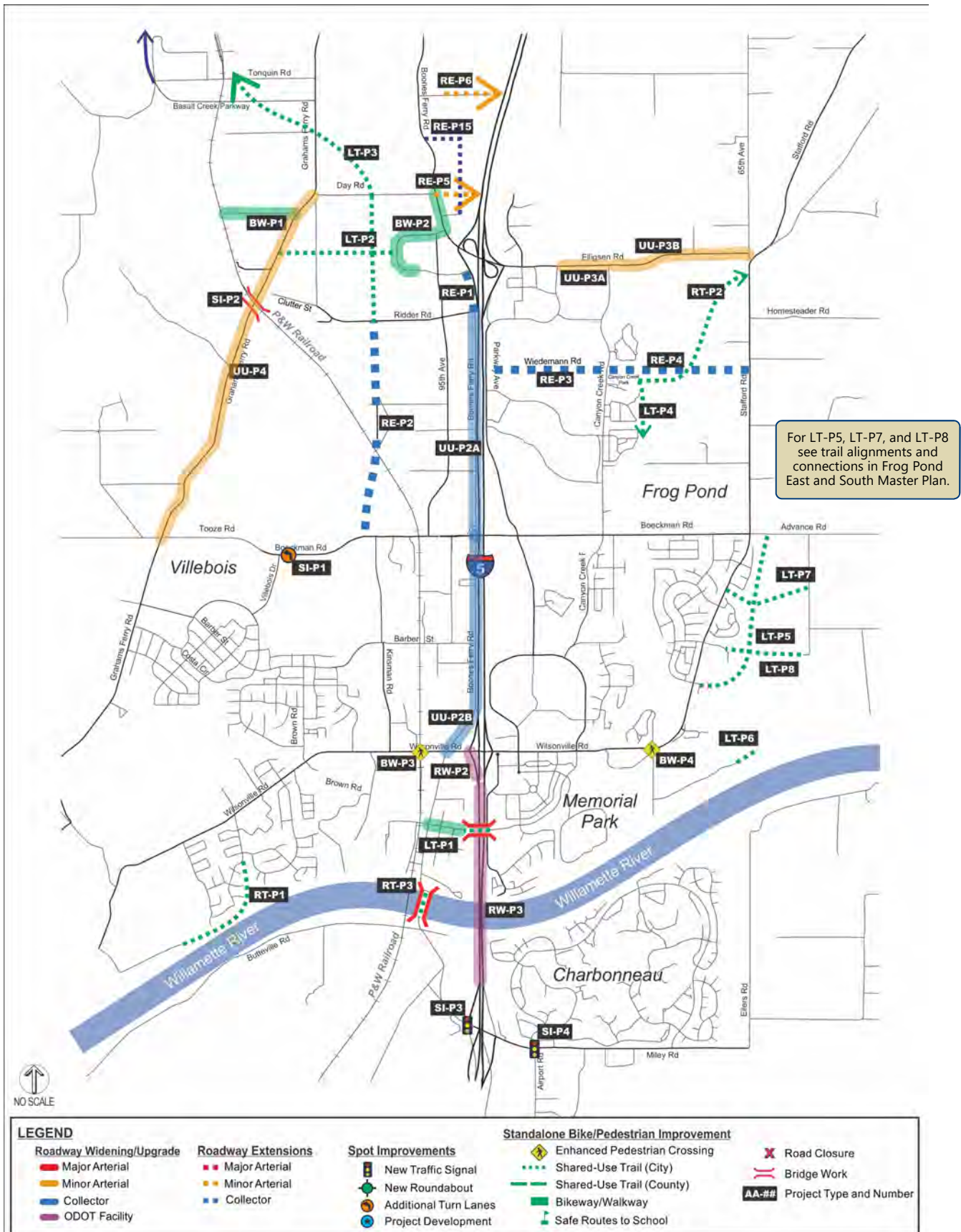
FIGURE 5-7. ADDITIONAL PLANNED PROJECTS

Table 5-9. Additional Planned Projects (Northwest Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Roadway Extensions				
RE-P1	Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue.	Identified as potentially helpful freight connection, but not a critical need at this time.	\$2,100,000
RE-P2	Kinsman Road Extension (Central)	Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks.	High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available.	\$12,000,000
RE-P6	Basalt Creek Overcrossing	Extend Basalt Creek across I-5 as a four-lane overcrossing. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11436.	This project timeline is outside of the planning horizon of the City's current TSP.	\$46,000,000
RE-P15	Pioneer Court Extension	Extend Pioneer Court to the north, approximately 1,000 feet north of Day Road, connect to Boones Ferry Road to the west.	Identified to help improve operations at the Pioneer Court /Boones Ferry Road intersection after Boones Ferry Rd/95th Ave Intersection Improvements are made (SI-08)	\$4,000,000
Urban Upgrades				
UU-P2A	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only.	High cost with limited connectivity benefit alternative parallel routes exist	\$5,900,000
UU-P4	Grahams Ferry Road Urban Upgrade	Upgrade Grahams Ferry Road from Day Road to Tooze Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit improvements).	Grahams Ferry Road will be a key urban connection to serve Coffee Creek Industrial Area. It is assumed that the roadway segment between Day Road and Clutter Road will be constructed as the Coffee Creek industrial lands develop	\$2,000,000
Spot Improvements				
SI-P2	Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate).	Located within Washington County jurisdiction, and it is an important safety-related project with particular benefits for freight travel; however, it comes with high cost and freight traffic has alternate travel routes	\$4,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P1	Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Kinsman Road extension to Ice Age Tonquin Trail.	High cost due to railroad crossing barrier	\$700,000
BW-P2	Commerce Circle Loop Sidewalk Infill	Fill in gaps in the sidewalk network on Commerce Circle Loop.	Industrial area with no connectivity to other facilities	\$100,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P2	Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	To be constructed as Coffee Lake Creek Master Plan Area Redevelops	\$220,000
LT-P3	BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area	Ice Age Tonquin Trail provides key connection to north (more critical when Coffee Lake Creek develops)	\$500,000

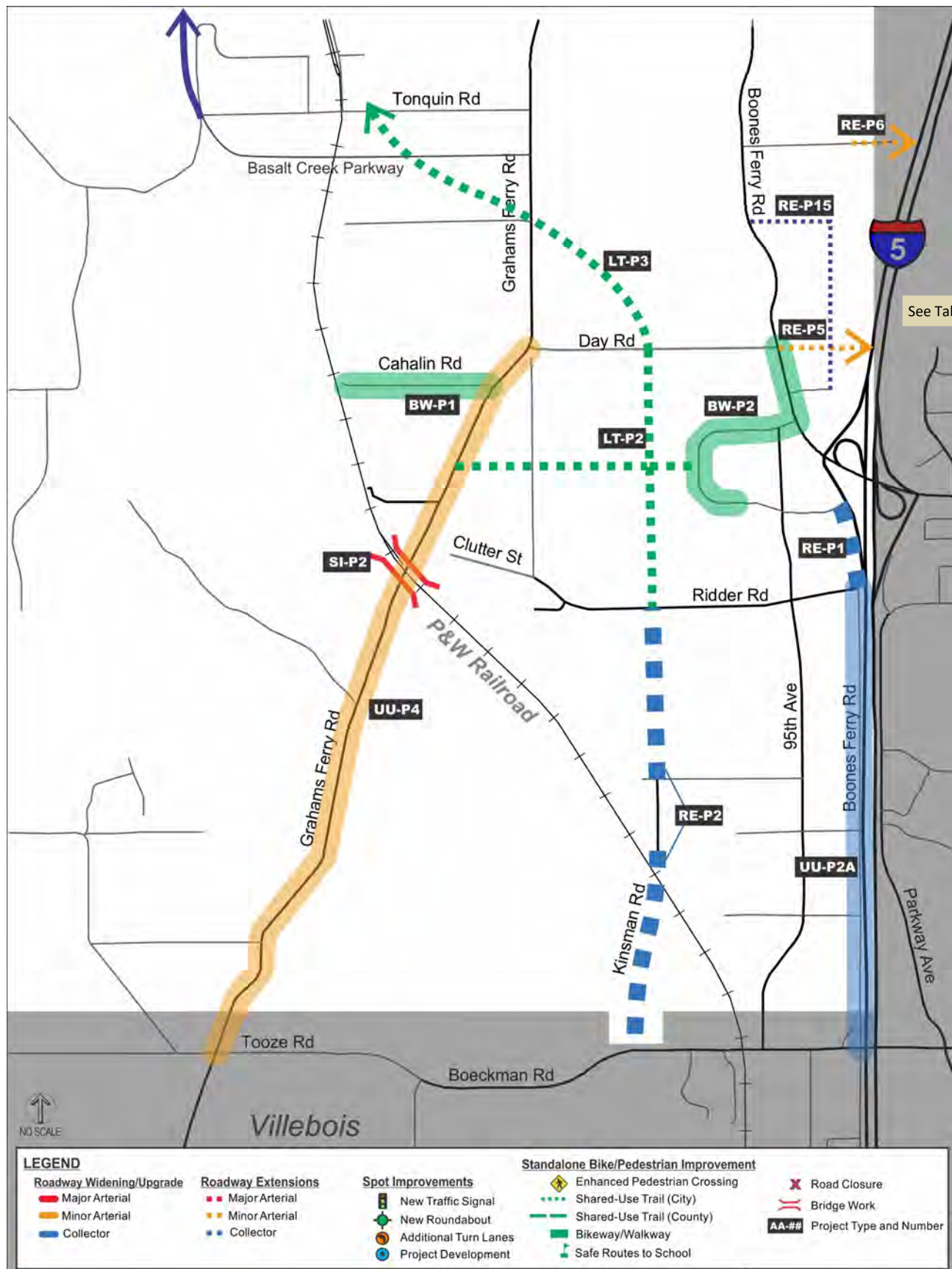
FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)

Table 5-10. Additional Planned Projects (Northeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Roadway Extensions				
RE-P3	Wiedemann Road Extension (West)	Construct 2/3-lane roadway from Parkway Avenue to Canyon Creek Road with bike lanes and sidewalks.	Limited impact on system capacity; money better spent upgrading Boeckman Road and Elligsen Road.	\$4,300,000
RE-P4	Wiedemann Road Extension (East)	Construct 2/3-lane roadway from Canyon Creek Road to Stafford Road with bike lanes and sidewalks; would require construction over Boeckman Creek.	Only needed with future development on land east of Canyon Creek Road; costly (especially over wetlands) and has limited impact on system capacity; and money better spent upgrading Boeckman Road and Elligsen Road.	\$8,800,000
RE-P5	Day Road Overcrossing	Extend Day Road from Boones Ferry Road to Elligsen Road as a four-lane overcrossing of I-5. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11490.	This project timeline is outside of the planning horizon of the City's current TSP.	\$40,800,000 to \$53,400,000
Urban Upgrades				
UU-P3 A/B	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements.	Much of the land is in Clackamas County; significant slopes from Parkway Center Drive to Canyon Creek Road would likely require retaining walls (higher costs) and large oak trees would be impacted.	\$6,000,000 (Partial Federal funding)
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	Low priority as it needed after the Boeckman Creek Trail is constructed	\$200,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)				
RT-P2	Stafford Spur Trail	Shared-Use Path from Canyon Creek Park to Stafford Road	High cost project that provides limited connectivity to land uses in Clackamas County	\$1,640,000

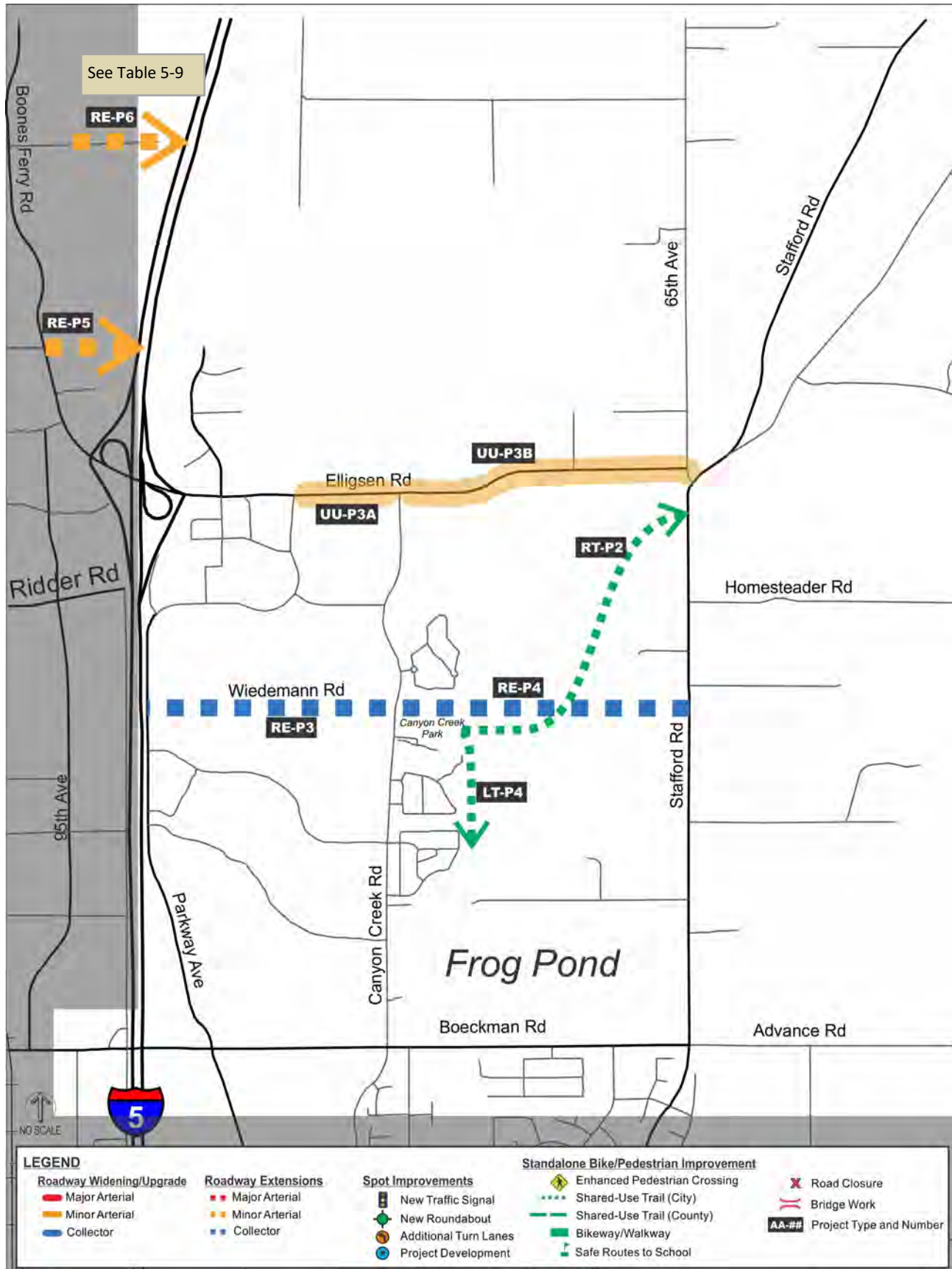
FIGURE 5-9. ADDITIONAL PLANNED PROJECTS (NORTHEAST QUADRANT)

Table 5-11. Additional Planned Projects (Southwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost
Urban Upgrades			
UU-P2B Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only.	High cost with limited additional connectivity benefits due to alternative parallel routes (i.e., Kinsman Road extension); project would become more beneficial once bike and pedestrian bridge is built over I-5 connecting Barber Street to Town Center Loop West.	\$5,900,000
Spot Improvements			
SI-P1 Boeckman Road/Villebois Drive Roundabout Widening	Expand roundabout by adding a westbound slip lane to accommodate two westbound travel lanes on Boeckman Road.	Potential improvement need expected to be triggered by future regional traffic traveling east-west through Wilsonville.	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-P3 Wilsonville Road Enhanced Pedestrian Crossing at Railroad Track	Install new pedestrian crossing adjacent to the railroad tracks that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc.	Not critical until land south of Wilsonville Road Develops	\$70,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)			
LT-P1 5th Street Bike/Pedestrian Bridge and Connections	Construct bike/pedestrian bridge over I-5 approximately aligned with 5 th Street; also construct bike lanes and sidewalks on 5 th Street connecting the new bridge to Boones Ferry Road.	High cost and recent improvements to Wilsonville Road Interchange have improved East/West pedestrian connectivity.	\$6,400,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-P1 Rivergreen Trail	Natural Trail from Ice Age Tonquin Trail/SW Willamette Way to Waterfront Trail	Low priority as it is needed after other critical trail and pathway connections are completed (i.e. Ice Age Tonquin Trail)	\$260,000
RT-P3 Willamette River Bike/Pedestrian and Emergency Bridge	Construct bridge over Willamette River for bike, pedestrian, and emergency access to provide an alternative to the I-5 freeway deck; Higher Priority project list includes project development portion of this project (costs are separate).	High cost; next step is to determine feasibility within planning horizon.	\$14,000,000
Roadway Widening			
RW-P2 Additional Queuing Lane on Southbound I-5 Ramp	Construct a third queuing lane on the southbound I-5 ramp at the I-5/Wilsonville Road interchange.	I-5 is an ODOT facility and therefore high priority has not been identified.	\$1,280,000
RW-P3 Auxiliary Lane Across Boone Bridge	Construct a northbound auxiliary lane on I-5 beginning at the Charbonneau northbound entrance ramp and terminating just north of the Wilsonville Road Interchange.	I-5 is an ODOT facility and therefore high priority has not been identified.	N/A

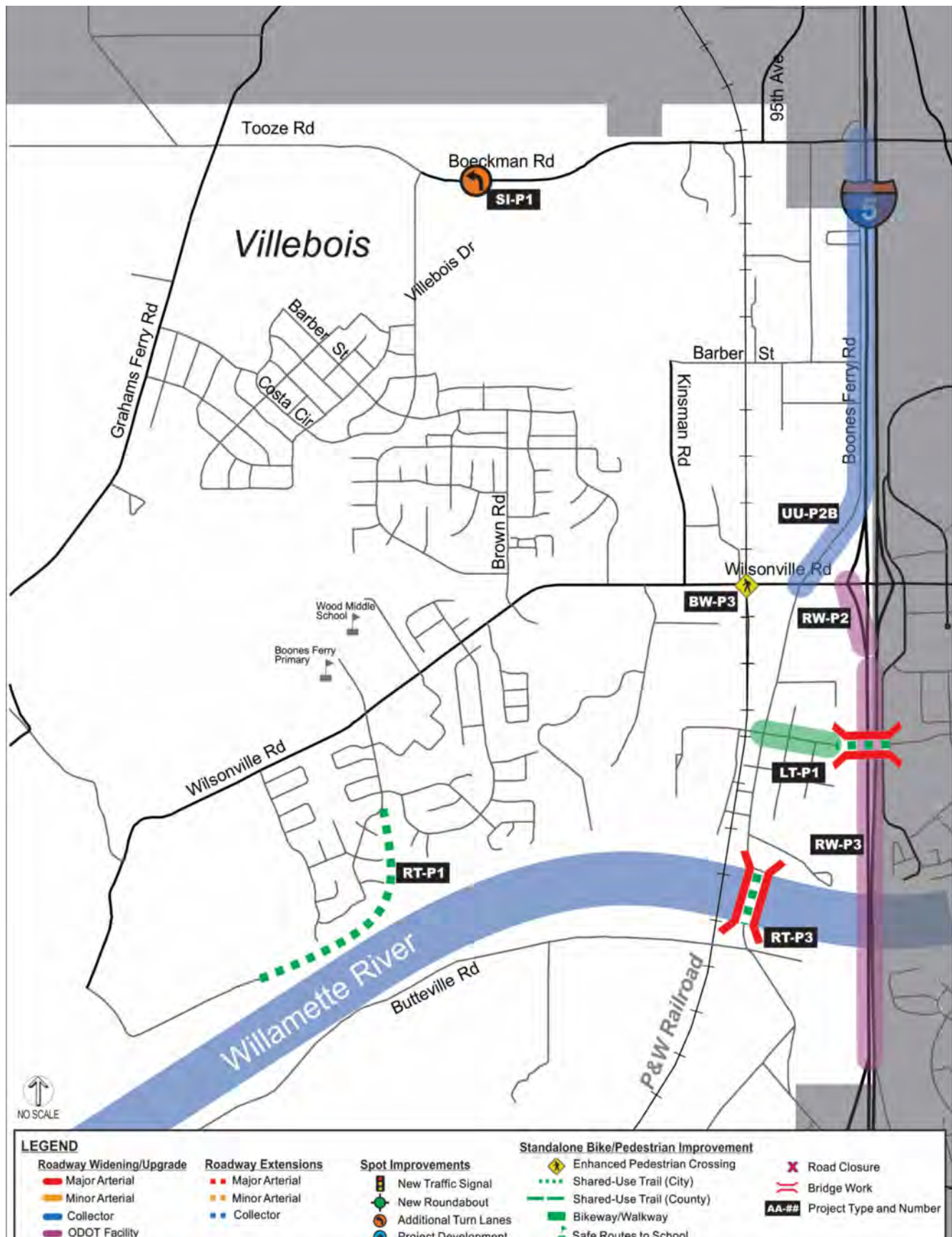
FIGURE 5-10. ADDITIONAL PLANNED PROJECTS (SOUTHWEST QUADRANT)

Table 5-12. Additional Planned Projects (Southeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Spot Improvements				
SI-P3	Miley Road/I-5 Southbound Ramp Improvements	Install traffic signal and southbound left-turn lane.	Outside City's jurisdiction (ODOT facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
SI-P4	Miley Road/Airport Road Intersection Improvements	Install traffic signal and northbound left-turn lane.	Outside City's jurisdiction (Clackamas County facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P4	Wilsonville Road Enhanced Pedestrian Crossing at Rose Lane	Install new pedestrian crossing adjacent to Rose Lane and nearby transit stops; potential crossing treatments include, but are not limited to, rectangular rapid flashing beacons (RRFBs), signage, etc.	Crossing need at this location is considered low at this time, and there is an existing pedestrian crossing and flasher to the west at Kolbe Lane that provides more direct access to Memorial Park and the Boeckman Creek Trail.	\$50,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P5	New School Site Trail	Shared Use Path from Boeckman Creek Elementary School to planned school and park site, with possible connections to adjacent neighborhoods.	Medium priority due to existing connections; will become important when school and park are constructed.	\$700,000
LT-P6	Park Access Trail	Low Volume Roadway accessed from Montgomery Way; would require extensive public process.	Lower priority until after other critical trail and pathway connections are completed	\$20,000
LT-P7	School Connection Trail	Construct the School Connection Trail identified in the Frog Pond Area Plan.	Medium priority due to existing connections; will become important when school and park are constructed	\$460,000
LT-P8	60 th Avenue Trail	Construct the 60 th Avenue Trail identified in the Frog Pond Area Plan.	Medium priority due to existing connections; will become important	\$240,000

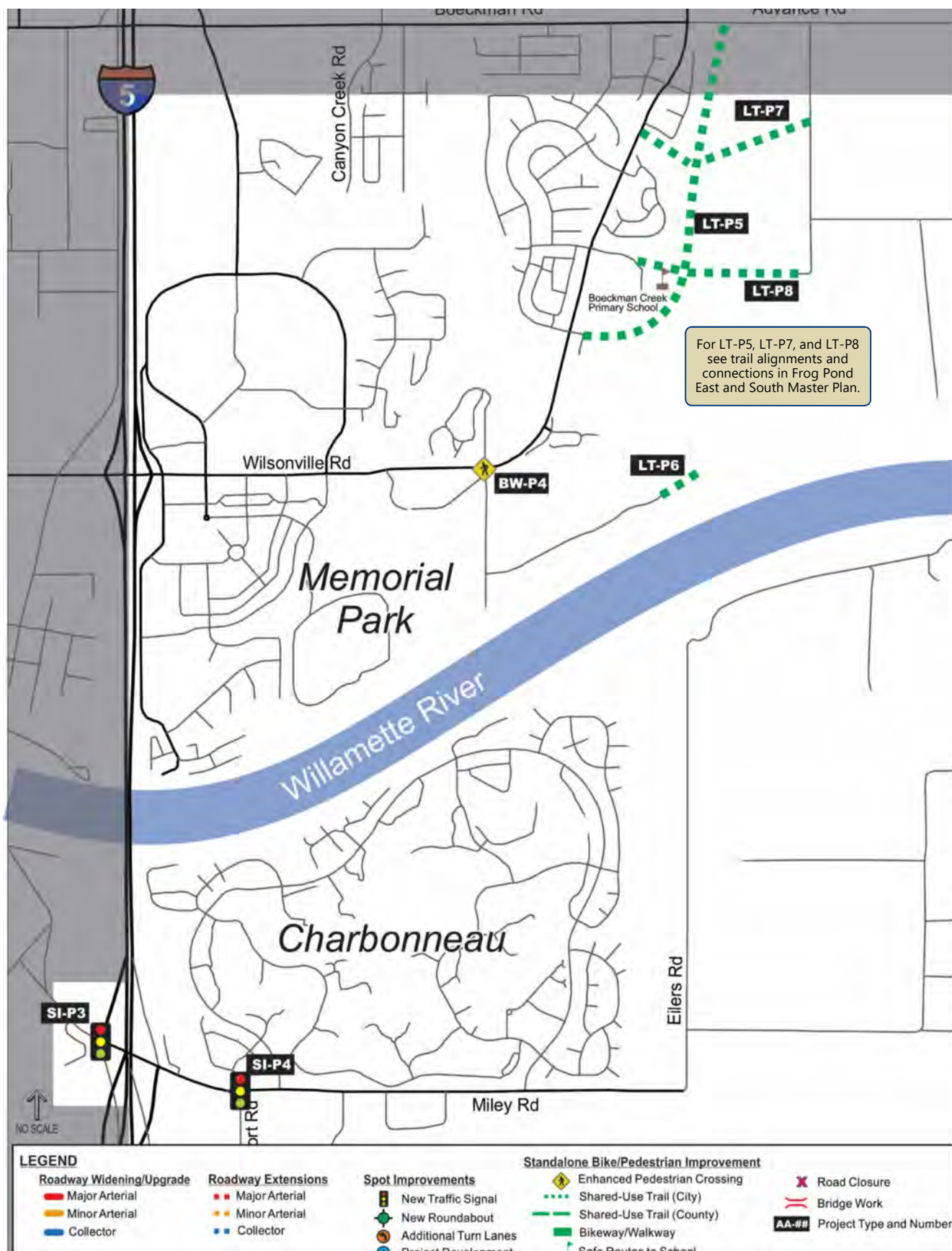
FIGURE 5-11. ADDITIONAL PLANNED PROJECTS (SOUTHEAST QUADRANT)

Table 5-13. Additional Planned Projects (Citywide)

Project		Description	Why Not Higher Priority?	Cost
Spot Improvements				
TI-P1	Bus Stop Amenities	Install bus shelters, benches, and bus seat poles on a case-by-case basis as needs are identified and funds are available.	Funding has not been identified.	\$450,000
TI-P2	SMART Buses	Replace old buses; also outfit each bus with a tracking system and provide real-time display boards at the SMART Central station and other key routes.	Funding has not been identified.	\$14,000,000

“It is very important we prepare now so that we don’t have congestion in the future—or can at least manage the congestion. We can also prepare for connectivity so we can get places conveniently.”

*Nancy Kraushaar
Community Development Director*



Wilsonville's transportation programs play an important role in the City's ongoing efforts to provide a coordinated, cost-effective, multimodal transportation system. Well-run programs help extend the service life of infrastructure improvements and increase the value of transportation investments. The City's Community Development and SMART Transit departments are responsible for managing the majority of its transportation programs.

TRANSPORTATION PROGRAMS

Wilsonville has various transportation programs that support ongoing operations and services:

- Capital Improvement Program (CIP)
- Safety (Proposed)
- Safe Routes to School
- ADA Comprehensive Access (Proposed)
- SMART Transit
- SMART Options and Transportation Demand Management (TDM)
- Intelligent Transportation System (ITS)
- Bike Smart and Walk Smart

Instead of trying to . . .

- *Build its way out of congestion*

Wilsonville's programs help the City . . .

- *Extend the service life of infrastructure improvements and*
- *Increase the value of transportation investments.*



CAPITAL IMPROVEMENT PROGRAM

Wilsonville's Capital Improvement Program (CIP) is a short-range 5-year plan that identifies upcoming capital projects and equipment purchases, provides a planning schedule, and identifies financing options. It provides an important link between the projects identified in the City's master plans and its annual budget, which enables the City to manage and use public dollars in the most efficient and productive manner possible.

Through its annual CIP efforts, the City considers which capital investments enable it to manage growth to boost the economy, protect the environment and public health, and enhance community vitality while working to preserve the special qualities of life in Wilsonville.

Wilsonville uses its Capital Improvement Program (CIP) to plan and prioritize its infrastructure investments in eight categories:

- Water
- Sewer
- Streets
- Streetscape/Bicycle
- Stormwater
- Transit
- Buildings
- Parks

The CIP program includes a 5-year project list, which provides a short-range plan of upcoming infrastructure improvement needs. These projects include new facilities, major repairs, replacement and improvements of roads, buildings, water systems (sanitary, drinking, storm), and parks. The City regularly packages multiple capital projects together (such as roads, sewer, and water) to maximize the cost effectiveness of City funds.

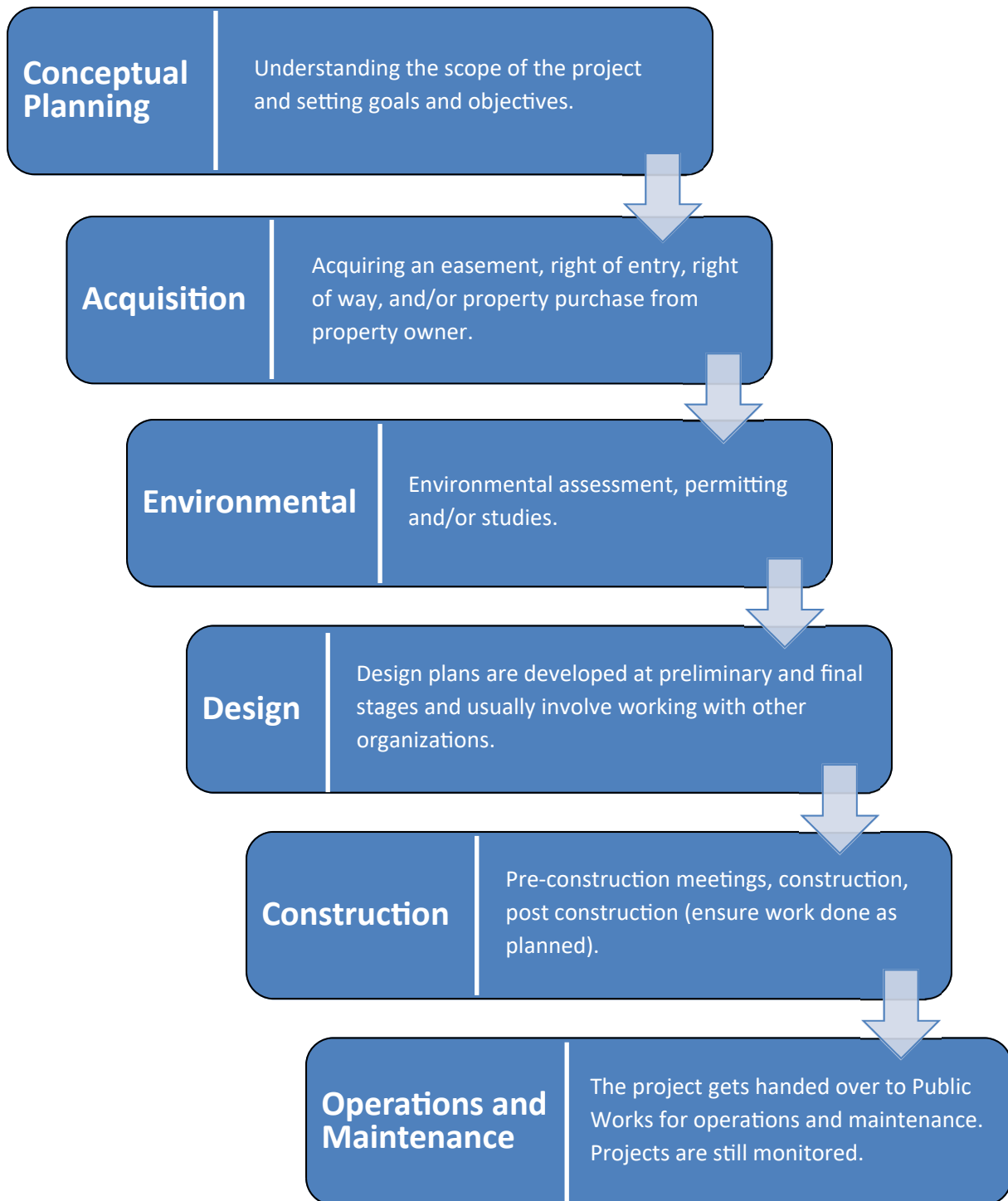
PUBLIC INVESTMENT BENEFITS

From clean, safe drinking water to convenient transportation options, the City's public investment funds an improved quality of life. Benefits of investment into the City's Capital improvement Program include:

- Transportation facilities that provide capacity to support economic development
- Streets that are maintained and constructed to ensure safety and comfort for all users
- A multimodal transportation system that provides options to commuters and travelers
- Trails and green spaces that are maintained and enhanced, providing both wildlife habitat and a place for outdoor recreation
- Water and sewer maintenance and expansion for increased water quality, convenience and sanitation
- Stormwater improvements for safety and efficiency

"A city thrives when the vision for the community includes designing attractive, safe neighborhoods, protecting natural resources, stimulating economic growth, and maintaining existing infrastructure."

*Tim Knapp
Mayor*

FIGURE 6-1. MULTIPLE STAGES OF CAPITAL IMPROVEMENT PROJECT PROCESS**Notes:**

- Stages of the project often occur simultaneously and include engagement of surrounding property owners.
- Projects are reviewed by other City departments, regional partners (such as ODOT and Metro), and consultants.
- Staff is held accountable to City Council throughout the life of the project.
- The City's website is a helpful tool for sharing project information with the public.

SAFETY

Transportation safety is an important goal of Wilsonville's transportation system. To ensure the well being of residents, employees, and visitors, the City follows the most current safety practices for the design, construction, operation, and maintenance of its transportation facilities.

Many of the City's transportation standards and improvement projects provide safety benefits. Access management, multimodal connectivity, cross-section and other design standards, and capacity improvements all contribute to improve safety.

Wilsonville will also benefit from a safety program founded on the five E's, listed at right. Specific actions of the safety program would include the following:

- **Construct Safety-Related Infrastructure Improvements** as identified in Chapter 4: The Projects, including Safe Routes to School projects.
- **Prepare and Distribute Education Materials** that effectively convey the best safety practices for all travel modes.
- **Coordinate Education Efforts with Local Partners** including West Linn-Wilsonville School District (Safe Routes to School programs for each school), local businesses, and neighborhood groups. Particular benefits will be realized from educating youth, new users, and those who express interest.
- **Collaborate with Regional and State Partners** by (1) developing relationships with the ODOT, Clackamas County, Washington County, and Metro staff members who oversee their agencies' safety efforts; (2) communicating the City's needs and limitations to these agencies as applicable; and (3) seeking ways to benefit from

FIVE E'S (SAFETY PROGRAM)

Wilsonville's Safety Program will be most effective by addressing the five E's identified by the Metro Regional Transportation Safety Plan:

- **Educate** transportation users of all ages about bicycle, pedestrian, transit, and traffic safety skills and laws
- **Emergency Medical Service (EMS)** providers are supported by a highly organized transportation and information system that ensures prompt notification of the location and severity of a crash, timely dispatch of trained emergency care providers, use of evidence-based treatment protocols, and triage to an appropriate health care facility
- **Engineer** a safe and efficient multimodal transportation system that meets the needs of all users
- **Enforce** traffic laws, particularly those relating to safety, such as speeding and cell phone use while driving
- **Evaluate** program periodically to measure performance and adjust efforts as needed

These five E's encompass a broad group of solutions administered by a wide variety of stakeholders responsible for making the transportation system safe for all users. There is a similar set of five E's for Safe Routes to School programs, but "EMS" is replaced with "Encouragement."

regional and state resources, information, training, and publicity campaigns.

- **Coordinate with Law Enforcement Officers** regarding the enforcement and reporting of traffic safety issues.

REGIONAL, STATE, AND NATIONAL SAFETY PLANS

Regional, state, and national safety plans serve as a helpful resource for Wilsonville's safety program:

- **Toward Zero Deaths: A National Strategy on Highway Safety** is a data-driven effort by the Federal Highway Administration (FHWA) to enhance national, state, and local safety planning and implementation efforts in identifying and creating opportunities for changing American culture as it relates to highway safety
- **ODOT's 2011 Transportation Safety Action Plan (TSAP)** is the safety element of the Oregon Transportation Plan (OTP) and provides guidance for safety-related investment decisions, including helpful information for local agencies, such as Wilsonville
- **Metro's 2012 Regional Transportation Safety Plan (RTSP)** is a data-driven framework and urban-focused safety plan intended to help the region reduce fatalities and serious injury crashes by 50 percent by 2035 (as compared to 2005)
- **Clackamas County Transportation Safety Action Plan (TSAP)** outlines a strategy for the county to build and implement a county-wide safety culture with the goal of reducing transportation-related fatalities and serious injuries by 50 percent over the next ten years

These plans are helpful resources that support the City's efforts to improve transportation safety.

Wilsonville residents take to the streets during the City's Sunday Streets event in August 2012.

This special event focused on connecting neighborhoods, parks, and people. Bicyclists, walkers, runners, seniors, adults, and children enjoyed traffic-free streets filled with fun and interactive educational demonstrations, entertainment, music, physical activities, and food.



SAFE ROUTES TO SCHOOL

Wilsonville is helping to facilitate Safe Routes to School (SRTS) programs to improve the transportation system in the neighborhoods around its each of its public schools, whose locations are shown in Figure 6-2. These programs also incorporate five E's (shown at right), which include a combination of ongoing educational and outreach efforts as well as pedestrian and bicycle infrastructure improvements along routes used by school children. Federal funding is available for these programs and is administered by the Oregon Department of Transportation (ODOT).

The SRTS programs are intended to reduce school-related traffic congestion and provide numerous additional benefits, including improved safety, increased physical activity and related health benefits, increased sense of community, and reductions in transportation-related air pollution. To be successful, these programs require the coordinated effort and support of school officials, parents, residents, City planning and engineering staff, and law enforcement agencies.

FIVE E'S (SAFE ROUTES TO SCHOOL)

The most successful Safe Routes to School programs incorporate five E's (which are similar to the five E's identified for Wilsonville's Safety Program but the "EMS" is replaced by "Encourage"):

- **Educate** students, parents, and drivers about bicycle, pedestrian, and traffic safety skills, laws, and educational programs
- **Encourage** participation through fun events and contests such as walk-to-school days
- **Engineer** walking and biking infrastructure improvements along school routes
- **Enforce** traffic laws, particularly relating to speeding and pedestrian safety
- **Evaluate** program periodically to measure performance and adjust efforts as needed

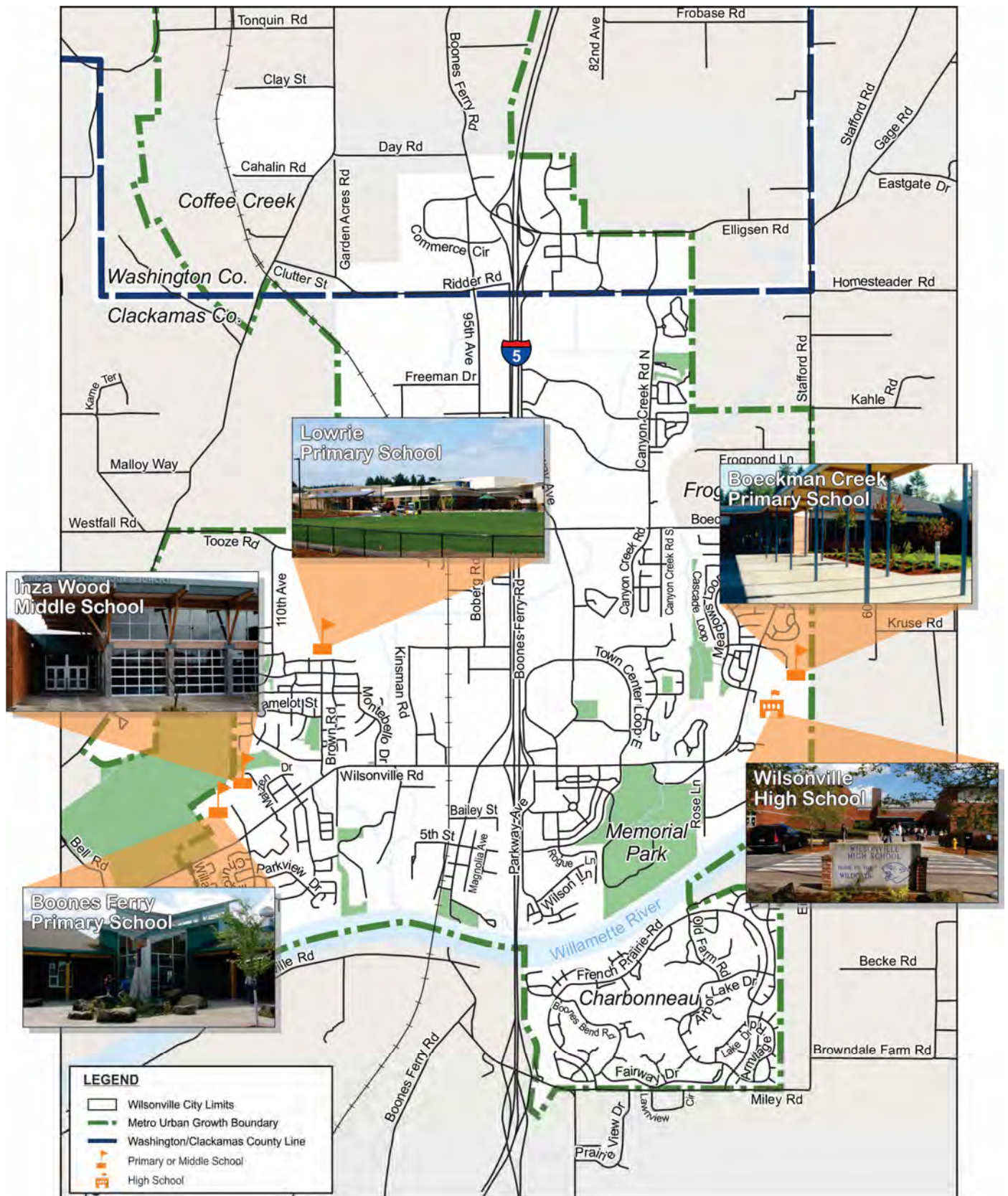
Each of the five E's has a range of possible interventions and must be tailored to suit each school's unique needs and challenges.

Students use the crosswalk on Wilsonville Road at the Willamette Way East traffic signal to walk and bike to Boones Ferry Primary School.



Students use the bike lanes on Wilsonville Road to bike to Inza Wood Middle School.

FIGURE 6-2. WILSONVILLE SCHOOLS



ADA COMPREHENSIVE ACCESS

Wilsonville has a goal to provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region. The City can achieve this goal by addressing the needs of those with limited mobility, consistent with the federal Americans with Disabilities Act (ADA).

Identifying and improving existing ADA-related deficiencies will be an ongoing effort to ensure that new facilities account for the needs of all users. There are four specific areas of focus:

- Providing ADA-compliant curb ramps and pedestrian push buttons at intersection and roadway crossings.
- Maintaining sidewalks and curb ramps to meet ADA accessibility guidelines, including slopes and accessible area.
- Providing sidewalk connectivity between neighborhoods, businesses, transit stops, and other destinations.
- Providing sufficient on-street and off-street disabled parking stalls.



Curb ramps with gradual slopes and large transit pads at the SMART Central transit center can accommodate users in wheel chairs or with other special needs.

SMART TRANSIT

The City's transit service plays an important role in providing mobility for residents, employees, and students who travel to, from, and within Wilsonville. It provides an important connection to the region, particularly due to Wilsonville's strong employment base and central location between Portland and Salem.

South Metro Area Regional Transit (SMART) is a City department and operates several fixed bus routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. SMART also manages various programs, including Dial-a-Ride (door-to-door service for elderly and disabled residents) and SMART Options (programs that support, educate, and encourage the use of active transportation modes and rideshare). SMART also provides Spanish language assistance regarding its services and on its website.

The primary transit hub in Wilsonville is the SMART Central at Wilsonville Station transit center, which provides connections to all SMART bus routes and TriMet's Westside Express Service (WES) commuter rail station. Wilsonville Station includes a 400-space park-and-ride lot and 48 bicycle lockers.

In the immediate future, SMART will benefit from focusing its efforts in five key improvement areas:

- **Transit Hubs** are key multimodal activity centers within the community that can most effectively provide efficient access and connections for transit users. Hubs include SMART Central/WES Commuter Rail station, Town Center Loop, Villebois Village Center, and other community and employment centers. By ensuring a high level of transit service is provided at these hubs, SMART can serve a greater number of transit riders most efficiently.



A bus for Route 1X (servicing the Salem Transit Center) waits at its designated space in the SMART Central at Wilsonville Station transit center.

- **Information Technology** is an important way for SMART to enhance transit efficiency and enhance customer service. Key investments in innovative technology will provide new venues to communicate with passengers, coordinate service in real-time with regional providers, and provide an enhanced understanding of operational metrics and measures.
- **Service Innovation** is an important way for Wilsonville to explore new transit service options or adjustments that can better meet the needs of its growing community. Possibilities include express service to downtown Portland and earlier peak commuter services for industrial and office uses that operate with an early morning shift. In addition, other service models can be considered, particularly relating to the integration of its various programs and services.

OTHER TRANSIT REFERENCES

Wilsonville's transit system is also addressed in the following chapters:

- **Transit-Related Policies** (see Chapter 2: The Vision) are provided for land development coordination, transit services and facilities, pedestrian and bicycle access, and funding.
- **Transit Needs** (see Chapter 4: The Needs) include regional transit connections, service coverage and bus frequency, pedestrian and bike access, new buses, developer coordination, and rider education and outreach.
- **Transit Projects** (see Chapter 5: The Projects) include pedestrian access to transit, transit street improvements, bus stop amenities, and new buses.
- **Public Feedback Process** refinement would help SMART improve its efforts to respond to residents and employees regarding transit services, including bus routing and transit stop amenity decisions. This process should address both complaints and additional service requests while allowing an equal opportunity for input from those with opposing viewpoints. It should also give consideration to the needs of youth, seniors, people with disabilities, and environmental justice populations (including minorities and low-income families) due to the greater dependence that these citizens have on transit services for basic mobility.



SMART OPTIONS AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

SMART Options is a program administered by SMART to help residents and employees in Wilsonville find the best way to get to work. By using other options besides traveling alone in personal automobiles during peak congestion times, Wilsonville will extend the service life of its infrastructure improvements. These efforts are referred to as Transportation Demand Management (TDM) and are an important component of a well-managed transportation system.

SMART Options can help individuals determine whether to take transit (bus, train, or commuter rail), carpool/vanpool, walk, or bike. SMART Options also can provide information about car sharing, park and rides, close-to-home commuting, teleworking, and creative work schedules to help individuals make informed decisions regarding their travel needs.

SMART Options also provides free assistance to Wilsonville businesses that set up transportation programs. They can organize vanpools, write articles

DEQ EMPLOYEE COMMUTE OPTIONS RULES

The Oregon Department of Environmental Quality (DEQ) Employee Commute Options Rules apply to all businesses within the Portland-metro area having more than 100 employees reporting to one work site. These businesses are required to:

- Receive approval from DEQ for a site specific trip reduction plan to reduce motor vehicle trips to their work site
- Survey and monitor progress at least every two years

SMART Options helps business comply with these rules.



SMART Options staff participate in an information fair in the Town Center parking lot with education materials and a bus bike rack display.

for employee newsletters, and hold transportation fairs. In addition, they are able to help with commuter surveys, trip reduction plan creation, and monitoring and compliance of the DEQ Employee Commute Options Rules, which apply to businesses with more than 100 employees.

The following additional TDM efforts will benefit the SMART Options program:

- **Mode Choice Surveys** performed on a consistent basis for residents and employees in each of the city's neighborhoods and commercial/industrial areas would allow the City to better understand what transportation choices are being made. This information would also allow the City to determine the impacts that its bicycle, pedestrian, and transit infrastructure improvements are having on the use of these facilities so that it can make improved decisions in the future.
- **Car Sharing Demand Monitoring** will be helpful for determining when sufficient interest is shown by residents and businesses to support a car sharing system.

OTHER TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) is the general term for implementing strategies that either reduce or shift the number of vehicles on the roadway (i.e., the “demand”). By managing transportation demand, Wilsonville will ensure more efficient use of the system’s available capacity and also support members of the community who may otherwise be increasingly burdened by the rising fuel prices.

The two primary methods for managing demand are to (1) reduce the overall number of vehicles on the roadway and (2) shift demand to less congested (i.e., off-peak) periods. These methods are best achieved by a combination of educational and outreach programs as well as supporting infrastructure and services (i.e., bicycle and pedestrian facilities and transit services).

In the past, the City has coordinated with large employers to schedule off-peak shift changes. This coordination was beneficial to both the City and the employers because it allowed development to occur even though there were capacity limitations at the Wilsonville Road interchange and the 95th Avenue/ Boones Ferry Road intersection. Traffic counts and observations suggest that the majority of these large employers still operate with off-peak shifts, but the City can improve its tracking and management.

There are three TDM improvements (in addition to the SMART Options program) that will benefit Wilsonville:

- **Off-Peak Shift Change Policies and Practices:** Develop consistent policies and practices to encourage, document, track, and manage off-peak shift changes, starting with employers who have already agreed to operate off-peak shifts. These efforts could be performed in conjunction with the SMART Options program. Because businesses that enact TDM measures may have lower traffic volumes (and associated system impacts) during peak congestion periods, these businesses may be

PARKING MANAGEMENT PLANS

Parking management plans are a helpful way to inventory bicycle and motor vehicle parking supply in high demand locations (for example, park-and-ride lots, transit stations, and commercial areas). They do not require parking limitations but instead ensure that deliberate decisions are being made regarding parking provision and management.

There are two key locations that would benefit from parking management plans:

- Town Center
- WES Station

eligible for reduced Transportation System Development Charges (SDCs). Efforts should be made to provide these employers with public transit options that accommodate their schedules.

- **Town Center Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, the identification of desired improvement strategies and policies, and car sharing considerations (additional explanation provided in the call-out box above). This parking management plan will be an important component of an overall concept plan, which would benefit the Town Center area by ensuring the highest and best uses are provided to support the nearby businesses and residents and to formulize the City’s vision for this area.
- **WES Station Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, and the identification of desired strategies and policies (additional explanation provided in the call-out box above). These considerations should support future park-and-ride demand increases to avoid impacts resulting from inadequate capacity.

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

Transportation System Management and Operations (TSMO) is the general term for implementing various solutions that enhance the performance of existing and programmed transportation infrastructure. The focus of TSMO is to reduce congestion and save money by improving the transportation system's efficiency before expanding infrastructure. Improving efficiency requires a collaborative effort by system managers, operators, and users both prior to and during travel.

Four of the primary TSMO strategies include:

- **Access Management** strategies reduce traffic conflicts at intersections and driveways in order to improve traffic flow and safety (Addressed in Chapter 5: The Standards).
- **Safety Improvements** support the efficient use of existing infrastructure by reducing safety-related incidents.
- **Transportation Demand Management (TDM)** strategies encourage users to choose other transportation modes besides traveling alone in their vehicles or to travel at off-peak periods of the day.
- **Intelligent Transportation System (ITS)** strategies involve the deployment and management of advanced technologies that collect and distribute information to both users and operator staff so they can most effectively use and manage the transportation system.

INTELLIGENT TRANSPORTATION SYSTEM

The development and management of intelligent transportation system (ITS) solutions is one of the most important areas of recent transportation-related technological advancement. ITS strategies are a type of Transportation System Management and Operation (TSMO) strategy (additional explanation provided in the call-out box at left).

ODOT currently manages and operates the ITS infrastructure along the I-5 corridor. In addition, Clackamas County manages and operates the ITS infrastructure in and around Wilsonville. One of the basic ITS strategies is to effectively operate the City's traffic signals. Two of the signalized roadway corridors currently have coordinated signals that allow improved traffic flow:

- Wilsonville Road from Kinsman Road to Town Center Loop East
- Boones Ferry Road/Elligsen Road from Day Road to Parkway Center Drive

Additional ITS solutions will benefit Wilsonville:

- **Coordinate with Clackamas County** to ensure that projects include improvements consistent with those identified in the Clackamas County Intelligent Transportation System (ITS) Plan, particularly on Wilsonville Road and Elligsen Road near the two I-5 interchanges. Clackamas County is one of the agencies that is part of the Transport ITS working group made up of ITS professionals within the Metro boundary.
- **Install 3-Inch Conduit** as part of all Arterial and Collector roadway improvement projects to prepare the City for future fiber communications. This conduit can be used for fiber, traffic counters, and other ITS equipment. By connecting Clackamas County's fiber network to the City's traffic signals and traffic control cameras,

Clackamas County will be able to transfer information back to their operations center in order to more effectively monitor and operate the City's traffic signal system. This infrastructure will also support emergency responders in performing rapid incident detection and response. SMART would also benefit from improved integration with traffic operations by connecting its new service and operations center to Clackamas County's fiber.

- **Deploy Adaptive Signal Timing on Wilsonville Road** from Brown Road to Town Center Loop East consistent with Clackamas County's ITS Plan,

including the installation of video monitoring cameras and vehicle detection equipment to collect traffic counts and speeds.

- **Collect and Manage Transportation Data** to help the City evaluate the performance of its transportation system and to help travelers make more informed decisions regarding their choice of mode, departure time, and routing. The City will first need to evaluate ways to collect and distribute information in coordination with Clackamas County.

The Clackamas County Traffic Management Center is located in Oregon City and is connected to Wilsonville via State, County, and City communication links. These links allow County staff to remotely manage and operate Wilsonville's traffic signals and ITS infrastructure.



“Transportation is important for all of us whether you ride your bike around town, whether you walk, or whether you drive a car, take transit, or for that matter, drive a truck through town. It is very important for you to be able to get where you want to go and not have a lot of trouble doing so.”

*Nancy Kraushaar
Community Development Director*

BIKE SMART AND WALK SMART

Wilsonville benefits from focusing staff resources on coordinating bicycle and pedestrian outreach and infrastructure planning, which it does primarily through its Bike Smart and Walk Smart programs. SMART and Community Development staff collaborate to lead the City's efforts.

Four ongoing efforts will help improve walking and biking in Wilsonville:

- Maintain an updated **bike and pedestrian map** that provides the current bicycle and pedestrians facilities that are available to Wilsonville residents for these mode choices.
- Expand **bike and pedestrian safety education and outreach** to the general public, focusing on clinics and workshops that communicate safety messages to particular audiences like children, motorists, and older pedestrians.
- Coordinate **group rides and walking tours** to identify street, trail, art and natural amenities that are available to residents.
- Staff an **Active Transportation Planner** that works for both Community Development and SMART and is tasked with development review, plan implementation and updates, safety education and outreach, and program support (Bike SMART, Walk SMART, and Safe Routes to Schools). This planner could also continue **regional coordination** efforts with other agency Active Transportation Plans and Metro.

In 2011, Wilsonville was awarded the designation of being a Walk Friendly Community due to its commitment to improving walkability and pedestrian safety through comprehensive programs, plans, and policies. The Bronze Level designation indicates the City is "on the right track" but has several areas where it can continue to improve.

NATIONAL RECOGNITION AVAILABLE AS WALK FRIENDLY AND BIKE FRIENDLY COMMUNITY

Two national recognition programs have been developed in recent years to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking and bicycling environments. These programs evaluate current efforts and provide recommendations for improvement:

- **Walk Friendly Communities** designation is awarded at one of five levels (from lowest to highest): honorable mention, bronze, silver, gold, and platinum. Wilsonville was awarded a bronze designation in 2011. As additional pedestrian improvements are made throughout the city, Wilsonville may consider reapplying for a higher designation.
- **Bicycle Friendly Community (BFC) Campaign** is administered by the League of American Bicyclists and awards one of four designations (from lowest to highest): bronze, silver, gold, and platinum. Wilsonville has not yet applied for a BFC designation, but doing so will provide the City with recognition while also providing helpful recommendations for how it can continue to improve its bicycle network.



The Performance

Chapter 7



Wilsonville's transportation system plan (TSP) provides standards, projects, and programs that, when put into action, will improve the City's transportation system. By tracking specific performance measures with each successive TSP update, the City will learn if its planning efforts are leading to the desired outcomes and if additional improvements are needed. In this way, Wilsonville will make continued progress towards its transportation system vision and goals.

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

Performance measurement is an approach to transportation planning that has been receiving increased national and regional attention. The new federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), transitions the nation towards performance-based, outcome-driven planning processes. In doing so, this law is not prescriptive regarding what the standards should be, but instead requires that states and metropolitan planning organizations (MPOs) establish their own targets and measures. This encourages the framework of performance measurement throughout the nation without requiring a one-size-fits-all approach.

Performance measures allow Wilsonville to . . .

- *Track the benefits of its efforts and*
- *Identify areas where additional improvements are needed*

So that it can . . .

- *Make more informed investment decisions and*
- *Best achieve its vision and goals.*



PERFORMANCE MEASURES

Though it preceded MAP-21, Metro's Regional Transportation Plan (RTP) also focuses on performance targets and standards. While there are some performance targets specified by Metro, Metro requires each city to identify its own performance measures for five areas and then to evaluate them with each successive transportation system plan (TSP) update to check its progress.

Table 7-1 lists Wilsonville's performance measures, including the 2035 targets and how they will be

measured. The majority of these performance measures were selected because they are recommended by Metro and can be relatively easily measured using Metro's travel demand model, which is also the basis for Wilsonville's future travel demand forecasting. The one performance target that differs is safety. Because the City has such a low number of collisions, its target is to keep the collision rate below the statewide average.

Table 7-1. Wilsonville Performance Measures

Performance Area	2035 Performance Target ^a	How Measured
Safety	Maintain collision rates below the statewide average and zero fatalities	Analysis of ODOT, Washington County, and Clackamas County collision data
Vehicle Miles Traveled (VMT) Per Capita	Reduce VMT/capita by 10% compared to 2005 ^b	Estimate using travel demand model
Freight Reliability	Reduce vehicle hours of delay ^c for truck trips by 10% from 2005	Estimate using travel demand model for roadways on City's freight network
Congestion	Reduce vehicle hours of delay ^c (VHD) per person by 10% from 2005	Estimate using travel demand model
Walking, Biking, and Transit Mode Shares	Triple walking, biking and transit mode share from 2005	Use Metro mode split forecasts and provide qualitative assessment; supplement with SMART data

^a Performance targets are for the 2035 horizon year. Performance tracking during intermediate years should be compared against interpolated values.

^b Oregon House Bill 3543 codifies greenhouse gas emission reductions, and the Portland Metro area has set this regional target.

^c Delay is defined in the 2035 RTP as the amount of time spent in congestion > than .9 V/C (see p.5-7 of RTP)

"The TSP is doing an excellent job addressing bicycle and pedestrian issues. Once the TSP is adopted, it is going to be a matter of following through to make these things happen."

*Al Levit
Planning Commission*

TSP AMENDMENT MEMORANDUM – SUMMARY OF CHANGES

DATE: February 28, 2023

TO: Dan Pauly, AICP | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates
Travis Larson, PE | DKS Associates

SUBJECT: Wilsonville Transportation System Plan (TSP) Amendment
Frog Pond East & South Summary of Changes

P21123-015

INTRODUCTION

The Frog Pond East and South Master Plan was formally adopted by the City of Wilsonville on December 19, 2022. This memorandum discusses necessary amendments to the City of Wilsonville's Transportation System Plan (TSP) based on transportation projects and new roadway cross-sections identified in the Frog Pond East and South Master Plan. The list of all TSP project changes can be found in the *Table 5-3: Higher Priority Projects (Northeast Quadrant)* discussion.

AMENDMENT ASSUMPTIONS AND METHODOLOGY

Two primary guidelines for amendment of the TSP were established to best synthesize the changes to the TSP without disrupting the existing flow and information presented in the document.

1. Based on the primary desire of this amendment being the inclusion of the new or modified Higher Priority Projects and street cross-sections identified in the Frog Pond East and South Master Plan, it was determined that only the Table of Contents, Executive Summary, Chapter 3, and Chapter 5 within the Wilsonville TSP would be amended. All other Chapters will not be modified as per this amendment. In addition, no updates related to the completion of any project currently listed in the TSP will be included.
2. As the Frog Pond East and South Master Plan includes the expansion of City infrastructure into the recently expanded UGB and is surrounded by recent development from the Frog Pond West neighborhood (with expanded City Limits), the base files utilized in the TSP include historical boundary and street network data that is not representative of conditions today. Therefore, updated street network, City Limit, and UGB linework will be created for the applicable figures within the Frog Pond Area. No street network or boundary data will be updated outside of this area.

PROPOSED AMENDMENTS FOR TSP COMPLIANCE

The discussion of the recommended revisions is organized by reference to the applicable chapter(s) of the TSP. In all chapters, revisions to existing TSP language are presented with deletions shown in ~~strike through~~ and additions shown as underlined. The revised TSP figures and associated text will be attached to a future version of this memorandum. The revisions identified in this memorandum will also be addressed in a final amended TSP document once the revisions are approved by the Planning Commission and City Council.

TABLE OF CONTENTS

The Table of Contents will be updated to reflect new or modified figure numbers and page numbers as a result of the amended figures and text.

EXECUTIVE SUMMARY

The following changes are recommended to the Executive Summary of the City of Wilsonville's TSP.

PROJECT COST (PAGE iii) & HIGHER PRIORITY PROJECT COSTS FIGURE (PAGE vi)

Change the associated text (Page iii):

- "Constructing all identified transportation projects would cost approximately \$263.6 million, which exceeds the \$123.4 million forecasted to be available through 2035."

Change the Higher Priority Project Costs figure (Page vi):

- See the value changes to this figure in Table 5-1: *Higher Priority Project Costs* (Page 5-4) below.

HIGHER PRIORITY PROJECTS FIGURE (PAGE iv)

See the recommended changes to this figure in *Figure 5-2: Higher Priority Projects* (Page 5-5) below.

HIGHER PRIORITY PROJECTS TABLE (PAGE v)

Add or modify the following projects to this table:

- RE-12C: Frog Pond East Neighborhood Collector Roads
- RE-17: Frog Pond Brisband Main Street Extension
- SI-12: Stafford Road/Kahle Road Roundabout
- SI-13: Stafford Road/Brisband Street Roundabout
- SI-14: Advance Road/60th Avenue Roundabout
- BW-21: Advance Road Enhanced Mid-block Pedestrian Crossing

- BW-22: Advance Road Rectangular Rapid Flashing Beacon (RRFB)
- SR-05: Meridian Creek Middle School Safe Routes to School Improvements
- RT-07: ~~Revised~~ Frog Pond Regional Trail

CHAPTER 1: THE CONTEXT

- Added a milestone to the timeline on Page 1-6 of the previous TSP Amendments based on area plans.

FIGURE 1-1: 2035 GROWTH AREAS (PAGE 1-7)

- Modified the "Frog Pond" text box to include "West, East, and South"

CHAPTER 3: THE STANDARDS

The following changes are recommended to Chapter 3 of the City of Wilsonville's TSP.

FIGURE 3-1: ROADWAY JURISDICTION (PAGE 3-3)

Summary of changes:

- Modify the City Limits and UGB boundary lines near the Frog Pond Area, which includes extending City Limits around parts of the West neighborhood and extending the UGB Limits around the South and East neighborhoods.
- Modify Frog Pond Lane, 60th Avenue, and Stafford Road to green City streets within the new City limits.
- Added Hazel Street, Sherman Drive, Willow Creek Drive, Brisband Street, and 63rd Avenue as green City streets.

FIGURE 3-2: FUNCTIONAL CLASS DESIGNATIONS (PAGE 3-5)

Summary of changes:

- Modify the City Limits and UGB boundary lines in the Frog Pond area per the notes in *Figure 3-1: Roadway Jurisdiction* (Page 3-3).
- Modify the Legend:
 - Future Town Center Main Street
 - Future Frog Pond Main Street [add a new line type]
- Add Brisband Steet as a Future Frog Pond Main Street [new line type] east of Stafford Road.

- Modify sections of Willow Creek Drive and 63rd Avenue to blue solid line (Collector) streets.
- Add 60th Avenue (north of Advance Road) as a blue dashed line (future Collector) street.
- Extend the blue solid linework (Collector) on Advance Road to City Limits to the east and on 60th Avenue to City Limits to the south.
- Add Sherman Drive and Brisband Street (west of Stafford Road) as grey streets.

FIGURE 3-4: FREIGHT ROUTES (PAGE 3-9)

Summary of changes:

- Modify the City Limits and UGB boundary lines in the Frog Pond area per the notes in *Figure 3-1: Roadway Jurisdiction* (Page 3-3).
- Add the following streets: Sherman Drive, Willow Creek Drive, Brisband Street, 63rd Avenue.

FIGURE 3-5: BICYCLE ROUTES (PAGE 3-11)

Summary of changes:

- Modify the City Limits and UGB boundary lines in the Frog Pond area per the notes in *Figure 3-1: Roadway Jurisdiction* (Page 3-3).
- Add Willow Creek Drive and 63rd Avenue as blue solid line (bike lane) streets.
- Add 60th Avenue (north of Advance Road) as a blue dashed line (future bike lane) street.
- Extend the blue highlights (future bike lane upgrade) on Advance Road to City Limits to the east and on 60th Avenue to City Limits to the south.
- Add Sherman Drive and Brisband Street as black streets.

FACILITY TYPES [TEXTBOX] (PAGE 3-12)

Summary of changes:

- Modify: Town Center ~~Area-Plan~~
- Add: Frog Pond East and South Master Plan

[NEW] FIGURE 3-14: FROG POND EAST AND SOUTH MASTER PLAN CROSS-SECTIONS (INSERT THREE NEW PAGES AFTER PAGE 3-21)

Summary of changes:

- Add Textbox: The Frog Pond East and South Master Plan (2022) includes some unique cross section standards for some of the new roadway extensions and upgrades to existing

roadways. These cross sections include wider sidewalks and bicycle facilities to accommodate safer and increased multimodal access and connectivity within the Frog Pond East and South Neighborhoods. For any developments within or fronting these neighborhoods, please reference the Frog Pond East and South Master Plan for cross sections details.

- Stafford Road Urban Upgrade (UU-06)
- Advance Road Urban Upgrade (UU-10)
- Brisband Main Street (RE-17)
- Local Street (South of Meridian Creek Middle School)
- 60th Avenue Collector (North of Advance Road) (RE-12C)
- 60th Avenue Collector (South of Advance Road) (RE-12B)

[PREVIOUSLY FIGURE 3-14] FIGURE 3-15: ACCESS MANAGEMENT INTEREST AREAS (PAGE 3-23)

Summary of changes:

- Rename the figure from Figure 3-14 to Figure 3-15.
- Modify the City Limits and UGB boundary lines in the Frog Pond area per the notes in *Figure 3-1: Roadway Jurisdiction* (Page 3-3).
- Add the following streets: Sherman Drive, Willow Creek Drive, Brisband Street, 63rd Avenue.

Change the associated text (Page 3-25):

- "The Basalt Creek Parkway... as shown in Figure 3-15."

CHAPTER 4: THE NEEDS

FIGURE 4-5: TRANSIT SERVICE COVERAGE GAPS (PAGE 4-13)

- Added a text box and circle to the Frog Pond area that reads "Refer to the Frog Pond East & South Master Plan for transit improvements in this area"

CHAPTER 5: THE PROJECTS

The following changes are recommended to Chapter 5 of the City of Wilsonville's TSP.

TABLE 5-1: HIGHER PRIORITY PROJECT COSTS (PAGE 5-4)

Change associated text:

- As shown in Table 5-1, the Higher Priority projects would cost a total of approximately \$263.6 million.

Change the following text in Table 5-1:

PROJECT TYPE	COST ESTIMATE
Roadway Extensions	<u>\$89,400,000</u>
Roadway Widening	<u>\$34,400,000</u>
Urban Upgrades	<u>\$81,480,000</u>
Spot Improvements	<u>\$27,053,000</u>
Standalone Bicycle and Pedestrian Improvements	<u>\$30,803,000</u>
Transit Improvements	\$500,000
Total Higher Priority Project Costs	\$263,636,000

FIGURE 5-2: HIGHER PRIORITY PROJECTS (PAGE 5-5)

Summary of changes:

- Add/modify same projects as *Figure 5-4: Higher Priority Projects (Northeast Quadrant)* (Page 5-9).
- Modify the Roadway Widening/Upgrade Main Street classification to say 'Town Center Main Street', modify the Roadway Extensions Main Street classification to say 'Future Town Center Main Street', and add a new line type under Roadway Extensions with the title 'Future Frog Pond Main Street'.

TABLE 5-3: HIGHER PRIORITY PROJECTS (NORTHEAST QUADRANT) (PAGE 5-8 AND INSERT NEW PAGE AFTER 5-8)

Change or add the following text to the table:

PROJECT	DESCRIPTION	COST
RE-12B: Frog Pond South Neighborhood Collector Roads	Construct the collector roadways within the south neighborhood as identified in the Frog Pond <u>East & South Master Area</u> Plan.	<u>\$6,840,000</u>

PROJECT	DESCRIPTION	COST
<u>RE-12C: Frog Pond East Neighborhood Collector Roads</u>	<u>Construct the collector roadways within the east neighborhood as identified in the East & South Master Plan.</u>	<u>\$6,180,000</u>
<u>RE-17: Frog Pond Brisband Main Street Extension</u>	<u>Construct the Brisband Street extension east of Stafford Road under the new Frog Pond Main Street classification.</u>	<u>\$3,950,000</u>
<u>UU-06: Stafford Road Urban Upgrade</u>	<u>Widen Stafford Road from Boeckman Road to City limits to three travel lanes and include multimodal improvements. Prohibit through and left turn movements from Frog Pond Lane onto Stafford Road with a median, but provide median breaks to allow for northbound and southbound left turns off Stafford Road. Install a crosswalk with median across Stafford Road.</u>	<u>\$6,840,000</u>
<u>UU-10: Advance Road Urban Upgrade</u>	<u>Widen Advance Road from Stafford Road to City limits to three travel lanes and include multimodal improvements. Multimodal improvements on Advance Road should match the identified improvements on Boeckman Road to the west of Stafford Road.</u>	<u>\$7,660,000</u>
<u>SI-12: Stafford Road/Kahle Road Roundabout</u>	<u>Install a single-lane roundabout at the intersection of Stafford Road/Kahle Road.</u>	<u>\$6,170,000</u>
<u>SI-13: Stafford Road/Brisband Street Roundabout</u>	<u>Install a single-lane roundabout at the intersection of Stafford Road/Brisband Street.</u>	<u>\$6,170,000</u>
<u>SI-14: Advance Road/60th Avenue Roundabout</u>	<u>Install a single-lane roundabout at the intersection of Advance Road/60th Avenue.</u>	<u>\$3,950,000</u>
<u>BW-21: Advance Road Mid-block Pedestrian Crossing</u>	<u>Install a mid-block crosswalk with median between 60th Avenue and 63rd Avenue.</u>	<u>\$125,000</u>
<u>BW-22: Advance Road Enhanced Crossing</u>	<u>Install an RRFB along Advance Road at one of three potential locations: 60th Avenue, 63rd Avenue, or mid-block between 60th Avenue and 63rd Avenue.</u>	<u>\$60,000</u>

PROJECT	DESCRIPTION	COST
<u>BW-23: Stafford Road Enhanced Crossing</u>	<u>Install an RRFB along Stafford Road at Frog Pond Lane. Includes signage and median refuge island.</u>	<u>\$60,000</u>
<u>SR-05: Meridian Creek Middle School Safe Routes to School Improvements</u>	<u>Install a school crosswalk across Advance Road at 63rd Avenue with advance school crosswalk signs on Advance Road.</u>	<u>\$125,000</u>
RT-07: Revised -Frog Pond Regional Trail	Construct the regional trail identified in the Frog Pond Area Plan <u>and other applicable master plans.</u>	<u>\$6,940,000</u>

FIGURE 5-4: HIGHER PRIORITY PROJECTS (NORTHEAST QUADRANT) (PAGE 5-9)

Summary of changes:

- Modify the grey quadrant boundary so that the Frog Pond South area is now included in this quadrant.
- Add a new line type under Roadway Extensions with the title 'Frog Pond Main Street'.

Add or modify the following projects to the figure:

- RE-12B: Frog Pond South Neighborhood Collector Roads (*Modification*): Extend the existing blue highlight on 60th Avenue to the UGB towards the south.
- RE-12C: Frog Pond East Neighborhood Collector Roads (*Addition*): Add a dashed blue line in the East neighborhood that extend directly north of the existing 60th Avenue from Advance Road, connecting to the Brisband Street extension.
- RE-17: Frog Pond Brisband Main Street Extension (*Addition*): Add a new dashed line type in the East neighborhood that extends directly east of the existing Brisband Street from Stafford Road, connecting to the 60th Avenue extension.
- UU-06: Stafford Road Urban Upgrade (*No Modifications Necessary*)
- UU-10: Advance Road Urban Upgrade (*Modification*) – Extend the existing blue highlight on Advance Road to the UGB towards the east.
- SI-12: Stafford Road/Kahle Road Roundabout (*Addition*) – Add a green roundabout symbol to the Kahle Road/Stafford Road intersection.
- SI-13: Stafford Road/Brisband Street Roundabout (*Addition*) – Add a green roundabout symbol to the Brisband Street/Stafford Road intersection.
- SI-14: Advance Road/60th Avenue Roundabout (*Addition*) – Add a green roundabout symbol to the 60th Avenue/Advance Road intersection.

- BW-21: Advance Road Mid-block Pedestrian Crossing (*Addition*) – Add a yellow pedestrian sign to Advance Road between 60th Avenue and 63rd Avenue (in addition to the sign for BW-22).
- BW-22: Advance Road Enhanced Crossing (*Addition*) – Add a yellow pedestrian sign to Advance Road between 60th Avenue and 63rd Avenue (in addition to the sign for BW-21).
- BW-23: Stafford Road Enhanced Crossing (*Addition*) – Add a yellow pedestrian sign to Stafford Road at Frog Pond Lane.
- SR-05: Meridian Creek Middle School Safe Routes to School Improvements (*Addition*) – Add a green school symbol to the 63rd Avenue/Advance Road intersection.
- RT-07: Frog Pond Regional Trail (*Modification*) – Extend the existing green dashed line in the East neighborhood down through the South neighborhood.

FIGURE 5-6: HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT) (PAGE 5-14)

Summary of changes:

- Modify the grey quadrant boundary so that the Frog Pond South area is greyed out (align with changes in northwest quadrant).
- Modify the Roadway Widening/Upgrade and Roadway Extensions classifications for Main Street instead read 'Town Center Main Street'.

FROG POND EAST AND SOUTH TRANSPORTATION SYSTEM PLAN AMENDMENT – FINDINGS REPORT

FINDINGS

This Findings Report provides findings supporting the City of Wilsonville’s adoption of amendments related to the Frog Pond East and South Master Plan – Case File LP22-0004 (the proposal) to amend the City’s Transportation System Plan to integrate transportation components for the Frog Pond East and South Master Plan.

The proposed amendments are consistent with the transportation elements proposed with the Frog Pond East and South Master Plan “Master Plan” which were found to be consistent with applicable criteria by Ordinance No. 870 adopted by the City Council on December 19, 2022. As such, the findings presented for the Master Plan and attached hereto as Exhibit 1 and incorporated as the findings for this proposed action. For convenience transportation related findings are highlighted in yellow.

Exhibits:

Exhibit 1: Ordinance No. 870 Exhibit C Frog Pond East and South Master Plan Findings Report, including TPR findings (November 7 and 9, 2022)

FROG POND EAST AND SOUTH MASTER PLAN – FINDINGS REPORT

INTRODUCTION

This Findings Report provides findings supporting the City of Wilsonville’s adoption of amendments related to the Frog Pond East and South Master Plan – Case File LP22-0002 (the proposal). The proposal includes the following:

- a. Amendments to the Wilsonville Comprehensive Plan Text;
- b. Amendment of the Wilsonville Comprehensive Plan Map; and
- c. Adoption of the Frog Pond East and South Master Plan as a supporting document of the Comprehensive Plan that is as part of the Comprehensive Plan.

The Frog Pond East & South Master Plan proposal is described in the staff report and attached to the report as Attachment 1 with the Technical Appendices as Attachment 2. It is referred to in these findings as “Master Plan” and “the proposal”. Metro Ordinance No 18-1427 is also referenced and available on Metro’s website at

<https://oregonmetro.legistar.com/LegislationDetail.aspx?ID=3766121&GUID=0FE42331-E9A4-4B7F-9E78-9BC68C6CB688&Options=&Search=>

The findings of compliance with Metro Code 3.07.1110, Planning For Areas Designated Urban Reserve, were adopted by the City when the Area Plan was approved and are in the record for City of Wilsonville Resolution No. 2553 adopted November 16, 2015.

COMPLIANCE WITH STATEWIDE PLANNING GOALS

ORS 197.175(2)(a) requires that cities and counties amend and revise comprehensive plans in compliance with the goals approved by the Commission. The following findings address the proposal’s compliance with the applicable statewide planning goals. The City Council finds that the following Statewide Planning Goals are not applicable because the proposal is entirely within the Urban Growth Boundary or outside of the boundaries of the referenced goal (e.g., Willamette River Greenway):

- Goal 3 – Agricultural Lands;
- Goal 4 – Forest Lands;
- Goal 15: Willamette River Greenway;
- Goals 16-18, the coastal goals.

GOAL 1, CITIZEN INVOLVEMENT

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

FINDINGS: The proposal meets Goal 1 because the City followed its Citizen Involvement Program, adopted as Section A of the Wilsonville Comprehensive Plan. The Comprehensive Plan states that the City will use the following methods to involve citizens in land use decisions:

- Providing opportunity for citizens to see draft materials
- Conduct regular, open, public meetings of the Planning Commission
- Use task forces as needed for special projects
- Publicize opportunities to engage in land use decisions
- Coordinate with other agencies involved with Wilsonville’s planning programs and policies

The Frog Pond Area Plan (Area Plan), which established the land use, transportation, park and open space, and infrastructure frameworks for the Frog Pond East and South Master Plan (Master Plan), began in May 2014. The process included a community kick-off meeting, an 18-member Task Force (four meetings), a 13-member Technical Advisory Committee (three meetings), two open houses, and two online surveys. In January 2015, the Planning Commission and City Council held a joint work session. Two additional work sessions with the Planning Commission and two work sessions with the City Council were also held prior to hearings. The project team conducted stakeholder interviews and meetings with groups and individuals. Project information was provided via the project website, periodic updates in the Boones Ferry Messenger, email updates, and mailed notices for events.

Building from the community involvement process used for the Area Plan, the Frog Pond West Master also underwent an extensive outreach and engagement process. It included work sessions with the Planning Commission and City Council, open houses, web site materials, an email interested parties list, articles in the media, stakeholder meetings, and intergovernmental coordination.

The Frog Pond East and South Master Plan began its public involvement in 2021 with the following principles for outreach and engagement:

- **Many voices** - The voices of those who will be affected by the Master Plan will have opportunities for meaningful input into the decision-making process
- **Equity lens** - An equity and inclusion lens will be applied at each step
- **Responsiveness** - The engagement process will include “feedback loops” that demonstrate how community input has been addressed
- **Many ways to participate** – Across the full spectrum in information and engagement, there will be multiple ways to learn about the project, provide input, and participate
- **Clarity**- The process will provide clear and accurate information to ensure all participants understand the process
- **Welcoming process** – The process will provide a safe and welcoming space for participants to share their opinions and ideas regarding the project

Phase 1 of the planning process included:

- Creation of the *Let's Talk, Wilsonville!* page to serve as the central hub for project information and online engagement.
- An introductory meeting for property owners on September 28, 2021
- An introductory meeting for adjacent neighborhoods and the community held on October 7, 2021
- A community forum held on January 18, 2022

Wilsonville's Planning Commission guided the process through check-ins at key milestones, meeting a total of 11 times, and heard public comment about the plan. The Wilsonville City Council had 11 meetings that addressed Frog Pond East and South.

The City took steps to involve a broad range of the Wilsonville Community, including those who have been historically underrepresented in planning processes. The City partnered with Centro Cultural to conduct bilingual (English and Spanish) focus groups to learn more about the community's housing, parks, and neighborhood design preferences.

Phase 2 of the process included the following events that addressed the Frog Pond East and South Master Plan. Project information and meeting notices were provided through a variety of ways including *Let's Talk Wilsonville!*, the Boones Ferry Messenger, the project Interested Parties email list, and social media postings.

- Community Focus Group #1 (April 30, 2022)
- Affordable Housing Focus Group #1 (May 11, 2022)
- Community Design Workshop (May 12, 2022)
- Affordable Housing Focus Group #2 (May 13, 2022)
- Community Focus Group #2 (May 14, 2022)
- First round of online surveys on *Let's Talk Wilsonville!* (May 12 – May 30, 2022)
- Popsicles in the Park. (August 9, 2022) A pop-up event on a warm day at Murase Park to interact with residents and ask questions related to parks and other desired neighborhood features.
- Back to School Resource Event (August 17, 2022)
- Wilsonville Block Party. (August 25, 2022) A long-standing annual event with representation from many City of Wilsonville departments and committees. Planning staff asked questions about active transportation and the public realm of the many community members present enjoying the festivities.
- Meridian Creek Middle School Event. (August 23, 2022) Information was shared about three significant projects taking place along Boeckman Road, including the Frog Pond East and South Master Plan
- Open House for Frog Pond Projects (August 23, 2022)
- A second round of online surveys on *Let's Talk Wilsonville!* (entire month of August, 2022)
- Grupo de Enfoque en Espanol (Focus Group in Spanish, September 17, 2022)

The community engagement process is described further in Master Plan, pages 5-8 and the Technical Appendix, Appendix A.

Based on the foregoing, the City Council finds that the proposal satisfies Goal 1 with respect to citizen involvement.

GOAL 2, LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDINGS: The proposal satisfies Goal 2 because it is supported by an adequate factual base and its development was coordinated with all affected governmental units.

Adequate Factual Base

The City has established a record that includes technical memoranda, studies, and analyses supporting each element of the Master Plan. The key documents that were relied upon and that form the adequate factual base for our findings are listed below:

1. Frog Pond Area Plan and Technical Appendix
2. The Frog Pond East and South Master Plan
3. Frog Pond East and South Master Plan Technical Appendix:
 - a. Appendix A: Community Engagement Summaries
 - b. Appendix B: Affordable Housing Analysis
 - c. Appendix C: Buildable Lands Inventory
 - d. Appendix D: Market Analysis
 - e. Appendix E: Arborist Report
 - f. Appendix F: Infrastructure Plan
 - g. Appendix G: Development Code Updates
 - h. Appendix H: Infrastructure Funding Plan
 - i. Appendix I: Transportation Analysis
 - j. Appendix J: Buildable Lands Inventory
 - k. Appendix K: Accessory Dwelling Unit Assessment
 - l. Appendix L: Residential Capacity Calculations
4. Updated Comprehensive Plan Text (Master Plan, pages 104-112)

Coordination with the Plans of Affected Governmental Units

During the Master Planning process, the following affected governmental units participated or had the opportunity to participate via notices and project information provided to them:

- ODOT
- Metro
- Clackamas County

- West Linn-Wilsonville School District
- TVF&R
- SMART Transit
- The Bonneville Power Administration

Based on the foregoing, the City Council finds that the proposal satisfies Goal 2 with respect to having an adequate factual base and being coordinated with all affected governmental units.

GOAL 5, NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

FINDINGS: The following findings address consistency between the Frog Pond East & South Master Plan and Statewide Planning Goal 5. Wilsonville’s Goal 5 policies in the Comprehensive Plan are implemented by the Development Code, specifically Section 4.139.00, the Significant Resource Overlay Zone (SROZ). The City will amend the code, including the SROZ Map, subsequent to the adoption of the Master Plan.

In preparing the Master Plan, the City: inventoried natural resources; incorporated inventoried information into a buildable lands analysis; identified which resources are considered significant natural resources; and identified potential resource conflicts and programs to reduce those conflicts. The City did this work in anticipation of future implementation with its SROZ regulations, which are consistent with Goal 5. The following findings provide additional detail about each of the steps of noted above.

- Natural resource inventories – The project team prepared base maps of natural resources in the project area using Metro Title 13 data. Additionally, a tree inventory was prepared (Master Plan, Figure 5, and Appendix E). The tree inventory mapped and described: (1) Individual trees or groups identified as highest priority for preservation; (2) Individual trees or groups identified as secondary priorities for preservation; and (3) Individual trees identified as lowest priority for preservation.
- Buildable land inventory - Title 13 lands were designated as “constraints”, meaning they were excluded from acreage considered as net buildable. (Master Plan, Appendix C.)
- Consideration of significant resources – The Master Plan illustrates, at a conceptual level, where future SROZ areas will be mapped in the future (Master Plan, including Figures 15 and 17). The Title 13/future SROZ mapping indicates those resource lands that the City considered as significant natural resources in the Master Plan process.
- Identification of potential resource conflicts and programs to reduce conflicts – Beginning with the buildable land inventory, the City excluded significant natural resources from its mapping of buildable lands. As illustrated on Master Plan Figure 15, Land Use and Urban Form Map, Meridian Creek and the other tributaries within the project area are in “edge” areas, that is, located outside of lands considered buildable for residential development. When the SROZ is applied in the future, that overlay zoning will implement the City’s regulations for buffers,

fencing, lighting and other standards that avoid, reduce and mitigate conflicts within the SROZ and adjacent impact areas.

The Master Plan identifies where development may, and may not, occur in the future within SROZ areas. As noted above, the plan is designed to focus residential development outside of SROZ-designated lands. There are several potential transportation and utility uses within future SROZ areas, including:

- A local street connecting the Frog Pond Lane extension to the Kahle Road area across the BPA easement. (Master Plan, Figure 19)
- Potential trails that would cross the existing tributaries, subject to further study of the feasibility and type of crossing (bridge or path). (Master Plan, Figure 19).
- Water and sewer lines that would cross the existing tributaries, subject to further analysis during development review. (Master Plan, Figures 33 and 34).

The above-listed potential infrastructure projects are exempt from the City's SROZ regulations, per Section 4.139.04 of the Development Code. The specific exemptions are:

(.08) The construction of new roads, pedestrian or bike paths into the SROZ in order to provide access to the sensitive area or across the sensitive area, provided the location of the crossing is consistent with the intent of the Wilsonville Comprehensive Plan. Roads and paths shall be constructed so as to minimize and repair disturbance to existing vegetation and slope stability.

(.20) The installation of public streets and utilities specifically mapped within a municipal utility master plan, the Transportation Systems Plan or a capital improvement plan.

For historic resources, the City reviewed existing inventories and found nothing noted on them. However, the Master Plan includes a list of older homes and acknowledges the opportunity to preserve them. In addition, the Master Plan includes the provision for the potential preservation of the historic grange building on Stafford Road if property owners choose.

Based on the findings above, the City concludes that the proposed Master Plan: (a) has established an adequate factual base to identify significant natural resources and potential impacts to those resources; (b) used the factual base to plan future development such that it will not conflict with significant natural resources because of its location or the application of SROZ regulations; and (c) identified limited infrastructure improvements that may be placed in resource areas but are permitted uses exempt from the City's SROZ regulations.

Based on the foregoing, the City finds that the proposed amendments satisfy Goal 5.

GOAL 6, AIR, WATER, AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

FINDINGS: The proposal satisfies Goal 6 because it will maintain and improve the quality of the air, water, and land resources of the state as noted below.

The proposal maintains and improves **air quality** by:

- Creating a highly-connected transportation network that minimizes out-of-direction automobile travel through the neighborhood. (Master Plan, Figure 19, Street and Block Demonstration Plan)
- Encouraging bicycling by providing cross-sections including buffered bike lanes and travel lanes with “sharrows”. (Master Plan, Figure 20, Active Transportation Plan)
- Prioritizing bicycle and pedestrian travel through the use of short block lengths and frequent pedestrian connections throughout the neighborhood (see street demonstration plan in the Master Plan).

The proposal maintains and improves **water quality** by:

- Planning future development outside of the water quality resources of the Meridian Creek and Newland Creek tributaries, and future application of the City’s SROZ regulations.
- Integrating land use and transportation with a storm water management plan that sets “low impact” stormwater treatment, such as bioswales, as the “first priority” management tool.

The proposal maintains and improves **land resources** by:

- Providing for, and requiring, a broad range of housing types within the UGB.
- Including a neighborhood commercial center to provide commercial services at the neighborhood level
- Mapping of significant trees to be preserved, in combination with the City’s tree regulations in the Development Code

Based on the foregoing, the City finds that the proposal satisfies Goal 6.

GOAL 7, AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

FINDINGS: The proposal satisfies Goal 7 because the City has considered the risks of natural hazards during the planning process. There are no identified floodplains within the planning area. Potential erosion hazards have been addressed through the planned use of the SROZ along the steep slopes of the

Meridian Creek and Newland Creek corridors. The City coordinated with Tualatin Valley Fire & Rescue to ensure land uses and transportation facilities provide for adequate emergency response.

Based on the above, the City finds that the proposal satisfies Goal 7.

GOAL 8, RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

FINDINGS: The proposal satisfies Goal 8 because the Frog Pond East and South neighborhoods will provide ample open space to meet recreational needs. The Master Plan includes Figure 19, Park and Open Space Plan, which provides for the siting of recreational facilities in the following ways:

- The proposed East Neighborhood Park
- Designation of the Future Community Park as a key destination, and siting of walking, biking, and vehicular routes to connect it to the surrounding neighborhoods
- Planning the BPA power line easement for a variety of open space uses, including trails and potential recreational uses
- Planning for the area northeast of the BPA powerline easement as open space
- Planning for the Frog Pond Grange as a civic and community amenity
- Providing a network of trails that will serve both recreational and transportation needs
- Planning Green Focal Points that will establish small open spaces in the subdistricts and opportunities for informal community gathering and play
- Planning for active transportation (bike lanes, buffered bike lanes, sharrows, and trails) as shown on Figure 21, Active Transportation Plan

Based on the foregoing, the City finds that the proposal satisfies Goal 8.

GOAL 9, ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

FINDINGS: The proposal satisfies Goal 9 because it is consistent with the City's adopted Economic Opportunities Analysis.

Wilsonville's Economic Opportunities Analysis (EOA) was adopted in 2012. It addresses the requirements of Goal 9 by reviewing and updating the local urban growth requirements and land needs to accommodate 20-year employment growth forecasts. In 2012, The EOA found that the existing Wilsonville service area contains an adequate amount of employment land to accommodate the forecasted level of employment growth in the short-term (to 2035), and that long-term employment

growth was best addressed in the Coffee Creek and Basalt Creek areas, as well as in a redeveloped Wilsonville Town Center.

The Frog Pond planning process has included two market studies to assess commercial needs at the local level in the Frog Pond Area. The most recent study established the factual base for the recommended neighborhood center and is included as Appendix D in the Master Plan. The study included the following findings and recommendations for the neighborhood commercial center that is included in the Master Plan (Master Plan, page 31):

- **Building square feet:** Up to 44,000 square feet.
- **Site acreage:** Up to 4.0 acres
- **Likely tenant mix:** Commercial development today is flexible and accommodates a wide range of activities, including food and beverage, retail, general commercial, professional services/office, healthcare, fitness, daycare, banks, and more. Development should likewise be flexible to accommodate a range of potential tenants.
- **Development type:** “Main Street”, with buildings on both sides of the planned Brisband Street extension on the east side of Stafford Road. Buildings can be split up to address parking challenges. The main street approach can create an authentic experience that promotes placemaking, creates a community amenity, and can have a positive impact on the surrounding residential uses and other commercial spaces. Vertical mixed use (residential above commercial uses) can also add vibrancy and a clientele base to the area.
- **Urban design:** For a main street development, pedestrian-oriented design that invites nearby residents and visitors to enjoy the area on foot is key. This can be achieved through the location of parking (behind buildings rather than in front), ample sidewalks and sidewalk furnishings, open space features such as plazas, and a visually engaging building façade.

The above recommendations have been included in the Master Plan.

Based on the foregoing, the City finds that the proposal satisfies Goal 9.

GOAL 10, HOUSING

To provide for the housing needs of citizens of the state.

FINDINGS: The proposal satisfies Goal 10 because it provides needed housing for the City of Wilsonville consistent with the goal and the City’s adopted Residential Land Study.

The City of Wilsonville’s Residential Land Study was adopted in May 2014 and states the following:

“Under current comprehensive plan policies, Wilsonville can achieve a development mix of 50% single-family detached and 50% single family attached and multifamily housing. This assumes that Frog Pond [West] is planned exclusively for single-family housing.”

The Frog Pond West Master Plan provides for 571 single family detached homes in the West Neighborhood, implementing the Residential Land Study. The City updated its Comprehensive Plan and Development Code in May 2020 to implement HB 2001, which increased the potential housing capacity and variety in Frog Pond West. Housing plans and implementation in Frog Pond West provides context for the strategies and implementation included in the Frog Pond East and South Master Plan.

The Frog Pond East and South areas are important for the City of Wilsonville's efforts to meet future housing needs and provide equitable housing options for residents. The City's 2020 Equitable Housing Strategic Plan (EHSP) recognized this, and called for the Frog Pond East and South Master Plan to establish targets for affordability, specifically:

"As part of the master planning requirements for Frog Pond East and South, the City will establish goals or targets for accessibility to services/amenities, unit types, and unit affordability levels. The targets for affordability levels (number of units and depth of affordability for those units) should be reasonably achievable, allowing for sufficient market-rate development to support key infrastructure investments. This approach will provide a methodology and framework that can be applied in other growth areas beyond Frog Pond."

Accordingly, the City prepared an Affordable Housing Analysis as part of the Master Plan process. (Technical Appendix, Appendix B)

Building on the above-cited housing planning for Wilsonville, the Frog Pond East and South Master Plan provides for additional needs as summarized below.

Housing Capacity

Table 4 in the Master Plan shows an estimated housing capacity of 1587 dwelling units in Frog Pond East and South, which is an average density of 13.3 dwelling units per net buildable acre. This is 265 more dwellings (a 20% increase) as compared to the Frog Pond Area Plan estimates in 2015. The Master Plan recommends this capacity be coded as the minimum required in the Development Code, which will allow for additional capacity provided by middle housing. Infrastructure analysis has demonstrated that the planned transportation system can accommodate at least 1800 dwelling units and that the water and sewer systems can accommodate at least 2300 dwelling units.

Housing Variety

Providing a variety of housing choices is one of the key outcomes described in the Land Use and Urban Form section of the plan. Housing variety is intended to increase housing choice and potential affordability, consistent with Goal 10. The variety outcome is implemented by:

- The proposed housing typology and map that focuses on urban form: the bulk, height and spacing of buildings. Each of the three urban form types allows for the full array of housing choices. (Master Plan, Figure 15 and the topology descriptions on pages 56-60)

- Strategies to guide development standards that will require variety. The strategies are described in the Implementation Section of the Master Plan. In summary, they are: (1) Permit a wide variety of housing types; (2) Define “categories” of housing units to be used for implementing housing variety standards; (3) Establish a minimum of housing units in each subdistrict or property; (4) Create development standards to regulate building form; (5) Establish minimum housing variety standards by subdistrict and development area; (6) Encourage variety at the block level. (Master Plan, pages 109-112)

Affordable Housing Integration

The Master Plan provides for the integration of affordable housing choices as described in the following excerpt:

The Master Plan sets the stage for affordable housing choices in the East and South neighborhoods. Two strategies are included. First, the variety of housing is intended to provide opportunities for home buyers and renters with incomes of 80-150% area median income (AMI). This is the market-based and zoning-based strategy of the Plan.

To help ensure integration of market-rate affordable housing within Frog Pond East and South the City will use the following strategies in the implementing Development Code:

- *To prevent the oversupply of higher-cost housing, limit each development to a percentage of housing categories that typically would only be affordable to households making more than 150% of median family income.*
- *To ensure provision of market-rate housing that meets a variety of housing need require each development provide a minimum percentage of attached middle housing and a minimum percentage of a combination of cottages, ADUs, and other similar units that provide both relatively affordable housing choices and housing choices adaptable for accessible living.*

The second strategy addresses households earning below 80% of area median income. The City may choose to proactively facilitate and/or support the development of affordable housing targeted at these households. As described in the Affordable Housing Recommendations section of this report, housing development that serves households with these incomes requires public subsidy; those initiatives for the City may include:

- *Acquire Land for Affordable Housing*
- *Partner with a Community Land Trust*
- *To the extent feasible, minimize fees paid by developers while still paying for infrastructure*

- *Incentivize Smaller and Lower-Cost Middle Housing*

The above-listed measures are options available to the City Council and subject to their direction and funding. The role of the Master Plan is to provide the land base and zoning allowances that would support such initiatives. In addition, development standards will avoid barriers for subsidized affordable housing developments, providing exemptions from variety and similar requirements if needed. Minimum design and siting standards shall continue to apply.

(Master Plan, pages 29-30)

Based on the foregoing, the City finds that the proposal satisfies Goal 10.

GOAL 11, PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDINGS: The proposal satisfies Goal 11 because it includes plans and implementation measures to develop a timely, orderly, and efficient arrangement of public facilities and services. These plans supplement and are consistent with the City of Wilsonville Public Facilities Plan, Transportation System Plan, Transit Master Plan, Stormwater Master Plan, Sewer and Water Infrastructure Master Plans and the Parks & Recreation Comprehensive Master Plan. The Frog Pond East and South Master Plan includes infrastructure planning on the topics of transportation, sanitary sewer, water, and storm water. Schools and parks are also addressed. The City is preparing an infrastructure funding plan that will be completed as an implementation effort subsequent to the adoption of the Master Plan.

- **Transportation.** The Master Plan includes plans for all modes of travel that were integrated with the land use planning during the process. The Master Plan includes the following plans which collectively provide transportation options and reduced reliance on automobile travel:

- Street and Block Demonstration Plan (Master Plan, Figure 19)
- Active Transportation Plan (Master Plan, Figure 20)
- Conceptual Transit Plan (Master Plan, shown on Figures 15 and 20)
- Street Cross-sections (Master Plan, Figures 21-25)

The draft Master Plan was evaluated with a Transportation Impact Analysis. That analysis modeled the system, tested impacts on key intersections in Wilsonville, and identified transportation improvement needs. (Technical Appendix, Appendix I)

- **Sanitary Sewer, Water, and Storm Water.** The Master Plan includes an analysis of the three base utility systems needed to support development: water, sanitary sewer and storm water. (Technical Appendix, Appendix F) Each utility system was designed to accommodate planned land uses and potential additional development. The analysis includes a Water System Plan that will provide looped water system improvements to all properties and needed connections to

the existing water system. The Sanitary Sewer System plan identifies sewer basins that can be served by gravity and basins that require pump stations, lays out and sizes gravity main lines and force main lines, and shows connection points to the existing sewer system. The Storm Water Plan evaluates the drainage basins and needs of the Master Plan area, describes regulatory requirements and the City's best management plan practices, and lays out a hierarchy of storm water strategies. The hierarchy is described in this excerpt from the analysis:

The analysis recommends that development implement LID [Low Impact Development approaches] and, where needed, the City would consider additional LID alternatives. In these cases, the strategy for meeting water quality and flow control requirements should follow the stormwater management hierarchy below, with the order of preference being from Category 1 as the most preferred to Category 3 as the least preferred:

Category 1. LID facilities are used to meet all water quality treatment and flow control requirements.

Category 2. LID facility areas are used in combination with impervious area reduction methods and/or detention ponds to meet all water quality and flow control requirements. The implementation of LID at less than the maximum extent practicable is at the discretion of the City.

Category 3. Regional facilities are used to meet all water quality treatment and flow control requirements.

The Storm Water Plan includes a schematic map illustrating major storm water basins, existing and proposed storm water lines, potential outlets, and potential regional facilities. The map is a visual representation of storm water facility coverage and not an indication of where facilities are required to be placed, which is dependent on individual development proposals.

- **Schools.** The West Linn-Wilsonville School District and the City have coordinated on school planning in the Frog Pond area. No new schools are proposed within the East and South neighborhoods. The existing Meridian Creek Middle School is adjacent to the Master Plan. It is identified as a neighborhood destination. Transportation improvements are identified along SW Advance Road and other streets in the Master Plan to provide direct, convenient, and safe connections to Meridian Creek Middle School. An elementary school is planned for Frog Pond West.
- **Parks.** A new neighborhood park is planned for the East Neighborhood. The Master Plan has been highly coordinated with the future Community Park and other open space opportunities. See findings for Goal 8, Recreational Needs, and Master Plan, Figure 19, Park and Open Space Plan.

Based on the foregoing, the City finds that the proposal satisfies Goal 11.

GOAL 12, TRANSPORTATION***To provide and encourage a safe, convenient and economic transportation system.*****FINDINGS:** The proposal satisfies Goal 12 because it has been designed to:

- Meet the transportation needs of the proposed land uses within the East and South Neighborhoods, provide safe and convenient access, and reduce reliance on automobile travel;
- Integrate land use and transportation planning, as demonstrated through the high coordination of the following components of the Master Plan:
 - Land Use and Urban Form Plan (Master Plan, Figure 15)
 - Street and Block Demonstration Plan (Master Plan, Figure 19)
 - Active Transportation Plan (Master Plan, Figure 20)
 - Conceptual Transit Plan (Master Plan, shown on Figures 15 and 20)
 - Street Cross-sections (Master Plan, Figures 21-25)

The draft Master Plan was evaluated with a Transportation Impact Analysis. That analysis modeled the system, tested impacts on key intersections in Wilsonville, and identified transportation improvement needs. (Technical Appendix, Appendix I)

- Avoid significant effects to the existing transportation system, as detailed in the Transportation Planning Rule findings, dated November 7 2022 and attached at the end of this findings report.

Based on the foregoing FINDINGS, the City finds that the proposal satisfies Goal 12.

GOAL 13, ENERGY CONSERVATION***To conserve energy.***

FINDINGS: The proposal satisfies Goal 13 because it has been designed to maximize the conservation of energy through the integration of land use and transportation planning. The Master Plan provides for excellent connectivity between the Frog Pond East and South neighborhoods and the rest of Wilsonville for pedestrians, bicyclists, and transit users. The highly-connected street grid of the neighborhood is designed to help students reach nearby schools and help all residents reach nearby commercial areas and recreational uses without needing to rely on automobile travel. The street demonstration plan, active transportation plan, cross-sections, street tree plan, and standards within the zoning code work will together create a pleasant walking environment. The many tree-lined streets will create shade for the homes in the warm summer months also assisting to reduce energy consumption.

Frog Pond East and South are planned for a variety of housing types that will include multi-family, townhomes, quadplexes, triplexes, duplexes and cottage clusters. Compared to detached dwellings,

these higher density and middle housing choices will use land and infrastructure more efficiently and consume less energy per capita.

Based on the foregoing FINDINGS, the City finds that the proposal satisfies Goal 13.

GOAL 14, URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

FINDINGS: The proposal satisfies Goal 14 because the Master Plan meets the requirement of the Metro Urban Growth Management Functional Plan, which implements Goal 14 for the Metro region.

The Frog Pond East and South neighborhoods were added to the Urban Growth Boundary in 2018. Metro required the City to complete a Title 11-compliant plan for the East and South Neighborhoods in 2022. Detailed findings for how this was accomplished are provided in the Metro Title 11 findings in this report.

Based on the foregoing FINDINGS, the City finds that the proposal satisfies Goal 14.

COMPLIANCE WITH METRO TITLE 11: PLANNING FOR NEW URBAN AREAS

INTRODUCTION

The Frog Pond East and South Neighborhoods were added to the Metro UGB in 2018 in Metro Ordinance No 18-1427. Metro Code 3.07.1120, Planning for Areas Added to the UGB, establishes the requirements for UGB expansion areas such as Frog Pond East and South. Each criterion within 3.07.1120 is stated below in bold italics type, followed by findings of compliance.

The proposed amendments related to the Frog Pond East and South Master Plan implement the City's concept plan for the larger area, known as the Frog Pond Area Plan. Findings of compliance with Metro Code 3.07.1110, Planning For Areas Designated Urban Reserve, were adopted by the City when the Area Plan was approved. They are referenced below.

COMPLIANCE WITH METRO CODE 3.07.1120 PLANNING FOR AREAS ADDED TO THE UGB

A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to section 3.07.1110(c)(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use

regulations for the area to address the requirements of subsection (c) by the date specified by the ordinance or by section 3.07.1455(b)(4) of this chapter.

FINDINGS:

The Frog Pond East and South area was added to the regional UGB through Metro's adoption of Ordinance 18-1427. The ordinance refers to the East and South neighborhoods as the "Advance Road Expansion Area." The general conditions in state that Title 11 planning should be completed within four years from adoption of the ordinance (December 13, 2018). (Metro Ordinance, The City is currently planning for the Frog Pond East and South Master Plan area with the assistance of a grant from Metro, which is described in Intergovernmental Agreement and grant contract 936861. The planning process for the Frog Pond East and South Master began in May 2021. Adoption of the Master Plan and Comprehensive Plan amendments is scheduled for December 2022. Follow up implementation actions, including adoption of the Development Code amendments is scheduled for the first half of 2023.

B. If the concept plan developed for the area pursuant to section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.

FINDINGS: The adopted Area Plan assigns planning responsibility solely to the City of Wilsonville; therefore, this section does not apply.

C. Comprehensive plan provisions for the area shall include:

1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;

FINDINGS: The Metro 2040 Growth Concept Map designates the area as Neighborhood. Metro defines two types of Neighborhoods (Inner and Outer) in the Regional Framework Plan. Frog Pond East and South fits the definition of an Outer Neighborhood:

"Outer Neighborhood. Areas in outlying cities that are primarily residential, farther from employment and shopping areas, and have larger lot sizes and lower population densities than inner neighborhoods."¹

¹ Regional Framework Plan, page 369, Glossary.

http://www.oregonmetro.gov/sites/default/files/12282005_regional_framework_plan_appendix_G-J_glossary.pdf

The Frog Pond East and South Master Plan is implemented primarily through the Wilsonville Comprehensive Plan designation called Residential Neighborhood (RN). The purpose statement for RN is:

“Policy 4.1.7 The purpose of the Residential - Neighborhood designation is to:

- A. Implement area plans and master plans for new neighborhoods in Wilsonville.
- B. Create attractive and connected residential neighborhoods.
- C. Regulate and coordinate development to result in: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community.
- D. Encourage and require high quality architectural and community design.
- E. Provide transportation choices, including active transportation options.
- F. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is appropriate visual and physical access to nature.”

The East and South Master Plan area is 305 total acres (including existing right-of-way) and 289 acres (not including existing right-of-way). All lands will be designated Residential Neighborhood except for the small acreages for the Main Street Commercial and Frog Pond Grange (designated Public Facilities), per the policy cited above.² The RN designation is consistent with Metro’s Outer Neighborhood design type.

An approximately 4-acre within the East neighborhood will be designated as Commercial and intended for development as a future “Main Street Commercial Area.” The commercial area is planned to include shops, restaurants, local services, community gathering spaces, as well as residential uses within a mixed-use setting. The small-scale commercial area will serve (and be walkable to) residents of all three Frog Pond neighborhoods—therefore, it is consistent with Metro’s Outer Neighborhood design type.

The Frog Pond Grange will be designated as Public Facilities within the East Neighborhood. The Grange is a historic gathering place that is envisioned as a location for future civic or community use, and may include space for a park and/or community gathering area. Neighborhood parks and community gathering spaces are part of the array of uses envisioned by Metro within the Outer Neighborhood design type, therefore the Public Facilities-designated land is also consistent with the Outer Neighborhood design type.

This criterion is met.

² Natural resource lands RN area will also have a Significant Resource Overlay Zone designation and will not be further developed for residential uses.

2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;

Frog Pond East and South will be annexed to the City of Wilsonville. Wilsonville is a full-service city and will provide urban services including water, sewer, storm water, transportation, transit, parks, library, and general governance services. The area is already within the Tualatin Valley Fire & Rescue district and West Linn-Wilsonville School District; no other service districts have jurisdiction in the area.

3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to section 3.07.1455(b)(2) of this chapter;

FINDINGS: The general conditions of Metro Ordinance 18-1427 require the City to “allow, at a minimum, single family attached housing, including townhomes, duplexes, triplexes, and fourplexes, in all zones that permit single family housing in the expansion areas.” The requirements specific to Wilsonville also require that the City “plan for at least 1,325 homes in the Advance Road expansion area.”

As indicated in the Implementation chapter of the Master Plan, the zoning strategy includes amending the RN Zone to allow the following housing types in Frog Pond East and South (Master Plan, pages 109-112):

- Single-Family Dwelling Units
- Townhouses
- Duplex, Triplex, and Quadplex
- Cluster Housing
- Multiple-Family Dwelling Units
- Cohousing
- Manufactured Homes
- Accessory dwelling units

The zoning strategy for these neighborhoods also identifies potential tools to:

- Ensure that a variety of housing options are developed within each “subdistrict” of Frog Pond East and South;
- Encourage development of housing choices not traditionally provided by the market—such as attached middle housing and other more affordable and accessible housing types; and
- Prevent the oversupply of higher-cost housing (such as large-lot single family homes).

The zoning strategy also includes requirements for a minimum number of dwelling units in each subdistrict (or on each pre-existing tax lot). Table 4 in the Master Plan shows an estimated housing capacity of 1,587 dwelling units in Frog Pond East and South . The Master Plan recommends this capacity be coded as the minimum required in the Development Code, which will allow for additional

capacity provided by middle housing. This will ensure that the planned capacity of Frog Pond East and South will be implemented.

These provisions meet the minimum housing types and housing unit counts required by Metro Ordinance 18-1427; therefore, this criterion is met.

4. Provision for affordable housing consistent with Title 7 of this chapter if the comprehensive plan authorizes housing in any part of the area.

FINDINGS: Metro’s Title 7 requires that cities “ensure that their comprehensive plans and implementing ordinances:

“A. Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.

“B. Include in their plans actions and implementation measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundaries.

“C. Include plan policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing.”³

On a city-wide basis, the City of Wilsonville complies with the above-cited provisions of Metro Title 7 through the policies and implementation measures of the Comprehensive Plan and the housing analysis and recommendations contained in the City’s 2014 Residential Lands Study. In addition, the City’s 2020 Equitable Housing Strategic Plan (EHSP) provides policy guidance for affordable housing in Wilsonville and calls for the Frog Pond East and South Master Plan to establish achievable goals/targets for affordable housing in the area and integrate affordable housing into the master plan.

The City studied issues and opportunities for affordable housing development in Frog Pond East and South in an Affordable Housing Analysis (Technical Appendix, Appendix B). This analysis recommended a range of strategies (building off the recommendations in the EHSP) to that are likely to have the greatest impact in supporting development of affordable and mixed-income housing in Frog Pond East and South. Several of these strategies are carried forward in the Master Plan (page 60-61). The Master Plan identifies the following potential strategies to proactively facilitate and/or support the development of affordable housing in the East and South Neighborhoods for households earning below 80% of area median income:

- Acquire Land for Affordable Housing
- Partner with a Community Land Trust
- To the extent feasible, minimize fees paid by developers while still paying for infrastructure

³ Metro Code 3.07.730.

- Incentivize Smaller and Lower-Cost Middle Housing

These strategies complement the housing variety strategies described in the above findings in response to Metro Code Section 3.07.1120.C.3. Those housing variety strategies will help ensure integration of market-rate affordable housing within Frog Pond East and South by:

- Preventing the oversupply of higher-cost housing that would typically would only be affordable to households making more than 150% of median family income.
- Ensuring provision of market-rate housing that meets a variety of housing needs by requiring a certain amount of attached middle housing, cottages, ADUs, and other similar units that provide relatively affordable housing choices.

These implementation measures will increase opportunities for dispersed affordable housing that is integrated into all neighborhoods in the Master Plan area.

Based on the foregoing, this criterion is met.

5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;

FINDINGS: The City of Wilsonville has coordinated with the West Linn-Wilsonville School District throughout the planning processes for the Frog Pond area, including in the East and South Master Plan area. The Meridian Creek Middle School property was the first Frog Pond land to annex and develop after inclusion in the Urban Growth Boundary in 2013, and opened its doors in 2017. The School District is currently planning a new school in the Frog Pond West neighborhood. The School District also has land capacity for another school adjacent to the middle school in the South neighborhood, should additional school capacity be needed in the future. At this time, there are no additional schools being planned by the District in the Frog Pond area; the school needs of future Frog Pond residents will be met by the above-cited facilities and land holdings, in addition to existing schools in Wilsonville. This criterion is met.

6. Provision for the amount of land and improvements needed, if any, for public park facilities sufficient to serve the area added to the UGB in coordination with affected park providers.

FINDINGS: The City of Wilsonville is the parks provider for the Master Plan area. The Master Plan includes a series of parks and open spaces of different sizes to be located centrally and distributed

equitably throughout the East and South neighborhoods. Figure 19 in the Master Plan illustrates the Park and Open Space Plan, which provides for the siting of recreational facilities in the following ways:

- The proposed 3-acre East Neighborhood Park, which is centrally located to the East Neighborhood.
- Designation of the 10-acre Future Community Park as a key destination, and siting of walking, biking, and vehicular routes to connect it to the surrounding neighborhoods.
- Planning for the BPA power line easement for a variety of open space uses, including trails and potential recreational uses.
- Planning for the area northeast of the BPA powerline easement as open space.
- Planning for the Frog Pond Grange as a civic and community amenity.
- **Proving a network of trails that will serve both recreational and transportation needs.**
- Planning Green Focal Points that will establish small open spaces in the subdistricts and opportunities for informal community gathering and play.
- **Planning for active transportation (bike lanes, buffered bike lanes, sharrows, and trails) as shown on Master Plan Figure 21, Active Transportation Plan.**

Based on the foregoing, this criterion is met.

7. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan;

FINDINGS: The Street and Block Demonstration Plan (Master Plan, Figure 20) illustrates a potential layout of streets, blocks, and multi-use paths that would achieve the intent of providing connected, convenient, safe, and low-stress transportation options for Frog Pond East and South. The location of framework streets either exists today or will be direct continuation of existing streets in adjacent urban areas, as shown on the Street and Block Demonstration Plan. The remaining street locations are shown in Figure 19 for demonstration purposes and actual street layout beyond the framework streets will be determined at the time of development review, based on standards contained in the Development Code and Public Works Standards.

A clear hierarchy of street connections is established with SW Stafford Road as a major arterial, SW Advance Road and SW 60th Avenue acting as collector streets, SW Brisband Street as a Main Street, and all other streets as local streets. The spacing standards for street connections in the Regional

Transportation Functional Plan (major arterial streets at a one-mile spacing and minor arterial streets or collector streets at a half-mile spacing⁴) are met by the plan.

The Demonstration Plan's network of local streets provides a local street at a spacing of approximately 200-450 feet, depending on the presence of pedestrian connections, alleys, etc. These metrics comply with Metro's local street spacing standard of 10 streets per mile or one street every 530 feet. The Demonstration Plan's local street network also provides direct public right-of-way routes and limits closed-end street designs, which is consistent with Metro's connectivity requirements.

This criterion is met.

8. Provision for the financing of local and state public facilities and services; and

FINDINGS: An Infrastructure Funding Plan is underway for the East and South Master Plan is underway as of the adoption proceeding for the Master Plan. It is expected to be finished in 2023 as an implementation action and will be completed and adopted prior to annexation and development reviews for properties in Frog Pond East and South. The Infrastructure Funding Plan will ensure that there are sufficient funds and explicit, actionable plans for how growth will be paid for and infrastructure will be delivered.

As described on page 125 of the Master Plan, "The Infrastructure Funding Plan will evaluate costs and revenues for transportation, water, sanitary sewer, storm water, and park improvements. The Funding Plan will identify potential funding gaps and strategies for filling the gaps. Multiple funding options will be evaluated, including a scaled system development charge approach and application of the City's infrastructure fee approach that is in use in Frog Pond West. The City's priority is to ensure adequate funding available at the time the improvement is needed."

This criterion is met.

9. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

FINDINGS: There are no existing or planned state highway interchanges in the Frog Pond East and South Area. Operations at the nearest highway interchanges at Wilsonville Road and Elligsen Road were evaluated as part of the transportation analysis for the Master Plan. (Technical Appendix, Appendix I). This analysis concluded that the interchange ramps will continue to function acceptably through the planning horizon after accounting for the full build-out of the Frog Pond East and South Neighborhoods, which includes up to 1,800 housing units and up to 44,000 square feet of commercial space.

This criterion is met.

⁴ Metro Regional Transportation Functional Plan, Metro Code 3.08.110.C.

D. The county or city responsible for comprehensive planning of an area shall submit to Metro a determination of the residential capacity of any area zoned to allow dwelling units, using a method consistent with a Goal 14 analysis, within 30 days after adoption of new land use regulations for the area.

FINDINGS: The City calculated a residential capacity of 1,587 total dwelling units in Frog Pond East and South. Documentation of the capacity calculation method is in the Technical Appendix, Appendix L.

This criterion is met.

SUMMARY OF COMPLIANCE WITH METRO ORDINANCE 18-1427

The following findings summarize the City's compliance with Metro Ordinance 18-1427 as of the adoption of the Frog Pond East & South Master Plan.

FINDINGS:

A.1 – The City will amend its Comprehensive Plan to adopt the Master Plan in 2022, approximately within four years of the Ordinance adoption date of December 13, 2018. Work will continue on plan implementation (development code amendments and a funding plan), with completion of those elements scheduled for the first half of 2023.

A.2 – The City has completed its compliance with and implementation of HB 2001 for Middle Housing. The City allows townhomes, duplexes, triplexes, and fourplexes in all zones that permit single family housing in its base zones and in the planned application of the Residential Neighborhood zone in Frog Pond East and South. The Master Plan describes how those uses and other housing options (multi-family, housing above retail on Main Street, single family dwellings, ADUs, etc) will be allowed (and required through variety standards) in Frog Pond East and South. (Master Plan, Chapter 8)

A.3 – The Master Plan includes an analysis of ways to encourage the construction of ADUs in Frog Pond East and South. (Technical Appendix, Appendix K)

A.4 – The Master Plan incorporates recommendations consistent with Metro's Climate Smart Strategy in the following ways:

- The Master Plan includes a mixed-use Main Street.
- The Master Plan includes about 24% of its housing in the Type 1 urban form, estimated at a minimum density of 25 du/ac. The Master Plan includes about 56% of its housing in the Type 2 urban form, estimated at a minimum density of 15 du/ac. In the Wilsonville context, these are higher density housing types and a significant proportion of attached and middle housing choices.
- The Master Plan recommends a transit loop for the local SMART bus that will connect key destinations (Meridian Creek Middle School, the future Community Park, the central Type 1

housing area of Frog Pond East, and Main Street) and provide local bus service a few blocks for most homes in the two neighborhoods.

- The Master Plan includes an extensive Active Transportation Plan.

A.5 - The City has coordinated with Metro Planning and Development staff during the planning process for the Master Plan

A-6 – The Master Plan process began with the preparation of a public engagement plan. The plan prioritized efforts to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. The project team included Centro Cultural as an engagement advisor and lead for outreach to the Latinx community. Two focus groups for Spanish speakers were held. Affordable Housing focus groups were also held with renters and other community members who do not typically engage in planning project regarding affordable housing. For further descriptions of this outreach and its impact on the Master Plan, please see Chapter 1 of the Master Plan and Technical Appendix, Appendix A.

B.5 – The City has initiated an Infrastructure Funding Plan that includes a specific task to evaluate variable system development charges designed to reduce the costs of building smaller, more affordable homes. That work is ongoing and will be completed in the first half of 2023.

F.1 – The Ordinance requires planning for at least 1325 homes. The proposed Master Plan includes capacity for 1587 homes. The city will implement this number as part of its standards for minimum housing capacities – the actual buildout could be higher. Infrastructure planning has been conducted to size the transportation, water, sewer and storm systems for 1800 homes.

F.2 - The expansion area is designated Neighborhood on the 2040 Growth Concept Map. It is also designated Residential Neighborhood (RN) on the Wilsonville Comprehensive Plan Map. The RN designation has been the implementing plan designation for all of the Frog Pond area planning – it is consistent with Metro’s Neighborhood designation.

F.3 - Wilsonville is not proposing the addition of the Corridor designation for Stafford Road.

COMPLIANCE WITH OREGON REVISED STATUTES AND ADMINISTRATIVE RULES

DEVELOPMENT OF MIDDLE HOUSING

ORS 197.758 and OAR 660-046

FINDINGS:

ORS 197.758(2) is the implementing statute for House Bill 2001 (HB 2001). The statute requires Oregon cities with populations over 25,000 and those within the Portland Metro boundary (collectively referred to as "Large Cities") to adopt development code regulations and comprehensive plan amendments to allow for the development of: (1) all Middle Housing types (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) in areas zoned for residential use that allow for the development of detached single-family dwellings; and (2) a duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings. The City of Wilsonville came into compliance with these regulations in 2021 through adoption of Ordinance No. 851, which amended the Comprehensive Plan and Development Code to allow all Middle Housing types in all residential zones, in compliance with the statute. This included amendments to the RN zone, which will be the implementing zone for the Frog Pond East and South Master Plan. Development Code updates to implement the land use recommendations of the Master Plan will be adopted following adoption of the Master Plan itself. However, the Master Plan indicates that all forms of Middle Housing will be allowed in all portions of the East and South Neighborhoods (Master Plan, page 110). No further amendments to the Comprehensive Plan are necessary for compliance with the statute and OARs regarding Frog Pond East and South.

ORS 197.758(5) states that local governments may regulate siting and design of Middle Housing provided that the regulations do not, individually or cumulatively, discourage the development of all Middle Housing types permitted in the area through unreasonable costs or delay. OAR 660-046-0220 provides specific standards limiting which siting standards comply with this ORS requirement. The OAR's limitations on siting standards were incorporated into the Development Code text amendments for the RN zone by ensuring that either: (1) the same standards apply to Middle Housing as do to single family detached housing, or (2) where unique standards apply to Middle Housing types, they are consistent with the OAR requirements (e.g., minimum lot sizes for townhouses). Amendments to the RN zone following adoption of the Master Plan will likely extend many these OAR-compliant standards to the East and South Neighborhoods. Any new or modified standards will also be consistent with the OAR limitations. As required by OAR 660-046, Middle Housing will not be subject to maximum density requirements in the RN zone.

OAR 660-046-0225 specifies what design standards local governments may apply to Middle Housing. These include: design standards in the Model Code for Large Cities; design standards that are less restrictive than those in the Model Code for Large Cities; the same clear and objective design standards that the Large City applies to detached single-family structures in the same zone; or alternative design standards as provided in OAR 660-046-0235. All design standards for Middle Housing that were adopted as part of Ordinance No. 851 are either the same as (or less restrictive than) the Model Code for Large Cities or are the same as those applied to single-family detached dwellings in the same zone. Any new or modified standards will also be consistent with the OAR limitations.

OAR 660-046-0205(2)(b)(A) identifies options for regulating Middle Housing within in Master Planned Communities (MPC) adopted after January 1, 2021. Frog Pond East and South will qualify as an MPC

under these provisions. The OAR identifies three regulatory options within MPCs: (i) plan to provide infrastructure that accommodates at least 20 dwelling units per net acre; (ii) plan to provide infrastructure based on the implementation of a variable rate infrastructure fee or system development charge or impact fee; or (iii) require applications for residential development within an MPC to develop a mix of residential types, including at least two Middle Housing types other than Duplexes.

The City is selecting to implement action (iii), require a mix of housing types. The City is may also choose to implement action (ii), variable rate infrastructure fees and/or SDCs, however at the time of this compliance finding the analysis and writing of a funding plan is still under development. In addition, the proposed Master Plan meets the intent and in most cases the letter of the generic rule for middle housing is large cities in 660-046-0205 through 660-046-0235. The only scenario where it would not meet this generic rule is that in implementing the required mix of housing types for action (iii), there is potential for a limited number of lots to require detached single-family as part of the variety where an area is majority middle housing or multi-family. Whether this exception to the generic rule will actually occur will be verified during drafting of further development standards and running scenarios.

The City is selecting to implement action (iii), require a mix of housing types. The Frog Pond East and South Master Plan calls for a wide variety of housing choices, including by “requirement for a mix of housing choices in each subdistrict.” Specific development code strategies to accomplish this include:

- Creating housing categories that reflect Wilsonville’s housing needs: the categories allow developer flexibility while meeting similar housing needs
- Limit each subdistrict and development to a maximum percentage of any one housing category;
- Require a minimum amount of specific housing types, including middle housing besides duplexes, at a subdistrict and development level.
- Establish standards that ensure a variety of housing categories.

Senate Bill 458 (SB 458), which is added to ORS 92.010 to 92.192, requires local governments subject to HB 2001 to allow land divisions for any middle housing type permitted in accordance with code provisions adopted under ORS 197.758. The City incorporated the middle housing land division requirements of SB 458 into the Development Code as part of Ordinance No. 851. This included revisions to definitions, review procedures, and land division regulations, among others. No changes to those provisions will be proposed as part of the Frog Pond East and South implementation.

TRANSPORTATION PLANNING RULE

Please see the Transportation Planning Rule findings dated November 7 2022 and attached at the end of this Findings Report.

COMPLIANCE WITH WILSONVILLE COMPREHENSIVE PLAN AND DEVELOPMENT CODE AMENDMENT STANDARDS

INTRODUCTION

The Wilsonville Comprehensive Plan and Development Code established how Plan amendments may be initiated and reviewed by the City. The guiding text is in the Introduction section, pages Intro 7-8. The standards for amendments are listed below in bold, italic type, followed by FINDINGS.

WILSONVILLE COMPREHENSIVE PLAN-PUBLIC INVOLVEMENT

Public Involvement-In General

Goal 1.1, Policy 1.1.1,

By following the applicable implementation measures, see findings below, the City provided opportunities for public involvement encouraging, and providing means for, involvement of interested parties. Specific information on public involvement can be found in Chapter 1 of the Master Plan document and Appendix A.

Early Involvement

Implementation Measure 1.1.1.a.

The City reached out early in the process to stakeholders and community members in Wilsonville through various engagement avenues to provide information about the project and to solicit early input. The Planning Commission and City Council and community members have opportunity to comment on the proposed Master Plan in public work sessions and other public events while still in draft form. The City held 10 Planning Commission work sessions and 10 City Council work sessions between October 2021 and November 2022. For all these meetings the opportunity was available to the public to view remotely or in-person. The meeting recordings were made available for viewing afterwards on the City's YouTube channel.

Encourage Participation of Certain Individuals, Including Residents and Property Owners

Implementation Measure 1.1.1.e.

The City encouraged residents, property owners, and other interested parties impacted by the proposed Plan and Code amendments to participate as described in detail in Appendix A of the Master Plan document.

Procedures to Allow Interested Parties to Supply Information***Implementation Measure 1.1.1.f.***

The City afforded interested parties the opportunity to provide oral input and testimony during the public hearings. In addition, the City afforded them the opportunity to provide written input and testimony. Throughout the work sessions and extended period of work, the City also encouraged and afforded opportunity for comments either in writing or in-person or virtually at Planning Commission meetings. The City also took comments on the variety of events and online surveys described in Appendix A to the Master Plan document.

Types of Planning Commission Meetings, Gathering Input Prior to Public Hearings***Implementation Measure 1.1.1.g.***

Prior to the scheduled public hearing on the proposed Plan and Code amendments, the Planning Commission held a series of 10 work sessions open to the public on October 13 and December 8, 2021 and on February 9, April 13, June 8, July 13, August 10, September 14, September 28, and October 19, 2022, during which the Planning Commission considered public input and provided feedback, which was incorporated into the current draft.

Public Notices for Planning Commission Meetings***Implementation Measure 1.1.1.h.***

The notice regarding the public hearing clearly indicated the type of meeting.

User Friendly Information for Public***Policy 1.2.1, Implementation Measures 1.2.1.a., b., c.***

The published notecard mailings and notices provided user- friendly information about the purpose, location, and nature of the meetings as has been standardized by the City. The mailings widely publicized different ways for impacted parties to participate, access additional information about the proposal, and staff contact information for questions they may have. The notice to impacted parties provided the necessary information for them to access to the draft Master Plan and staff report on which the Planning Commission will base their decision. Staff provided contact information and links to these files via the Let's Talk, Wilsonville! webpage and interested parties email list.

Coordinate Planning Activities with Affected Agencies***Implementation Measure 1.3.1.b.***

The proposed Master Plan has been coordinated with other agencies including with the West Linn-Wilsonville School district on both future school needs and property they own in the area, TFFV&R, on right-of-way design, and Clackamas County on road jurisdiction and impact on intersections that will remain county responsibility.

WILSONVILLE COMPREHENSIVE PLAN-HOUSING AND RESIDENTIAL AREAS***Variety and Diversity of Housing******Policy 4.1.4, Implementation Measures 4.1.4.b.,d.,j.,o.***

The proposed Master Plan strongly supports Wilsonville’s policies and implementation measures related to providing a variety of housing options to meet diverse housing preferences and needs. The Master Plan first allows a variety by zoning not by housing type or density but by urban form. It adds to this a plan to actually require a variety be built and be that variety be integrated together.

Public Services and Facilities***Implementation Measure 4.1.4.b.,h.,i.,o.,r.***

The proposed Master Plan includes components to provide the necessary infrastructure and services. Future development proposals will need to follow the plans to ensure provision of adequate public services and facilities.

Safe, Convenient, Healthful, Attractive Residential Areas; Compatibility with Adjacent Areas***Implementation Measure 4.1.4.c.,t.***

The proposed Master Plan carries forward the vision of the Frog Pond Area Plan to “create great neighborhoods that are a connected part of Wilsonville” and create “cohesive design where individual private development and public realm improvements fit seamlessly together into a coordinated whole”. Examples of how this is done include carrying forward a number of the public realm design elements from Frog Pond West and being thoughtful about how the urban form interacts with adjacent development.

Housing Needs***Implementation Measure 4.1.4.f.-g.,k.-m.,p.***

Wilsonville’s current Housing Needs Analysis (HNA), adopted in 2014, found that the city is projected to grow by 3,749 households over the 2014 to 2034 period (based on Metro forecasts). The analysis also found that Wilsonville has capacity to accommodate between 3,390 and 4,229 new dwelling units—based on “low capacity” and “high capacity” scenarios. Under the “low capacity scenario,” and based on current land use regulations, the City does not have enough land to accommodate needed housing over the 20-year period. The proposed Master Plan will accommodate an additional 1,587 or more units to help accommodate Wilsonville’s housing needs. The Master Plan is also written to provide flexibility, by not being overly prescriptive of types of housing and allowed number of units, as the City completes its next Housing Needs Analysis in the coming year followed by looking at additional strategies to produce housing.

WILSONVILLE DEVELOPMENT CODE COMPREHENSIVE PLAN AMENDMENT STANDARDS

Follow Procedures and Criteria in Comprehensive Plan***Subsection 4.198 (.01)***

Findings in this document confirm that the process to amend the Comprehensive Plan text followed applicable procedures established in the Comprehensive Plan. Findings below establish that the proposed Comprehensive Plan text amendments meet the criteria contained in the Comprehensive Plan. The development and adoption of the proposed Master Plan as a subcomponent of the Comprehensive Plan and related text and map amendments followed applicable procedures in the Comprehensive Plan as follows: the Planning Commission initiated the legislative Plan amendments; the City Council will consider the amendments after receiving findings and recommendations from the Planning Commission and public testimony; and amendments were provided sufficiently in advance of the first evidentiary Planning Commission hearing to allow adequate time for providing public notice and preparing a staff report on the proposal. As detailed in findings above, concepts and incremental drafts were available for public review between October 2021 and November 2022.

Meet a Public Need/In the Public Interest***Subsection 4.198 (.01) A.-B. and Comprehensive Plan Introduction: Plan Amendments 4. b.-c.***

The public need for the proposed Master Plan and related Comprehensive Plan text and map amendments is to provide for housing options that meet the needs of all Wilsonville residents – present and future, as previously expressed in the Frog Pond Area Plan and acknowledged with the Metro approval of the UGB expansion and related conditions of approval.

Support Statewide Planning Goals***Subsection 4.198 (.01) C.***

Findings above establish that the proposed text amendments support Statewide Planning Goals.

Conflict with Other Portions of Comprehensive Plan***Subsection 4.198 (.01) D. and Comprehensive Plan Introduction: Plan Amendments 4. a.***

The City has carefully reviewed the proposed Master Plan and related Comprehensive Plan text and map amendments and finds that there are no conflicts between the proposal and other language or other components existing in the Comprehensive Plan.

Submission and Review Process, Noticing***Subsection 4.198 (.02)-(.03) Comprehensive Plan Introduction: Plan Amendments 1.-3., 5.***

The City initiated the proposed Comprehensive Plan proposal. The Planning Commission and City Council will review the proposal. The Planning Commission will adopt a resolution making a recommendation to City Council. City Council will consider the proposal after receiving findings and recommendations from the Planning Commission and public testimony and will adopt the proposal by Ordinance. As detailed above, concepts and incremental drafts were available for public review between October 2021 and November 2022. All noticing requirements, as described under public involvement findings for the Comprehensive Plan above, have been followed. Notice has been provided as follows:

- Mailed to all property owners within the Master Plan area
- Mailed to all property owners with 250 feet of the Master Plan area
- Emailed to affected agencies and other parties requesting notices
- Published in the Wilsonville Spokesman newspaper on November 2, 2022
- Posted at City Hall, Community City, and Wilsonville Library
- Posted on the City's website and social media accounts

Factors to Address in Proposed Amendments***Comprehensive Plan Introduction: Plan Amendments 4. d.***

Each applicable factor listed, including density of development and public need for healthful, safe and aesthetic surroundings and conditions, has one or more corresponding implementation measures in the Master Plan. Compliance with the applicable Comprehensive Plan implementation measures is demonstrated in Findings above. By demonstrating compliance with applicable corresponding implementation measures, the proposed amendments address these factors.

Conflict with Metro Requirements***Comprehensive Plan Introduction: Plan Amendments 4. e.***

Findings above establish that the proposed text amendments are consistent with applicable requirements of the Metro Urban Growth Management Functional Plan (UGMFP or "Functional Plan").

TRANSPORTATION PLANNING RULE

FINDINGS

TO: City of Wilsonville

FROM: Project Team

DATE: November 7, 2022

INTRODUCTION

The purpose of this memorandum is to summarize the Wilsonville Frog Pond East & South Master Plan's compliance with the Transportation Planning Rule (TPR). References to "proposed plan" and "Master Plan" refer to the Master Plan and its Technical Appendix. References below to the "transportation analysis" refer to transportation memorandum prepared by DKS Associates: *Frog Pond East and South Master Plan - Transportation Analysis: Existing and Future Conditions* (DKS Associates, November 2022).

CRITERIA AND FINDINGS

TPR Requirement	Findings
660-012-0060 Plan and Land Use Amendments	
(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:	<p>The analysis evaluated 15 intersections in Wilsonville. Outside of the Frog Pond Master Plan boundary, the analysis found: "All intersections except the Stafford Road/65th Avenue intersection currently meet operating standards and targets. Additional coordination between Clackamas County and City of Wilsonville is recommended regarding the necessary improvements to that intersection to accommodate future Frog Pond development." The City is currently collecting Transportation SDCs to help fund a portion of this Clackamas County project. In the 2017 SDC methodology report, the City TSDC cost share assumption for this project is \$528,668.</p> <p>Within the Frog Pond Master Plan boundary, the analysis found: "In the future 2040 scenarios, all but three of the study intersections are expected to continue to meet standards and targets in the</p>

TPR Requirement	Findings
	<p>future assuming the completion of the High Priority Projects identified in the TSP. Those three intersections are located along Stafford Road and are the gateway intersections to the Frog Pond East neighborhood and were analyzed as stop controlled intersections.”</p> <p>The analysis recommends improvements for those intersections, listed below and included as part of the Frog Pond East & South Master Plan:</p> <ul style="list-style-type: none"> • Stafford Road/Kahle Road: install a single-lane roundabout • Stafford Road/Frog Pond: install a raised median to prohibit minor street through and left turns and install an enhanced pedestrian crossing with a center refuge median. • Stafford Road/Brisband Street: install a single-lane roundabout
(a) Change the functional classification of an existing or planned transportation facility;	The proposed plan does not recommend changing the functional classification categories of any roadways. The proposed plan refines the Collector classification to create a “Gateway Collector” and applies it to SW Advance Road. The proposed plan also classifies new, proposed roadways identified in the Master Plan.
(b) Change standards implementing a functional classification system; or	The proposed plan does not recommend changing the standards implementing functional classification of any roadways. It includes proposed cross-sections to describe and illustrate standards for particular roads.
(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.	The land use assumed for the Frog Pond East and South Neighborhoods transportation analysis was higher than previously analyzed in the TSP. The proposed transportation improvements will be adequate to serve the proposed amount of land use. No enforceable, ongoing requirements that would demonstrably limit traffic generation are required.

TPR Requirement	Findings
(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;	The types and levels of travel and access expected on existing and planned transportation facilities are consistent with their functional classifications.
(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or	Projected conditions measured at the end of the TSP planning period (2040) meet City operating standards and ODOT mobility targets, assuming implementation of the proposed transportation improvements stated in the analysis. The proposed plan amendments do not degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan. The traffic control improvements have been identified and will be required on the development when warrants are met.
(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.	The proposed plan does not degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.
(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.	The proposed improvements to the three intersections noted in (1) are included in the Master Plan. The analysis demonstrates that they, together with other improvements already adopted in the TSP, will result in all roadways and intersections to operate at acceptable levels.
(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.	N/A
(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such	The City is adopting the Master Plan, which identifies all of the recommended transportation improvements. By that action, those improvements will be required by the City's

TPR Requirement	Findings
amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.	Comprehensive Plan. Subsequently, the City will formally amend/update the TSP to integrate the recommended transportation improvements. The City will also adopt a funding plan (aka financing plan) so that the proposed improvements will be provided.
(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.	No function, capacity or performance standards are identified.
(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.	N/A
(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.	N/A
(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:	N/A
(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP.	N/A
(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures.	N/A
(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C)	The Master Plan does not involve property located in an Interchange Area Management Plan.

TPR Requirement	Findings
(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.	N/A
(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.	Notice, opportunity to comment, and/or direct coordination of the analysis and proposed Master Plan has occurred with Metro, ODOT, Clackamas County, the West Linn-Wilsonville School District, and the Tualatin Valley Fire and Rescue District.
(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.	As described further below, the analysis relies on existing transportation facilities and services and planned transportation facilities that meet the criteria in subsections (b) and (c).
(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services: (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of transportation service provider. (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted. (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area	The analysis assumes implementation of the Wilsonville TSP's High Priority projects. The recommended improvements to the three intersections on SW Stafford Road are proposed as additional High Priority projects.

TPR Requirement	Findings
<p>that are part of the area's federally-approved, financially constrained regional transportation system plan.</p> <p>(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.</p> <p>(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.</p>	
<p>(c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:</p> <p>(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or</p> <p>(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b) (D) and (E) of this section.</p>	<p>The analysis evaluated both the Wilsonville Road and Elligsen Road and Wilsonville Road and found they will meet operating targets and standards.</p>
<p>(d) As used in this section and section (3):</p> <p>(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.</p>	<p>The proposed plan does not include an exception to allow development on rural lands; therefore, this section is not applicable.</p>
<p>(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;</p>	<p>No reductions in motor vehicle trips were assumed for the attached transportation analysis; therefore, this section is not applicable. This assumption was for analysis purposes only – the proposed plan will include mixed-use and pedestrian-friendly development.</p>

TPR Requirement	Findings
(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):	This section is not applicable because not all the referenced subsections are met, as noted below. Further, the proposal complies with the planned streets and regulations of the Wilsonville TSP.
(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;	Approximately four acres of commercial land is proposed.
(b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and	The Wilsonville TSP implements Metro's street connectivity requirements. The proposal's streets comply with the block spacing standards in the TSP, therefore, this subsection is not applicable.
(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).	The significant affect described in section (1) along Stafford Road will be addressed with the proposed transportation facility improvements. The transportation projects identified in the City's adopted Transportation System Plan and traffic control improvements in the analysis and proposal will allow all roadways and intersections to operate at acceptable levels.
(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means: ...	Frog Pond East and South is not a "mixed-use, pedestrian-friendly center or neighborhood" as the phrase is specifically used and legally applied in 660-012-0060 (8).
(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.	The proposed plan does not meet the requirements identified in subsections (a) through (c) because the proposal include changes to the comprehensive plan map; therefore, this section is not applicable.
(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;	No zoning amendments are proposed at this time. The proposed plan includes changes to the comprehensive plan map.
(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and	No zoning amendments are proposed at this time.
(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in	No zoning amendments are proposed at this time.

TPR Requirement	Findings
OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.	
(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.	The proposed plan does not meet the requirements of subsection (a) of this section; therefore, this section is not applicable.
(a) A proposed amendment qualifies for this section if it: (A) is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and (B) is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.	The proposed plan is not within a multimodal mixed-use area (MMA), therefore, this section is not applicable.
(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.	The proposed plan is not proposed to have partial mitigation and does not comply with subsection (a) of this section; therefore, this section is not applicable.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: April 17, 2023	Subject: Ordinance No. 878 1st Reading Approving A Street Name Change Of SW Columbine Avenue To SW Ponderosa Avenue In The Frog Pond Ridge Subdivision Staff Member: Georgia McAlister, Associate Planner Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: April 17, 2023 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: April 17, 2023 <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: May 1, 2023 <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: During a public hearing on March 27, 2023, Development Review Board Panel 'B' reviewed and unanimously recommended approval of the street name change.	
Staff Recommendation: Staff recommends Council adopt Ordinance No. 878 on 1 st reading.		
Recommended Language for Motion: I move to adopt Ordinance No. 878 on 1 st reading.		
Project / Issue Relates To:		
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): Frog Pond West	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Approval of a resident-initiated street name change of SW Columbine Avenue in Frog Pond West to SW Ponderosa Avenue.

EXECUTIVE SUMMARY:

The Development Review Board (DRB) approved the 71-lot Frog Pond Ridge subdivision, and subsequently City Council approved the annexation and zone change, in the summer of 2020. The approval included a preliminary subdivision plat, including a number of new streets to be dedicated to the City. The subject street was included and labeled on the preliminary plat as "Street I". Subsequently, the developer submitted a final plat to the City for staff review to ensure conformity with the DRB and City Council approvals and other technical considerations. As part of this final plat administrative process, the developer proposed a name for each street, which was checked by City staff to ensure conformance with the City Street Naming Policy adopted in Resolution No. 1924. The proposed name of SW Columbine Avenue for "Street I" was approved as it met the City's adopted policy of using names of native trees and other native plants. No error was made and the correct process and all policies were followed. The applicant, who has purchased a home on the street, has requested the name be changed from SW Columbine Avenue to SW Ponderosa Avenue. The criteria and process for renaming a street within the City of Wilsonville is outlined in and regulated by the City Street Naming Policy as well as ORS 227.120.

State Statute ORS 227.120 requires approval of a street name change by the Development Review Board, adopted by Ordinance, with public hearings held by both DRB and the City Council. Ordinance No. 878, if approved, will change the street name by modifying Condition of Approval PFD 2 from the Frog Pond Ridge Subdivision approval, DB20-0007. This condition of approval required the proper review and procedure for the naming of the streets in Frog Pond Ridge during the Final Subdivision Plat review. Modifying the condition will trigger the plat modification necessary for the official recording of the street name change and reapplication of the condition of approval, allowing staff to apply the criteria and process of the City Street Naming Policy as well as the requirements of State Statute ORS 227.120.

The request was referred to the Development Review Board for review as required by State Statute. Resolution 414 was heard by the City's Development Review Board on March 27, 2023, and referred to City Council with the recommendation for approval of the street name change. In accordance with ORS 227.120, the City Council must take action based on the recommendation and can either approve, deny, or modify the name change request. If the request is approved, conditions of approval outlined under Resolution 414 will require the applicant to record the name change on the plat, pay for replacement signs, and coordinate the timely installation within 60-days of approval.

EXPECTED RESULTS:

Adoption of Ordinance No. 878 will result in a street name change from SW Columbine Avenue to SW Ponderosa Avenue.

TIMELINE:

The Ordinance will be in effect 30-days after adoption on second reading and upon filing the Ordinance with the county recorder, county assessor, and county surveyor as provided by ORS 227.120. The applicant will have 60-days after the approval to purchase the street signs and coordinate their installation to ensure installation is completed in a timely manner in order to reduce the impact of the change to neighboring property owners.

CURRENT YEAR BUDGET IMPACTS:

The project is not expected to have budget impacts.

COMMUNITY INVOLVEMENT PROCESS:

Staff sent the required public hearing notices.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The street name change will impact surrounding residents as well as the property owners along SW Columbine. All required property owners consented to the change.

ALTERNATIVES:

The alternatives are to modify, approve, or deny the request related to modifying the street name.

CITY MANAGER COMMENT:**ATTACHMENTS:**

1. Ordinance No. 878
 - A. Compliance Findings
 - B. Development Review Board Panel B Resolution No. 414

ORDINANCE NO. 878**AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A STREET NAME CHANGE OF SW COLUMBINE AVENUE TO SW PONDEROSA AVENUE IN THE FROG POND RIDGE SUBDIVISION.**

WHEREAS, in the summer of 2020 the Development Review Board (DRB) approved the 71-lot Frog Pond Ridge subdivision (the approval), and subsequently City Council approved the annexation and zone change; and

WHEREAS, the approval included a number of new streets to be dedicated to the City including the subject street labeled as "Street I"; and

WHEREAS, the name of SW Columbine Avenue for "Street I" was approved during approval of the final plat, consistent with Condition of Approval PFD 2 (Condition PFD 2) which designated the street naming process to be followed, as it met the City's adopted Street Naming Policy, Resolution No. 1924, adopted on March 7, 2005, which includes the use of native tree and other plant names for streets; and

WHEREAS, no error was made and the correct process and all policies were followed in naming the street SW Columbine Avenue; and

WHEREAS, a request was submitted by Shawn Leahy, who is purchasing a home addressed on the subject street, to change the street name from SW Columbine Avenue to SW Ponderosa Avenue (the request); and

WHEREAS, ORS 227.120 requires a street name change approved by the Development Review Board and adopted by Ordinance after public hearings held by City Council; and

WHEREAS, DRB Panel B duly considered the request, and after a public hearing on March 27, 2023, adopted DRB Resolution No. 414, recommending approval of the request to City Council; and,

WHEREAS, the formal action of DRB was to modify Condition PFD 2, which formal action is the application type identified by the City to facilitate the hearings process identified by ORS 227.120; and

WHEREAS, the City Council, during an April 17, 2023 public hearing, duly considered the DRB's recommendation and other available information, including the staff recommendation and all the exhibits and testimony introduced and offered by all interested parties.

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

- Section 1. Findings. The City hereby adopts the findings contained in Exhibit A.
- Section 2. Determination. The City modifies Condition of Approval PFD 2 from the Frog Pond Ridge Subdivision approval, DB20-0007, enabling City staff to process a name change of SW Columbine Avenue and ensure the selected new name, SW Ponderosa Avenue, meets the City's street naming policy and is appropriately recorded as directed by State statute. The City approves the street name change of SW Columbine Avenue to SW Ponderosa Avenue. The City shall further ensure notice of the name change is made to parties notified of address changes in the City and all signage is changed reflecting the new name.
- Section 3. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council at a regular meeting thereof this 17th day of April, 2023, and scheduled the second reading on May 1, 2023 commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the ____ day of May, 2023, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this _____ day of May, 2023

JULIE FITZGERALD MAYOR

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Berry

Councilor Dunwell

Councilor Linville

EXHIBITS:

- A. Compliance findings for the proposed modification to the Condition of Approval
- B. Development Review Board Panel A Resolution No. 414



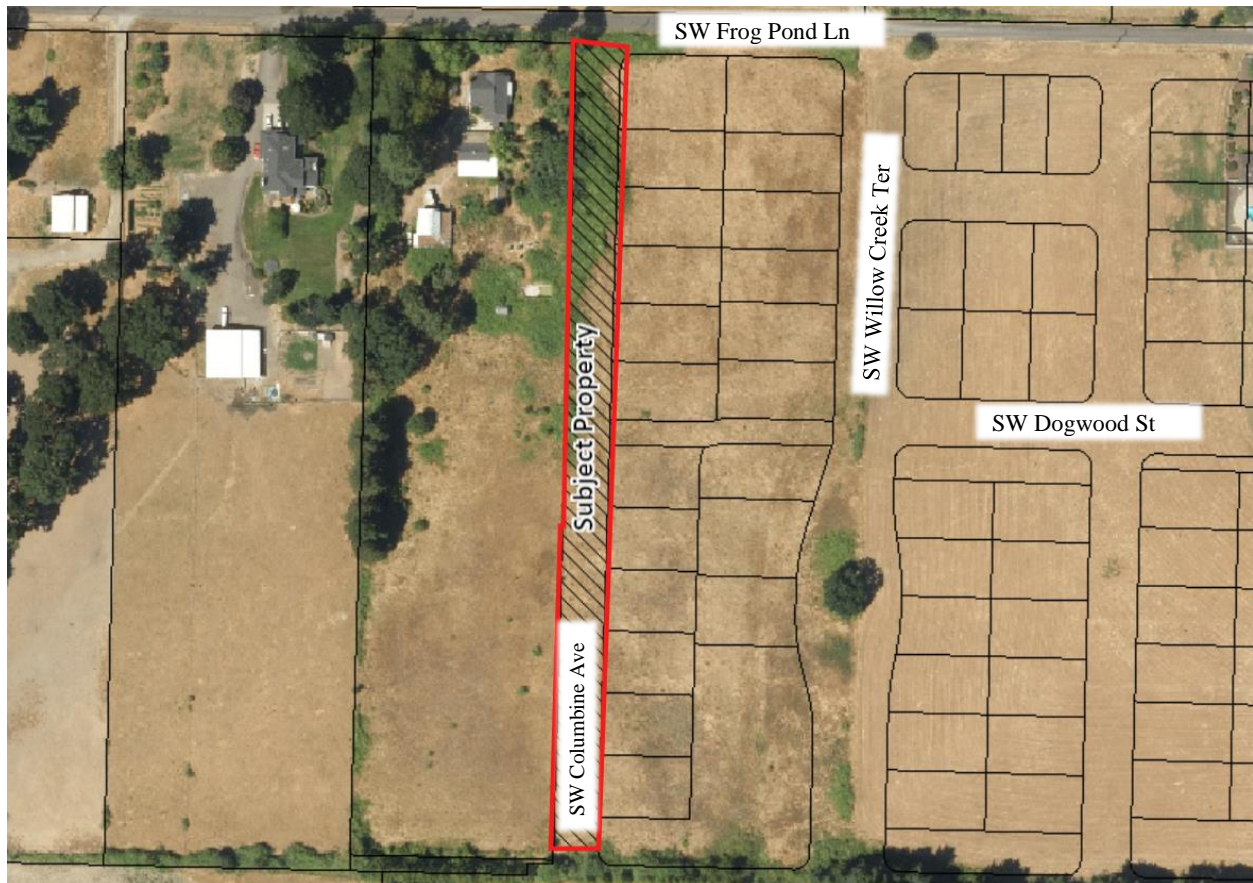
Ordinance No. 878 Compliance Findings

Date of Report:	March 20, 2023
Application Nos.:	DB23-0002 Modification to Condition of Approval
Request/Summary:	Class 3 Modification to Condition of Approval for the Renaming of SW Columbine Avenue to SW Ponderosa Avenue in the Frog Pond Ridge Subdivision
Location:	Public right-of-way (currently named SW Columbine Avenue), Section 12DD, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon
Owner:	City of Wilsonville
Applicant:	Sean Leahy
Comprehensive Plan Designation:	Residential Neighborhood
Zone Map Classification:	Residential Neighborhood (RN)
Staff Reviewers:	Georgia McAlister, Associate Planner

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.031	Authority of the Development Review Board
Section 4.236	Land Division
<u>Resolution:</u>	
Resolution 1924	City of Wilsonville Street Naming Policy
<u>Other Planning Documents:</u>	
Wilsonville Comprehensive Plan	
<u>Oregon Statutes:</u>	
ORS 227.120	Procedure and approval for renaming streets
<u>Prior Land Use Approvals:</u>	
DB20-0002- DB20-0014	Frog Pond Ridge Subdivision
AR21-0040 and AR21-0041	Frog Pond Ridge Phase One and Two Final Plat

Vicinity Map



Background:

The Development Review Board (DRB) and Subsequently City Council approved the 71-lot Frog Pond Ridge Subdivision in the Summer of 2020. The approval included approval of a preliminary subdivision plat, including a number of new streets to be dedicated to the City. The subject street was included labeled on the preliminary plat as "Street I". Subsequently, the developer submitted a final plat to the City for Staff review to ensure conformity with the DRB and City Council approval and other technical considerations. As part of this final plat administrative process the developer proposed a name for each street which was checked by City staff to conform with the City Street Naming Policy adopted in Resolution No. 1924. The proposed name of SW Columbine Avenue for "Street I" was approved as it met the City's adopted policy of using names of native trees and other plants (*see* Resolution No. 1924). No error was made and the correct process and all policies were followed. The applicant, who has purchased a home on the street, has requested the name be changed from SW Columbine Avenue to SW Ponderosa Avenue.

Summary:

Modification to Condition of Approval (DB23-0002)

This application is a request to modify Condition of Approval PFD 2 from the Frog Pond Ridge Subdivision approval, DB20-0007. This condition of approval required the proper review and procedure for the naming of the streets in Frog Pond Ridge during the Final Subdivision Plat review. Staff conducted this review accordingly, prior to the recording of the final plat. The modification of a condition is the application type identified by the City to facilitate the hearings process identified by Oregon Statute related to changing street names. The street name change will trigger City staff to apply Condition of Approval PFD 2 again, ensuring the new street name also follows the City Street Naming Policy and the new street name is recorded on the final plat with Clackamas County. Going through this process will allow for the subject street name to be changed from SW Columbine Avenue to SW Ponderosa Avenue.

Conclusion and Conditions of Approval:

Staff has reviewed the Applicant's analysis of compliance with the applicable criteria. The Staff report adopts the applicant's responses as Findings of Fact except as noted in the Findings. Based on the Findings of Fact and information included in this Staff Report, and information received from a duly advertised public hearing, the request is approved with the following conditions:

Conditions:

PF 1.	All new street signs shall be installed 60 days after approval of this application by the City Council unless an extension is granted by the City in writing. Applicant is responsible for paying for and coordinating timely installation of the new signs.
PF 2.	All street signs shall utilize the City-approved sign cap on street name signs throughout the entirety of the subdivision, matching the design used in the Frog Pond Meadows, Stafford Meadows, and Morgan Farm subdivisions. The sign caps shall be purchased from the City.

Master Exhibit List:

The following exhibits are hereby entered into the public record by as confirmation of consideration of the application as submitted. This is the exhibit list that includes exhibits for Planning Case File DB23-0002.

Procedural Statements and Background Information:

1. The statutory 120-day time limit applies to this application. The application was received on March 3, 2023. On March 7, 2023, the application was deemed complete. The City must render a final decision for the request, including any appeals, by July 5, 2023.

2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	N/A	Farmland
East:	RN	Single-Family Housing
South:	RN	Single-Family Housing
West:	RN	Single-Family Housing

3. Previous Planning Approvals:

DB20-0007 Annexation

DB20-0008 Zone Map Amendment

DB20-0009 State I Preliminary Plan

DB20-0010 Stage II Final Plan

DB20-0012 Tentative Subdivision Plat

DB20-0013 Type C Tree Removal Plan

DB20-0014 Waiver – Front Setback

SI20-0001 Abbreviated SRIR Review

AR21-0040 Phase One Final Plat

AR21-0041 Phase Two Final Plat

4. The applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.

Findings:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General Section 4.008

Criteria: This section lists general application procedures applicable to a number of types of land use applications and also lists unique features of Wilsonville's development review process.

Response: The application is being processed in accordance with the applicable general procedures of this Section.

Initiating Application Section 4.009

Criterion: "Except for a Specific Area Plan (SAP), applications involving specific sites may be filed only by the owner of the subject property, by a unit of government that is in the process of acquiring the property, or by an agent who has been authorized by the owner, in writing, to apply."

Response: The application has been submitted by Sean Leahy, City resident, who has purchased a home on the street. The street has already been dedicated by the developer to the City. The City allows street name changes in accordance with the City Street Naming Policy, and thus, authorizes the application.

Pre-Application Conference Subsection 4.010 (.02)

Criteria: This section lists the pre-application process

Response: A Pre-application conference was determined to be unnecessary for this review.

Lien Payment before Approval Subsection 4.011 (.02) B.

Criterion: "City Council Resolution No. 796 precludes the approval of any development application without the prior payment of all applicable City liens for the subject property. Applicants shall be encouraged to contact the City Finance Department to verify that there are no outstanding liens. If the Planning Director is advised of outstanding liens while an application is under consideration, the Director shall advise the applicant that payments must be made current or the existence of liens will necessitate denial of the application."

Response: No applicable liens exist for the subject property. The application can thus move forward.

General Submission Requirements

Subsection 4.035 (.04) A.

Criteria: “An application for a Site Development Permit shall consist of the materials specified as follows, plus any other materials required by this Code.” Listed 1. through 6. j.

Response: The applicant has provided all of the applicable general submission requirements contained in this subsection.

Zoning-Generally

Section 4.110

Criteria: “The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.” “The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.”

Response: This proposed development is in conformity with the applicable zoning district and general development regulations listed in Sections 4.150 through 4.199 have been applied in accordance with this Section.

Request: DB23-0002 Modification to Condition of Approval for Street Name Change

As described in the Findings below, the applicable criteria for this request are met or will be met by Conditions of Approval.

Street Rename Regulations and Process

Condition of Approval Modification

Planning Division Condition PFD 2. (DB22-0002)

A1. Criterion: “Prior to final approval: The Final Subdivision Plat shall indicate dimensions of all lots, lot area, minimum lot size, easements, proposed lot and block number, parks/open space by name and/or type, and any other information that may be required as a result of the hearing process for the Stage II Final Plan of the Tentative Plat”

Response: Street names are reviewed as part of Final Subdivision Plat permitting process by the City Engineer. The correct review was conducted according to the City Street Naming Policy and the Planning Division Condition of Approval PFD 2. This application is a request to modify Condition of Approval PFD 2 to allow for the street on the eastern side of Frog Pond Ridge, currently named SW Columbine Avenue, to be renamed SW Ponderosa Avenue and appear as such on the Final Plat. The applicable criteria for review for PFD 2, as it relates to street naming, will need to be reapplied as part of this application to rename the street.

Procedure and Approval for Renaming Streets

ORS 227.120

- A2. Criterion:** This State Statute regulates the approval procedure for street name changes in the State of Oregon.

“Within six miles of the limits of any city, the commission, if there is one, or if no such commission legally exists, then the city engineer, shall recommend to the city council the renaming of any existing street, highway or road, other than a county road or state highway, if in the judgment of the commission, or if no such commission legally exists, then in the judgment of the city engineer, such renaming is in the best interest of the city and the six mile area. Upon receiving such recommendation the council shall afford persons particularly interested, and the general public, an opportunity to be heard, at a time and place to be specified in a notice of hearing published in a newspaper of general circulation within the municipality and the six mile area not less than once within the week prior to the week within which the hearing is to be held. After such opportunity for hearing has been afforded, the city council by ordinance shall rename the street or highway in accordance with the recommendation or by resolution shall reject the recommendation. A certified copy of each such ordinance shall be filed for record with the county clerk or recorder, and a like copy shall be filed with the county assessor and county surveyor. The county surveyor shall enter the new names of such streets and roads in red ink on the county surveyor’s copy of any filed plat and tracing thereof which may be affected, together with appropriate notations concerning the same. The original plat may not be corrected or changed after it is recorded with the county clerk.”

Response: The Development Review Board is considered “the commission” and “such commission” as referenced in this Statute. Holding a hearing before the Development Review Board and having the Board forward a recommendation to City Council fulfills the requirements of the Statute. The City Council hearing is scheduled for April 17, 2023, as is required. All required noticing procedures for the hearing, including notification of residents within 6 miles via the newspaper have been followed.

Street Naming

Section 4.236(.09)

- A3. Criterion:** Street Names. No street names will be used which will duplicate or be confused with the names of existing streets, except for extensions of existing streets. Street names and numbers shall conform to the established name system in the City, and shall be subject to the approval of the City Engineer.

Response: The proper procedure and criteria were followed for the naming of SW Columbine Avenue. The Frog Pond Ridge subdivision conforms to the City’s established name system. The streets were proposed by the developer and approved by the City Engineer according to the City Street Naming Policy, at the time of final plat review, as all naming standards were met.

The proposed street name change and name, SW Ponderosa Avenue, is also subject to

approval by the City Engineer according to the City Street Naming Policy. The proposed name is not duplicative of existing streets within the City of Wilsonville and conforms to the City Street Naming Policy. See Findings A4-A8.

Avoiding Duplicity

Resolution No. 1924 (City Street Naming Policy)

- A4. Criterion:** “No street names shall be used which will duplicate, sound like or closely resemble the names of existing streets, except for extensions of existing streets or when eventual connection cannot be anticipated.”

Response: The proposed name is not duplicative of any existing streets within the City.

Street Designation

Resolution No. 1924 (City Street Naming Policy)

- A5. Criterion:** “All other streets that generally run north-south shall be designated "Avenues". All other streets that generally run east-west shall be designated "Streets".”

Response: The subject street runs north-south therefore, the renamed street will continue to be designated as Avenue.

Name Selection

Resolution No. 1924 (City Street Naming Policy)

- A6. Criterion:** When practical, streets shall be named using historic surnames or names reflecting Oregon geography, natural features or native plants and animals. Utilization of first names is discouraged. Names to be considered may include, but are not limited to the following:

- a. Early homesteaders or settlers in the Wilsonville area.
- b. Original holders of Donation Land Claims in the Wilsonville area.
- c. Heirs of original settlers or long-time residents of the Wilsonville area.
- d. Early community leaders and pioneers of eminence.
- e. Native American tribes indigenous to Oregon.
- f. Pioneers of the Champoeg I Butteville area.
- g. Native animal and bird names
- h. Native tree and plant names
- i. Agrarian and cultural themes

Response: The proposed name, SW Ponderosa Avenue, fits the naming criteria in the City street naming policy. Ponderosa trees are native trees that grow throughout the Willamette Valley.

Street Suffix

Resolution No. 1924 (City Street Naming Policy)

- A7. Criterion:** “All streets shall have a suffix name. Only street suffix names from the USPS Postal Addressing Standards are permitted.”

Response: The proposed street name SW Ponderosa Avenue meets this standard.

Renaming Naming Policy

Resolution No. 1924 (City Street Naming Policy)

A8. **Criterion:** "Individuals wishing to rename a street must provide written approval from the major of property owners along said street and are subject to approval by the City Council. Applicant must pay cost associate with replacing signage."

Response: The applicant submitted documentation showing written consent of all property owners. See Exhibit B2. The City Council hearing date is scheduled for April 17, 2023. A condition of approval will ensure that the applicant pays the cost associated with replacing the street signs.

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 414**

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF A CLASS 3 MODIFICATION TO CONDITION OF APPROVAL FOR THE RENAMING OF SW COLUMBINE AVENUE TO SW PONDEROSA AVENUE IN THE FROG POND RIDGE SUBDIVISION LOCATED AT PUBLIC RIGHT-OF-WAY (CURRENTLY NAMED SW COLUMBINE AVENUE) SECTION 12DD, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by Sean Leahy, Applicant, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the subject site is located at Public right-of-way (currently named SW Columbine Avenue), Section 12DD, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and

WHEREAS, the Planning Staff has prepared the staff report on the above-captioned subject dated March 20, 2023, and

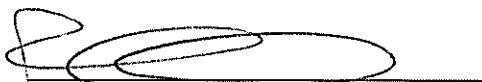
WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel B at a scheduled meeting conducted on March 27, 2023, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report dated March 20, 2023, attached hereto as Exhibit A1, with findings and recommendations contained therein, pertaining to the Modification to Condition of Approval (DB23-0002), forwards the recommendation for approval City Council for their consideration.

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 20th day of March, 2023, and filed with the Planning Administrative Assistant on March 28, 2023. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per WC Sec 4.022(.09) unless appealed per WC Sec 4.022(.02) or called up for review by the Council in accordance with WC Sec 4.022(.03).



Rachelle Barrett, Chair - Panel B
Wilsonville Development Review Board

Attest:



Shelley White, Planning Administrative Assistant

From The Director's Office

Greetings!

In Salem, the 160-day 2023 Legislative Session is in full swing with many different bills being introduced. There is a new Governor and 22 new members of the Oregon House. To date, over 1,800 different bills have been introduced, which is anticipated to be about half of what may introduced this session. Many of the bills are “placeholder” bills that were filed early on policy issues that will emerge as the session goes forward. To say that things are fluid in Salem would be an understatement.

The City's amazing policy and lobbyist team of Mark Ottenad and Greg Leo are doing an incredible job of representing the community and Council's interests in Salem. Working with the Community Development Department's subject matter experts in Planning, Engineering, and Economic Development, City staff are at the ready to support the efforts of our lobbyist team and assist regularly with defining policy positions and assessing the implications of a bill on City policies as well as providing expert written and oral testimony on specific bills.

This session, the City introduced several of our own pieces of legislation, including a bill to study Westside Express Service (WES) extension to Salem, funding and continuation of the Regionally Significant Industrial Sites (RSIS) program, a transit coterminous boundary bill, and an Aurora Airport coordination bill. A couple of these bills have gotten traction, and others are competing with similarly crafted concepts.

The Governor's office is focused on three primary issues: provision of affordable housing, an enhanced mental health system, and improvements in public education so we will surely see a strong push to approve bills that advance those legislative initiatives. The City continues to fight legislation that benefits special interests and threatens local control. Housing, industrial lands, and the Urban Growth Boundary are all being discussed and are the subjects of many bills. Where we will end up, anybody knows – it is surely a wild ride!



Chris Neamtzu, AICP
Community Development Director

Building Division

Whatcha Lookin At - Why Are Building Codes Important?

As an Inspector in the City of Wilsonville, I have seen firsthand the importance of building codes in ensuring the safety of our community. Building codes are a set of regulations and standards that dictate the design, and construction of buildings and structures. They are established by national and local governments, and their purpose is to ensure that buildings are safe, healthy, and structurally sound.

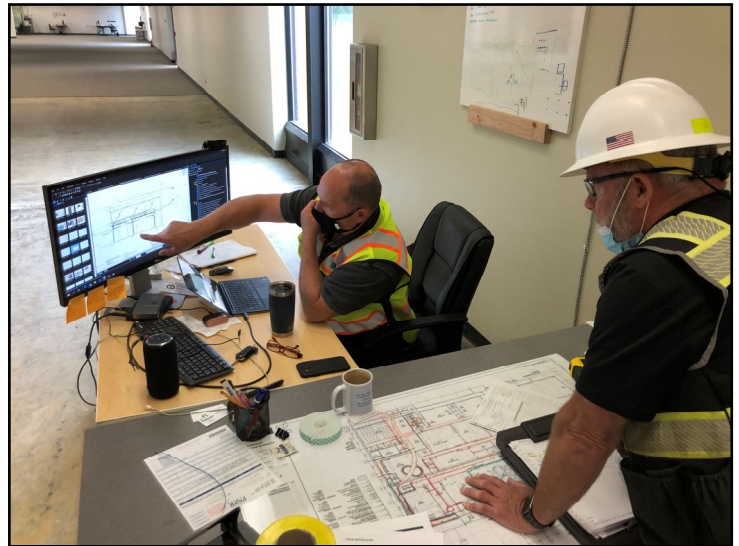
Building codes cover a wide range of areas, including structural design, fire safety, plumbing, electrical systems, ventilation, and accessibility. These codes are constantly evolving as new materials and construction techniques are developed and as the needs of society change. As a building inspector, it is my job to enforce these codes and ensure that all buildings in our community meet these standards.

One of the most important aspects of building codes is structural design. Buildings must be able to withstand the forces of nature, including wind, rain, and earthquakes. They must support their own weight and the weight of the people and objects inside them. Building codes require that buildings be designed and constructed with specific materials and techniques to ensure their structural integrity.

Buildings must be designed and constructed to be accessible to people with disabilities, including those who use wheelchairs or have other mobility impairments. Building codes require that buildings have accessible entrances, ramps, and elevators, and that they meet specific requirements for door widths, floor space, and other features.

Building codes are essential to ensure the safety and health of our community. As a Building Department Inspector in the City of Wilsonville, I take my responsibility to enforce these codes very seriously. By doing so, we can help to prevent accidents, protect property, and save lives. If you are planning to build or renovate a building in our community, I encourage you to work closely with our Building Department to ensure that your project meets all relevant building codes and standards.

Carl Brown, Building Inspector



Building Inspector Mike Ditty on site at Twist Bioscience

Economic Development Division

Advocacy in Salem

With support from Mark Ottenad, the City's Government Affairs Director, Staff has been busy supporting legislation that benefits the City of Wilsonville's economic development efforts. More specifically we have been tracking and supporting HB 2663 which would extend the State's industrial site readiness program (RSIS) and deposit \$50M into the program's fund for lending to cities and counties to complete critical infrastructure projects to support industrial land development.

HB 2663 has been merged with another bill, HB 2258, which was nearly identical except the fund capitalization amount would be \$40M. In addition to the fund capitalization and extension of the RSIS program, HB 2258 proposes to create a separate loan fund to fund similar industrial site readiness activities, including planning and design, land acquisition, environmental condition mitigation, infrastructure construction, and other similar activities that move industrial sites toward a "shovel ready" status. While HB 2258 really needs to allocate at least \$500M to the loan fund in order to effect real change across the state, \$40M is a start.

Collateral Development

To support our lobbying efforts, and for use in our meetings with our partners such as GPI (Greater Portland Inc), Metro, Business Oregon, and the Governor's regional solutions team, Staff has developed a condensed demonstration of the opportunities and challenges/costs associated with preparing the employment lands in north Wilsonville for development. [A high resolution file can be downloaded here](#). Preview below:

Forecasted Infrastructure Projects & Costs

Values below are inflation-adjusted and directionally accurate, but may differ from actual values at time of construction. While these costs are significant, they are orders of magnitude less than costs of serving land that is not adjacent to urbanized areas.

Coffee Creek		Basalt Creek	
Roadway Projects	\$ 59.43 M	Basalt Creek Parkway Extn. (city contribution)	\$ 1.93 M
Sewer	\$ 2.00 M	Multimodal Trails (2)	\$ 6.44 M
Storm/Detention	\$ 10.40 M	Widen Boones Ferry Road	\$ 6.96 M
Railroad Undercrossing	\$ 3.95 M	Widen Graham's Ferry Road	\$ 6.96 M
Administration and Finance Fees	\$ 3.26 M	Boones Ferry/95th Ave Intersection Improvements	\$ 3.22 M
Total	\$ 79.02 M	Basalt Creek Parkway Overcrossing	\$ 48.96 M
West Railroad		Day Road Overcrossing	\$ 51.53 M
Specific projects and associated costs are yet unknown. The development of this area is contingent upon the extension of utility infrastructure to the Basalt Creek Planning Area.		Dual Southbound Right Turn Lanes	\$ 0.64 M
		Pioneer Court Extension	\$ 10.31 M
		Total	\$ 136.95 M*

* Roadway only. Does not include associated utility extension projects.



Case Study: Garden Acres Road

This public project, the first in Coffee Creek Industrial Area (CCIA), improved a half-mile of roadway and extended public utilities, unlocking 66 acres for development at the heart of CCIA.

Utility extensions included sewer (8"), water (8") and storm (18") service to each parcel. Improvements included a thicker pavement section, widened travel lanes, protected bike and pedestrian facilities, stormwater planters, street trees, and roadway lighting to provide safe and reliable access to this employment district.

Since completion of the project in 2020, 1 private industrial facility has been completed, 1 is under construction, and 2 are in for review.

Sources

Sources of funding were numerous: System Development Charges, Urban Renewal, Reserves, a Commercial Loan, and a contribution from Willamette Water Supply.

Uses

Design, Permitting, Right of Way Acquisition, Hard Construction, and Contingency totalled over \$8.8M.



WILSONVILLE ECONOMIC DEVELOPMENT

Wilsonville has 3 industrial planning areas that comprise over 450 developable acres already within the Metro UGB. In order to reach a "shovel-ready" status, significant infrastructure investments are required, explained on the opposite page.



Coffee Creek is a "Regionally Significant Industrial Area" (RSIA) designated by Metro. These areas are vital to the region's economy as they possess superior attributes such as proximity to major highways and few development constraints.

Planning Area	Gross Acres	Developable Acres	Potential Bldg. Sq. Ft.	UGB Add Year
Coffee Creek	216	196	3 M	2002
Basalt Creek	255	137	2 M	2004
West Railroad	216	119	2 M	2004
TOTAL	688	452	7 M*	-

* Building Square Feet are assumed using a 0.35 lot coverage ratio—(national industrial average ranges 0.25-0.50).



Current Uses

The primary existing land uses in these planning areas are outdoor, low-intensity industrial, hobby and commercial agriculture, and some rural residential consisting of low-density single-family housing on acreage. Industrial users include gravel quarries & cement manufacturing (northern West Railroad) and so-called contractor lay-down yards (primarily in western Coffee Creek).

Economic Development Division

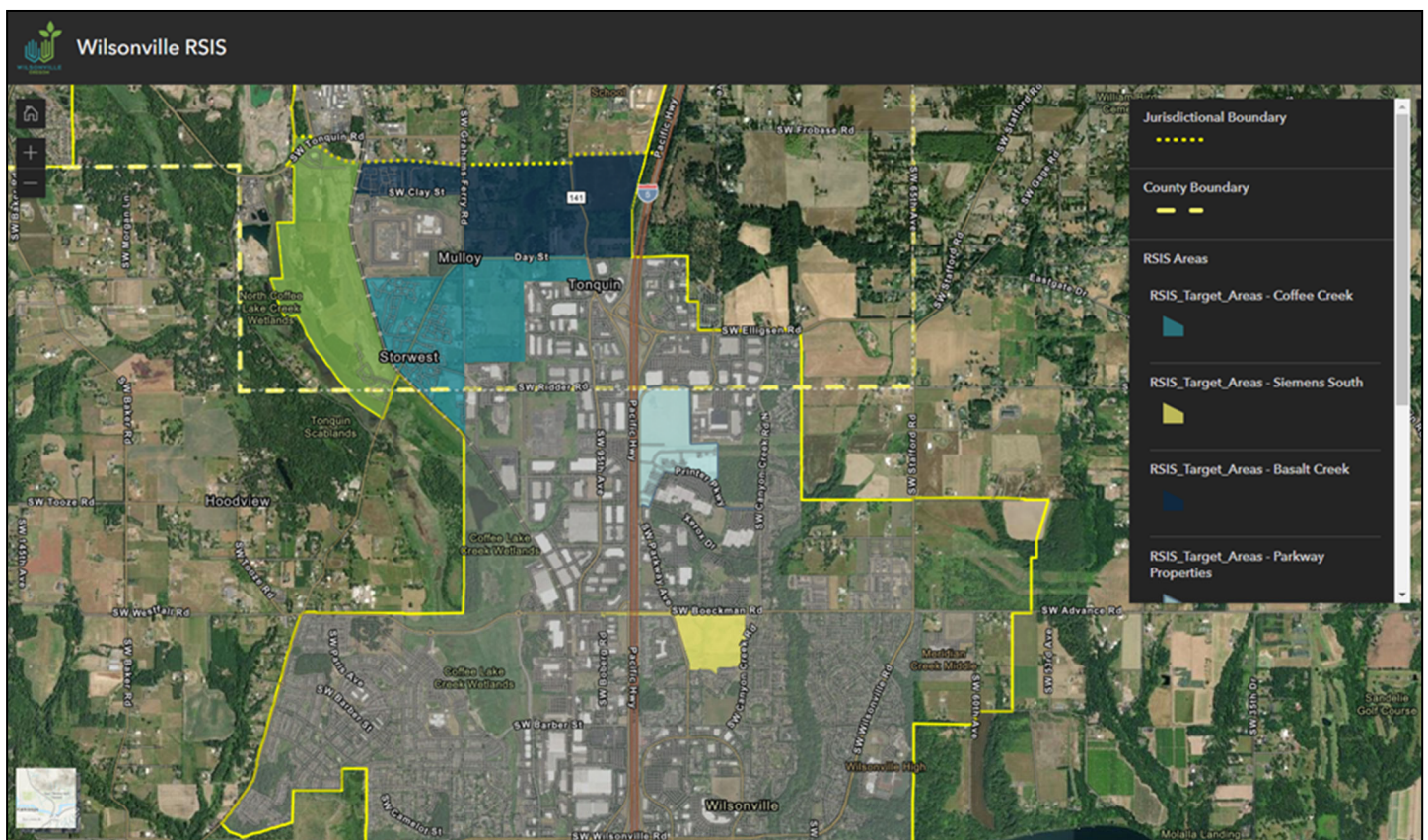
Regionally Specific Industrial Sites Program Application—"RSIS"

Between miscellaneous meetings with GPI, PGE, Washington County, Oregon City, Sherwood, Tigard, developer inquiries, Audix (local company), and others, much of March's staff time was allocated to the preparation of an application to Business Oregon's RSIS program.

RSIS provides funding assistance to cities and/or development partners that complete projects to move industrial property toward a shovel-ready status. As currently constituted, the program provides such funding assistance in the form of a reimbursement. Reimbursement funding is tied to income taxes created through job creation at the subject industrial site or sites. In more specific terms, if a city builds a road and extends utilities to serve a site or sites, identified in an approved RSIS application, the city can receive up to 50% of project costs as a reimbursement, over time, if/when jobs are created at the site or sites. The jobs create state income taxes and those income taxes are what is used to reimburse the city for its approved expenses.

The application is lengthy and requires the submittal of many attachments and detailed information regarding development plans, forecasted costs, timelines, ownership info, etc. We submitted our application on March 27th and expect to hear from Business Oregon regarding what additional information they may require before they can approve. The sites we have identified for eligibility consideration include three formal planning areas: Coffee Creek, Basalt Creek, and West Railroad. Additionally, we submitted several infill industrial development opportunity sites held by Sysco Foods, ScanlanKemperBard (SKB), Naito Properties, and Siemens (formerly Mentor Graphics), all of which require significant improvements to adjacent roads at the time of development.

All five areas we submitted can be viewed on an interactive [GIS WebMap accessible here](#)



Engineering Division, Capital Projects

2022 Street Maintenance

This project includes Pedestrian Curb Ramp Replacement (4014), Signal Modifications (4118), and Pedestrian Crossing Improvements (4717). The curb ramp replacements are being done to comply with ADA requirements ahead of the 2023 Street Maintenance project to repave the roads adjacent to the ramps. The signal modifications are to bring the pedestrian crossing pushbuttons and controls up to date at all Wilsonville Road and Boones Ferry Road intersection signals. Curb ramps and signal improvements will be constructed at the intersection of Wilsonville Road at Boones Ferry Road. Curb ramps will be constructed at Wilsonville Road at Rose Lane. These improvements will be made ahead of the 2023 Street Maintenance projects at the same location to comply with ADA requirements.

The projects are under construction by Emery & Sons and subcontractors. Pedestrian curb ramps have now been replaced at Wilsonville Road and Rose Lane (pictured). As of March 13, 2023 demolition and reconstruction of the pedestrian ramps are underway at Wilsonville Road and Boones Ferry Road. All ramp and pushbutton work at the latter intersection is expected to be completed by April 2023.

The pedestrian crossing improvements include seven street crossings on French Prairie Road in Charbonneau. These improvements will include new or updated signing and striping to enhance the safety and visibility of pedestrians. This work will occur in late April and May 2023.



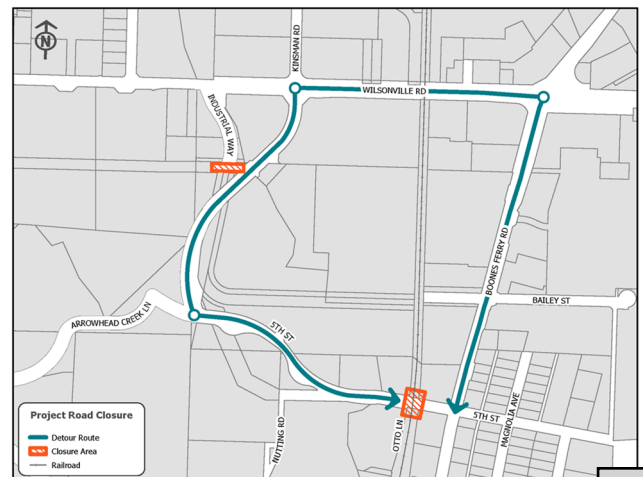
Pedestrian ramps at Wilsonville Road and Rose Lane



Pedestrian ramps at Wilsonville Road and Boones Ferry Road

5th Street/Kinsman Road Extension (1139/2099/4196)

This project involves the design and construction of the extension of 5th Street and Kinsman Road between Boones Ferry Road and Wilsonville Road, including water, sewer, storm, franchise utility extension and installation of a portion of the Ice Age Tonquin Trail. Roadway construction of the Kinsman Road extension to Wilsonville Road is nearly complete. Beginning March 6, Industrial Way was closed and traffic began using the new section of Kinsman Road (pictured). Work on the 5th Street railroad crossing continues with track and utility work completed. Railroad signal equipment is being manufactured and is scheduled for installation in May 2023. 5th Street continues to be closed to traffic until the railroad work is completed. Overhead utility undergrounding work on Boones Ferry Road is underway. Construction work will continue through May 2023.



Engineering Division, Capital Projects

Boeckman Creek Interceptor (2107)

This project will upsize the existing Boeckman Creek Interceptor sewer collection pipeline in order to support the development of the Frog Pond area. A regional trail will be installed as a part of the maintenance path from Boeckman Road to Memorial Park. The kickoff meeting was held on October 31, 2022. Field investigations (survey, natural resources, cultural resources, and geotechnical) began late November/early December 2022 and continued through February 2023. These investigations will guide the design team in alternatives analysis and decision making for the trail and sewer alignments. Right of Entry permits are still being collected. Public outreach efforts have begun, and an article was included in the December 2022 Boones Ferry Messenger.

Boeckman Road Corridor Project (4212/4206/4205/2102/7065)

This project involves the design and construction of the Boeckman Dip Bridge, Boeckman Road Improvements (Canyon Creek Road – Stafford Road), Canyon Creek Traffic Signal, and Boeckman Road Sanitary Sewer projects. The Tapani-Sundt Joint Venture is pushing to get the design of the project and advancing time-critical components. Right of Entry Permits are complete, and survey and other field work is complete. Additionally, several guaranteed maximum price (GMP) packages are identified and scheduled to meet the project deadlines. The temporary signal at 65th Avenue and Stafford Road is 100% designed and NTP was issued this month. Review of the design of the bridge, roundabout, road improvements, and associated utilities is underway. Long lead time items are being ordered to avoid impacts to the schedule. The first GMP occurred in early February along with the first property acquisition request. Construction costs are currently under review for several project components. Construction is estimated to start in early summer.

Charbonneau Consolidated Plan (1500/2500/4500/7500)

Design for utility (water, wastewater, stormwater) and street improvements on Edgewater Lane and Village Greens Circle is underway. Smoke testing to help determine and remove cross connections has been completed. Alternatives analysis is complete. The consultant is on track to provide the 60% plans and specifications by mid-March 2023. A public open house will occur in April 2023 to discuss the project and any potential impacts with the neighborhood. To promote efficiencies in the design and construction, the consultant and City project manager are creating one design package for construction in 2024.

Charbonneau Lift Station (2106)

This project involves replacing the Charbonneau wastewater lift station with a submersible lift station and replacing the force main from the station to the I-5 bridge. The design contract was awarded to Murraysmith in December 2021, and preliminary design was completed in July 2022. Final design is scheduled for completion in July 2023, with construction anticipated for completion in September 2024.

Priority 1B Water Projects—2023 (1148)

This project involves the design and construction of water mains in two areas: Wilsonville Summit/Canyon Creek Apartments and the Sundial Apartments. These improvements will improve system capacity and eliminate fire flow restrictions. Preliminary design is underway. The design for this project will be delivered utilizing the City's on-call roster of consultants.

Rivergreen and Corral Creek Lift Stations (2105)

This project involves upgrading the Rivergreen and Corral Creek wastewater lift stations. The design contract was awarded to Murraysmith in October 2020, and design was completed in December 2021. The construction contract was awarded to R.L. Reimers in February 2022, with construction anticipated for completion in summer 2023.

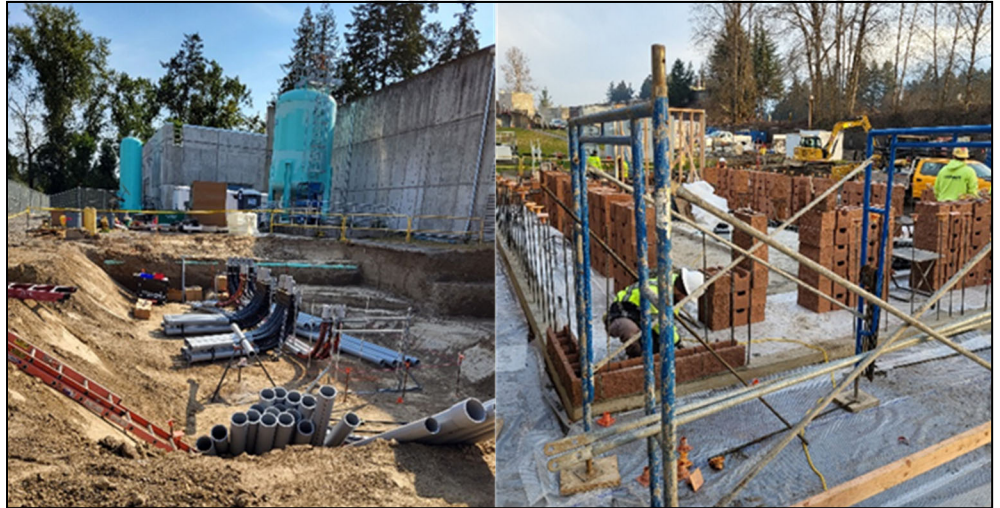
Engineering Division, Capital Projects

West Side Level B Reservoir and Transmission Main (1149):

This project will design and construct a new 3 million gallon water reservoir just west of City limits, along with a 24-inch transmission main connecting to the City water system. City Council awarded the design contract to Consor in February 2023. Design will be completed in 2023, followed by construction in 2024-2025.

WTP Expansion to 20 MGD (1144):

This project will expand the Water Treatment Plant (WTP) capacity to 20 millions of gallons per day (MGD) and incorporate related WTP capital improvements. A Construction Manager/General Contractor (CMGC) alternative contracting method was approved by City Council in March 2020. An engineering contract was awarded to Stantec in July 2020. The CMGC contract was awarded to Kiewit in

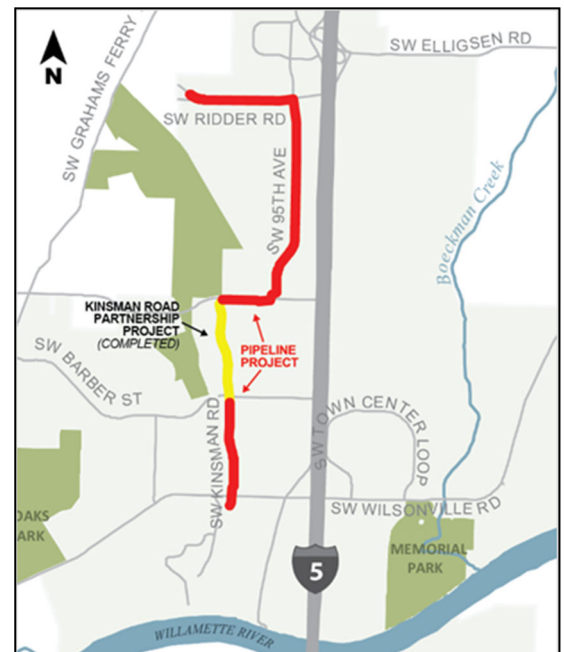


August 2021. City Council approved an early work package for ozone generator replacement in October 2021. Final design was completed in coordination with the CMGC in March 2022. Construction (pictured above) began in June 2022 with completion expected in May 2024.

WWSP Coordination (1127)

Ongoing coordination efforts continue with the Willamette Water Supply Program (WWSP). Here are the updates on major elements within Wilsonville:

- **Phase 1, Wilsonville Road (PLM_1.1)** Arrowhead Creek Lane to Wilsonville Road—**COMPLETE**
- **Phase 2, Garden Acres Road to 124th (PLM_1.2)** Ridder Road to Day Road—**COMPLETE**
- **Phase 3, Wilsonville Road to Garden Acres Road (PLM_1.3)** The WWSP's last section of transmission pipeline to be constructed in the City of Wilsonville began in fall 2022, with completion in 2024. It will connect the remaining portion of the pipeline through Wilsonville and has an alignment along Kinsman Road, Boeckman Road, 95th Avenue, and Ridder Road (see image). The Engineering Division is currently in the process of reviewing final plans. The trenchless crossing under Wilsonville Road began in March.



WWTP Master Plan (2104)

This project will evaluate capacity of WWTP processes to accommodate projected growth and regulatory changes. A prioritized capital improvement plan and budget will be developed. The engineering contract was awarded in May 2020, and the project is anticipated to be completed in April 2023. The Master Plan findings are scheduled to be presented to the Planning Commission and City Council in spring and summer of 2023.

Engineering Division, Private Development

Residential Construction Activities

Canyon Creek South Phase 3

Construction has commenced again. The contractor is working on installing utilities.

Frog Pond West

Housing construction in Frog Pond Ridge, located south of Frog Pond Lane, continues. Frog Pond Crossing subdivision, located north of Frog Pond Lane, has installed utilities and is working to install curbs with paving to occur in April. To the right is a picture of Frog Pond Crossing under construction.



Villebois Clermont

The subdivision plat for Villebois Clermont has been recorded and home construction is well underway, with some homes already occupied. The contractors are now working on final list items for the subdivision and Regional Parks 5 and 6. In the photo to the right the contractor is working to install a cork surfacing around the play structure at Regional Park 6. This is the first time this material is being used in a park in Wilsonville, it is shock absorbent material that has better protection against falls and allows for full accessibility – even for a wheelchair or other mobility equipment.



Commercial/Industrial Construction Activities

Black Creek Industrial

Onsite site work and building construction continues. The contractor is working to prepare the Grahams Ferry right-of-way for street widening once the overhead utilities are placed underground. Construction is anticipated to be complete late this spring.



Natural Resources Division

Stormwater System Annual Inspection and Maintenance Reports

The City has stormwater maintenance agreements with property owners for the operation and maintenance of private stormwater systems. By May 1 of each year, an annual inspection and maintenance report is due from the owner or responsible party (e.g., management company, HOA). In March, City staff mailed letters to property owners or responsible parties, including a report form, reminding them to submit their annual report. The required information includes the inspection date and any maintenance, repair, or replanting activities that were completed. After receiving the reports, City staff conducts an inspection to verify the information in the report.



Planning Division, Current

Administrative Land Use Decisions Issued

- 2 Type A Tree Permits
- 1 Type B Tree Permit
- 1 Type C Tree Permit
- 1 Class 1 Sign Permit
- 1 Class 1 Administrative Review

Construction Permit Review, Development Inspections, and Project Management

In March, Planning staff worked with developers and contractors to ensure construction of the following projects are consistent with Development Review Board and City Council approvals:

- Clermont Subdivision (Villebois Phase 5 North)
- Five-lot residential subdivision on Canyon Creek Road South
- New gas station and convenience store on Boones Ferry Road
- New industrial warehouse building between Garden Acres Road and Grahams Ferry Road in Coffee Creek Industrial Area
- New Public Works Building
- North Valley Complex remodel for State Department of Administrative Services on 95th Avenue
- Residential subdivisions in Frog Pond West
- Wilsonville High School expansion/performing arts center

Development Review Board (DRB)

DRB Panel A met on March 13 for a training session regarding traffic and transportation.

DRB Panel B met on March 27. The board held a public hearing for and unanimously recommended to City Council approval of request to rename a street in Frog Pond West. Two additional items advertised for public hearings for this meeting, both industrial development in the Coffee Creek Industrial Area, were delayed to future meetings due to additional revisions needed on the applications.

DRB Projects Under Review

During March, Planning staff actively worked on the following major projects in preparation for potential public hearings before the Development Review Board:

- Industrial development on Day Road
- Park modifications at Edith Green Park in Charbonneau
- New industrial building on Garden Acres Road
- New industrial building at ParkWorks off Parkway Avenue
- New primary school in Frog Pond West



Rendering of Proposed Primary School in Frog Pond West

Planning Division, Long Range

CFEC (Climate Friendly and Equitable Communities) State Rulemaking Compliance

Following former Governor Kate Brown's Executive Order 20-04 directing State agencies to address climate change within their authority the Department of Land Conservation and Development (DLCD) worked with the Land Conservation and Development Commission (LCDC) on a rulemaking initiative called Climate Friendly and Equitable Communities. The adopted rules direct a number of actions by local governments including reforming parking mandates, getting ready for electric vehicles, and changes to transportation modeling and performance measures.

In March, Planning Staff presented a summary of expected impacts to Wilsonville during the March 6 City Council meeting. Planning Staff also worked on creating a handout regarding new electrical vehicle (EV) ready requirements that went into effect at the end of March. In addition to existing 20% requirement for commercial parking spaces, the new EV ready standards require multi-family development to install conduit to support electric charging for at least 40% of provided parking spaces.

A summary of the State rulemaking can be found at: <https://www.oregon.gov/lcd/CL/Documents/SixPageOverview.pdf>

Coffee Creek Form-based Code Assessment and Basalt Creek Code Implementation

The Coffee Creek Form-based Code standards and review process was subject to a pilot period of three completed development applications or five years following adoption in February 2018. There are now four industrial projects in Coffee Creek and five years have elapsed since adoption of the form-based code. Since both milestones have been met, It is time to evaluate. Planning staff has embarked on an assessment of the standards and implementation process. The purpose is to determine whether the overall objectives of providing a clear development review process that fosters the creation of a connected, high-quality employment center in Coffee Creek is being realized. Planning staff will build on the form-based code assessment as we launch into planning for Basalt Creek Development Code implementation. This project is to develop regulations that enable future development of the Basalt Creek Planning Area consistent with the land use recommendations in the Basalt Creek Concept Plan. As these parallel processes move forward in coming months, Planning staff will keep City Council apprised with periodic updates.

Frog Pond East and South Master Plan

With the Frog Pond East and South Master Plan adopted in December, the City is now focusing on implementation. Three implementation steps are in process: (1) related



FROG POND EAST & SOUTH MASTER PLAN

Development Code

amendments, (2) an infrastructure funding plan, and (3) integrating transportation projects from the Master Plan into the citywide Transportation System Plan (TSP). The third in a series of work sessions on the Development Code was presented to the Planning Commission on March 8. Work on the infrastructure plan by consultants and City staff is ongoing and will be brought to Council in the coming months. The TSP was reviewed by the Planning Commission in a public hearing and the Commission forwarded a recommendation for approval to City Council.

Planning Division, Long Range

Legislative Report

It has already been a busy legislative session as a number of potential bills in 2023 Oregon Legislature session are related to the work the division does, especially related to housing. In March, the Planning team reviewed the following legislation and coordinated responses with Public Affairs, the City's lobbyist Greg Leo, and the League of Oregon City, among others.

- Senate Bill 847 Miscellaneous new housing-related standards
- Senate Bill 1051 Workforce Housing in Urban Reserves
- House Bill 2001 Housing Omnibus Bill including Oregon Housing Needs Analysis (OHNA) and enforcement of statewide housing production programs
- House Bill 2984 Commercial to Residential Building Conversions
- House Bill 3569 Oregon Homebuilders Association (OHBA) Right to Housing
- House Bill 3414 Residential Variances and Housing Accountability and Production Office

Housing Capacity Analysis and Housing Production Strategy

This two-year project will analyze Wilsonville's housing capacity and need followed by working on strategies to produce housing to meet housing needs. The City's last Housing Needs Analysis was adopted in 2014. Since that time the City has taken a number of follow up actions working on housing including finishing the Town Center and Frog Pond planning and adopting the Equitable Housing Strategic Plan. The current project will build on these past housing initiatives and newly adopted policies. The project is required under House Bill 2003 adopted by the Oregon legislature in 2019. Under State rules the City must complete its Housing Capacity Analysis by the end of 2023 and Housing Production Strategy by the end of 2024.

In March, the project team continued the Buildable Lands Inventory and other technical work, which will assess the available land capacity to support project future housing needs. The project team plans to share initial findings with the Planning Commission and City Council in late spring to early summer.

Planning Commission

The Planning Commission met on March 8. The Commission held a public hearing for and unanimously recommended to City Council approval of Transportation System Plan amendments reflecting the recently adopted Frog Pond East and South Master Plan. In addition, the Planning Commission held their third work session to review proposed Development Code amendments to support implementation for the Frog Pond East and South Master Plan. A primary focus of the Development Code discussion was architectural design standards.

Wilsonville Town Center Plan

Town Center Plan Implementation

The Town Center Plan identifies several implementation activities to support the transformation of



WILSONVILLE TOWN CENTER

Town Center into a vibrant, walkable destination that is the heart of Wilsonville. During March, the Town Center project team continued to plan implementation activities for 2023, including a more detailed urban renewal feasibility assessment and additional development opportunity studies. These activities are anticipated to begin later this year.

- **Budget 2023-24:** The Finance Team is in the Home Stretch, busily putting together the final touches to the budget document, and on track for delivery to the printer by mid-April. Public notice will post to the Wilsonville Spokesman, and notice will be included also in the May Boones Ferry Messenger. Budget Committee Meetings will be held May 17th, 18th, and 23rd (if needed).
- **Civics Academy:** We were happy to showcase the Finance Department in this month's Civics Academy. (We didn't have as many cool games as the Library—but it was still a great success nonetheless!) It was a great opportunity to present the wide array of responsibilities that fall under the Finance umbrella, including: Accounts Payable, Payroll, Municipal Court, Utility Billing, Budgeting, Financial Planning, and Cash/Debt Management (to name just a few). Most notably, we honed in also on the budget process, importance of a balanced budget, and upcoming budget meetings. What a great group of attendees! Lots of great questions.
- **Municipal Court:** Municipal Court collections have resumed after being paused during COVID. Violations that have been in suspension for a minimum of 60 days will be subject to being turned over to collections. (As is consistent with what other courts are doing.) The same will occur for payment plans that have failed to make their payments on time and have not responded to past due notices.
- **Utility Billing:** Fun facts about utility billing
 - We have 7,365 Active utility accounts
 - 54% are registered on the new online portal
 - 52% have enrolled in paperless billing
 - 38% utilize auto-pay (Fingers crossed the raffle helps bring this percentage up!)
- **Staff Development:** At the end of April, our two court clerks will be attending the OACA (Oregon Association of Court Administrators) Spring Conference. In Mid-May, Finance will additionally be sending three attendees to the Tyler Technology conference in Texas. These both have proved to be invaluable opportunities in the past, to network with other organizations, provide training/development opportunities for staff, and ensure we're utilizing the software to it's full potential.
- **Attached Financials:** Finance continues to monitor all departments for on-going budget compliance.

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
110 - General Fund				
Taxes	\$ 13,243,000	\$ 11,755,436	\$ 1,487,564	89%
Intergovernmental	6,794,599	6,910,752	(116,153)	102%
Licenses and permits	202,850	142,808	60,043	70%
Charges for services	426,984	299,250	127,734	70%
Fines and forfeitures	230,000	149,184	80,816	65%
Investment revenue	87,000	191,133	(104,133)	220%
Other revenues	4,143,900	4,160,556	(16,656)	100%
Transfers in	4,640,011	3,124,486	1,515,525	67%
TOTAL REVENUES	\$ 29,768,344	\$ 26,733,604	\$ 3,034,740	90%
Personnel services	\$ 11,108,674	\$ 6,843,854	\$ 4,264,820	62%
Materials and services	15,045,218	9,286,981	5,758,237	62%
Capital outlay	214,000	69,084	144,916	32%
Debt service	408,250	380,170	28,080	93%
Transfers out	8,115,387	2,410,900	5,704,487	30%
TOTAL EXPENDITURES	\$ 34,891,529	\$ 18,990,990	\$ 15,900,539	54%
610 - Fleet Fund				
Charges for services	\$ 1,640,860	\$ 1,230,624	\$ 410,236	75%
Investment revenue	6,800	9,065	(2,265)	133%
TOTAL REVENUES	\$ 1,647,660	\$ 1,239,689	\$ 407,971	75%
Personnel services	\$ 970,860	\$ 533,499	\$ 437,361	55%
Materials and services	789,340	431,498	357,842	55%
Capital outlay	126,800	87,265	39,535	69%
Transfers out	2,400	1,800	600	75%
TOTAL EXPENDITURES	\$ 1,889,400	\$ 1,054,062	\$ 835,338	56%
230 - Building Inspection Fund				
Licenses and permits	\$ 1,442,750	\$ 1,482,938	\$ (40,188)	103%
Charges for services	8,190	6,143	2,048	75%
Investment revenue	14,000	24,924	(10,924)	178%
Transfers in	46,532	34,893	11,639	75%
TOTAL REVENUES	\$ 1,511,472	\$ 1,548,897	\$ (37,425)	102%
Personnel services	\$ 1,107,250	\$ 601,143	\$ 506,107	54%
Materials and services	228,181	129,981	98,200	57%
Transfers out	391,215	253,235	137,980	65%
TOTAL EXPENDITURES	\$ 1,726,646	\$ 984,359	\$ 742,287	57%
231 - Community Development Fund				
Intergovernmental	\$ 339,500	\$ 16,000	\$ 323,500	5%
Licenses and permits	715,389	734,836	(19,447)	103%
Charges for services	909,369	499,728	409,641	55%
Investment revenue	13,500	16,766	(3,266)	124%
Other revenues	-	195,840	(195,840)	-
Transfers in	2,753,503	1,401,630	1,351,873	51%
TOTAL REVENUES	\$ 4,731,261	\$ 2,864,800	\$ 1,866,461	61%
Personnel services	\$ 3,578,090	\$ 2,200,952	\$ 1,377,138	62%
Materials and services	815,548	352,849	462,699	43%
Transfers out	805,368	652,977	152,391	81%
TOTAL EXPENDITURES	\$ 5,199,006	\$ 3,206,778	\$ 1,992,228	62%
240 - Road Operating Fund				
Intergovernmental	\$ 2,051,500	\$ 1,275,113	\$ 776,387	62%
Investment revenue	18,700	57,070	(38,370)	305%
Other revenues	-	1,281	(1,281)	-
TOTAL REVENUES	\$ 2,070,200	\$ 1,333,464	\$ 736,736	64%
Personnel services	\$ 440,310	\$ 222,414	\$ 217,896	51%
Materials and services	529,672	430,342	99,330	81%
Capital outlay	105,000	-	105,000	0%
Debt service	359,000	356,447	2,553	99%
Transfers out	6,278,965	2,459,258	3,819,707	39%
TOTAL EXPENDITURES	\$ 7,712,947	\$ 3,468,461	\$ 4,244,486	45%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
241 - Road Maintenance Fund				
Charges for services	\$ 2,192,850	\$ 1,873,017	\$ 319,833	85%
Investment revenue	19,760	22,788	(3,028)	115%
TOTAL REVENUES	\$ 2,212,610	\$ 1,895,805	\$ 316,805	86%
Transfers out	\$ 1,203,613	\$ 314,915	\$ 888,698	26%
TOTAL EXPENDITURES	\$ 1,203,613	\$ 314,915	\$ 888,698	26%
260 - Transit Fund				
Taxes	\$ 5,600,000	\$ 4,578,373	\$ 1,021,627	82%
Intergovernmental	4,604,416	4,232,635	371,781	92%
Charges for services	29,000	27,273	1,727	94%
Fines and forfeitures	5,000	5,537	(537)	111%
Investment revenue	58,000	88,749	(30,749)	153%
Other revenues	16,800	-	16,800	0%
TOTAL REVENUES	\$ 10,313,216	\$ 8,932,566	\$ 1,380,650	87%
Personnel services	\$ 4,897,540	\$ 2,639,374	\$ 2,258,166	54%
Materials and services	5,533,317	1,695,331	3,837,986	31%
Capital outlay	1,276,000	12,236	1,263,764	1%
Transfers out	1,757,565	462,114	1,295,451	26%
TOTAL EXPENDITURES	\$ 13,464,422	\$ 4,809,055	\$ 8,655,367	36%
510 - Water Operating Fund				
Charges for services	\$ 9,992,600	\$ 8,232,976	\$ 1,759,624	82%
Fines and forfeitures	-	13,121	(13,121)	-
Investment revenue	108,000	187,674	(79,674)	174%
Other revenues	30,000	418,325	(388,325)	1394%
TOTAL REVENUES	\$ 10,130,600	\$ 8,852,096	\$ 1,278,504	87%
Personnel services	\$ 667,000	\$ 317,133	\$ 349,867	48%
Materials and services	4,906,612	2,878,966	2,027,646	59%
Capital outlay	1,071,225	238,098	833,127	22%
Debt service	372,000	370,751	1,249	100%
Transfers out	15,271,407	3,451,135	11,820,272	23%
TOTAL EXPENDITURES	\$ 22,288,244	\$ 7,256,083	\$ 15,032,161	33%
520 - Sewer Operating Fund				
Charges for services	\$ 8,434,450	\$ 6,135,175	\$ 2,299,275	73%
Investment revenue	84,700	139,931	(55,231)	165%
Other revenues	31,500	22,485	9,015	71%
Transfers in	600,000	600,000	-	100%
TOTAL REVENUES	\$ 9,150,650	\$ 6,897,590	\$ 2,253,060	75%
Personnel services	\$ 440,600	\$ 304,771	\$ 135,829	69%
Materials and services	3,803,134	2,449,687	1,353,447	64%
Capital outlay	439,402	221,910	217,492	51%
Debt service	2,881,000	409,716	2,471,284	14%
Transfers out	9,273,781	2,943,129	6,330,652	32%
TOTAL EXPENDITURES	\$ 16,837,917	\$ 6,329,214	\$ 10,508,703	38%
550 - Street Lighting Fund				
Intergovernmental	\$ -	\$ 16,680	\$ (16,680)	-
Charges for services	547,965	419,852	128,113	77%
Investment revenue	1,900	9,309	(7,409)	490%
TOTAL REVENUES	\$ 549,865	\$ 445,841	\$ 104,024	81%
Materials and services	\$ 401,500	\$ 164,632	\$ 236,868	41%
Transfers out	1,045,000	675,854	369,146	65%
TOTAL EXPENDITURES	\$ 1,446,500	\$ 840,487	\$ 606,013	58%
570 - Stormwater Operating Fund				
Charges for services	\$ 3,609,538	\$ 2,647,338	\$ 962,200	73%
Investment revenue	25,900	68,583	(42,683)	265%
TOTAL REVENUES	\$ 3,635,438	\$ 2,715,921	\$ 919,517	75%
Personnel services	\$ 292,810	\$ 159,931	\$ 132,879	55%
Materials and services	818,292	394,314	423,978	48%
Capital outlay	107,000	113,606	(6,606)	106%
Debt service	839,000	836,421	2,579	100%
Transfers out	6,048,155	2,718,657	3,329,498	45%
TOTAL EXPENDITURES	\$ 8,105,257	\$ 4,222,929	\$ 3,882,328	52%

City of Wilsonville - SDC Fund Summaries
Reporting Month: March FY 2023



	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
336 - Frog Pond Development				
Licenses and permits	\$ 1,951,354	\$ 668,874	\$ 1,282,480	34%
Investment revenue	1,100	23,483	(22,383)	2135%
TOTAL REVENUES	\$ 1,952,454	\$ 692,357	\$ 1,260,097	35%
Materials and services	\$ 34,790	\$ -	\$ 34,790	0%
Transfers out	5,322,274	287,250	5,035,024	5%
TOTAL EXPENDITURES	\$ 5,357,064	\$ 287,250	\$ 5,069,814	5%
348 - Washington County TDT				
Washington County TDT	\$ -	\$ 715,006	\$ (715,006)	-
Investment revenue	1,800	10,130	(8,330)	563%
TOTAL REVENUES	\$ 1,800	\$ 725,136	\$ (723,336)	40285%
346 - Roads SDC				
System Development Charges	\$ 3,960,000	\$ 1,765,614	\$ 2,194,387	45%
Investment revenue	40,300	71,319	(31,019)	177%
TOTAL REVENUES	\$ 4,000,300	\$ 1,836,933	\$ 2,163,367	46%
Materials and services	\$ 41,470	\$ -	\$ 41,470	0%
Transfers out	12,790,020	351,116	12,438,904	3%
TOTAL EXPENDITURES	\$ 12,831,490	\$ 351,116	\$ 12,480,374	3%
396 - Parks SDC				
System Development Charges	\$ 373,000	\$ 277,731	\$ 95,269	74%
Investment revenue	12,200	22,016	(9,816)	180%
TOTAL REVENUES	\$ 385,200	\$ 299,747	\$ 85,453	78%
Materials and services	\$ 16,890	\$ -	\$ 16,890	0%
Transfers out	2,883,712	916,473	1,967,239	32%
TOTAL EXPENDITURES	\$ 2,900,602	\$ 916,473	\$ 1,984,129	32%
516 - Water SDC				
System Development Charges	\$ 1,429,000	\$ 2,367,876	\$ (938,876)	166%
Investment revenue	21,700	101,394	(79,694)	467%
TOTAL REVENUES	\$ 1,450,700	\$ 2,469,270	\$ (1,018,570)	170%
Materials and services	\$ 25,940	\$ -	\$ 25,940	0%
Debt service	453,000	450,736	2,264	100%
Transfers out	12,182,558	2,825,465	9,357,093	23%
TOTAL EXPENDITURES	\$ 12,661,498	\$ 3,276,201	\$ 9,385,297	26%
526 - Sewer SDC				
System Development Charges	\$ 290,000	\$ 740,080	\$ (450,080)	255%
Investment revenue	3,700	9,699	(5,999)	262%
TOTAL REVENUES	\$ 293,700	\$ 749,778	\$ (456,078)	255%
Materials and services	\$ 22,050	\$ -	\$ 22,050	0%
Transfers out	1,737,739	1,006,693	731,046	58%
TOTAL EXPENDITURES	\$ 1,759,789	\$ 1,006,693	\$ 753,096	57%
576 - Stormwater SDC				
System Development Charges	\$ 990,000	\$ 554,548	\$ 435,452	56%
Investment revenue	14,300	24,617	(10,317)	172%
TOTAL REVENUES	\$ 1,004,300	\$ 579,165	\$ 425,135	58%
Materials and services	\$ 5,750	\$ -	\$ 5,750	0%
Transfers out	541,017	50,140	490,877	9%
TOTAL EXPENDITURES	\$ 546,767	\$ 50,140	\$ 496,627	9%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
800 - Year 2000 Program Income				
Investment revenue	\$ 8,200	\$ 6,093	\$ 2,107	74%
Other revenues	-	10,412	(10,412)	-
TOTAL REVENUES	\$ 8,200	\$ 16,505	\$ (8,305)	201%
Materials and services	\$ 5,000	\$ 3,622	\$ 1,378	72%
Transfers out	919,094	919,094	-	100%
TOTAL EXPENDITURES	\$ 924,094	\$ 922,716	\$ 1,378	100%
805 - Year 2000 Capital Projects				
Investment revenue	\$ 88,570	\$ 100,759	\$ (12,189)	114%
Loan proceeds	4,000,000	4,000,000	-	100%
TOTAL REVENUES	\$ 4,088,570	\$ 4,100,759	\$ (12,189)	100%
Materials and services	\$ 467,000	\$ 210,710	\$ 256,290	45%
Capital outlay	17,898,558	3,073,615	14,824,943	17%
TOTAL EXPENDITURES	\$ 18,365,558	\$ 3,284,325	\$ 15,081,233	18%
807 - Year 2000 Debt Service				
Taxes	\$ 3,544,880	\$ 3,325,461	\$ 219,419	94%
Investment revenue	999	20,816	(19,817)	2084%
TOTAL REVENUES	\$ 3,545,879	\$ 3,346,276	\$ 199,603	94%
Debt service	\$ 8,294,525	\$ 8,021,064	\$ 273,461	97%
TOTAL EXPENDITURES	\$ 8,294,525	\$ 8,021,064	\$ 273,461	97%
810 - Westside Program Income				
Investment revenue	\$ 750	\$ 982	\$ (232)	131%
TOTAL REVENUES	\$ 750	\$ 982	\$ (232)	131%
815 - Westside Capital Projects				
Investment revenue	\$ 44,502	\$ 45,516	\$ (1,014)	102%
TOTAL REVENUES	\$ 44,502	\$ 45,516	\$ (1,014)	102%
Materials and services	\$ 280,336	\$ 101,928	\$ 178,409	36%
Capital outlay	710,000	-	710,000	0%
TOTAL EXPENDITURES	\$ 990,336	\$ 101,928	\$ 888,409	10%
817 - Westside Debt Service				
Taxes	\$ 5,084,500	\$ 4,710,415	\$ 374,085	93%
Investment revenue	36,000	33,977	2,023	94%
TOTAL REVENUES	\$ 5,120,500	\$ 4,744,392	\$ 376,108	93%
Debt service	\$ 6,039,075	\$ 4,807,158	\$ 1,231,918	80%
TOTAL EXPENDITURES	\$ 6,039,075	\$ 4,807,158	\$ 1,231,918	80%
825 - Coffee Creek Capital Projects				
Investment revenue	\$ 1,500	\$ 1,643	\$ (143)	110%
TOTAL REVENUES	\$ 1,500	\$ 1,643	\$ (143)	110%
Materials and services	\$ 149,290	\$ 112,940	\$ 36,350	76%
TOTAL EXPENDITURES	\$ 149,290	\$ 112,940	\$ 36,350	76%
827 - Coffee Creek Debt Service				
Taxes	\$ 385,200	\$ 474,753	\$ (89,553)	123%
Investment revenue	1,000	1,485	(485)	149%
TOTAL REVENUES	\$ 386,200	\$ 476,239	\$ (90,039)	123%
Debt service	\$ 279,500	\$ 139,290	\$ 140,210	50%
TOTAL EXPENDITURES	\$ 279,500	\$ 139,290	\$ 140,210	50%

From the Director

March was a busy month at the library with our regular programs in addition to special Spring Break programs and city, county, and state agencies holding screenings and meetings.

In youth programs, weekly Baby & Toddler Time, Family Storytime, and Play Group programs continued until Spring Break. On the two Early Release Days (Mar. 8 and 22), Youth Services staff held “STEAM Stuff,” a program for elementary-age children to drop in for hands-on STEAM activities. Teens met weekly on Wednesdays for “Teen Afterschool Drop-In Activities”.

On Mar. 3, Clackamas Education Service District held free developmental and hearing screenings for children ages birth through 5 years after the Friday morning Play Group. The parents who attended with their children were deeply appreciative of this opportunity.

The library received a \$5000 grant from the State Library to hire a teen intern for this summer. This internship is an exciting opportunity for a teen to gain valuable work experience in the library including designing a project based on the teen’s interests. With support from Youth Program Librarian Brad Clark, the intern will develop and implement a community based project that supports the library’s priorities. We hope to have an intern in place by June.

Adult programs featured a concert of Celtic harp music, an online presentation about Queen Boudica, and a genealogy workshop on deciphering old-style handwriting. Two new classes started in March: “Spanish Beginning 2” and “The Romantic Poets”; both classes saw registrations filled to capacity. The Walking Book Club and English (ESL) class met. The First Friday Film was *The Fabelmans*.

Although youth programs were on hiatus during Spring Break, you wouldn’t have known that with the large numbers of families in the library. Youth Services staff gave out Take and Make Kits for children, and a Scavenger Hunt provided fun for families as they searched throughout the library for clues to solve the puzzle.

The State Library held their “Leading with Equity Cohort Meeting” on Mar. 1 at the library. Librarians from around the state, as well as our own library, attended the all day meeting.

The library’s leadership team presented on different aspects of the library including structure, funding, programs, and circulation to the Civics Academy

The Tiny Art Show in our lobby displayed the 3 inch square artworks Wilsonville citizens of all ages created in February. There were so many submissions that we had to switch out the display mid-month to be able to feature everyone’s work. Visitors to the library voted for their favorites in each age category. Winners will be announced in April.

-Shasta Sasser, Library Director



Parks and Recreation Report | March 2023

Director's Report

March is a busy month for the Parks & Recreation Department. We welcomed a new teammate, Chris Ewoniuk, as Park Maintenance Specialist. Chris possesses a strong desire to serve the community and a diverse background and skill set. He will make a great addition to the team. Welcome aboard ,Chris!

The Regional Parks at Villebois continue to see significant progress and are just a few punch list items away from completion.

On the Recreation side, a new event was put on by the Kitakata Sister City Advisory Board. The event, Sounds of Japan, was held at the Community Center and was very well attended and received. Sports field reservations wrapped up and the team has been busy with rental reservations as park goers look ahead to nicer weather. This time of year also means gardening and Community Garden sign-ups. At this time, there are still plots available. The team also hosted a Stein-Boozier Barn Open House this month that saw over 150 visitors. This is a great way to showcase this space to the community and garner interest in the venue for community events and private gatherings.

The Frog Pond West Neighborhood Park online survey closed at the beginning of the month and we received 149 thoughtful responses on what community members would like to see in the park. The majority of responses came from residents that live within a half mile of the future park—so we know we hit our target. Those residents and their feedback will help shape the final design of the park.

For further details on March activities and accomplishments and a look ahead to upcoming events please read on.

-Kris Ammerman

Recreation Updates

Community Egg Hunt Preparations

March was a month full of prepping for the Community Egg Hunt, which will be held on Saturday, April 8 at 10 am in Memorial Park. This year's sponsors include J. Hill Property Group (title sponsor), Therapeutic Associated of Wilsonville (silver sponsor), and Wilsonville Orthodontics, Wilsonville Cub Scouts, and Master Choe's Wilsonville Taekwondo (supporting sponsors). Eighteen thousand eggs are ready to be dispersed among the fields, and our very special Bailey the Bunny has been busy prepping sports fields for the event. See the reel on our Instagram page (@wilsonvilleparksandrec) about Bailey's efforts!

Community Garden

The Wilsonville Community Garden provides year-round gardening opportunities for garden enthusiasts. 2022 gardeners had first right of refusal to their plots, and were able to renew their current plot in January. Registration opened to new gardeners on February 20 for all remaining plots. Garden plots are limited to one per household in an effort to provide as many gardeners access to plots as possible. In March, registrations continued for new gardeners. At this time, there are still a few available plots for 2023 growing. Join us in the garden this year!

Memorial Park Field and Shelter Reservations

The Parks and Recreation team is getting ready for a fun summer with the community using various amenities in Memorial Park. On March 13, shelter and field reservations opened for Wilsonville residents. Registrations then opened the following week on March 20 for non-residents. The River Shelter, Forest Shelter, Grove Shelter, and Splash Shelter are popular spots for the community to hold private events such as birthday parties, company picnics, family reunions, weddings, celebration of life services, and graduation parties.

Sounds of Japan Debrief

The Sounds of Japan event was held on March 18 by the Kitakata Sister City Advisory Board. The event was well attended, and the board received good feedback from the community. The performers, Oregon Koto-Kai and Portland Taiko, were both excellent and professional, and the board looks forward to working with them more in the future. In fact, both musical groups had a performer local to the Wilsonville area, and they were very excited to play for their own community.

Stein-Boozier Barn Open House

On Saturday, March 18 the Parks and Recreation team held the second weekend open house of the Stein-Boozier Barn. Wilsonville's own event venue, the barn is a popular spot for weddings, receptions, company events, and other parties. There was a great community turnout on this sunny day, with over 150 people stopping by to view the inside of the barn, chat with the Parks and Recreation team about upcoming events, and book reservations of the barn. Private tours are also available during the week when Parks and Recreation offices are open.



Community Center Updates

AARP Tax Assistance

All available appointments for AARP's free tax assistance have been booked. The AARP team continue to meet with community members each Thursday for free tax assistance.

Congregate Lunch Program

The Center's Nutrition Program served 700 in-person meals as part of the congregate lunch program and distributed over 1,600 meals to home bound seniors in our community. March also brought a special St. Patrick's Day lunch consisting of Corned Beef Hash with cabbage, potatoes, and carrots.

Friday Bridge Added

Adding to an already popular and well attended Bridge lineup, the Community Center is happy to announce a Friday Bridge group from 11:30am—3pm. This drop-in group joins Monday and Tuesday drop-in play and the Thursday and Friday lessons.

Korean War Memorial Foundation of Oregon

The Korean War Memorial Foundation of Oregon did not meet in March. The group continues to plan for the event on Saturday, July 29 to commemorate the signing of the Armistice to end the Korean War.

Life 101 Lecture Series

Life 101 Lecture series continued with Attorney Michael Rose of Rose Elder Law presenting on the necessary steps to prepare for long-term care. Malia Laughton from the Wilsonville Public Library gave helpful tips in organizing genealogy research, and the Community Center's Health and Wellness Coach, Brad Moore, presented an introduction to mindfulness.

Photography Club

The Photography Club, which continues to meet on Wednesdays from 10—11:30am has added a "studio day". The group is now meeting on Fridays with drop in studio time where club attendees can photograph items in a well lit studio environment.

Wilsonville Community Seniors, Inc. (WCSI)

A brief March meeting for the Wilsonville Community Seniors, Inc., highlighted their April senior trip heading to the Powerland Heritage Park in Brooks. The park features antique equipment, vehicles, steam-powered machinery and farm implements. The seniors will enjoy Lunch as part of this trip slated for April 13.



Board Highlights

Arts, Culture, and Heritage Commission

At the March ACHC meeting the Commission received a presentation from the City Attorney regarding public meeting rules, public records rules, conflicts of interest, etc. They also received a presentation in preparation for their April Community Cultural Events & Programs (CCEP) Grant Review, where they will be making recommendations on the distribution of funds to local nonprofits. Lastly, the ACHC received four artist options along with images of their work samples, so they could make a selection on their first and second choice artists. The selected artist will be commissioned to create an original tile and glass mosaic piece which will later get installed at Tivoli Park.

Kitakata Sister City Advisory Board

The Kitakata Sister City Advisory Board hosted Sounds of Japan on March 18 at the Community Center. The event was well received by the community. The board recently got news that a delegation of 13 students and 2 chaperones from Kitakata will likely visit Wilsonville in late October/early November. The boards next meeting will take place on April 12 at 6pm.

Parks and Recreation Advisory Board

The Parks and Recreation Advisory Board meet did not meet in March.

Upcoming Events

Community Egg Hunt: Saturday, April 8 at 10:00 am, Memorial Park Ballfields

Spring/Summer Registration: Monday, April 10 – WilsonvilleParksandRec.com

Arbor Day Celebration: Saturday, April 29 at 9:30 am-11:00 am, Murase Plaza Pollinator Garden

WERK Day: Saturday, May 6 at 9:00 am-11:00 am, Murase Plaza and Dog Park (Meet at Community Center for assignments). Complimentary breakfast beforehand from 8:00 am-9:00 am at the Community Center.

Goat Petting Day: Saturday, May 6 at 10:00-12:00 pm, Memorial Park (Near Maintenance Barn)



WERK Day
May 6, 9AM -11 AM
Complimentary Breakfast 8-9 AM
Wilsonville Community Center

Join Wilsonville Parks and Recreation for WERK Day 2023!

Registration includes an optional volunteer breakfast, courtesy of the Wilsonville Rotary Club, from 8am-9am at the Wilsonville Community Center.

WERK Parties will leave from the Community Center at 9am for volunteer projects.

Pre-registration is highly encouraged.
 Course #10717



Did Someone Say Goats?
May 6, 10 am-12 pm

FREE GOAT PETTING EVENT
 Hosted by
 Westside GoatGirl
 May 6 at 10 am-12 pm
 Memorial Park
 Maintenance Barn

A herd of goats from Westside GoatGirl will be descending upon Memorial Park the first two weeks in May to help mitigate invasive blackberry. Come say hello at this free petting event on May 6 at 10 am-12 pm in Memorial Park.

Parks Team Updates

Spring is Nearly Here

The Parks team spent the month of March working on a large number of tasks in preparation for spring. Their time was spent working on irrigation, removing winter debris, fertilizing, planting, mowing, and a number of other tasks. The team is preparing for the drier weather and is excited to see the community out in the parks as the weather changes.



Spring planting.



Invasive plant cleanup.



Parking lot grading.



Playground repair.



Debris removal.



Irrigation repair.

Parks Team Updates

Regional Park 7/8 — Phase 2

Projected Completion—April 2023



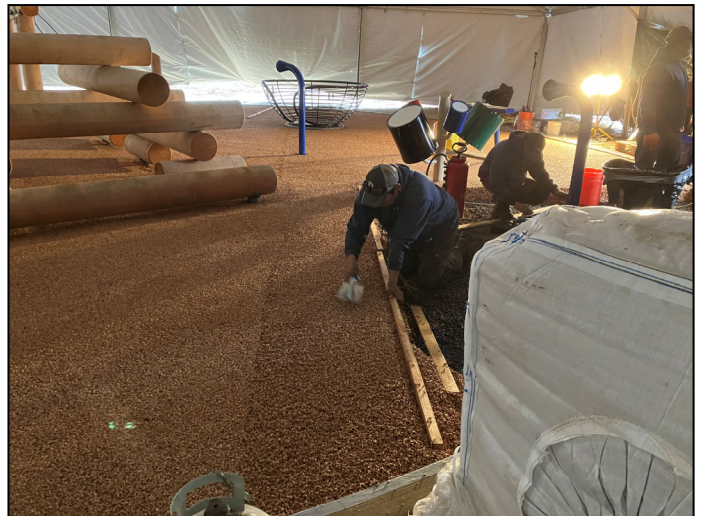
Regional Park 5/6

Projected Completion—Spring 2023

- Landscaping nearing completion
- Playground surfacing installed



Tree safety pruning.



New cork playground surfacing.



City of Wilsonville Police

March 2023

LEEDA TRILOGY TRAINING COMPLETED

Chief of Police, Captain Rob Wurpes, completed the FBI's LEEDA trilogy during March 2023. The trilogy is a comprehensive 120-hour course on law enforcement leadership that includes the Supervisor, Command, and Executive Leadership Institutes.

The FBI holds these courses at various locations throughout the United States. The Clackamas County Sheriff's Office was pleased to host their 40-hour Supervisor Leadership Institute (SLI) the week of March 13.

Pictured right are Captain Roberts Wurpes and Sergeant Brian Pearson with a Lieutenant from the Portland Police Bureau.



UNCLAIMED PROPERTY

Each month, the Clackamas County Sheriff's Office, through its Property Unit, posts unclaimed personal property in its possession. This public notice, in Wilsonville, is posted to the City's website under Police and lists instructions on how to file an ownership interest claim.

Included among articles described as personal property are phones, cameras, computers, electronic equipment, bicycles, skateboards, sports equipment, pumps, marine vessels, household items, weapons/firearms, jewelry/watches, purses, wallets, currency, paperwork, identification, duffel bags, vehicle parts, and luggage.

For more information, check out:

[Police | City of Wilsonville Oregon](#)

UPDATED WILSONVILLE POLICE PATCH

We recently updated the City of Wilsonville Police Patch, bringing it inline with other Clackamas County Sheriff's Office patches—including the contract City of Happy Valley Police Department. You'll slowly start seeing this new image roll out on uniforms and squad cars.





City of Wilsonville

Call Activity

3,501

Total Calls

YEAR 2023

High Priority • 329

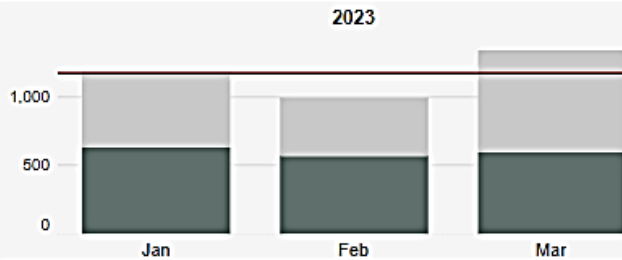
Medium Priority • 2,356

Low Priority • 816

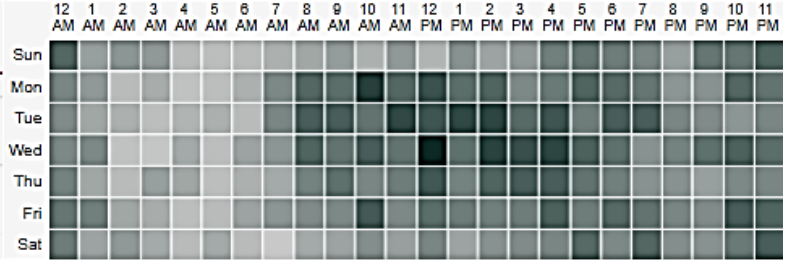
Public-Initiated • 1,791

Deputy-Initiated • 1,710

Call Activity by Month and Year



Call Activity by Day of Week and Hour of Day



This dashboard is maintained by CCSO's Strategic Analysis Unit
Data source: Clackamas County Communication's Computer Aided Dispatch (CAD) software
Updated: 4/3/2023 2:20:20 PM (UTC)

MARCH 2023

192
Alarm

230
Assist

219
Civil

520
Crime

975
Disorder

305
Follow-Up

224
Other

836
Traffic

Alarm	Alarm	192
Assist	Assist Public	146
	Assist Fire/Medical	36
	Assist Other Agency	22
	Warrant	11
	Missing Person	10
	Assist Law Enforcement	5
Civil	Civil	178
	Behavioral Health	41
Crime	Harassment/Menacing	84
	Theft	83
	Trespass	64
	Domestic Violence	58
	Criminal Mischief	51
	Fraud	40
	Assault/Abuse	37
	Hit & Run	26
	Stolen Vehicle	23
	Burglary	18
	Vice	16
	Sex Offense	12
	Robbery	3
	Violation of Restraining Order	3
	Arson	1
	Littering	1

Disorder	Suspicious Activity	498
	Welfare Check	145
	Premise Check	72
	Parking Disorder	64
	Subject Contact	42
	Juvenile Disorder	29
	Distrurbance	25
	Extra Patrol	22
	Animal Disorder	19
	Noise Disorder	19
	Unwanted Person	19
	Recovered Stolen Vehicle	9
	Shots Fired	6
	Ordinance Disorder	4
	Prowler	2
Follow-Up	Follow-Up	305
Other	Other	224
Traffic	Traffic Stop	672
	Traffic Disorder	60
	Traffic Crash	52
	Hazard	35

From The Director's Office:



Public Works Complex Update

The administration building concrete walls were “flown” into place in mid-March. The contractor used a 400 ton capacity crane to lift the panels and stage them in temporary locations with bracing until all the panels were vertical. Then the concrete panels were picked up again and set into their final locations and held in place with support poles. Once the walls were placed in their ultimate destination, the panels were welded at the base and connection points with the adjacent panel. Next metal brackets were welded onto the interior side of the concrete wall (bottom right photo) and those will support the floor joists and the roof rafters.



Best Regards,

Delora Kerber, Public Works Director

Facilities

The Team “Springs” Into Action!

The Facilities team has started their spring landscape maintenance tasks, including pruning back shrubs, clearing winter debris from landscape beds, and adding new plantings. Staff planted new flowers to add more color outside of City Hall and completed the planting of several trees. Last year, staff created a small nursery at the Elligsen well site in preparation for this year’s planting. Nineteen trees in total were planted at the Wilsonville Transit Center.



Facilities cont.

Stein Barn Updates

Our Facilities staff takes on a wide range of tasks, from the day-to-day maintenance duties to big renovation projects. This month, the crew took on the challenging but fun task of restoring the historic Stein-Boozler barn in preparation for up-coming events. The main focus was reviving the dual sliding barn doors. The doors have settled and started to crack due to age, making them difficult to use. Staff repaired and readjusted the doors to operate smoothly and gave them a new look with additional traditional barn door trim and fascia. Inside, a new coat of paint and a lower toe kick were added to the cabinetry. New lighting will be installed in the near future to make the space even more inviting to guests.



Facilities cont.

A Bit of Spring Cleaning

Our janitorial staff, a team of four full-time custodians, have been doing extra 'spring cleaning' in difficult to reach areas or spots that need additional attention. Recently, the team spent more time at the Wilsonville Public Library, ensuring the children's area rugs were clean and ready for visitors. With a very long telescoping duster, they dusted light fixtures in the high ceilings and wiped wooden trim. The interior windows and glass doors got a cleaning. We are grateful to our janitorial staff who work hard to keep all City facilities clean and inviting!



Utilities—Water

Taking on Seasonal Maintenance

Our Water crew tackled a list of ‘spring cleaning’ tasks at the water sites and facilities. Reservoir sites and access to the well houses were blown free of leaves, concrete debris bins emptied, and scrap metal recycled. Staff are reviewing the parts and equipment inventory in preparation for relocating to the new Public Works Complex next year. They also performed meter vault improvements and installed ball valves on the test ports of the large meters in order to more efficiently perform accuracy verifications.



Utilities—Wastewater

Progress in Charbonneau Sewer Cleaning

The Utilities team continues to make progress on sewer cleaning and CCTV inspections in the Charbonneau district. They were tasked with collecting additional information for our Engineering Department for future Capital Improvement Projects, including potholing to verify water main dimensions, dye testing to verify sewer and storm connections, and uncovered buried sewer cleanouts.



Performing 'potholing' to check water main size

Water and Wastewater Operator Certifications

Additionally, some of our staff attended water operator and wastewater operator certification review classes hosted by the Oregon Association of Water Utilities (OAWU). These classes prepare students to take their operator certification exams and review terminology, system operations, maintenance requirements and math. We are proud of our Utilities Division team members who continue to advance in their certifications and become dual certified in both water and wastewater operations.



Oregon Association of Water Utilities

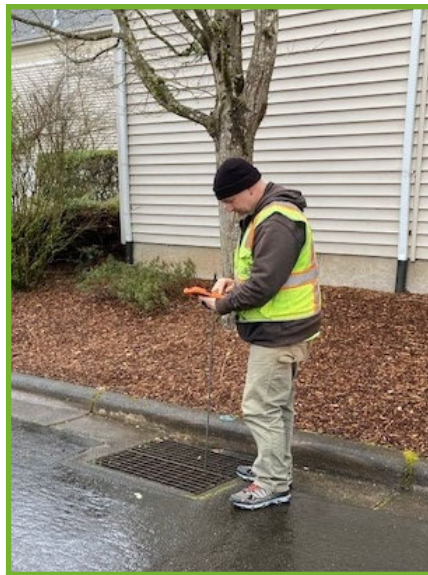
Stormwater

Catch Basin Inspections and Outfall Maintenance

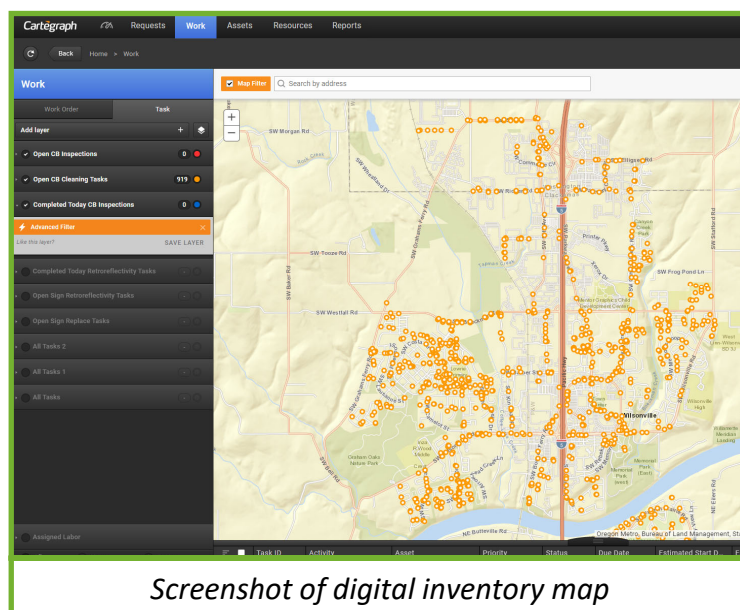
The Stormwater crew started the month out with restoring outfalls along the Willamette River and then commenced with the new catch basin maintenance program. Each of the City's stormwater catch basins, about 3,000 in our inventory, will be inspected and the necessary cleaning and repairs will be addressed. To help with logging the completed work and scheduling future tasks, our staff are tracking their progress in our asset management software, Cartegraph, on their tablets in the field. Once the data is collected, the information is available in a digital map, making it easy to identify the catch basins that require attention. This will greatly improve our operational efficiency and storm water pollution management, resulting in cleaner rivers and streams



Outfall maintenance



Catch basin inspection



Screenshot of digital inventory map

Roads

Roadway Repairs

Our Roads staff have been hard at work completing road repairs when the weather allows. The cold temperatures and precipitation all factor into what can be done to address road surfaces. The availability of hot asphalt is becoming more consistent, allowing staff to complete items on their maintenance list, especially on Day Road and the intersection at Grahams Ferry Road.



Roads cont.

Spring Cleaning for the Roads Crew

The Roads crew made significant progress on cleaning up the medians along Wilsonville Road. In preparation for the warmer months, they also assessed sections of the irrigation system in the right-of-way and completed repairs. Staff continued cleaning street signs in anticipation of our upcoming sign retro-reflectivity testing to be in compliance with MUTCD standards.



Median cleanup



Irrigation maintenance



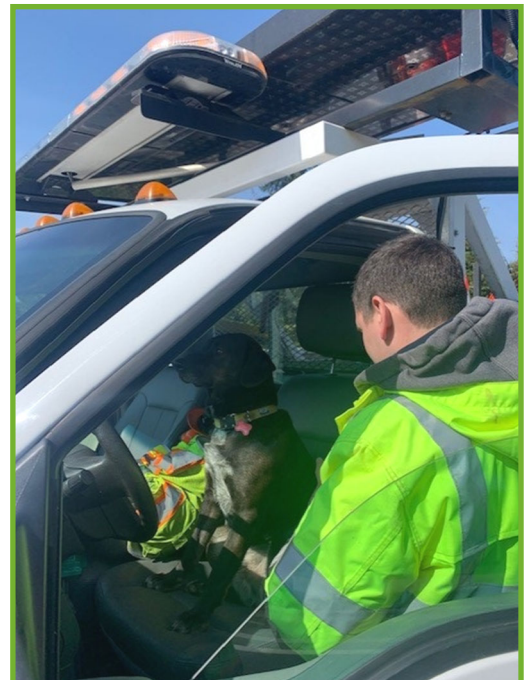
Sign cleaning

“Other Duties As Assigned”

Our Roads & Stormwater Lead, Jason, came across a dog running loose at the intersection of Tooze and Grahams Ferry Road. The canine did not require persuasion to get into the truck, making himself quite comfortable in the passenger seat. Thanks to the identification tags on his collar, he was given a lift back home and safely returned to his very appreciative family.

Although we were able to facilitate a happy reunion in this case, animal control services in Wilsonville are provided through Clackamas County.

If you find a stray or lost dog, please contact Clackamas County Dog Services for assistance. They provide dog sheltering, stray care, adoptions, and lost and found services.



Jason's new co-pilot

“Life isn’t easy.” There are difficult days ahead. Both of these statements are true, factual, and indisputable.

Recent circumstances have reemphasized these truisms right down to my core. Not believing myself to be naive in matters of right and wrong, good and evil, I was reintroduced to the unfortunate reality that the truth doesn’t always prevail. However, I too believe as Dr. King believed – “good defeated is always stronger than evil triumphant.” Bad may occupy your today, but your tomorrow brings hope and new opportunities.

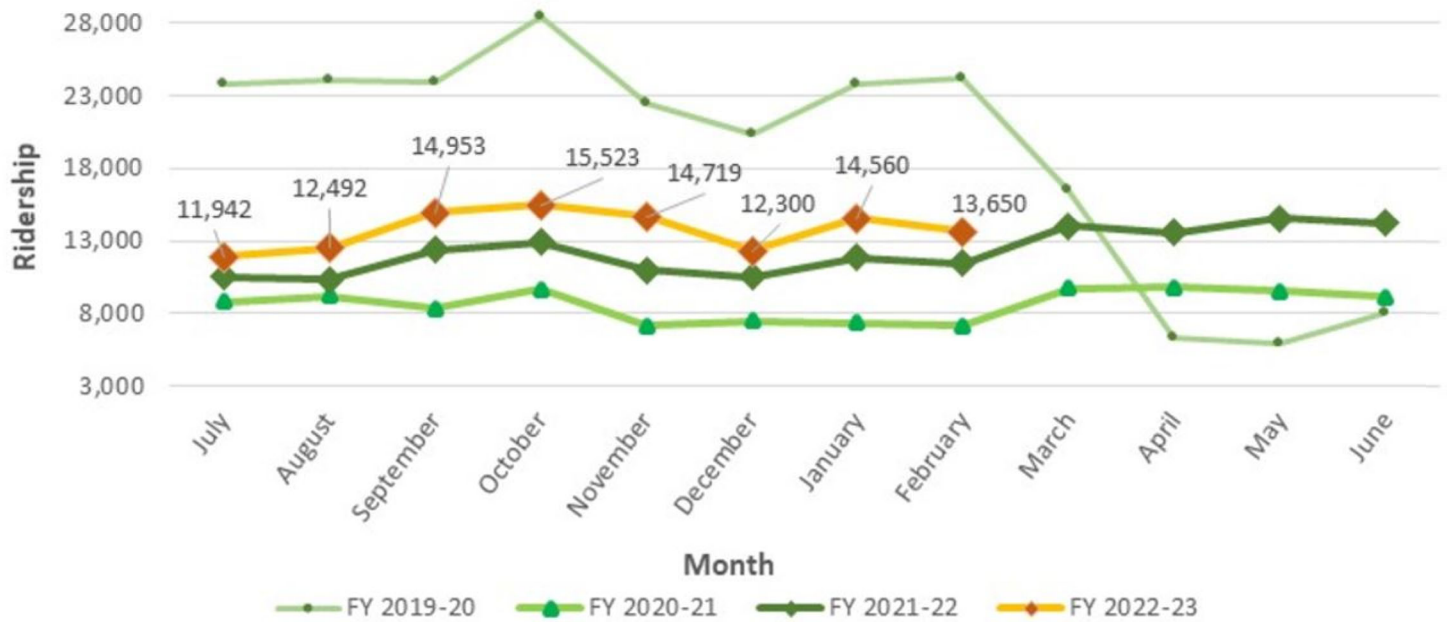
It’s hard to accept that the truth doesn’t always win, but I find solace in knowing that the truth is always the truth.

Dwight Brashear
Transit Director

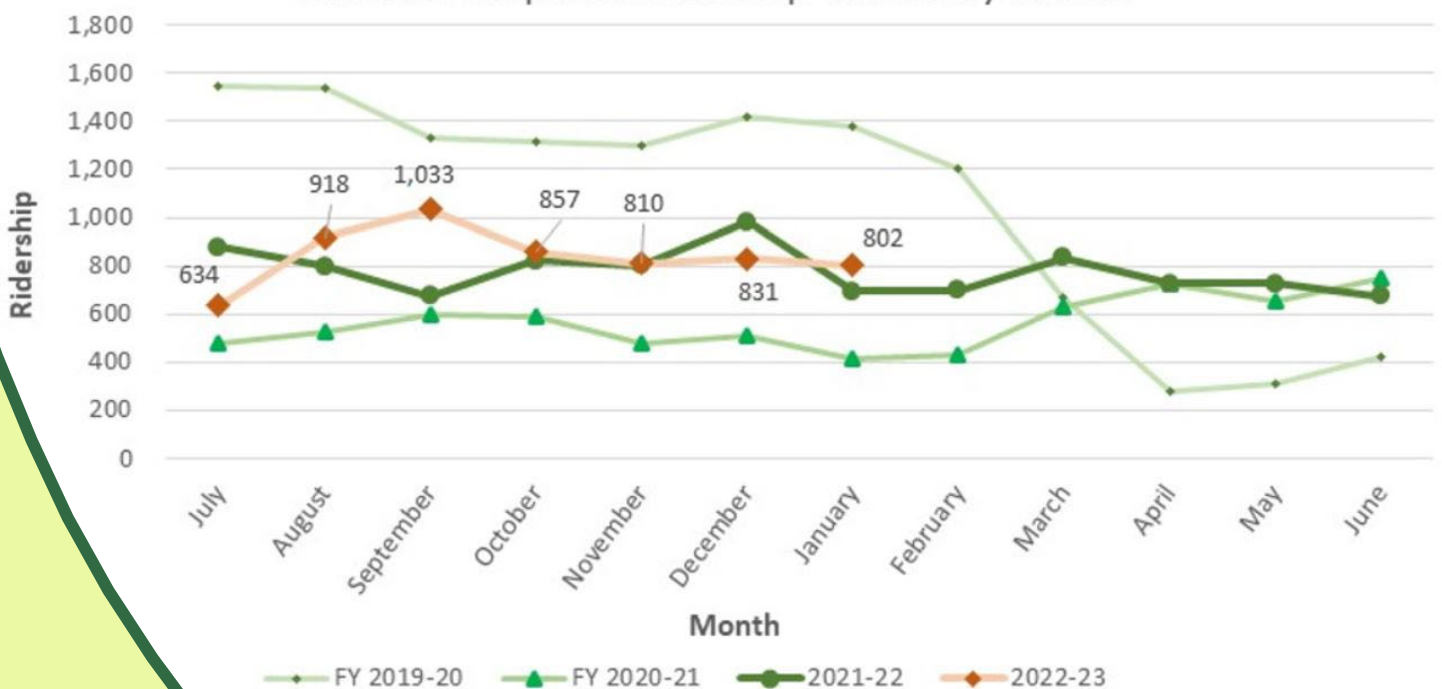


Operations - Anne MacCracken Management Analyst

Fixed Route Ridership Trends by Month



Demand Response Ridership Trends by Month



Operations - Eric Loomis Operations Manager

In addition to fixed route and Dial-a-Ride services, SMART operates seasonal and special shuttles throughout the year that are open to the public. Shuttles consist of art tours, farmer's markets, and large events such as Movie in the Park. In March, SMART operated a public shuttle for Wilsonville's Robotics Competition. Every year, the competition brings more and more folks to Wilsonville for this highly competitive event and SMART works with Seimen's (Mentor Graphics) to minimize parking congestion at the high school, where the event takes place. This year, SMART provided over 630 rides throughout the one day the shuttle operated!



NEED A RIDE ?

PARKING SHUTTLE SERVICE TO WILSONVILLE HIGH SCHOOL

Error Code Xero 1425

First Robotics District Competition March 12





Grants & Program Manager - Kelsey Lewis

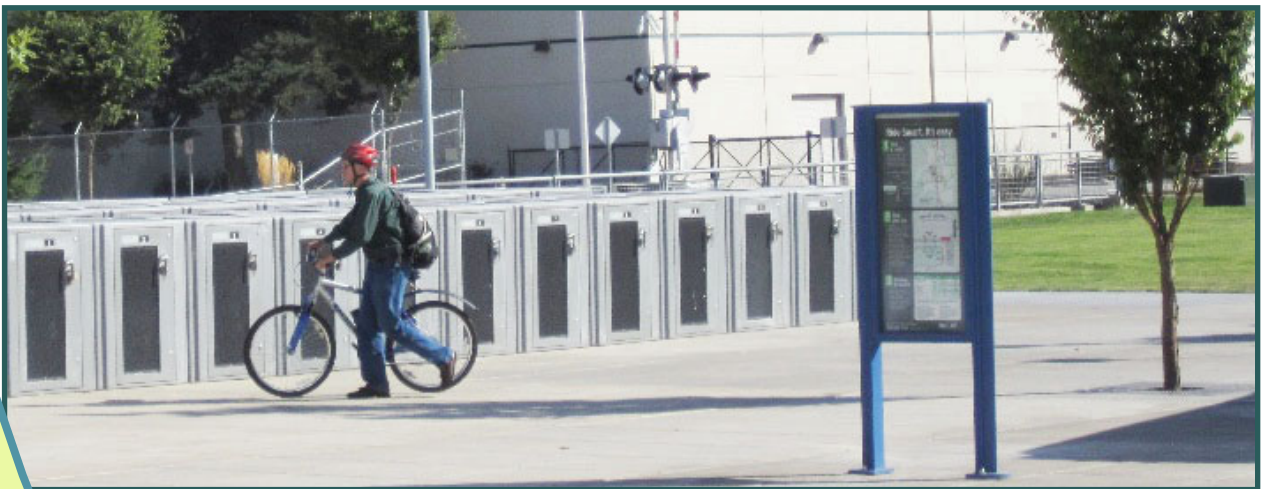
Over the winter, SMART staff and consultants have been developing service plans and project ideas into the new and updated draft Transit Master Plan. During March we have been refining the draft document and plan to release it in early April for public review and to discuss it with the Planning Commission.

We are excited to present the plan and hear back from the community about these ideas that were developed based on what we heard last summer and fall. We plan to bring it to City Council for adoption in June.



Transportation Options - Michelle Marston Program Coordinator

March included a multitude of zoom meetings with Wilsonville employer DW Fritz getting them up to speed on the ins and outs of vanpool formation. DW Fritz will also offer an incentive for the first four vanpools formed to get them up and running. This is a significant boost to bring down the overall cost to each employee for participation. We will soon begin organizing folks into small groups of possible vanpools.



During this time of year we typically see an influx of bike locker use at the Wilsonville Transit Center. Many users have foregone their lockers as they are now teleworking. We are updating contact information and determining if users are indeed using the lockers.

Transportation Options - **Patty Tiburcio** Mobility Technician

After a three year hiatus, due to the pandemic, Wilsonville High School held their annual Incoming 9th Grade Parent Night in-person. Administrators, school counselors, staff, WHS Boosters, and student clubs were present to welcome incoming 9th grade students and their families. SMART staff shared out information about its new Trip Planning program that can teach students how to safely and independently get to their after school activities/events; get to their after-school jobs; get around Wilsonville without a car; and use active and shared transportation options.

West Linn-Wilsonville School District (WLWVSD) also hosted their Annual Community Equity Summit in-person. To further build a partnership with the WLWVSD SMART staff was in attendance. The summit included keynote speaker, Kwame Alexander, a nationally acclaimed poet, best-selling author and public speaker. The summit also included break-out sessions designed for community groups to share examples of their Equity, Diversity, and Inclusion work.

SMART and Ride Connection staff, held session three of a four part Travel Training Series. Session 3 included a group transit trip to/from Canby designed to help participants feel comfortable with the transit system in a social and relaxed environment. During the trip participants experienced traveling on SMART buses and while in Canby participants had lunch, rode the Canby Loop, and learned about doctor's office locations.

At the end of March, SMART staff held a week-long Learn to Ride Bike Clinic for students that do not know how to ride a bike but wanted to learn. The bike clinics provided an effective, low-stress way for kids to learn to ride a bicycle. SMART's clinics aim to teach students to ride while providing safety education and support to encourage biking to school.

