



AMENDED - CITY COUNCIL AGENDA

January 19, 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:

or 503-570-1506

Individuals may submit comments online at: ,

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.

EXECUTIVE SESSION [5:00 PM]

ORS 192.660(2)(e) Real Property Transactions

ADJOURN [5:30 PM]

Break to switch Zoom accounts [10 min.]

REVIEW OF AGENDA AND ITEMS ON CONSENT [5:40 PM]

COUNCILORS' CONCERNS [5:45 PM]

PRE-COUNCIL WORK SESSION [5:50 PM]

- A. [City Council Members' Assignments to City Boards and to Intergovernmental Bodies \(Ottenad\) \[25 min.\]](#)
- B. [2023-24 State Legislative Agenda and 2023 State Legislative Priorities \(Ottenad/Leo\) \[15 min.\]](#)

ADJOURN [6:30 PM]

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, January 19, 2023 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10:00 a.m. on January 3, 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. Vote for Council President
5. [Upcoming Meetings](#)

COMMUNICATIONS [7:20 PM]

6. Chamber of Commerce Grant Update (*Ferrasci O'Malley*) [15 min.]

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS [7:35 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 [7:45 PM]

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

CONSENT AGENDA [8:05 PM]

11. [Resolution No. 3034](#)

[A Resolution Of The City Of Wilsonville Approving A Construction Contract With Northwest Playground Equipment, Inc. For The Murase Playground Inclusive Climber Project. \(Ammerman/Schull\)](#)

12. [Minutes of the January 5, 2023 City Council Meeting. \(Veliz\)](#)

NEW BUSINESS [8:10 PM]

CONTINUING BUSINESS [8:10 PM]

13. [Ordinance No. 872 - 2nd Reading \(Quasi-Judicial \)](#)

[An Ordinance of the City of Wilsonville Annexing Approximately 9.17 Acres of Property Located at 9710 SW Day Road for Development of a Warehouse/Manufacturing Building and Associated Site Improvements. \(Luxhoj\)](#)

14. [Ordinance No. 873 - 2nd Reading \(Quasi-Judicial \)](#)

[An Ordinance of the City of Wilsonville Approving a Zone Map Amendment from the Washington County Future Development – 20 Acre \(FD-10\) Zone to the Planned Development Industrial – Regionally Significant Industrial Area \(PDI-RSIA\) Zone on Approximately 9.17 Acres Located at 9710 SW Day Road for Development of a Warehouse/Manufacturing Building and Associated Site Improvements. \(Luxhoj\)](#)

15. [Ordinance No. 874 - 2nd Reading](#)

[An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Section 6.150, “Special Use Of Streets And Sidewalks And Large Special Events Signs And Street Banners.” \(Guile-Hinman\)](#)

PUBLIC HEARING [8:25 PM]

CITY MANAGER’S BUSINESS [8:25 PM]

LEGAL BUSINESS [8:30 PM]

ADJOURN [8:35 PM]

[INFORMATIONAL ITEMS – No Council Action Necessary](#)

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: January 19, 2023		Subject: City Council Members' Assignments to City Boards and to Intergovernmental Bodies Staff Member: Mark Ottenad, Public/Government Affairs Director Department: Administration	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: City Council can confirm appointments discussed during work session with a vote in the course of Mayors Business agenda item for City Council meeting.	
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:

The City Council appoints Council members to act as:

1. The primary representative and/or secondary alternate representative to represent the City of at various regional intergovernmental bodies; and
2. City Council liaison or representatives to City boards, committees and commissions.

EXECUTIVE SUMMARY:

The City Council has a total of 17 positions to fill for Council members acting as City representative or alternate or liaison:

- 13 positions are needed for regional/state intergovernmental bodies or associations;
- Four (4) positions are needed for local/city liaisons or representatives to City boards and commissions.

The City of Wilsonville is represented by City Council members on various public-sector, intergovernmental boards and committees throughout the region. Most of these bodies require an elected official of the City Council to be appointed as the primary representative and/or the alternate representative for the City of Wilsonville.

Many of these assignments to external leadership bodies are filled for a one- or two-year period at the start of an odd-numbered calendar year after a general election that results in a new council/commission taking office. Traditionally, a Council appointee to any of these boards and committees has remained in a given position for a one- or two-year period.

Members of the City Council, most notably the Mayor by virtue of the position of the office, may serve on boards of nonprofit organizations or associations of mayors or other elected officials. Most frequently these positions of volunteer service on nonprofit boards or committees are *not* appointed by City Council; rather, the Council member is appointed by the association or organization or joins the nonprofit as a member.

Due to Wilsonville's location—within the Metro Urban Growth Boundary (UGB) in two metro-area counties along I-5 and the Willamette River at the foot of the North Willamette Valley as a major 'employment-center' city operating a federally-chartered urban transit system—and strategic interests in economic development, land-use and transportation issues, the City is engaged in a host of regional and statewide intergovernmental organizations and business associations.

Additionally, the bylaws of three City bodies require the appointment of Council members as an ex-officio liaison or Council representatives.

EXPECTED RESULTS:

The City Council discusses and assigns Council members to the various open slots.

TIMELINE:

Acting at the start of the new City Council provides for timely Council representation to various leadership bodies.

CURRENT YEAR BUDGET IMPACTS:

None.

COMMUNITY INVOLVEMENT PROCESS:

Each of these Council member assignments has gone through extensive public process to create the position that Council is filling.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The Wilsonville community benefits from an active and engaged City Council in both local and regional affairs.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Overview of Wilsonville City Council Liaison Leadership Roles: Local/City and Regional/State Boards/Committees and Associations/Organizations
This document provides a comprehensive overview on one sheet of all key City/Local and State/Regional bodies for potential Council engagement.
2. WORKSHEET: 2023-24 Wilsonville City Council Representatives to Regional/State Intergovernmental Bodies
This document is a 'fill-in-the-blanks' for City Council assignments to regional bodies.
3. WORKSHEET: 2023-24 Wilsonville City Council Representatives / Liaisons to City Bodies (Board, Committee and Commission)
This document is a 'fill-in-the-blanks' for City Council assignments to City bodies.
4. Summary of Regional/State Intergovernmental Leadership Bodies and Local/City Boards for Council Participation
This document provides more details on each body for potential City Council members' participation.

Overview of Wilsonville City Council Liaison Leadership Roles: Local/City and Regional/State Boards/Committees and Associations/Organizations

Item A.

LOCAL / CITY		REGIONAL / STATE	
City Boards / Committees	Associations / Organizations	Intergovernmental Boards / Coms.	Associations / Organizations
Budget Committee	Korean War Memorial Foundation of Oregon (KWMFO) *	Aurora State Airport MP Planning Advisory Committee (PAC) * *	Clackamas Cities Assn. (CCA)
Urban Renewal Agency	Korean War Veterans Assn (KWVA), Oregon Trail Chapter	Clackamas County Coordinating Committee (C4)	Clackamas County Business Alliance (CCBA)
Arts, Culture, and Heritage Commission	Positive Aurora Airport Management (PAAM)	C4 Metro Subcommittee	Greater Portland Inc (GPI) Small Cities Consortium (SCC)
Tourism Promotion Committee	Wilsonville Area Chamber of Commerce	Washington County Coordinating Committee (WCCC)	League of Oregon Cities (LOC)
Wilsonville-Metro Community Enhancement Com. (2 positions)	Wilsonville Community Seniors, Inc. (WCSI)	Willamette Intake Facilities (WIF) Commission	Metropolitan Mayors Consortium (MMC)
	Wilsonville Friends of the Library	Regional Water Providers Consortium	Oregon Economic Development Assn. (OEDA)
	Wilsonville Public Library Foundation	French Prairie Forum Local Governments Working Group	Oregon Mayors Association (OMA)
		Metro Regional Appointments of Council Made by C4 Metro Subcom.	Westside Economic Alliance (WEA)
		JPACT – Joint Policy Advisory Committee on Transportation	Willamette Falls & Landings Heritage Area Coalition **
		MPAC – Metropolitan Policy Advisory Com.	Governor appointment of Council recommend.
			Willamette Falls Locks Authority
			Opioid Settlement Prevention, Treatment and Recovery Board

LEGEND

Boards/Committees appearing in reverse/white font indicate bodies that City Council traditionally makes appointments to serve in a liaison or representative/alternate role.

Boards/Committees and Associations / Organizations appearing in bold black font indicate bodies that Mayor or City Council members have traditionally engaged with or participated in meetings.

Boards/Committees appearing regular black font indicate bodies that City Council members have had limited engagement in the recent past.

The City Council's rep to the Willamette Falls Locks Authority, former City Councilor Charlotte Lehan, is a recommendation for appointment by the Governor's Office.

Note that associations/organizations may appoint whomever they want to their boards.

* Mayor named as ex-officio honorary member of the board of directors.

** A City Council member is not required for City representation; staff may be appointed.

WORKSHEET: 2023-24 Wilsonville City Council Representatives to Regional / State Intergovernmental Bodies

12/2022

Leadership Body	When / Where	City Position	2021-22 Reps.	2023-24 Reps.
1. Aurora State Airport Master Plan Planning Advisory Com. (PAC)	<i>Periodically:</i> 2 nd or 3 rd Tuesday 3 – 5 pm Zoom to date	Representative	Charlotte Lehan	
		Alternate	Chris Neamtzu	Chris Neamtzu
		Support Staff	Mark Ottenad	Mark Ottenad
2. Clackamas County Coordinating Committee (C4)	<i>Monthly:</i> 1 st Thursday 6:45 – 8:30 pm Zoom / Oregon City	Representative	Julie Fitzgerald	
		Alternate	Joann Linville	
		Support Staff	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
3. Clackamas County Coordinating Committee Metro Subcommittee (C4 Metro Subcom.)	<i>Monthly:</i> 2 nd or 3 rd Wed prior to 3 rd Thur JPACT mtg 7:30 – 9 am Zoom / Oregon City	Representative	Joann Linville	
		Alternate	Julie Fitzgerald	
		Support Staff	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
4. Washington County Coordinating Committee (WCCC)	<i>Monthly:</i> 2 nd or 3 rd Monday 12 – 1:30 pm Zoom / Beaverton	Representative	Julie Fitzgerald	
		Alternate	Kristin Akervall	
		Support Staff	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
5. Willamette Intake Facilities (WIF) Commission Board, Tualatin Valley Water Dist. (TVWD)	<i>Quarterly:</i> Last Monday of Jan, 7:30 pm Zoom / Beaverton	Representative	Kristin Akervall	Kristin Akervall
		Alternate	Ben West	
		Support Staff	Delora Kerber Keith Katko	Delora Kerber Keith Katko
6. Regional Water Providers Consortium Board	<i>Quarterly, 3x/year:</i> 1 st Wed of Feb, June, Oct. 6:30 – 8:30 pm Zoom / Portland	Representative	Ben West	
		Alternate	Kristin Akervall	
		Support Staff	Delora Kerber Martin Montalvo	Delora Kerber Martin Montalvo
7. League of Oregon Cities (LOC) and Oregon Mayors Association (OMA)	<i>Periodic meetings:</i> LOC Annual Conf., W-F, 2 nd week of Oct. Various locations	Representative	Julie Fitzgerald	Julie Fitzgerald
		Support Staff	Zoe Mombert Mark Ottenad	Zoe Mombert Mark Ottenad
8. French Prairie Forum Local Governments Working Group	<i>Monthly:</i> 3 rd Wednesday 2 – 4 pm Zoom / Aurora	Representative	Charlotte Lehan	
		Alternate	Julie Fitzgerald	
		Support Staff	Mark Ottenad	Mark Ottenad
9. Greater Portland, Inc., (GPI) Small Cities Consortium (SCC)	<i>Monthly:</i> 2 nd Wednesday 1:30 – 2:30 pm Zoom / Tualatin	Representative	Julie Fitzgerald	
		Support Staff	Mark Ottenad Zoe Monahan	Matt Lorenzen Mark Ottenad
10. Willamette Falls & Landings Heritage Area Coalition (WFLHAC)	<i>Monthly:</i> 3 rd Mon, 11 am-12 pm Zoom / West Linn	Representative	Charlotte Lehan	
		Support Staff	Mark Ottenad	Mark Ottenad
11. Willamette Falls Locks Authority , public corp. (Gov Office appointment)	<i>Periodic:</i> 2-hour meeting Zoom / West Linn	Representative	Charlotte Lehan	Charlotte Lehan
		Support Staff	Mark Ottenad	Mark Ottenad

WORKSHEET: 2023-24 Wilsonville City Council Representatives / Liaisons to City Bodies (Board, Committee and Commission)

12/2022

Leadership Body	When / Where	City Position	2021-22 Reps.	2023-24 Reps.
1. Arts, Culture, and Heritage Commission (ACHC)	<i>Monthly:</i> 3 rd Wednesday 5 – 6:30 pm Park & Rec Admin Bldg / Zoom	Council Liaison	Julie Fitzgerald	
		Support Staff	Erika Valentine	Erika Valentine
2. Tourism Promotion Committee (TPC)	<i>Periodically: 4 – 5 meetings per year:</i> Usually 1 – 3 pm City Hall / Zoom	Council Liaison	Charlotte Lehan	
		Support Staff	Zoe Mombert Mark Ottenad	Zoe Mombert Mark Ottenad
3. Wilsonville-Metro Community Enhancement Committee	<i>Periodically: 2 – 3 meetings per year</i> Most often in the spring time City Hall / Zoom	Representative 1	Joann Linville	
		Representative 2	Ben West	
		Support Staff	Zoe Mombert	Zoe Mombert

Summary of Regional/State Intergovernmental Leadership Bodies and Local/City Boards for Council Participation

Item A.

12/2022

A. Regional and State Intergovernmental Bodies for City Council Appointment

Intergovernmental organizations that require a City Council member to be primary representative and/or alternate

1. Aurora State Airport Master Plan Planning Advisory Com. (PAC)

The Oregon Department of Aviation (ODAV) is conducting a Master Planning process for the Aurora State Airport that commenced in 2021 and is expected to be completed in 2023. ODAV has formed a Planning Advisory Committee whose “Members will provide input at key decision points in an advisory level; as a sounding board. No recommendations will be made by the committee.”

After the City and others complained about loop-sided composition of the PAC that did not include local-area citizen interests, ODAV enlarged the PAC, but still maintained a majority of private interests seeking public funds for airport expansion, resulting in a ‘stacked PAC’:

59% (19 members): Pro-Airport Development

22% (7 members): Pro-Public Process

19% (6 members): State agencies/tribes/unknown position

The PAC meets periodically, generally once every few months 2nd or 3rd Tuesday, 3 – 5 pm, via zoom; however, in-person meetings have been discussed.

The local government jurisdictions have placed an elected official as their primary rep to the PAC, and have staff person serve as alternate. During 2021 – 2022, City Councilor Lehan was the City’s primary rep and Community Development Director served as alternate.

2. Clackamas County Coordinating Committee (“C4”)

The Clackamas County Coordinating Committee (“C4”) meets monthly on the first Thursday of the month, 6:45-8:30 pm, via zoom (traditionally in Oregon City) and is composed of all the cities (Metro jurisdiction cities of Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, Tualatin, West Linn and Wilsonville; and the non-Metro/rural cities of Barlow, Canby, Estacada, Molalla and Sandy) and the County of Clackamas County, along with representatives of special districts and hamlet/villages; representatives from Metro, urban and rural transit agencies and the Port of Portland are ex-officio members.

C4 focuses on land-use (including housing) and transportation issues, and makes formal recommendations to the County Commission, Metro, ODOT and other state or federal agencies as is appropriate. C4, which is advised by a staff-level technical advisory committee known as “CTAC,” reviews and makes recommendations on land-use and transportation matters.

Note that holidays, including City Council rescheduled meeting dates, may impact Council members’ ability to participate. C4 bylaws require that city reps and alternates be elected officials. Mayor Fitzgerald has served as the City’s rep and City Councilor Linville as the alternate to C4. The Public and Government Affairs Director, with assistance of Community Development Director and Transit Director, supports City Council members.

2. Clackamas County Coordinating Committee Metro Subcommittee (“C4 Metro Subcom”)

The Clackamas County Coordinating Committee Metro Subcommittee (“C4 Metro Subcom”) meets monthly on the second or third Wednesday, 7:30-9 am, via zoom (traditionally in Oregon City).

The C4 Metro Subcommittee is a committee of C4 composed of the county and nine Clackamas County cities located within Metro’s UGB jurisdiction—Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, Tualatin, West Linn and Wilsonville, and the County’s citizen MPAC rep. The meeting occurs just before the monthly Metro JPACT meeting that occurs on the third Thursday of the month.

The C4 Metro Subcommittee reviews and makes recommendations to Metro via C4 for transportation projects and policy (through the Joint Policy Advisory Committee on Transportation (JPACT)) and land-use matters (through the Metropolitan Advisory Policy Committee (MPAC)), and assists in appointing the cities’ representatives to JPACT and MPAC Other (Small) Cities reps and to the staff-level advisory committees, Transportation Policy Alternatives Committee (TPAC) and Metropolitan Technical Advisory Committee (MTAC). Pursuant to JPACT Bylaws, the City of Wilsonville and SMART are represented at JPACT by the Cities of Clackamas County position.

Previously in 2014 the Metro Cities of C4 Metro Subcommittee elected Mayor Knapp to be the representative of the Cities of Clackamas County to JPACT, and previously in 2010 as the Other (Small) Cities of Clackamas County rep to the Urban/Rural Reserves Steering Committee and later in 2012 as the Other (Small) Cities of Clackamas County rep to MPAC.

C4 bylaws require that city reps and alternates be elected officials. City Councilor Linville has served as the City's rep and Mayor Fitzgerald as the alternate to C4 Metro Subcom. The Public and Government Affairs Director, with assistance of Community Development Director and Transit Director, supports City Council members.

3. Washington County Coordinating Committee ("WCCC")

The Washington County Coordinating Committee ("WCCC") meets monthly generally on the second or third Monday, 12-2:00 pm, via zoom (traditionally in Beaverton) and is composed of representatives of all the cities (cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, King City, Hillsboro, North Plains, Tigard, Tualatin, Sherwood and Wilsonville) and the county of Washington County; Tri-Met, Port of Portland and Metro representatives attend as ex-officio members.

The WCCC, which is advised by a county-cities staff-level technical advisory committee, Transportation Advisory Committee (WCCC TAC), reviews and makes recommendations on land-use and transportation matters and funding proposals to the Board of County Commissioners for Major Streets Transportation Improvement Program (MSTIP) transportation projects and to Metro for transportation projects, and appoints the cities' representatives to JPACT. While Wilsonville may vote on most WCCC matters, the City does not vote on JPACT or MPAC positions since the City's position is assigned to Clackamas County pursuant to Metro JPACT Bylaws.

WCCC bylaws require that the city's rep and alternate be elected officials. Mayor Fitzgerald has served as City rep and Council President Akervall as the alternate. The Public and Government Affairs Director, with assistance of Community Development Director and Transit Director, supports City Council members.

4. Willamette Intake Facilities (WIF) Commission Board

The Willamette Intake Facilities (WIF) Commission Board is an inter-governmental policy body that meets quarterly, 6:00-7:30 pm, on the last Monday of January, April, July and October, via Zoom (traditionally in Beaverton) to manage the business affairs of the WIF Commission on issues pertaining to the Willamette River Water Treatment Plants Intake Facility. The WIF Commission is a partnership formed under ORS Chapter 190 between the Tualatin Valley Water District (TVWD) and the cities of Wilsonville, Sherwood, Hillsboro, Tigard and Beaverton.

The WIF Commission is responsible for oversight of the management and operation of the Willamette Intake Facilities in a prudent, economic and efficient manner to:

- Provide water to the existing Willamette River Water Treatment Plant (in Wilsonville) and the planned Willamette Water Supply System Water Treatment Plant (in Sherwood).
- Support their commitment to watershed planning and management and preserve and protect the parties' water rights.
- Support the functioning of the Intake Facilities as the foundation of water systems.

The City's elected officials serve as City reps to the WIF Commission; City Council President Akervall has been the City rep and Has been elected to serve as president of the WIF during 2023. TVWD staff support the work of the WIF Commission. The Public Works Director supports City Council members.

5. Regional Water Providers Consortium Board

The Regional Water Providers Consortium Board was established through the Regional Water Providers Consortium Intergovernmental Agreement (IGA). Board members meet tri-annually on the first Wednesdays, 6:30–8:30 pm, of February, June and October, via Zoom (traditionally in Portland) and represent the governing board, commission or council of their participant agency. A total of 25 municipal and water districts participate in the Regional Water Providers Consortium Board.

Formed in 1997, the Consortium focuses on issues pertaining to the metro region's domestic water supply through conservation, emergency preparedness planning and water supply coordination. The Consortium coordinates the implementation and revision of the Regional Water Supply Plan, provides a forum for study and discussion of water supply issues, and communicates adopted policy and strategies to the public, agencies and stakeholder groups.

The City of Wilsonville withdrew in 2016 from the Consortium on the advice of the Council rep to the Board. The City Council reconsidered four years later and decided to rejoin the Consortium in 2020.

While a staff member may represent the City, the Board prefers elected officials to be their members' rep. Council President Akervall served as primary City rep. The Public Works Director and/or Public Works Operations Manager support the City Council member rep.

6. League of Oregon Cities (LOC) and Oregon Mayors Association (OMA)

Created in 1925 through an intergovernmental agreement of incorporated cities, the League of Oregon Cities (LOC) is essentially an extended department of all 241 Oregon cities. LOC supports city leaders and state legislators in building a strong Oregon by connecting with all Oregon cities, sharing vital information and advocating on their behalf.

LOC holds training sessions for cities' elected officials and staff, surveys cities and produces reports, and lobbies the state legislature and agencies on behalf of cities. LOC holds a large annual conference and trade show that is a centerpiece of the organization's events. LOC has tended to shy away from issues when two or more cities are in conflict.

LOC administers the Oregon Mayors Association (OMA), an affiliate organization of all of Oregon's mayors. OMA's mission is to convene, network, train, and empower mayors. Recently the OMA Taskforce on Homelessness made headlines by proposing a substantial state investment with cities to reduce homelessness.

Most often but not always, a city's mayor serves as the City rep to LOC. Mayor Fitzgerald has served as City rep to LOC and OMA, with support from the City Manager, Assistant to the City Manager, and Public/Government Affairs Director.

7. French Prairie Forum Local Governments Working Group

The French Prairie Forum is an informal monthly meeting held 10 times per year on the third Wednesday of the month via zoom (traditionally held at the OSU North Willamette Research and Extension Center (NWREC) near Aurora); meetings are not held in August or December.

The French Prairie Forum is organized and coordinated by Greg Leo, public affairs consultant to the City of Wilsonville, for over 20 years. The French Prairie Forum is composed of representatives of the North Willamette Valley cities of Aurora, Canby, Donald, Gervais, Hubbard, Wilsonville and Woodburn; counties of Clackamas and Marion; Sheriff's Offices of Clackamas and Marion Counties; and the Aurora Rural Fire Protection District.

Topics of discussion are wide ranging and include land-use, transportation and transit, governance issues, economic development, agricultural and tourism promotion and more. Guests include local state legislators, ODOT Region 1 and 2 officials, staff of the Department of Agriculture and Land Conservation and Development (LCDC) and others.

This group is not a formally chartered body and makes no formal recommendations. City Councilor Linville has been City's rep and City Councilor Lehan as the alternate; Mayor Fitzgerald has also attended meetings. The Public and Government Affairs Director, Community Development Director, Transit Director and Public Affairs Consultant support City Council members.

8. Greater Portland, Inc., Small Cities Consortium (GPI SCC)

The Greater Portland, Inc., Small Cities Consortium (GPI SCC) is a monthly meeting, generally on the fourth Thursday of the month held via Zoom (traditionally held in Tualatin) of the 15 metro-area smaller cities that are members of the regional economic development association that is focused primarily on business recruitment efforts.

By virtue of the City's membership in GPI, the City has a seat on the SCC that elects an SCC member to the GPI Board of Directors. City staff also participate in GPI through monthly and special meetings of the Economic Development Professionals committee that is composed of government and business-association staff involved in economic-development matters. GPI sponsors special events and periodically tours of local traded-sector, export-oriented businesses.

Succeeding retiring Tualatin Mayor Ogden, former Mayor Knapp was elected by the small cities as the 2019 and 2020 SCC representative to the GPI board of directors. Mayor Fitzgerald is the City's primary rep, and no alternate was appointed. The City's Economic Development Manager and Public/Government Affairs Director support City Council members.

9. Willamette Falls & Landings Heritage Area Coalition (WFLHAC)

The Willamette Falls & Landings Heritage Area Coalition, formed in 2006, is a partnership of public, private and nonprofit organizations with a shared passion for the proposed 56-river-mile heritage area: its rich heritage, natural beauty, agriculture and recreational opportunities. WFLHAC is working collaboratively to see established the Willamette Falls & Landings Heritage Area as a National Heritage Area.

WFLHAC is a not-for-profit organization with a 24-member board of directors representing key stakeholders and experienced professionals in government, business, industry, tourism, arts, heritage, historic preservation, and others. The WFLHAC Board includes representatives from seven governments operating within the boundary (Metro, Confederated Tribes of Grand Ronde, Clackamas County, and the cities of Oregon City, Lake Oswego, West Linn, and Wilsonville.)

Due to Oregon tribal conflicts over the Willamette Falls, Oregon's Congressional delegation does not favor advancing the national heritage area designation until tribal disputes are resolved. WFLHAC is now trying decide on the organization's future, and is considering supporting a larger state heritage area designation that would include Willamette Falls and Champoege State Heritage Areas.

The City's seat on the WFLHAC is supported by a \$15,000 annual contribution. City Councilor Lehan was nominated by the City Council in 2021 to serve on WFLHAC board to represent the City; she subsequently resigned in September 2022. The City's memorandum of understanding does *not* require a City Council member to be the City's rep to WFLHAC.

B. Governor's Office Appointment of City Council Recommendation

City Council may recommend to the Governor's Office a City Council member for appointment to a state board.

10. Willamette Falls Locks Authority

The Willamette Falls Locks Authority is a new Oregon public corporation (similar to State Fair and SAIF) charged with accepting a transfer of the Locks to the State from the US Army Corps of Engineers (US ACE). The Authority originated as a recommendation from a limited-duration three-year-long, state-chartered body (Willamette Falls Locks Commission) established by Senate Bill 256 in the 2017 legislative session with support from the City and other local governments. City Councilor Starr was appointed in 2017 and subsequently Councilor Linville was appointed by the Office of the Governor in 2019 as the City's representative to the Commission, whose charter expired at the end of the 2021-22 fiscal year.

The Authority is composed of seven to 11 Governor-appointed voting members representing a wide range of public and private interests, including representatives of the cities of West Linn and Wilsonville; Clackamas County; Metro Council; Confederated Tribes of the Grand Ronde and the Columbia River Tribes; local businesses—including PGE and other historical/environmental/ecological interests. City Councilor Lehan was appointed by the Governor in 2021 to serve on the Authority as the City of Wilsonville representative. Normally, a Governor-appointment runs for the term of the position; the City Council may nominate whomever the Council wishes for consideration by the Governor for appointment.

Oregon's Congressional Delegation secured \$6.2 million in federal funding to make necessary seismic repairs beginning in September 2022. The Oregon Legislative Assembly allocated \$7.2 million in 2022 for additional repair work on the Locks. The City Council indicated in 2021 willingness to continue support of

the Locks Authority's proposed Business Plan Phase 1 operations with a contribution of \$7,000 per year beginning in July 2020 and lasting a maximum of five years; at this time, no funds have been requested of the City to support the work of the new Authority.

11. State of Oregon Opioid Settlement Prevention, Treatment and Recovery Board

The League of Oregon Cities recommended to the Governor's Office that City Councilor Linville be appointed to the State of Oregon Opioid Settlement Prevention, Treatment and Recovery Board that will decide how to allocate the state's share of the national opioid settlement. The City Council supported Councilor Linville's appointment in 2022 to the Board by the Governor's Office.

C. Metro Regional Appointments of City Council Members Recommended by C4 Metro Subcom. or Metro Council President

Intergovernmental board C4 Metro Subcommittee may appoint a City Council member to be C4 Metro Subcommittee rep. at Metro.

The following organizations may appoint to their boards or committees members of City Council due to their roles as City Council members. C4 Metro Subcom appoints members to Metro's JPACT and MPAC; additionally, the Metro Council President may appoint elected officials to special task forces.

Metro Intergovernmental Committees

- **JPACT:** Cities of Clackamas County in the Metro UGB appoint a representative and alternate to Metro's Joint Policy Advisory Committee on Transportation (JPACT), which recommends regional transportation policy and funding decisions. The Cities' representative and alternate are elected through Clackamas County Coordinating Committee (C4) Metro Subcommittee. Former Mayor Tim Knapp served as the Clackamas Cities rep 2015-2020.
- **MPAC:** The Other (smaller) Cities of Clackamas County in the Metro UGB appoint a representative and alternate to Metropolitan Policy Advisory Committee (MPAC) on land-use issues. The Other Cities MPAC representation is elected through Clackamas County Coordinating Committee (C4) Metro Subcommittee. Former Mayor Tim Knapp served as the Other Clackamas Cities rep 2012-14.
- **Metro Council-designated Committees/Task Forces:**
 - The Metro President or JPACT Chair may periodically empanel an ad-hoc committee: Former Mayor Knapp was appointed in 2019 as a Clackamas

County rep to the Transportation 2020 Committee, in 2018 as Clackamas Cities rep to JPACT Finance Subcommittee, and in 2016 to the Urban Growth Management Task Force.

Due to the City's unique role in the greater Metro region as a major employment-center 'edge city' located on I-5 operating an urban transit system, Wilsonville has tended to play a leadership role in the greater Portland area and especially in Clackamas County, which is the city's assigned county by Metro due to majority of resident population location.

Over a 12-years period, former Mayor Knapp had been elected by his peers—representatives of the nine or 10 metro-area cities that participate in the Clackamas County Coordinating Committee "C4" Metro Subcommittee—in a leadership role to act as representative of behalf all nine or 10 metro-area cities' representatives voting [The former City of Damascus disincorporated in July 2016]:

- In 2019, 2017 and 2015 Mayor Knapp was elected as representative for all 9 or 10 of the Metro-area "Cities of Clackamas County" to Metro's Joint Policy Advisory Committee on Transportation (JPACT).
- In 2011 Mayor Knapp was elected as the "Cities of Clackamas County" Alternate to JPACT.
- In 2010 Mayor Knapp was elected as the "Other Cities of Clackamas County" Representative to Metro's Metro Policy Advisory Committee (MPAC) for the eight smaller metro-area cities.
- In 2009 Mayor Knapp was elected as the "Other Cities of Clackamas County" representative to the Metro Urban/Rural Reserves Steering Committee during 2009-10 for the eight smaller metro-area cities.

Previously, then Mayor Lehan served as the Other Cities rep to MPAC and chaired MPAC in 2008. Acting in 2009-10 as then Clackamas County Commissioner Lehan, she was a "Core 4" Co-Chair of the Metro Urban/Rural Reserves Steering Committee.

None of these positions were City Council appointments; rather, the appointments were made by the external bodies.

D. Regional and State Associations / Organizations

Organizations that City Council members can participate in or that may appoint City Council members to a board or committee.

There are a number of other governmental boards and committees and nonprofit organizations that the City may be a member of or represented on. In some instances the organization makes an appointment of a City Council member to the organization's board or a committee or task force. Exhibit B, Overview of Wilsonville City Council Liaison Leadership Roles: Local/City and Regional/State Boards/Committees and Associations/Organizations, provides a summary of specific nonprofits.

Clackamas Cities Association (CCA)

This is an informal, somewhat monthly gathering of elected and appointed officials of Clackamas County—including county commissioners, city council members, state legislators and special districts board members—and staff of these various jurisdictions. Rotated among hosting cities prior to Covid-19 pandemic, a dinner meeting with a social hour and special topic or presenter is held on the fourth Thursday, generally 6:30–8:30 pm.

Each city in Clackamas County takes turns hosting the dinner; Wilsonville last hosted a CCA Dinner in May 2018 and featured the STEM programs of World of Speed Motorsports Museum. Notice to City Council members generally comes from the City Manager's Office about two to three weeks in advance. No CCA dinners were held in 2020 after March 2020; CCA events resumed in October 2022, hosted by the City of Milwaukie.

The next CCA Dinner is scheduled for Thursday, January 26, 2023, in Oregon City. The City is scheduled to host the CCA Dinner on Thursday, June 22, 2023.

Clackamas County Business Alliance (CCBA)

The Clackamas County Business Alliance is a non-profit association of 32 business and community organizations that are committed to the economic strength of Clackamas County. CCBA directly affects policy making by leveraging the strengths of the public and private sectors to ensure the economic vitality of Clackamas County.

The Clackamas County Business Alliance has direct and ongoing contact with local, regional, state and federal policy makers on issues of importance to Clackamas County business. Its relationships with key decision-makers and their staff allows for positive and constructive dialogue on business issues. These

relationships offer a mutual benefit not only to our members, but to those officials and their staff as well.

The City is a member; Council member and/or staff could be appointed by CCBA to board or committee. Mayor Fitzgerald currently serves on the CCBA Board, as did former Mayor Knapp.

Greater Portland Inc. (GPI) Small Cities Consortium

City is a member; Council member could be appointed by organization to board or committee. Mayor Fitzgerald is the City's rep to GPI SCC. Sherwood Mayor-elect Rosener is the SCC board member to GPI.

See page 6 for more details.

League of Oregon Cities (LOC)

All 241 Oregon cities are members of LOC. Mayor Fitzgerald is the City's rep. The Public/Government Affairs Director and Public Affairs Consultant regularly attend meetings with LOC's Intergovernmental Relations Associates (lobbyists).

See page 4 for more details.

Metropolitan Mayors Consortium (MMC)

This organization, composed of approximately two dozen greater Portland metro-area mayors, was formed during the 2014 LOC Annual Conference by former Tualatin Mayor Ogden regarding issues with Metro UGB expansion and a "15 units per acre" land-use planning proposal that Metro never adopted. The primary purpose of the organization is provide metro-area mayors a platform from which to announce public-policy positions and lobby Metro Council members and state and federal legislators.

Subsequently, MMC has tended to focus on transportation and land-use issues, and now has broadened to include issues such as Livability & Public Health, Energy & Environment, Social Justice & Equity, Economic Recovery & Workforce Development, and Emergency Preparedness & Crisis Response. MMC may speak on issues that any given mayor's city may not have a position regarding.

MMC tends to meet monthly, and has been via zoom, but plans to have periodic in-person meetings. Mayor Fitzgerald is a member; staff support includes the Public/Government Affairs Director.

Oregon Mayors Association (OMA)

The Oregon Mayors Association (OMA) is a statewide association of mayors that is administered by LOC. Mayor Fitzgerald serves as the City's rep.

See page 4 for more details.

Oregon Economic Development Assn. (OEDA)

The Oregon Economic Development Association (OEDA) is a statewide non-profit organization working to support economic development professionals who are on Oregon's front line in diversifying and expanding Oregon's economy. OEDA works with Business Oregon on investment incentive programs such as enterprise zones and tax increment financing districts. Several years ago, the Association of Oregon Renewal Agencies (AORA) merged into OEDA, which created a separate TIF Committee.

The City is a member of OEDA, which hosts conferences and training sessions. The City's Economic Development Manager is the City's rep to OEDA.

Westside Economic Alliance (WEA)

The Westside Economic Alliance (WEA) is a non-profit, member-based organization that advocates for a healthy economic environment on the Westside of the Portland, Oregon metropolitan region. Issues of concern include transportation, workforce development, housing, land use regulations, urban growth boundary expansion, and other Westside infrastructure issues vital to economic development.

WEA members are strategically involved on local, county, and state public policy-making committees to advocate for our members' positions regarding these issues. WEA has 70 business members and 26 local government entities as members, including the City.

Willamette Falls & Landings Heritage Area Coalition (WFLHAC)

The City is a member of Willamette Falls & Landings Heritage Area Coalition (WFLHAC).

For more details, see page 6.

E. Local City Bodies—Board, Committee and Commission—for City Council Appointment

City bodies that require a City Council member to serve on the committee or as an ex-officio liaison.

Budget Committee

The 10-member Budget Committee is composed of the City Council and five residents, with three-year terms each, appointed by the Council.

The committee meets as necessary during the year and at a minimum must meet each spring to review the budget proposed by the City Manager. The meetings are open to the public and input from the public is received at the meetings. At a typical springtime meeting, city staff presents financial overviews, highlights changes in programs and costs, and provides information on the city's long-term fiscal outlook.

Budget Committee members can question city staff on financial, programs, and operational matters. The members can suggest and vote on amendments to the proposed budget. Once the Budget Committee votes on the budget and passes it out of committee, it becomes known as the Approved Budget.

The City Manager and Finance Director provide primary support to the Budget Committee.

Urban Renewal Agency

The City Council serves as the governing body for the City of Wilsonville's Urban Renewal Agency. The Agency is comprised of five members, a Chair and four Board Member positions. The Urban Renewal Agency Board provides direction and approval for projects and programs to invest in and improve specific geographic areas of the City.

The Agency oversees the City's Urban Renewal Districts or Tax Increment Finance Districts, approves capital expenditures for the districts. The Finance Director provides primary support to the URA.

Arts, Culture and Heritage Commission (ACHC)

The City's Arts, Culture and Heritage Commission is to advise the City Council on matters relating to arts, culture and heritage, oversee implementation of recommendations outlined in the Arts Culture & Heritage Strategy, and supervise the Community Cultural Events and Programs Grant Program.

Per [Resolution No. 2941](#), the Commission has three primary functions:

1. The Commission oversees implementation of the [Arts, Culture, and Heritage Strategy \(ACHS\)](#) and is charged specifically to develop annually for City Council approval fiscal-year plans for a long-term Five-Year Action Plan and annual One-Year Implementation Plan for prioritizing and fulfilling recommendations of the ACHS.
2. The Commission makes recommendations to the City Council and other City boards, commissions and committees as is appropriate to: provide public-sector leadership and coordination to support arts, culture and heritage activities, events, facilities and programs; improve inter-governmental collaboration and coordination to advance arts, culture and heritage; work with partners to advance an arts and cultural center/facility; develop a long-term, sustainable public-arts program; suggest ways to make cultural diversity, ethnic inclusivity and accessibility for all community members a priority for cultural programs; provide strategic assistance with Wilsonville cultural non-profits in order to build organizational capacity; and identify and recommend the use of sustainable funding mechanisms to support arts, culture and heritage.
3. The Commission makes recommendations to the City Council concerning the goals and objectives, and the selection and disbursement of funds of the former Community Tourism Matching Grant Program to a renamed [Community Cultural Events and Programs Grant Program](#) that is intended to aid organizations that produce projects, programs or events that promote local business and tourism, and for festivals and special events for the benefit of the Wilsonville community.

The ACHC is supported by a new Arts & Culture Program Coordinator position in the Parks & Recreation Dept. The Commission's bylaws provide for the appointment of City Council member who serves in an ex-officio fashion. Mayor Fitzgerald has served as Council liaison since inception of the Commission in 2022.

Tourism Promotion Committee (TPC)

The Tourism Promotion Committee has two primary areas of responsibility:

1. The Committee oversees implementation of the "Explore Wilsonville" Tourism Development Strategy and is charged specifically to develop a larger Five-Year Action Plan and annual One-Year Implementation Plans for fulfilling the Tourism Development Strategy, to be presented and recommended to City Council for approval.

2. The Committee makes recommendations to the City Council for tourism- and visitor-related marketing, promotions, expenditures and related programs and services that will result in increased tourism activity, as measured by overnight room stays at local lodging properties. The tourism promotion program is funded by the transient lodging tax (TLT) revenues.

Due to the unique multi-disciplinary, inter-department nature of the Committee's program of action, the Committee is a board of the Administration Department / Office of the City Manager with participation from the City Parks and Recreation Department.

The Tourism Promotion Committee consists of 12 members total, including seven voting members drawn from the hospitality and tourism industry in the greater Wilsonville area and five ex-officio, advisory members composed of tourism professionals and key City officials.

The TPC meets periodically, usually about five times per year on dates that work best for members' schedules.

The five ex-officio, advisory members are representatives of:

- Clackamas County Tourism and Cultural Affairs, dba "Oregon's Mt. Hood Territory"
- Washington County Visitors Association
- Wilsonville Area Chamber of Commerce
- City Parks and Recreation Director or designee:
- City Council liaison

Former City Councilor Lehan served as the Council's TPC liaison since inception of the committee in 2015. The TPC is supported by the Assistant to the City Manager.

Wilsonville-Metro Community Enhancement Committee (2 positions)

The Wilsonville-Metro Community Enhancement Committee (CEC) oversees local implementation of the Wilsonville-Metro Community Enhancement Program. The program is funded by a per-ton fee charged by Metro regional government on solid-waste transfer stations located in communities throughout the greater Portland region.

The Committee in essence reviews "community enhancement" projects or programs nominated by the public and members of City boards and commissions that are first assessed by City staff, and decides which projects or programs, if any,

to advance with the Community Enhancement Program funds. The CEC generally meets three times a year, on average. They meet in the fall to review the upcoming program cycle and meet a few times in the spring to review grant applications.

The Wilsonville-Metro Community Enhancement Committee is composed of:

- Four (4) citizen/community members who are Wilsonville residents
- Two (2) City Council members
- One (1) Metro Councilor serves on the committee in ex-officio status

City Councilors Linville and West have served as the Council's reps to this committee. The CEC is supported by the Assistant to the City Manager.

F. Local Associations / Organizations that City Council Members May Participate With

Organizations that City Council members can participate in or that may appoint City Council members to a board or committee

Korean War Memorial Foundation of Oregon (KWMFO) *

The mission of the Korean War Memorial Foundation of Oregon, Inc., is to commemorate and educate the public about Korean culture in general and the Korean War specifically. The Foundation was formed in 2013 as Korean War veterans were passing on in order to carry the torch forward.

The Foundation engages in activities in support of the mission that include:

- Participation in the maintenance and improvement of the Oregon Korean War Memorial, located at Town Center Park in Wilsonville, Oregon;
- Organizing and hosting ceremonies to recognize the contributions of Americans and Koreans in defense of a free, democratic South Korea;
- Developing and promoting public educational outreach efforts about the Korean War Memorial Interpretive Center.

The Park & Recreation Dept. provides support to KWMFO. The Wilsonville Mayor is named as an ex-officio board member.

Korean War Veterans Assn (KWVA), Oregon Trail Chapter

The Korean War Veterans Assn (KWVA), Oregon Trail Chapter, worked with the City to site and fund-raise for the Oregon Korean War Memorial in Town Center Park, starting in 1996 and Memorial dedication in 2000.

The KWVA principals have been the primary mover behind holding events at the Memorial, and increasingly have been assisted by American Korean community members who formed the KWMFO.

The KWVA is assisted by the Parks & Recreation Dept.

Positive Aurora Airport Management (PAAM)

Positive Aurora Airport Management (“PAAM”) is a nonprofit organization formally established in 1998 with a stated purpose “to promote and preserve safe and efficient operation of the Aurora State Airport, to promote the economic viability of the Aurora State Airport and to enhance its compatibility with the surrounding neighborhoods.” “Any natural person who is interested in aviation and the Aurora State Airport and is a representative of State, County or City Government shall be eligible for ex-officio membership [non-voting].” “Ex - officio members shall not be liable for annual dues.” “Organizational memberships shall designate a primary and not more than three alternates to represent the organization at PAAM meetings.”

PAAM has the following standing committees: Noise Abatement, Airport Security, Membership, Airport Improvement, Aviation safety, Public relations, Airport management and economic development. While the City has not been invited to participate in PAAM during the past decade, representatives of the City have periodically attended PAAM meetings; prior Councilor Susie Stevens as a private citizen in her role as Charbonneau Country Club executive director attended and participated for a number of years in PAAM, including acting as secretary.

Wilsonville Area Chamber of Commerce

The Wilsonville Area Chamber of Commerce is the area’s local business association with approximately 320 members that promotes networking and public-policy input. The Chamber tends to sponsor twice-monthly morning networking events and periodic luncheons or other events.

The City is a member of the Chamber; a Council member may be named as director appointed by Chamber board. Prior City Council members have periodically served on the Chamber board, including Councilor Starr and Councilor Kirk.

The Assistant to the City Manager acts as City liaison to the Chamber.

Wilsonville Community Seniors, Inc. (WCSI)

The Wilsonville Senior Advisory Board is an independent, not-for-profit organization called Wilsonville Community Seniors, Inc. The Board of Directors

of this organization consists of members who serve in an advisory capacity to the City of Wilsonville on matters effecting senior programs, services, and facilities. This is not an official city board, in that its members are not appointed by the mayor and City Council; rather, they are elected by the participants in senior programs at the Community Center.

This organization acts as a sounding board for ideas and to provide direction and input to the City Council on policy decisions relevant to seniors. Among some of their other roles and responsibilities, they also assist the City in monitoring and evaluating adult 55+ programs, evaluating the quality of food and nutrition services provided for older adults, promoting the senior activities at the Wilsonville Community Center and within the Wilsonville community, and planning and organizing fundraising events to benefit the adult 55+ community.

At least seven members of the Board of Directors must be aged 55 or older and participate in senior activities at the center. No more than four members, who do not participate in the congregate or other senior activities, may serve on the Board of Directors. All meetings are open to the public.

Parks and Recreation Dept. supports WCSI as a component of the Community Center's functions.

Wilsonville Friends of the Library

The Wilsonville Friends of the Library organization supports the library and helps enhance its value to the community. Since 2004, the friends have donated over \$320,000 to the library. These funds were used to support the Summer Reading Program; free passes to cultural attractions throughout the Portland Metro area; Youth programs for children and teens; Print and audio-visual material purchases for the library's youth and adult collections; Public performance movie licenses; and the Book Notes Concert Series.

The Library supports the work of the Wilsonville Friends of the Library.

Wilsonville Public Library Foundation

The Wilsonville Public Library Foundation promotes and supports excellence at the Wilsonville Public Library. For more than 20 years the Foundation has funded innovative programs for children and adults beyond what public funding supports.

The Wilsonville Public Library Foundation supports the Library's long term goal of creating a culture of learning in Wilsonville through programming and services at the Library. Through the Dolly Parton's Imagination Library, the Foundation mails age-appropriate new books to children under the age of 5 in Wilsonville at no cost to the parents. The program encourages children to read by making

reading, literally, a gift. More than 84,000 books mailed to Wilsonville children. With the Foundation's help, the Library created Science Adventure, a program now part of the traditional Summer Reading Program. The Foundation has co-sponsored the History Pub at McMenamin's Old Church that offers presentations on Oregon and Northwest history.

The Library supports the work of the Wilsonville Public Library Foundation.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: January 19, 2023	Subject: 2023-24 State Legislative Agenda and 2023 State Legislative Priorities Staff Member: Mark Ottenad, Public/Government Affairs Director Department: Administration	
Action Required <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 Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: Adoption during Mayor's Business on January 19 of the 2023-24 State Legislative Agenda and 2023 State Legislative Session Priorities provide direction to staff and consultant regarding the City Council's legislative preferences.	
Staff Recommendations: 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 type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

City Administration seeks adoption by the City Council of a 2023-24 State Legislative Agenda and 2023 State Legislative Session Priorities for general public-policy priorities that guide how the City reacts to specific legislative proposals that may arise during the 2023-24 sessions of the 82nd Oregon Legislative Assembly.

EXECUTIVE SUMMARY:

At the start of each two-year-long session of the Oregon legislature, the City Council adopts a State Legislative Agenda that guides how City staff and consultants evaluate proposed legislation in terms of opposing, supporting or remaining neutral. The City's State Legislative Agenda is grounded in long-term City Council-adopted policies embodied in the Comprehensive

Plan and other master plans or specific strategy documents and highlights current Council goals and known issues under consideration.

Over the past two legislative sessions, however, unique opportunities have arisen for the City for which the City did not have specific legislative policy guidance. Subjects or issues that City master plans, Comprehensive Plan or strategic plans do not address that the City Council has expressed interest in or support for include:

- **Increasing High-Speed Broadband Distribution:** In the 2021 session, the City successfully lobbied for \$1.665 million in state funding using federal American Rescue Plan Act (ARPA) funds for the City of Sherwood – City of Wilsonville “Sherwood Broadband-Wilsonville/GovRing Expansion Project.”
- **Affordable Housing Project Support:** In the 2022 session, the City successfully lobbied for \$1.926 million in state funding for the Wilsonville Transit Center Transit-Oriented Development affordable housing project to subsidize social and transit services on the ground floor.

Other examples of timely, topical issues for which there may not be current specific City policy include dealing with homelessness and support for childcare resources.

Additionally, the City has worked during 2022 with the Office of Representative Neron, Senator-elect Woods and Legislative Counsel to advance four City Council priority legislative concepts for 2023 that have been pre-session filed as House Bills (HB):

1. Aurora State Airport Coordinated Intergovernmental Planning Between Relevant State Agencies and Affected Local Governments with Land-Use Planning Sideboards:

HB 2668 – “Relating to transportation; creating new provisions; and amending ORS 197.732, 836.608 and 836.642. Establishes Aurora State Airport Advisory Council for purpose of developing intergovernmental planning agreement among its members. Requires land use decisions to be compatible with agreement. Sunsets January 2, 2037. Amends regulations regarding through the fence airports and use of transportation facilities as basis for land use goal exceptions.”

2. SMART Service Territory Alignment with City Boundaries; Adjustment of TriMet District Boundary

HB 2666 – “Relating to TriMet. Requires the mass transit district known as TriMet to adopt ordinance to modify district boundaries to exclude specified territory. Provides that ordinance may not be referred to or by electors. Requires persons in specified territory to assess whether boundary change results in new tax liability.”

3. ODOT Public Transportation Division Study of WES North Willamette Valley Extension to Salem from Wilsonville, with Stops in Donald, Woodburn and Keizer

HB 2662 – “Relating to a study on extending the Westside Express Service commuter line to Salem; and declaring an emergency. Requires Department of Transportation, in collaboration with Tri-Met and Portland & Western Railroad to study extending Westside Express Service commuter line to Salem. Directs department to submit

findings to interim committees of Legislative Assembly related to transportation not later than September 15, 2024. Appropriates moneys from General Fund to Department of Transportation for study. Declares emergency, effective July 1, 2023.”

4. Reauthorize and Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) Program

HB 2663 – “Relating to industrial site readiness; creating new provisions; amending ORS 285B.627; and declaring an emergency. Extends sunset of Oregon Industrial Site Readiness Program. Appropriates moneys for deposit in Oregon Industrial Site Readiness Program Fund. Declares emergency, effective on passage.”

Thus, the City would benefit from a Council approved set of 2023 State Legislative Session Priorities that register specific issues of concern, as well as reflect ad-hoc issues of the day for which long-term City policies may not address adequately but for which the City Council considers important. See Attachment 3 for details.

BACKGROUND INFORMATION:

Draft 2023-24 State Legislative Agenda

The City first developed a written State Legislative Agenda in 2011 with citations to specific sources of City authority for each agenda item. All of the legislative agenda items are based on policies established by the City Council over time through the Comprehensive Plan, Goal 9 Economic Opportunities Analysis and other City master plans/strategies and Council direction. Thus, the City’s State Legislative Agenda is grounded in long-term City Council-adopted policies that embrace core community values as expressed by the community’s elected officials.

In developing the City’s legislative agenda, staff reviewed existing and prior city policies and practices, examined the legislative agendas and priorities of other metro-area jurisdictions and affiliated organizations such as League of Oregon Cities (LOC), and gathered information from lobbyists and other public-affairs professionals about primary issues of concern in the 2023-24 legislative session.

Draft 2023 State Legislative Session Priorities

The City’s Draft 2023 State Legislative Session Priorities reflect current topical issues and various issues that have been raised over the past few years, some of which are similar to LOC’s 2023 legislative session priorities:

1. Infrastructure Financing and Resilience and Funding for Critical Infrastructure for Needed Housing
2. Local Funding to Address Homelessness
3. Address Measure 110 Shortcomings
4. Economic Development Incentives
5. Community Resiliency and Wildfire Planning
6. Transportation Safety Enhancement
7. Full Funding and Alignment for State Land Use Initiatives
8. Lodging Tax Flexibility

City's State Legislators

After the 2020 Decennial Census, the Oregon legislature redrew House and Senate district boundaries based on population changes. All areas of the City of Wilsonville community are now in one House District and Senate District, whereas for the past 10 years Charbonneau was segmented into a separate set of districts.

- **House District 26: Representative Courtney Neron of Wilsonville** (Democrat), who has been appointed to serve on the following committees during 2023 session:
 - Chair, Education Committee
 - Early Childhood and Human Services Committee
 - Gambling Regulation Committee
- **Senate District 13: New Senator Aaron Woods of Wilsonville** (Democrat), former City Planning Commissioner, who has been appointed to serve on the following committees during 2023 session:
 - Co-Chair, Transportation and Economic Development Subcommittee, Joint Committee on Ways and Means
 - Joint Committee on Transportation
 - Veterans, Emergency Management, Federal and World Affairs

Both of Wilsonville's legislators are supporters of public-policy positions that the City has endorsed, and specifically sponsored to become legislation all four of the City Council's priority Legislative Concepts (LC) for the 2023 session.

History of City's Legislative Engagement

The City has been engaged actively with matters before the Oregon legislature for the past two decades, primarily in a defensive posture seeking to fend off or modify legislative attempts to preempt municipal home-rule authority or super-site controversial land-uses in or near the community. A state proposal in the late 1990s to site the Coffee Creek Correctional Facility at the shuttered Dammasch State Hospital, now home to the Villebois neighborhood, galvanized the community to action and underscored the need to participate actively in legislative affairs.

During this time, the City has contracted with Greg Leo, principal of The Leo Company, who commands considerable respect from both sides of the aisle for his credible and authoritative background in local, state and federal affairs. Prior relevant positions include duty as a member of the federal Senior Executive Service (SES III) while working for the U.S. Department of Justice on Immigration Policy, Executive Director/Chief of Staff of the Oregon Republican Party, and volunteer service on the Wilsonville Budget Committee.

The City works with coalitions of organizations that share similar legislative objectives. The City coordinates closely with the League of Oregon Cities (LOC) Intergovernmental Relations staff to analyze the potential impacts of proposed legislation and to lobby legislators as needed to advance the City's positions. The City works with Clackamas and Washington Counties, the Port of Portland and Metro regional government, the latter which acts as a convening body for the 24 Portland metro-area cities. The City participates in other organizations and coalitions, including Oregon Building Officials Association, Oregon Chapter of the American Planning Association, Oregon Economic Development Association (OEDA) and Industrial Site Readiness Coalition.

For the past decade of legislative sessions, the City's mode of operation has tended to be:

- Public affairs consultant Greg Leo meets regularly with legislators, executive-agency staff and public- and private-sector lobbyists to obtain information on key bills of interest and he relays to City staff;
- Public/Government Affairs Director Mark Ottenad reviews and then forwards to appropriate staff members as need be for their review and assessment of particular issues identified in draft legislation. Critical staff assisting in these reviews include the City Manager, City Attorney, Community Development Director, Planning Director, Transit Director, Building Official, Finance Director and other staff members.
- Mark Ottenad then communicates the City position to Greg Leo and other parties, and when required composes City testimony on behalf of the Mayor and City Council on specific legislation that is then reviewed by relevant City staff prior to submission.
- Mark Ottenad and Greg Leo relay the testimony electronically and often hand-delivered printed copies to committee members. Periodically the Mayor or a City Councilor is requested to present the testimony in-person before the committee considering the bill at issue.

Requesting direct City Council testimony in-person at the State Capitol in Salem is never considered lightly by staff due to the time and travel burden placed on a volunteer member of Council; however, *in-person testimony by a local elected official is the most powerful and persuasive form of legislative input available to the City*. During 2023 session, testimony is anticipated to be presented either in-person at the State Capitol or virtually online before committees.

TIMELINE:

The 2023 "long" legislative session convenes on January 17 and is scheduled to conclude by June 25.

LOC and the Oregon Mayors Association (OMA) hosts the bi-annual "City Day at the Capitol" on Thursday, January 25, 2023, that City Council members and staff are encouraged to participate in in-person (Attachment 4, page 11).

During the course of the legislative session 3,000 to 4,000 bills may be introduced, of which several hundred may receive committee hearings. Towards the end of the session when the legislature moves into "24-hour" hearing-notice period, bills and amendments are flying. The legislative agenda is an important tool that enables the City to be responsive in a timely manner to legislative proposals.

CURRENT YEAR BUDGET IMPACTS:

No budget impacts are anticipated based solely on adoption of the legislative agenda. Other legislative-related expenses are currently budgeted.

Actions that the legislature takes can impact the City's budget directly or indirectly in a favorable or detrimental manner.

CITY MANAGER COMMENT:

The proposed 2023-24 State Legislative Agenda and 2023 State Legislative Session Priorities is in accord with Council's direction for City priorities and policies.

ATTACHMENTS:

1. Draft City of Wilsonville/SMART 2023-24 State Legislative Agenda
2. Citations to Authorities that Act as Foundation for City of Wilsonville/SMART 2023-24 State Legislative Agenda
3. Draft City of Wilsonville/SMART 2023 State Legislative Session Priorities
4. League of Oregon Cities (LOC) 2022 Quarter 4 *Local Focus* magazine:
 - 2023 Legislative Session Preview
 - 2023 Legislative Priorities
 - How Three LOC Priorities Will Have Local Impacts
 - City Day at the Capitol - January 25, 2023

2023-24



State Legislative Agenda

Wilsonville City Council

Julie Fitzgerald, Mayor

Kristin Akervall, Council President

Caroline Berry, City Councilor

Joann Linville, City Councilor

Katie Dunwell, City Councilor

City Appointed Management

Bryan Cosgrove, City Manager

Amanda Guile-Hinman, City Attorney

**CITY OF WILSONVILLE, OREGON /
SOUTH METRO AREA REGIONAL TRANSIT (SMART)**

Mark Ottenad, Public/Government Affairs Director
503-570-1505; ottenad@ci.wilsonville.or.us

Greg Leo, Public Affairs Consultant, The Leo Co.
503-804-6391; greg@theleocompany.com

29799 SW Town Center Loop East
Wilsonville, OR 97070
www.ci.wilsonville.or.us



Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this legislative agenda to guide municipal policy positions in the 2023-24 sessions of the 82nd Oregon Legislative Assembly.

Wilsonville City Council, January 19, 2023



1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports the home-rule autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city's residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been pre-empted by state law.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as "unfunded mandates." The City opposes efforts to reduce traditional "shared revenues," which include alcoholic beverage and cigarette taxes and other state shared revenue that pay for essential local services.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the timely movement of freight and conduct of commerce, including the stretch of I-5 Boone Bridge crossing the Willamette River.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.



■ Transit

2.5 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

2.6 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Infrastructure Development

3.1 The City of Wilsonville supports sustainable, “smart-growth” concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary (UGB).

3.2 The City of Wilsonville supports Oregon land-use law that calls for intergovernmental coordination and urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

3.3 The City of Wilsonville supports initiatives that reclaim industrial “brownfield” sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing the Oregon Industrial Site Readiness Program that complies with current state law and making the state “Enterprise Zone” and similar designations available to more cities.

3.5 The City of Wilsonville supports efforts that encourage development of a broad mix of housing types for residents of all income levels. The City specifically advocates for funding of state agencies and local governments to advance affordable housing efforts and related infrastructure.



■ Workforce Development

3.6 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.7 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow’s workforce.

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.



FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART)

■ Population: *One of Oregon's fastest growing cities*

For the past 30 years, Wilsonville has been one of Oregon's fastest growing cities with population over 10,000. Wilsonville is now the state's 21st largest city.

Jurisdiction	2000 Census	2022 PSU Est.	% Change
City of Wilsonville	13,991	27,414	96%
Portland metro region*	1,444,219	1,847,040	28%
State of Oregon	3,421,399	4,278,555	25%

* Clackamas, Multnomah and Washington Counties

■ SMART Transit: *I-5 Corridor Public Transportation Service*

South Metro Area Regional Transit (SMART) provides transit services six days per week for 300,000 riders composed of commuting workers and residents. SMART links with regional transit providers, including TriMet and WES (Westside Express Service) commuter trains, Salem Area Mass Transit District ("Cherriots") and Canby Area Transit (CAT), as well as providing in-town fixed-route and paratransit services.



■ Education & Workforce Development: *In-Demand Skills Training*

OregonTech Wilsonville is the Portland metro-area campus of the Oregon Institute of Technology (OIT), the state's premier university of advanced engineering and applied-technology studies. OregonTech Wilsonville works closely with the region's high-tech employers and area high schools to promote hands-on, practical Science-Technology-Engineering-Math (STEM) curriculum.

Clackamas Community College, Wilsonville Training Center Campus
West Linn-Wilsonville School District and Canby School District



■ Employment: *Over 20,000 Jobs with \$1.3 Billion Direct Annual Payroll*

Wilsonville's 1,080 businesses provide 20,800 full-time equivalent jobs, of which about half are in high-wage industrial occupations of manufacturing—primarily in high-tech and software engineering—wholesale distribution and professional services. Nine out of 10 employees commute to jobs in Wilsonville primarily from the Portland metro-area and North Willamette Valley, Canby, Woodburn and Salem/Keizer.

Total annual payroll in Wilsonville exceeds \$1.3 billion annually—an +85% increase since 2000—that generates a total direct/indirect regional economic-multiplier impact of over \$3.8 billion per year.



Top-10 Private-Sector Wilsonville Employers

Sorted descending by Number of Full-Time Equivalent (FTE) Jobs

Business	Type	Jobs
1. Siemens EDA (fka Mentor Graphics)	Software Mfg	1,040
2. Swire Coca-Cola USA	Mfg + Whlsl Distrib.	585
3. Collins Aerospace	Manufacturing	535
4. Sysco Food Services	Wholesale Distrib.	485
5. Columbia Distributing HQ	Wholesale Distrib.	425
6. Costco Wholesale Wilsonville	Retail	330
7. DW Fritz Automation	Manufacturing	320
8. TE Medical Tyco Electronics Connectivity	Manufacturing	280
9. Fred Meyer Stores Wilsonville	Retail	275
10. Teledyne FLIR	Manufacturing	270



The Wilsonville SMART Transit Center serves as the TriMet Westside Express Service (WES) commuter rail train station that features a 400-car park-and-ride lot that can be expanded. Each WES train is met by SMART buses that whisk employees to the worksite within 10 minutes of arrival in Wilsonville, providing key 'last-mile' public transit service.

Citations to Authorities that Act as Foundation for City of Wilsonville/SMART 2023-24 State Legislative Agenda

— January 2023 —

This document provides citations to various authorities, such as the City Charter and Comprehensive Plan, and the legislative agendas of affiliate organizations, in support of the 2023-24 State Legislative Agenda. The document recites each specific proposed legislative agenda policy position, which is then followed immediately by relevant citations to authorities, listing first references to City documents and then legislative agendas of affiliate organizations.

1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city’s residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been pre-empted by state law.

This proposed legislative agenda policy is supported by the following authorities:

City of Wilsonville Charter, 1987

Chapter II, Powers

Section 4. POWERS OF THE CITY. The city shall have all powers that the constitutions, statutes and common law of the United States and of this state expressly or impliedly [sic] grant or allow municipalities, as fully as though this charter specifically enumerated each of those powers.

Section 5. CONSTRUCTION OF CHARTER. In this charter no mention of a particular power shall be construed to be exclusive or to restrict the scope of the powers which the city would have if the particular power were not mentioned. The charter shall be liberally construed to this end that the city may have all powers necessary or convenient for the conduct of its municipal affairs, including all powers that cities may assume pursuant to state laws and to the municipal home rule provisions of the state constitution.

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Intro-1

In a move to increase local control, the local residents voted to incorporate. On January 1, 1969, Wilsonville became a City..

League of Oregon Cities (LOC) 2019 Legislative Priorities, 2018

Introduction: The League of Oregon Cities’ Board of Directors has set six legislative priorities for the 2019 session of the Oregon Legislature. * * * The six priorities were approved by the LOC Board Wednesday and focus on the theme, “Let Cities Work.”

Right-of-Way and Franchise Fee Authority Preservation/Broadband Investment: The League will continue to oppose any legislation that preempts local authority to manage public rights of way and cities' ability to set the rate of compensation for the use of such rights of way.

5. Right-of-Way and Franchise Fee Authority Preservation/Broadband Investment

The League will continue to oppose any legislation that preempts local authority to manage public rights of way and cities' ability to set the rate of compensation for the use of such rights of way. In addition, the League will seek additional state support and funding for increased and equitable broadband infrastructure deployment, especially in rural areas, while opposing any legislative efforts to restrict municipal authority to provide broadband services.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as “unfunded mandates.” The City opposes efforts to reduce traditional “shared revenues,” which include alcoholic beverage and cigarette taxes and other state shared revenue that pay for essential local services.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Urban Growth Boundary, p. B-3

Implementation Measure 2.1.1.d. — Establish and maintain revenue sources to support the City's policies for urbanization and maintain needed public services and facilities.

City of Wilsonville budget reports

Various states-shared revenues form a significant component to the City's general fund budget, as the following summary shows:

Wilsonville State-Shared Revenues, Fiscal Years Ending 2015 – 2020

Type of Revenue	FYE 2016	FYE 2017	FYE 2018	FYE 2019	FYE 2020	FYE 2021
Alcoholic beverage tax	\$ 349,368	\$ 359,513	\$ 384,055	\$ 375,092	\$ 454,225	\$ 588,775
Cigarette tax	29,549	29,577	29,615	28,456	27,710	22,957
State shared revenue	312,477	285,524	300,082	317,222	345,170	400,652
TOTAL	\$ 691,395	\$ 674,615	\$ 713,752	\$ 720,770	\$ 827,105	\$1,012,384

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-22–C-24

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

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

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

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

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

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

Policy 3.3.2 The City shall work to improve accessibility for all citizens to all modes of transportation.

Wilsonville Transportation Systems Plan (TSP), 2016

Chapter 2 — Vision, pp. 2-3, 2-5

Policies And Implementation Measures

System Design

Policy 1. Provide a safe, well-connected, and efficient system of streets and supporting infrastructure for all travel modes.

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.

Chapter 5 — The Projects, p. 5-1

Make strategic investments in new and expanded facilities to serve all modes.

Wilsonville Bicycle and Pedestrian Master Plan, 2006, p.3

Goal — To promote non-motorized travel and provide a safe, interconnected system of pedestrian and bicycle facilities.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the movement of freight and conduct of commerce, including the stretch of I-5 Boone Bridge crossing the Willamette River..

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Public Facilities and Services, The Transportation Network, pp. C-21, C-24

Wilsonville is bisected by I-5, just south of its intersection with I-205. I-5 is classified as an Interstate Highway. It is part of the National Highway system and is a designated freight route between Portland and points south. The operational objective for Interstate Highways is to provide safe and efficient high-speed travel in urban and rural areas.

Two I-5 interchanges are located within Wilsonville, Interchange 283, I-5 at Wilsonville Road, and 286, I-5 at Elligsen Road. Both interchanges provide a vital function in supporting local and regional economic development goals and plans. Local traffic, including commercial and industrial vehicles, must have safe and efficient access to and from the freeway.

* * * * *

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

Wilsonville Transportation Systems Plan (TSP), 2016

CHAPTER 2: The Vision, p. 2-7

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.

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.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 1

Continue to facilitate economic development in conjunction with provision of adequate infrastructure to serve the needs of specific industry clusters. Work to maintain reasonable access to, and the functionality of Interstate-5 and its interchanges within Wilsonville and to increase the capacity of the Boone Bridge.

Goal 5

Continue to accept our fair share of regional industrial and employment growth in appropriate geographic locations that protect existing and future neighborhoods and the capacity of I-5, while encouraging Metro and member jurisdictions to develop land use policies, goals, code revisions and infrastructure necessary to more equitably distribute such growth throughout the region.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Transportation, p. C-21

Transportation plans must also “facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine transportation”.

Communities must “protect existing and planned transportation facilities, corridors and sites for their identified functions’ and also “provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans”.

Transportation plans must include a transportation financing program.

Public Facilities and Services, pp. C-27,C-28

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

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

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

Implementation Measure 3.8.1.a. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.

Wilsonville Transportation Systems Plan (TSP), 2016

Funding Outlook, p. 1-8

The City draws from multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services.

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).

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.

Transportation Funding, p. 2-12

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.

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.

Additional Planned Projects, p. 5-16

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.

Wilsonville Transit Master Plan, June 2017

Transit Tax, p. 31

Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants.

Grant Funding, p. 35

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

Conclusion, p. 36

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

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.

This proposed legislative agenda policy is supported by the following authorities:

Resolution No. 2737, 2019

A Resolution of the City of Wilsonville Adopting an Intergovernmental Agreement with Clackamas County to Support the Work of the Willamette Falls Locks Commission

Resolution No. 2601, 2016

A Resolution of the City of Wilsonville Adopting as a Concurring Party the Willamette Falls Locks "Section 106" Memorandum of Agreement (MOA) and Exhibits

Resolution No. 2515, 2015

A Resolution of the City of Wilsonville Supporting Efforts to Create a Willamette Falls National Heritage Area and Urging Designation of Such by Congress

Resolution No. 2496, 2014

A Resolution of the City of Wilsonville Supporting the Reopening of the Willamette Falls Locks

Wilsonville Transportation Systems Plan (TSP), 2016

Goods Movement, p. 2-8

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.

■ Transit

2.5 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville City Council 2017-2018 Work Plan

Administrative Initiatives

Advocate for more funding for all transportation facilities.

As SMART's infrastructure ages, it will be important that SMART properly maintains and/or replaces facilities and equipment accordingly. To this end, Smart must make it an ongoing priority to seek out and secure funding; state and federal grants are areas with the greatest potential. SMART will continue to aggressively pursue and secure funding grants.

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, pp. C-22, C-23

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit, p. 2-9

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.

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.

Transportation Funding, p. 2-13

Implementation Measures (Policy 45):

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.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

SMART will expand hours of operation, as funds become available, in order to provide improved access to public transit. This will enable workers to get to and from their jobs and students to get to and from their place of education using public transit.

Wilsonville Transit Master Plan, 2017

Transit Tax, p. 31

Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants.

Conclusion, p. 36

In order to maintain a high quality public transportation system, it is important to maintain consistent funding levels while operating efficiently. SMART management, working with City staff and City Council, can consider a range of possibilities with various considerations. The top priorities for SMART's management team are to improve operational efficiencies and seek out new funding sources, particularly intergovernmental grants.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

SMART will expand hours of operation, as funds become available, in order to provide improved access to public transit. This will enable workers to get to and from their jobs and students to get to and from their place of education using public transit.

2.6 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-23

Implementation Measure 3.3.1.f. Support provision of full day and Saturday transit service in the WES corridor.

Implementation Measure 3.3.1.g. Advocate for the extension of WES to Salem.

Wilsonville Transit Master Plan, 2017

Commuter Rail, p. 28

Expanding WES service would lead to more ridership for SMART as many customers transfer from WES.

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit

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.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

3.1 The City of Wilsonville supports sustainable, “smart-growth” concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary (UGB).

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville City Council 2017-2018 Work Plan

Council Goals

16. Promote farm and forest land protection.

Advocate for farm and forest land protection in legislative and agency venues and raise public awareness of the economic, health and environmental values of farm and forest land protection.

Wilsonville Comprehensive Plan, 2013

Land Use and Development: Environmental Resources and Community Design, pp. D-23, D-25, D-26, D-28, D-29

* * * one of the major aspects of Wilsonville's natural environment is its relationship to agricultural land. Statewide Planning Goal #3 is intended to preserve agricultural lands.

Wilsonville's 1971 General Plan and 1988 Comprehensive Plan set objectives to allow for the continuation of agriculture as a viable part of the community's economy. Agricultural activities still exist as an interim use within the City, and they are the primary land use outside of the City.

In recognition of this factor, Metro has established an urban growth boundary to protect prime agricultural lands outside of the urban area. The urban growth boundary has been established in consideration of the placement of existing and planned utilities in relation to existing and planned development patterns and provides sufficient vacant land for continued growth over the next 20 years.

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary. Discourage long term agricultural uses within the urban boundary.

Implementation Measure 4.1.5.e Protect the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas and Habitat Conservation Areas identified by Metro by limiting or mitigating the impact on these areas from development activities.

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

Implementation Measure 4.1.5.o Adopt Metro's Habitat-Friendly Development Practices, which provide a method of developing property that protects natural resources and focuses on land development and site design that mimic natural processes. The design and construction practices include the following categories:

1. Minimize hydrologic impacts
2. Minimize impacts on wildlife corridors and fish passage
3. Protect and enhance native landscaping

Implementation Measure 4.1.5.y Protect the Willamette River Greenway from incompatible uses or development activities, using the standards of the Greenway section of the Development Code.

Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. A combination of open space and low density land use designation may be employed.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

Encourage growth of compact employment and industrial development by increasing commercial and industrial job densities per acre within the Urban Growth Boundary to accommodate living wage jobs in concentrated developments in a land efficient manner, thus ensuring that the Metro UGB does not need to extend south of the Willamette River into the foundation agricultural lands of French Prairie. [footnotes omitted]

3.2 The City of Wilsonville supports Oregon land-use law that calls for intergovernmental coordination and urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Citizen Involvement, p. A-4

Implementation Measure 1.3.1.b Where appropriate, the City shall continue to coordinate its planning activities with affected public agencies and private utilities. Draft documents will be distributed to such agencies and utilities and their comments shall be considered and kept on file by the City.

Urban Growth Management, p. B-1

Wilsonville is located within the jurisdiction of Metro, and coordinates the management of urban growth in and around Wilsonville with the affected county and regional governments.

Urban Growth Boundaries, pp. B-3, B-5

Given the demand for urban development in Wilsonville, it makes sense for the City to begin planning for outward expansion into those areas and to coordinate such planning with Metro, the counties and the state.

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

Implementation Measure 2.2.1.g Urban sanitary sewer and water service shall not be extended outside the City limits * * *.

Public Facilities and Services, p. C-28

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

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

transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Implementation Measure 3.8.1.a. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.

Land Use and Development: Environmental Resources and Community Design, p. D-25

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary. Discourage long term agricultural uses within the urban boundary.

Implementation Measure 4.1.5.nn The City shall coordinate with and encourage the State and other appropriate agencies to assist in developing noise controls and mitigation measures.

Implementation Measure 4.1.5.oo Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

Implementation Measure 4.1.5.pp In reviewing all major residential, commercial, industrial and public facility uses, the City shall coordinate with DEQ to insure compliance with the Portland AQMA Plan and standards as well as other applicable regional, State and Federal air, water and environmental quality standards.

Implementation Measure 4.1.5.qq The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

Encourage growth of compact employment and industrial development by increasing commercial and industrial job densities per acre within the Urban Growth Boundary to accommodate living wage jobs in concentrated developments in a land efficient manner, thus ensuring that the Metro UGB does not need to extend south of the Willamette River into the foundation agricultural lands of French Prairie. [footnotes omitted]

Goal 9 of the Oregon Statewide Planning Goals, Section 1, Chapter 812, Oregon Laws 2001

Local governments shall provide “Reasonable opportunities for urban residential, commercial and industrial needs over time through changes to urban growth boundaries.”

3.3 The City of Wilsonville supports initiatives that reclaim industrial “brownfield” sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing the Oregon Industrial Site Readiness Program that complies with current state law and making the state “Enterprise Zone” and similar designations available to more cities.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Economic Development, p. D-3

Industrial development is the basic element of economic growth as it produces goods for marketing, as well as being the primary employment generator.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Emerging Regional Planning Issues, p. 11

Effective economic development strategies must also confront challenges regarding cost effective delivery of adequate project-ready sites * * *

At issue is the additional industrial land supply that was brought into the Portland Metro UGB in 2002 and 2004. While the majority of the new industrial land added by Metro to the UGB does not yet have adequate public roads, sewer, and water lines, the land supply increase will likely create a near-term industrial land surplus. Hence, Wilsonville must carefully evaluate prospective land absorption and return on public investment before making major fiscal expenditures aimed at increasing its project-ready industrial land base.

Wilsonville Economic Development Strategy, 2012

4.3 Next Steps, p. 26

[T]here is now a broad technical and political consensus that Wilsonville’s logical path for the development of new employment space is the Coffee Creek Area and, farther off, the Basalt Creek Area. But the cost of that development, the sources of funding, and the fiscal impacts on the City are not yet estimated.

3.5 The City of Wilsonville supports efforts that encourage development of a broad mix of housing types for residents of all income levels. The City specifically advocates for funding of state agencies and local governments to advance affordable housing efforts and related infrastructure.

This proposed legislative agenda policy is supported by the following authorities:

Equitable Housing Strategic Plan, 2020

Overview of Housing Needs, Pages 7 to 8

Homeownership is out of reach for many residents. Entry-level homes and most other homes cost much more than what the average household can afford. A median renter household could afford homes valued between \$221,000 and \$252,000 if they had sufficient down payment resources, but the median housing price in Wilsonville was \$454,500 as of February 2019.

One in ten Wilsonville households live in the city's 449 subsidized units, most of which are for families and seniors. However, despite Wilsonville's subsidized housing stock, almost a quarter of all households in the city are housing cost-burdened, meaning they spend more than 30% of their income on housing. Eight out of ten Wilsonville households earning less than \$50,000 per year are cost burdened.

Future Wilsonville residents will be more diverse in race, ethnicity, and age than current residents. To support them, the City will need to continue to provide a wide range of housing types at a variety of price points. Baby Boomers, Millennials, and Latinx families will be increasingly important groups seeking affordable housing options, but they will have different preferences for unit types and sizes. Attached single-family and multifamily units will likely be the most affordable choices for people seeking less expensive options. The City will need to continue to enable the development of a range of missing middle, cottage cluster, and multifamily developments, and support the inclusion of affordable family-sized units.

Policy Objectives, Page 12

To guide development of the Plan, Council developed a set of policy objectives. These objectives drew from adopted policies and priorities, stakeholder input, and feedback from the Planning Commission and Equitable Housing Task Force. These objectives set the course for the City's actions to improve equitable access to a range of housing in Wilsonville and address the identified needs within the city:

1. Greater availability of a diversity of housing types for a full range of price points to serve the community.
2. Increased partnerships with nonprofit and for-profit housing developers.
3. New and expanded affordable homeownership opportunities, especially for first-time homebuyers.
4. Reduced risk of housing displacement.
5. Targeted housing opportunities in areas with access to services and public transit.
6. Maintenance and expansion of quality subsidized affordable housing stock.
7. Implementation of all housing policies through a lens of social equity and inclusion.

Wilsonville Comprehensive Plan, 2018

Land Use and Development: Residential Development, Pages D-14 to D-18

"Housing is a basic human need which concerns everyone. With today's housing costs, satisfying this basic need is becoming an increasingly difficult task."

"Many members of the community's sizable work force still cannot afford to live in Wilsonville because of their incomes and the lack of affordable housing."

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

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

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

Implementation Measure 4.1.4.g Coordinate housing development with the social and economic needs of the community.

Implementation Measure 4.1.4.h Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.

Implementation Measure 4.1.4.j The City shall have a diverse range of housing types available within its City limits.

Implementation Measure 4.1.4.k The City shall adopt specific goals for low and moderate cost housing to ensure that sufficient and affordable housing is available to households of all income levels that live or have a member working within the City of Wilsonville.

Implementation Measure 4.1.4.p In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.

Wilsonville Residential Land Study, 2015

Factors Affecting Housing Need, Page 17

Aging of the Baby Boomers: People 60 and older are the fastest growing age group in the Portland

Region. By 2040, 23% of the region's population is forecasted to be 60 and over, up from 14% in 2000. *Implications for Housing:* Need for smaller, lower-cost housing near transit access and urban amenities such as shopping and health care services.

Aging of the Millennials: Wilsonville is successful at attracting young, working age people. The biggest question, with implications for Wilsonville's future housing needs, is whether younger people who move to Wilsonville for rental opportunities will continue to live in Wilsonville if they are ready to become homeowners. *Implications for Housing:* Need for low-cost ownership opportunities with high quality of life. (Millennials' incomes will increase as they age, but the impact of the Great Recession is unclear.)

Continued Growth of the Hispanic/Latino Population: Growing at more than 9% per year, the Hispanic/Latino population is Wilsonville's fastest growing racial or ethnic group. Nationwide, the Hispanic/Latino population is predicted to be the fastest growing racial/

ethnic group over the next few decades. *Implications for Housing:* Need for larger, lower-cost renting and ownership opportunities for larger households with more children and multiple generations.

■ Workforce Development

3.6 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.7 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow’s workforce.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Economic Development Strategy, 2012

Table 4-1. Summary of Actions

Action 4.2. Adopt a policy demonstrating support for Oregon Tech

The City Council will adopt a policy that expresses the City’s willingness to collaborate with Oregon Tech to help it succeed in its mission of training and education and also supporting other institutions of higher education.

Action 4.1. Connect businesses with organizations involved in workforce training and education

The City recognizes the importance of workforce training and education in having a skilled workforce that can meet the needs of businesses. City staff have established working relationships with businesses and with workforce development and educational organizations, including the Art/Tech High School, Wilsonville High School, Clackamas Community College, Pioneer Pacific College, and Oregon Tech.

Action 4.2. Adopt a policy demonstrating support for Oregon Tech and other institutions of higher education

What is the action?

The City Council will adopt a policy that expresses the City’s willingness to collaborate with Oregon Tech to help it succeed in its mission of training and education and also supporting other institutions of higher education.

Why is the City doing it?

The City recognizes the importance of having local opportunities for workforce training and higher education within the City. The City recognizes the significant opportunities that result from having a highly regarded university (Oregon Tech) consolidating its metropolitan campuses in Wilsonville. Oregon Tech’s specialized technical training will be a valuable economic development tool, giving Wilsonville one more competitive advantage. The City is

committed to making Oregon Tech's relocation successful and to helping businesses in Wilsonville benefit from the opportunities resulting from having Oregon Tech and other institutions of higher education in the community.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, p. 1

Goal 2

Encourage expansion of existing business clusters such as...secondary education.

Emerging Regional Planning Issues, p. 10

Another challenging issue that may increase institutional land demand in Wilsonville is the perceived lack of workforce training and higher education institutions that can meet the hiring needs of larger employers. The perception is that in-migration of labor into the Portland Metro Region will continue to fill the perceived "gap" in providing a well educated work force. The Portland Metro Region could fill this void with the development of world class institutions, such as Oregon Health Science University (OHSU). New or expanded satellite campuses for higher education that offer both two and four-year college degree programs will be needed over the 20-year planning horizon. Wilsonville has an advance start on this with Pioneer Pacific College and Clackamas Community College's Wilsonville Training Center. Transportation system facilities provide access to educational institutions in the greater Metro area.

Quality of Life, p. 13

Excellent schools...make Wilsonville a desirable place to live.

Recent investments in higher education in Wilsonville by the Oregon State University and Clackamas Community College are important for local quality of life and workforce training. These investments in higher education will be necessary to help maintain a well trained local labor pool.

Industry Clusters Analysis: Target Industries, p. 26

- Health Care and Secondary Education. As the regional hub with excellent local quality of life and small town atmosphere, Wilsonville has an excellent opportunity to provide expanded health services and additional two-year and four-year advanced degree programs for the local and regional population. Both of these sectors are currently under-represented job sectors in Wilsonville, but appear to have excellent long-term growth potential.

Resolution No. 2269, A Resolution Of The City Of Wilsonville Supporting The 2011 Legislative State Bonding Request Of The Oregon Institute Of Technology, Also Known As "Oregon Tech," January 20, 2011

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The Wilsonville City Council hereby endorses and supports the 2011 legislative state bonding request of the Oregon Institute of Technology (OIT), also known as "Oregon Tech."

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.

This proposed legislative agenda policy is supported by the following authority:

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Page Intro – 2

Almost immediately after incorporation, the newly-formed City began work on a General Plan that was intended to help the City preserve the natural qualities of the area, while also ensuring efficient land use as development occurred.

Storm Drainage Plan, p. C-8

Implementation Measure 3.1.7.d Major natural drainage ways shall be retained and improved as the backbone of the drainage system and designated as open space... Remnant creek channels, which previously carried water that has since been diverted, shall be evaluated for their wildlife habitat value before being selected for use as drainage ways.

Parks/Recreation/Open Space, pp. C-13 – C-14

The 1971 General Plan and the 1988 Comprehensive Plan sought to:

1. Preserve the natural integrity of the Willamette River. Provide for frequent contact with the river. Encourage development of an adequate park and recreation system which would contribute to the physical, mental and moral health of the community.

* * * * *

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

Implementation Measure 3.1.11.a Identify and encourage conservation of natural, scenic, and historic areas within the City.

Implementation Measure 3.1.11.c Protect the Willamette River Greenway from incompatible uses or developments.

Implementation Measure 3.1.11.i Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.

Implementation Measure 3.1.11.j Identify areas of natural and scenic importance and where appropriate, extend public access to, and knowledge of such areas, to encourage public involvement in their preservation.

Implementation Measure 3.1.11.k Protect the river-connected wildlife habitat.

Land Use and Development, p. D-1

The last section deals with resource areas and natural hazards and it discusses the City's intention to protect environmental resources... The design criteria ensure the protection of significant natural resources and enhance the visual attractiveness of the community.

General Development, p. D-5

The City has historically focused considerable attention on economic development without losing sight of the importance of protecting natural resources and developing attractive residential neighborhoods. The City has a well-established history of designating and protecting open space areas. Wilsonville residents also voted to support regional efforts to acquire large tracts of open space outside the City.

Commercial Development, p. D-12

Implementation Measure 4.1.3.g Encourage energy-efficient, low-pollution industries.

Environmental Resources and Community Design, pp. D-21, D-22, D-24, D-25, D-26, D-29

In nature, there is a balanced system of events and processes that affect and shape the land on which we live. Because these processes continually and ultimately affect land and property, it follows that we should respect these natural processes in making land use decisions. For example, unless mitigated, it would not be wise to make a land use decision that encourages subdivisions to be built in areas that are known to flood.

* * * * *

The City has identified significant natural resource areas that warrant special use management consideration in order to preserve water quality, visual quality, and sensitive wildlife habitats.

* * * * *

In combination, these Policies and Implementation Measures form the foundation for an integrated community design that preserves the integrity and aesthetic quality of the natural environment while allowing for development... As the City has become more urban, there remains a desire to create the sense of openness and to preserve natural features, while allowing for higher density development, as expected in urban areas.

* * * * *

Noise, water quality, and air quality affect our health, our economic interests and quality of life. High noise levels affect a person's mental and physical well being and ability to work. Poor water and air quality can be a health hazard. Because of their complexities, air and water quality and noise control require both local and regional action. A regional and urban growth boundary has been established to concentrate urban growth within a specified area and to reduce sprawl. Wilsonville is within the regional growth boundary. While urban growth will be contained by the boundary, the boundary, without the necessary safeguards (such as performance standards), could simultaneously exaggerate and concentrate urban pollution.

* * * * *

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary.

Implementation Measure 4.1.5.f Ensure protection of Water Quality and Flood Management Areas and Habitat Conservation Areas pursuant to Title's 3 and 13 of the Metro Urban Growth Management Functional Plan.

* * * * *

Implementation Measure 4.1.5.k Develop open, limited, or restricted access natural areas connected where possible by natural corridors, for wildlife habitat, watershed, soil and terrain protection. Preservation of contiguous natural corridors throughout the City for the protection of watersheds and wildlife will be given priority in land use decisions regarding open space.

Implementation Measure 4.1.5.l Identify areas of natural and scenic importance and give them priority in selection of public open space. Where legal rights of access have been acquired, extend public access to, and knowledge of such areas, in order to encourage public involvement in their preservation.

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

* * * * *

Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. A combination of open space and low density land use designation may be employed.



2023 State Legislative Session Priorities

Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this list of 2023 State Legislative Priorities, which accompanies the 2023-24 State Legislative Agenda, to promote municipal policy positions on specific issues of concern, as well as to reflect ad-hoc issues of the day for which long-term City policies may or may not address adequately but for which the City Council considers important in the 2023 session of the 82nd Oregon Legislative Assembly.

Wilsonville City Council, January 19, 2023

Top 2023 Legislative Session Priorities

The City has worked during 2022 with the Office of Representative Neron, Senator-elect Woods and Legislative Counsel to advance four City Council priority legislative concepts for 2023 that have been pre-session filed and are attached:

1. Aurora State Airport Coordinated Intergovernmental Planning Between Relevant State Agencies and Affected Local Governments with Land-Use Planning Sideboards

HB 2668 – Relating to transportation; creating new provisions; and amending ORS 197.732, 836.608 and 836.642. Establishes Aurora State Airport Advisory Council for purpose of developing intergovernmental planning agreement among its members. Requires land use decisions to be compatible with agreement. Sunsets January 2, 2037. Amends regulations regarding through the fence airports and use of transportation facilities as basis for land use goal exceptions.

2. SMART Service Territory Alignment with City Boundaries; Adjustment of TriMet District Boundary

HB 2666 – Relating to TriMet Requires the mass transit district known as TriMet to adopt ordinance to modify district boundaries to exclude specified territory. Provides that ordinance may not be referred to or by electors. Requires persons in specified territory to assess whether boundary change results in new tax liability.

3. ODOT Public Transportation Division Study of WES North Willamette Valley Extension to Salem from Wilsonville, with Stops in Donald, Woodburn and Keizer

HB 2662 – Relating to a study on extending the Westside Express Service commuter line to Salem; and declaring an emergency. Requires Department of Transportation, in collaboration with Tri-Met and Portland & Western Railroad to study extending Westside Express Service commuter line to Salem. Directs department to submit findings to interim committees of Legislative Assembly related to transportation not later than September 15, 2024. Appropriates moneys from General Fund to Department of Transportation for study. Declares emergency, effective July 1, 2023.

4. Reauthorize and Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) Program

HB 2663 – Relating to industrial site readiness; creating new provisions; amending ORS 285B.627; and declaring an emergency. Extends sunset of Oregon Industrial Site Readiness Program. Appropriates moneys for deposit in Oregon Industrial Site Readiness Program Fund. Declares emergency, effective on passage.

Additional 2023 Legislative Session Priorities

The City of Wilsonville City Council also supports an additional set of four 2023 Legislative Session Priorities, including:

- 5. Increase High-Speed Broadband Access and Distribution:** The COVID pandemic demonstrated the importance of access to high-speed Internet broadband for communications, education and other purposes. State support that leverages federal funds is key to increasing access to broadband Internet, especially for lower-income households.
- 6. Develop New Funding Programs to Subsidize Childcare Resources that Improve Workforce Availability:** The COVID pandemic demonstrated the key role that access to childcare provides for parents to participate in the workforce. A City survey of businesses and workers found a lack of childcare options that is severely limiting workforce participation, which is detrimental to our economy.
- 7. Oregon Mayors Association (OMA) Taskforce on Homelessness proposal** to humanely and timely address the homelessness crisis in Oregon as a partnership between the State of Oregon and its 241 cities. This partnership will allow for the establishment and expansion of local, community-based responses that provide immediate shelter, needed services, and secure safety for unhoused Oregonians.

During the 2023 legislative session, OMA proposes two separate, yet parallel, budget proposals for 1) a budget package that provides direct allocation to cities for homelessness response and prevention services; and 2) a budget package that provides capital improvement funding for cities.

- 8. League of Oregon Cities (LOC) 2023 legislative session priorities:**
 - Infrastructure Financing and Resilience and Funding for Critical Infrastructure for Needed Housing
 - Local Funding to Address Homelessness
 - Address Measure 110 Shortcomings
 - Economic Development Incentives
 - Community Resiliency and Wildfire Planning
 - Transportation Safety Enhancement
 - Full Funding and Alignment for State Land Use Initiatives
 - Lodging Tax Flexibility

House Bill 2668

Sponsored by Representative NERON, Senator WOODS (at the request of City of Wilsonville) (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Establishes Aurora State Airport Advisory Council for purpose of developing intergovernmental planning agreement among its members. Requires land use decisions to be compatible with agreement. Sunsets January 2, 2037.

Amends regulations regarding through the fence airports and use of transportation facilities as basis for land use goal exceptions.

A BILL FOR AN ACT

Relating to transportation; creating new provisions; and amending ORS 197.732, 836.608 and 836.642.

Be It Enacted by the People of the State of Oregon:

SECTION 1. (1) There is established the Aurora State Airport Advisory Council to negotiate and execute an intergovernmental agreement to facilitate intergovernmental communications and coordinated planning of land use, transportation, environmental, infrastructure, through the fence access and related issues of concern regarding operations of the Aurora State Airport and the implementation of any master plan or airport layout plan recommendations, projects or programs.

(2) The council shall review and include within its intergovernmental agreement decisions on or a methodology for approving decisions on:

(a) Surface transportation issues on local city and county and state roads pertaining to safety and traffic congestion for business and employee access to the Aurora State Airport, including the provision of public transit services to the airport;

(b) Environmental assessments of current airport pollution levels, including storm and surface water, ground water, air and noise, that provide a scientific baseline of information;

(c) Planning for the potential annexation by the City of Aurora of the airport for the purpose of providing municipal governance and public urban infrastructure services to support operations at the airport;

(d) Obtaining Land Conservation and Development Commission certification of the Oregon Department of Aviation's state agency coordination program under ORS 197.180 (4) to (7); and

(e) The implementation of all relevant components of the Oregon Department of Aviation's state agency coordination program pertaining to the approval, adoption and implementation of an Aurora State Airport master plan or airport layout plan project or other program for the airport.

(3) The council consists of up to nine members, appointed as follows:

(a) One member appointed by the Director of the Oregon Department of Aviation to represent the Oregon Department of Aviation;

(b) One member appointed by the Director of Agriculture to represent the State De-

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 department of Agriculture;

2 (c) One member appointed by the Director of the Department of Environmental Quality
3 to represent the Department of Environmental Quality;

4 (d) One member appointed by the Director of the Department of Land Conservation and
5 Development to represent the Department of Land Conservation and Development;

6 (e) One member appointed by the Director of Transportation to represent the Depart-
7 ment of Transportation;

8 (f) One member appointed by the governing body of Clackamas County, if the county
9 chooses to participate, representing Clackamas County;

10 (g) One member appointed by the governing body of Marion County, if the county chooses
11 to participate, representing Marion County;

12 (h) One member appointed by the governing body of the City of Aurora, if the city
13 chooses to participate, representing the City of Aurora; and

14 (i) One member appointed by the governing body of the City of Wilsonville, if the city
15 chooses to participate, representing the City of Wilsonville.

16 (4) Each member shall serve for a term of four years, but the member serves at the
17 pleasure of the appointing authority. A member may be reappointed. Before the expiration
18 of the term of a member, the appointing authority shall appoint a successor or reappoint the
19 member. If there is a vacancy for any cause, the appointing authority shall make an ap-
20 pointment to become immediately effective for the unexpired term.

21 (5) The council shall elect a chairperson who represents a local government and a vice
22 chairperson who represents a state agency to serve for one-year terms.

23 (6) The members shall serve on the council as volunteers and are not entitled to re-
24 imbursement for expenses.

25 (7) The Oregon Department of Aviation shall staff the council, assist with the develop-
26 ment of meeting agendas, record and publish council meeting minutes, assist with drafting
27 the intergovernmental agreement of the council and shall otherwise support the work of the
28 council.

29 (8) Except as provided under subsection (9)(b) of this section, the council is not a
30 decision-making body.

31 (9) Until an intergovernmental agreement described in this section has been executed by
32 each participating appointing authority under subsection (3) of this section or until the
33 council membership unanimously agrees that the work of the council has been completed:

34 (a) The council shall meet monthly or at the call of the chairperson or a majority of the
35 council membership.

36 (b) The Oregon Department of Aviation may not approve any new operations, expansions
37 or runway lengthening of the Aurora State Airport and may not implement any master plan
38 or airport layout plan recommendations, project or programs without an agreement by the
39 unanimous consent of the council.

40 (10) Meetings of the council shall be open to the public and shall provide the opportunity
41 for public written and oral testimony on matters before the council.

42 (11) A local government under subsection (3)(f) to (i) of this section that does not choose
43 to participate or that appoints a member who does not participate in the council may not
44 challenge any provision of an intergovernmental agreement executed under this section or
45 object to any decision made under the agreement.

SECTION 2. Section 3 of this 2023 Act is added to and made a part of ORS chapter 197.

SECTION 3. A public body, as defined in ORS 174.109, may not make a land use decision that would allow an expansion of the runway or allow new or expanded facilities of the Aurora State Airport unless the expansion is consistent with an intergovernmental agreement entered into under section 1 of this 2023 Act.

SECTION 4. Sections 1 and 3 of this 2023 Act are repealed on January 2, 2037.

SECTION 5. ORS 836.608 is amended to read:

836.608. (1) The continued operation and vitality of airports registered, licensed or otherwise recognized by the Department of Transportation on December 31, 1994, is a matter of state concern.

(2) A local government shall recognize in its planning documents the location of private-use airports and privately owned public-use airports not listed under ORS 836.610 (3) if the airport was the base for three or more aircraft, as shown in the records of the Department of Transportation, on December 31, 1994. Local planning documents shall establish a boundary showing areas in airport ownership, or subject to long-term lease, that are developed or committed to airport uses described in ORS 836.616 (2). Areas committed to airport uses shall include those areas identified by the airport owner that the local government determines can be reasonably expected to be devoted to airport uses allowed under ORS 836.616 (2).

(3)(a) A local government shall not impose limitations on the continued operation of uses described in ORS 836.616 (2) that existed at any time during 1996 at an airport described in subsection (2) of this section. A local government shall allow for the growth of uses described in ORS 836.616 (2) that existed at any time during 1996 at an airport described in subsection (2) of this section. A local government shall not impose additional limitations on a use approved by the local government prior to January 1, 1997, for an airport described in subsection (2) of this section. Notwithstanding subsection (4) of this section, the construction of additional hangars or tie-downs by the owner of an airport described in subsection (2) of this section, basing additional aircraft and increases in flight activity shall be permitted at an airport described in subsection (2) of this section.

(b) A local government may authorize the establishment of a new use described in ORS 836.616 (2) at an airport described in subsection (2) of this section following a public hearing on the use. The hearing shall be for the purpose of establishing compliance with adopted clear and objective standards relating to the compatibility and adequacy of public facilities and services as provided under subsection (5) of this section. Standards and requirements as adopted by the local government shall further the policy of ORS 836.600 to the maximum extent practicable.

(4) Growth of an existing use on an airport as described in subsection (3)(a) of this section that requires a building permit shall be allowed as an administrative decision without public hearing unless the growth:

(a) Cannot be supported by existing public facilities and services and transportation systems authorized by applicable statewide land use planning goals;

(b) Forces a significant change or significantly increases the costs of conducting existing uses on surrounding lands; or

(c) Exceeds the standards of ORS 215.296 (1) if the airport is adjacent to land zoned for exclusive farm use.

(5) A local government shall authorize a new use described in subsection (3)(b) of this section provided the use:

(a) Is or will be supported by adequate types and levels of public facilities and services and transportation systems authorized by applicable statewide land use planning goals[.]. **For airport**

1 **and through the fence properties totaling 150 acres or more, “adequate public facilities”**
 2 **means public potable and firefighting water service, public sanitary sewer and public**
 3 **stormwater utilities.**

4 (b) Does not seriously interfere with existing land uses in areas surrounding the airport[; and].

5 (c) [*The local government reviews the use under*] **Satisfies** the standards described in ORS
 6 215.296 if the airport is adjacent to land zoned for exclusive farm use.

7 (6) An applicant for a new use under subsection (5) of this section may demonstrate that the
 8 standards for approval will be satisfied through the imposition of conditions. Any conditions imposed
 9 shall be clear and objective.

10 (7) A local government may adopt standards and requirements for the establishment of new
 11 airports, the expansion of existing airports and the regulation of uses and activities at airports
 12 serving as the base for two or fewer aircraft on December 31, 1994, as shown in the records of the
 13 Department of Transportation. The standards and requirements shall comply with applicable state-
 14 wide land use planning laws.

15 (8) The Land Conservation and Development Commission shall adopt rules regulating the height
 16 of structures to protect approach corridors at airports described in subsection (2) of this section and
 17 at publicly owned airports that are the base for two or fewer aircraft.

18 **SECTION 6.** ORS 836.642 is amended to read:

19 836.642. (1) The Oregon Department of Aviation shall establish a pilot program at up to six rural
 20 airports to encourage development of through the fence operations designed to promote economic
 21 development by creating family wage jobs, by increasing local tax bases and by increasing financial
 22 support for rural airports. To the extent practicable, the airport sponsor of a pilot site shall use
 23 public-private partnerships that incorporate:

24 (a) Innovative and creative technologies for increasing airport usability and safety;

25 (b) Innovative and creative performance of aviation services to make the services more com-
 26 petitive and useful for the public;

27 (c) Development of the pilot site as a setting for customary and usual aviation-related activities
 28 to develop and thrive, in concert with the goals of the Oregon Business Development Department;
 29 and

30 (d) Shared responsibility for:

31 (A) Establishing and meeting the fiscal needs of the pilot site;

32 (B) Maintaining safety of operations; and

33 (C) Maintaining positive community relations and compatibility with existing uses.

34 (2) The pilot program shall operate at:

35 (a) The Aurora State Airport; and

36 (b) Not more than five additional rural airports that volunteer to participate and are selected
 37 by the Oregon Department of Aviation with the concurrence of the county in which each rural air-
 38 port is located.

39 (3) The Oregon Department of Aviation, by rule, shall provide standards and guidelines for
 40 through the fence operations that:

41 (a) Ensure that the operations provide financial support to the pilot sites in compliance with
 42 Federal Aviation Administration regulations;

43 (b) Require submission, review, approval and, as appropriate, revision of a facility site plan for
 44 each through the fence operation so that the real property covered by the site plan can be incor-
 45 porated into the airport boundary and coordinated with the other aspects of the airport master plan;

(c) Ensure that the operations are conducted according to a written contract between the commercial or industrial user of property within the airport boundary and the airport sponsor;

(d) Ensure that pilot sites continue to operate in a safe manner and to fulfill their roles in Oregon's emergency response system;

(e) Preserve investments in pilot sites and the level of service provided by pilot sites;

(f) Facilitate orderly management of pilot sites;

(g) Provide equitable and uniform treatment of airport tenants and users at pilot sites;

(h) Advance economic development through qualified customary and usual aviation-related activities within the airport boundaries of pilot sites;

(i) Encourage well-ordered economic development within the airport boundaries of the pilot sites;

(j) Facilitate and foster good relations with the communities surrounding the pilot sites;

(k) Enable conformity with approved airport master plans;

(L) Make pilot sites available for public use on reasonable terms; *[and]*

(m) Assist pilot sites in developing financial self-sufficiency through the use of innovative funding and economic development programs[.]; **and**

(n) Limit through the fence aviation, commercial and industrial uses to 50 acres per pilot site.

(4) The Department of Land Conservation and Development, the county and a city, if any, within whose jurisdiction a pilot site is located shall coordinate with the Oregon Department of Aviation to ensure that the applicable comprehensive plans and land use regulations, including airport zoning classifications pursuant to ORS 836.600 to 836.630, facilitate through the fence operations and support the development or expansion of the pilot site consistent with applicable statewide land use planning requirements.

(5) The Oregon Business Development Department shall assist the pilot sites to:

(a) Identify, qualify for and apply for funding from appropriate grant and loan programs; and

(b) Develop innovative short-term and long-term funding opportunities.

(6) To the extent practicable, the airport sponsors shall utilize innovative airport infrastructure and operations funding to support the pilot sites including, but not limited to:

(a) Airport districts as provided in ORS chapter 838;

(b) Economic development programs administered by the Oregon Business Development Department;

(c) Tax increment financing to provide funding for airport-related infrastructure;

(d) United States Department of Agriculture Rural Development grants or low-interest loans; and

(e) Programs, including funding for short line railroads under ORS 367.067, designed to facilitate development of intermodal transportation projects.

SECTION 7. ORS 197.732 is amended to read:

197.732. (1) As used in this section:

(a) "Compatible" is not intended as an absolute term meaning no interference or adverse impacts of any type with adjacent uses.

(b) "Exception" means a comprehensive plan provision, including an amendment to an acknowledged comprehensive plan, that:

(A) Is applicable to specific properties or situations and does not establish a planning or zoning policy of general applicability;

1 (B) Does not comply with some or all goal requirements applicable to the subject properties or
2 situations; and

3 (C) Complies with standards under subsection (2) of this section.

4 (2) A local government may adopt an exception to a goal if:

5 (a) The land subject to the exception is physically developed to the extent that it is no longer
6 available for uses allowed by the applicable goal;

7 (b) The land subject to the exception is irrevocably committed as described by Land Conserva-
8 tion and Development Commission rule to uses not allowed by the applicable goal because existing
9 adjacent uses and other relevant factors make uses allowed by the applicable goal impracticable;
10 or

11 (c) The following standards are met:

12 (A) Reasons justify why the state policy embodied in the applicable goals should not apply;

13 (B) Areas that do not require a new exception cannot reasonably accommodate the use;

14 (C) The long term environmental, economic, social and energy consequences resulting from the
15 use at the proposed site with measures designed to reduce adverse impacts are not significantly
16 more adverse than would typically result from the same proposal being located in areas requiring
17 a goal exception other than the proposed site; and

18 (D) The proposed uses are compatible with other adjacent uses or will be so rendered through
19 measures designed to reduce adverse impacts.

20 (3) The commission shall adopt rules establishing:

21 (a) That an exception may be adopted to allow a use authorized by a statewide planning goal
22 that cannot comply with the approval standards for that type of use[;].

23 (b) Under what circumstances particular reasons may or may not be used to justify an exception
24 under subsection (2)(c)(A) of this section[; and].

25 (c) Which uses allowed by the applicable goal must be found impracticable under subsection (2)
26 of this section.

27 **(d) That the presence of a transportation facility, as defined in ORS 197.798, may not**
28 **justify an exception under subsection (2)(c)(A) of this section.**

29 (4) A local government approving or denying a proposed exception shall set forth findings of fact
30 and a statement of reasons that demonstrate that the standards of subsection (2) of this section have
31 or have not been met.

32 (5) Each notice of a public hearing on a proposed exception shall specifically note that a goal
33 exception is proposed and shall summarize the issues in an understandable manner.

34 (6) Upon review of a decision approving or denying an exception:

35 (a) The Land Use Board of Appeals or the commission shall be bound by any finding of fact for
36 which there is substantial evidence in the record of the local government proceedings resulting in
37 approval or denial of the exception;

38 (b) The board upon petition, or the commission, shall determine whether the local government's
39 findings and reasons demonstrate that the standards of subsection (2) of this section have or have
40 not been met; and

41 (c) The board or commission shall adopt a clear statement of reasons that sets forth the basis
42 for the determination that the standards of subsection (2) of this section have or have not been met.

43 (7) The commission shall by rule establish the standards required to justify an exception to the
44 definition of "needed housing" authorized by ORS 197.303.

45 (8) An exception acknowledged under ORS 197.251, 197.625 or 197.630 (1) (1981 Replacement

1 Part) on or before August 9, 1983, continues to be valid and is not subject to this section.

2 _____

House Bill 2666

Sponsored by Representative NERON, Senator WOODS (at the request of City of Wilsonville) (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Requires the mass transit district known as TriMet to adopt ordinance to modify district boundaries to exclude specified territory. Provides that ordinance may not be referred to or by electors. Requires persons in specified territory to assess whether boundary change results in new tax liability.

A BILL FOR AN ACT

Relating to TriMet.

Be It Enacted by the People of the State of Oregon:

SECTION 1. (1) As soon as practicable after the effective date of this 2023 Act, TriMet shall adopt an ordinance to modify its district boundaries to exclude from the district the territory described in section 2 of this 2023 Act. Notwithstanding ORS 267.170, the ordinance adopted under this section may not be referred to or by electors.

(2) Persons located in the areas described in section 2 of this 2023 Act shall assess whether the mass transit district boundary change required under this section results in any new liability for taxes imposed by a local government and, if so, shall commence paying any such taxes.

(3) As used in this section:

(a) "Local government" has the meaning given that term in ORS 174.116.

(b) "TriMet" means the Tri-County Metropolitan Transportation District of Oregon, a mass transit district created under ORS chapter 267.

SECTION 2. The boundaries of the territory to be excluded under section 1 of this 2023 Act are as follows:

(1) A 1,652 acre tract of land, more or less, situated in the Southerly Half of Sections 34, 35, and 36 of Township 2 South, Range 1 West; the Southwesterly One-Quarter of Section 31 of Township 2 South, Range 1 East; Section 6, Township 3 South, Range 1 East; and Section 1, the North Half of Section 2, Section 3, the Northeast One-Quarter of Section 4, and the Northeast One-Quarter of Section 10, of Township 2 South, Range 1 West, all of the Willamette Meridian, Washington and Clackamas Counties, State of Oregon, being more particularly described as follows: beginning at the section corner common to Sections 34 and 35, T2S, R1W, and Sections 2 and 3, T3S, R1W, W.M., being at the intersection of SW Grahams Ferry Road (County Road (C.R.) 844) and SW Basalt Creek Road; thence, in an easterly direction along the common line of Section 35, T2S, R1W and Section 2, T3S, R1W, W.M., for a distance of 2,495 feet, more or less, to the westerly right-of-way line of SW Boones Ferry Road (Market Road 24); thence, in a northerly direction along the westerly right-of-way line of SW Boones Ferry Road, for a distance of 231 feet, more or less, to the

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 apparent intersection of said right-of-way and the northerly right-of-way line of SW Greenhill
 2 Lane; thence, in an easterly direction along the northerly right-of-way line of SW Greenhill
 3 Lane, for a distance of 1,840 feet, more or less, to the westerly right-of-way line of Interstate
 4 5; thence, in a northeasterly direction along the said westerly right-of-way of Interstate 5,
 5 for a distance of 436 feet, more or less, to the northerly line of the plat "Tualatin Orchard
 6 Tract," a duly recorded subdivision in Washington County; thence, in an easterly direction
 7 along the north line of the plat "Tualatin Orchard Tract," for a distance of 838 feet, more
 8 or less, to the common line of Sections 35 and 36, T2S, R1W, W.M.; thence, in a northerly
 9 direction along said common line for a distance of 137 feet, more or less, to the
 10 northwesterly corner of Lot 24 of the plat "Comte & Kohlman's Little Homes No. 1," a duly
 11 recorded subdivision in Washington County; thence, in an easterly direction along the
 12 northerly line of said Lot 24, for a distance of 773 feet, more or less, to the apparent
 13 northerly return of the northerly right-of-way line of Frobase Road (C.R. 932); thence, con-
 14 tinuing in an easterly direction along the northerly right-of-way line of Fromase Road, for
 15 a distance of 4,536 feet, more or less, to the easterly line of Section 36, T2S, R1W, W.M.,
 16 being the westerly line of Section 31, T2S, R1E, W.M., the centerline of SW 65th Avenue (C.R.
 17 131), and a county line between Washington and Clackamas Counties; thence, in a southerly
 18 direction along said common line, for a distance of 58 feet to the projection of the
 19 southwesterly corner of Parcel 5, Partition Plat No. 1994-19, Clackamas County; thence, in
 20 an easterly direction along the southerly lines of Parcel 5 and 6, of PP No. 1994-19, Parcel 3
 21 of PP No. 1992-130, and Document Number 1993-002364, for a distance of 2,813 feet, more or
 22 less, to the center section line of Section 31, T2S, R1E, W.M.; thence, in a southerly direction
 23 along the center section line of Section 31, T2S, R1E, W.M., continuing along the center
 24 section line of Section 6, T3S, R1E, W.M., passing at a distance of 3,379 feet, more or less,
 25 the southerly right-of-way line of Eastgate Drive, and continuing for a total distance of 3,418
 26 feet, more or less, to a northwesterly corner of Lot 13 of the plat "Quarry at Stafford," a
 27 duly recorded subdivision in Clackamas County; thence, in an easterly direction along a
 28 northwesterly line of said Lot 13, for a distance of 72 feet, more or less, to a point for corner;
 29 thence, in a southerly direction along a westerly line of said Lot 13, for a distance of 1,199
 30 feet, more or less, to the southwesterly corner of said Lot 13, being on the southerly line of
 31 the northerly one-half of the southwesterly one-quarter of Section 6, T3S, R1E, W.M.;
 32 thence, in a westerly direction along said line, for a distance of 2,853 feet, more or less, to
 33 the east line of Section 1, T3S, R1W, W.M., being the westerly line of Section 6, T3S, R1E,
 34 W.M., the centerline of aforementioned SW 65th Avenue, and aforementioned county line;
 35 thence, in a northerly direction along said common line, for a distance of 261 feet, more or
 36 less, to the centerline intersection of said SW 65th Avenue and SW Elligsen Road (C.R. 2649);
 37 thence, in a westerly direction along the centerline of SW Elligsen Road, for a distance of
 38 1.0 mile, more or less, to the common line of Sections 1 and 2, T3S, R1W, W.M.; thence, in
 39 a northerly direction along said common line, for a distance of 1,783 feet, more or less, to
 40 the northeasterly corner of the plat of "Stafford Park No. 2," a duly recorded subdivision in
 41 Washington County; thence, in a westerly direction along the northerly line of said "Stafford
 42 Park No. 2," for a distance of 1,018 feet, more or less, to the easterly right-of-way of afore-
 43 mentioned Interstate 5; thence, continuing in a westerly direction, for a distance of 1,348
 44 feet, more or less, to the centerline intersection of aforementioned SW Boones Ferry Road
 45 and SW Day Road (C.R. 470); thence, continuing in a westerly direction with the centerline

of SW DAY Road, for a distance of 2,917 feet, more or less, to the common line of Sections 2 and 3, T3S, R1W, W.M., and intersection of SW Day Road and SW Grahams Ferry Road; thence, in a southwesterly direction along the easterly right-of-way line of SW Grahams Ferry Road, for a distance of 4,270 feet, more or less to the centerline of a ditch (Coffee Lake Creek); thence, in a northwesterly direction along the centerline of a ditch per PS4745 filled in Clackamas County Survey Records, Survey Number 9081 filled in Washington County Survey Records, and Partition Plat No. 1999-101 Washington County Survey Records, for a distance of 3,210 feet, more or less, to the westerly interior et al corner of Parcel 2 of said PP No. 1999-001; thence, in a northwesterly direction along the northerly line of the North Coffee Lake Creek Wetlands (Book 527, Page 226), for a distance of 1,290 feet, more or less, to the one-quarter line of Section 3, T3S, R1W, W.M.; thence, in a westerly direction along said one-quarter line, passing at 745 feet, more or less, the common section line of Sections 3 and 4, T3S, R1W, W.M., same being a county line between Washington and Clackamas Counties, continuing for a total distance of 893 feet, more or less, to the centerline of SW Morgan Road (C.R. 699); thence, in a northerly direction along the centerline of SW Morgan Road, for a distance of 2,460 feet, more or less, to the centerline intersection of said SW Morgan Road and SW Tonquin Road; thence, in a northeasterly direction along the centerline of SW Tonquin Road, for a distance of 2,120 feet, more or less, to the centerline intersection of said SW Tonquin Road and aforementioned SW Basalt Creek Road; thence, in an easterly direction along the centerline of SW Basalt Creek Road, for a distance of 3,612 feet, more or less, to the point of beginning.

(2) A 313 acre tract of land, more or less, situated in the Southwesterly Quarter of Section 7 and Northwesterly Quarter of Section 18, Township 3 South, Range 1 East of the Willamette Meridian, Clackamas County, State of Oregon, being more particularly described as follows: beginning at the section corner at the Southeast corner of Section 12 and the said Northeast corner of Section 13 in Range 1 West of the Willamette Meridian which is also the Southwest corner of said Section 7 and Northwest corner of said Section 18, said point being the intersection of Boeckman Road (County Road 80), SW Stafford Road (Market Road 12), SW Advance Road (County Road 140(X-24)), and SW Wilsonville Road; thence, in a northerly direction along the common line of said Section 12 and said Section 7 with the centerline of SW Stafford Road a distance of 2,681 feet, more or less, to the intersection of the northerly right-of-way line of SW Kahle Rd (County Road 2393); thence, in an easterly direction along the northerly right-of-way line of SW Kahle Rd for a distance of 2,600 feet, more or less, to the westerly line of Lot 14 of the plat of "TURNER LITTLE FARMS," a duly recorded subdivision in Clackamas County; thence, in a southerly direction along the westerly line of said Lot 14 a distance of 33 feet, more or less, to the southwesterly corner of said Lot 14; thence, in an easterly direction along the southerly line of said Lot 14, same being the northerly line of a tract of land described in deed recorded under Document Number (Doc. No.) 2022-008589 of the Clackamas County Deed Records (CCDR), for a distance of 585 feet, more or less, to a point for corner; thence, in a southwesterly direction over and across said Doc. No. 2022-008589 for a distance of 1381 feet, more or less, to the southerly line of said Doc. No. 2022-008589 and the northerly line of a tract of land described in deed recorded under Doc. No. 2011-074240 CCDR; thence, in a westerly direction along said common line for a distance of 139 feet, more or less, to the northwesterly corner of said Doc. No. 2011-074240; thence, in a southerly direction along the westerly line of said Doc. No. 2011-074240 for a distance

1 of 1,325 feet, more or less, to the southerly right of way line of aforementioned SW Advance
2 Road; thence, in a westerly direction along the southerly right of way line of SW Advance
3 Road, a distance of 440 feet, more or less, to a point being 440.2 feet west of the quarter
4 section corner of aforementioned Sections 7 and 18; thence, in a southerly direction along a
5 line called to be 440.2 feet west of, and parallel to, the quarter section line of said Section
6 18, for a distance of 2,300 feet, more or less, to the southerly right-of-way line of SW Kruse
7 Road (County Road 2359); thence, in a westerly direction along the southerly right-of-way line
8 of SW Kruse Road, for a distance of 873 feet, more or less, to the center line of SW 60th
9 Avenue (County Road 2359); thence, in a southerly direction along the centerline of SW
10 Kruse Road, for a distance of 304 feet, more or less, to the northeasterly corner of the Heirs
11 of D.S. Minkler, Dec'd, DLC No. 48; thence, in a westerly direction along the northerly line
12 of said DLC No. 48, for a distance of 1,435 feet, more or less, to the easterly line of afore-
13 mentioned Section 13; thence, in a northerly direction along the easterly line of said Section
14 13, same being the westerly line of aforementioned Section 18, for a distance of 2633 feet,
15 more or less, to the point of beginning.

16

House Bill 2662

Sponsored by Representative NERON; Senator WOODS (at the request of City of Wilsonville) (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Requires Department of Transportation, in collaboration with Tri-Met and Portland & Western Railroad to study extending Westside Express Service commuter line to Salem. Directs department to submit findings to interim committees of Legislative Assembly related to transportation not later than September 15, 2024.

Appropriates moneys from General Fund to Department of Transportation for study.

Declares emergency, effective July 1, 2023.

A BILL FOR AN ACT

Relating to a study on extending the Westside Express Service commuter line to Salem; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. (1) The Department of Transportation, in collaboration with Tri-Met as defined in ORS 267.334 and Portland & Western Railroad, shall study issues related to extending the Westside Express Service commuter line to Salem, including increasing the frequency and hours of service. The study must include, but is not limited to:

(a) A review of the specific operational and locational issues for extending and operating the Westside Express Service commuter line on the old Oregon Electric Railway using the existing or new Westside Express Service trains and the Portland & Western Railroad tracks.

(b) Consulting cities that may be potentially served by the service extension, including Wilsonville, Donald, Woodburn, Keizer and Salem, to better understand local access and other related issues.

(c) Consulting relevant transit agencies, including but not limited to South Metro Area Regional Transit, Woodburn Transit Service and Salem-Keizer Transit, that would potentially provide bus service from rail stops to Wilsonville, Donald, Woodburn, Keizer or Salem and exploring options for connecting rail stops with transit service.

(2) The department shall submit a report in the manner provided by ORS 192.245, and may include recommendations for legislation, to the interim committees of the Legislative Assembly related to transportation no later than September 15, 2024.

SECTION 2. Section 1 of this 2023 Act is repealed on January 2, 2025.

SECTION 3. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Transportation, for the biennium beginning July 1, 2023, out of the General Fund, the amount of \$500,000, which may be expended for the purpose of carrying out the provisions of section 1 of this 2023 Act.

SECTION 4. This 2023 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2023 Act takes effect

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 **July 1, 2023.**

2

House Bill 2663

Sponsored by Representative NERON, Senator WOODS (at the request of City of Wilsonville) (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Extends sunset of Oregon Industrial Site Readiness Program. Appropriates moneys for deposit in Oregon Industrial Site Readiness Program Fund.
Declares emergency, effective on passage.

A BILL FOR AN ACT

Relating to industrial site readiness; creating new provisions; amending ORS 285B.627; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 285B.627 is amended to read:

285B.627. (1) In consultation with the Department of Revenue, the Oregon Business Development Department shall establish and administer the Oregon Industrial Site Readiness Program. The purpose of the program is to:

(a) Enter into tax reimbursement arrangements with qualified project sponsors pursuant to subsection (5) of this section; or

(b) Provide loans, including forgivable loans, to qualified project sponsors pursuant to subsection (5) of this section.

(2)(a) Subject to standards and procedures that the Oregon Business Development Department shall establish by rule, the department shall designate regionally significant industrial sites for inclusion in the program.

(b) A regionally significant industrial site designated under this section must be an industrial site that is planned and zoned for industrial use.

(3) A project sponsor may apply to participate in the program by submitting an application and development plan in writing in a form prescribed by the department by rule.

(4) The department shall establish by rule criteria and standards for the qualification of project sponsors to participate in the program.

(5) Upon qualification of a project sponsor under this section, and before July 1, [2023] **2033**, the department may:

(a) Enter into a tax reimbursement arrangement with the project sponsor pursuant to which the project sponsor shall receive an amount equal to 50 percent of the estimated incremental income tax revenues generated by an eligible employer per tax year, beginning with the first tax year following the tax year in which a project sponsor is qualified under this section, until the total investment of the qualified project sponsor in the eligible site preparation costs, including interest, established under subsection (7) of this section has been recovered, at which time the tax reimbursement arrangement shall end; or

(b) Enter into a loan agreement with the project sponsor under terms and conditions specified

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.

and required by the department. In making a determination to enter into a loan agreement with the project sponsor, the department shall consider the reasonableness of the project sponsor's estimated costs to prepare the site for industrial use, including but not limited to eligible site preparation costs established by the department pursuant to subsection (7) of this section. The agreement may specify that a portion of the loan may be forgiven if the project sponsor enters into a contract with an eligible employer to conduct a business in the traded sector industry on a regionally significant industrial site within seven years after the project sponsor was qualified under this section.

(6)(a) The total amount of the loan that may be forgiven under subsection (5) of this section is the lesser of:

(A) Fifty percent of the total cost of eligible site preparation costs; or

(B) Fifty percent of the amount of the estimated incremental income tax revenues for the eligible employer for the term of the loan.

(b) Loan forgiveness may not be allowed under subsection (5) of this section if any portion of the loan that would not be forgiven would be repaid by the project sponsor with state funds received from any source.

(7) The department shall establish, by rule, eligible site preparation costs including, but not limited to, some or all of the following:

(a) Acquisition and assembly costs associated with creating large development parcels.

(b) Transportation improvements such as access roads, intersections, turning lanes, signals, sidewalks, curbs, transit stops and storm drains.

(c) Water and sewer infrastructure.

(d) Natural resource mitigation.

(e) Site grading activities.

(f) Environmental remediation and mitigation activities to address brownfields issues in accordance with state and federally approved remediation plans.

(g) Planning, engineering and administrative costs associated with applying for necessary local, state and federal permits.

(h) Interest-carrying costs incurred by a project sponsor for amounts borrowed to develop a regionally significant industrial site, not to exceed 20 percent of the total amount forgiven, if any, under subsection (5) of this section.

(8) The total amount of tax reimbursement arrangements and loan amounts authorized under this section may not exceed \$10 million per year.

(9) Funds received pursuant to a tax reimbursement arrangement or a loan agreement under subsection (5) of this section may not be used for the payment of:

(a) A penalty or fine; or

(b) Environmental remediation activities conducted at a regionally significant industrial site that is listed or proposed to be listed as a national priority pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9605) for which the project sponsor, eligible employer or any party to the tax reimbursement arrangement or loan agreement is liable under 42 U.S.C. 9607 at that regionally significant industrial site.

(10) The department shall adopt rules to administer and implement the provisions of this section.

SECTION 2. There is appropriated to the Oregon Business Development Department, for the biennium beginning July 1, 2023, out of the General Fund, the amount of \$50,000,000 for deposit in the Oregon Industrial Site Readiness Program Fund established under ORS 285B.632. The moneys may be used for any purpose for which moneys in the fund may be

1 used.

2 **SECTION 3. This 2023 Act being necessary for the immediate preservation of the public**
3 **peace, health and safety, an emergency is declared to exist, and this 2023 Act takes effect**
4 **on its passage.**

5 _____

2023 Legislative Session Preview

Item B.

Lobbying efforts since the 2020 short session were literally flipped upside down due to the world-wide Coronavirus pandemic. As we transition from a global pandemic to an endemic, the 2023 legislative session will still feel similar to the previous two years because of the ongoing seismic upgrades in the Capitol.

Meanwhile, the LOC's advocacy efforts in 2023 will face several challenges and unknowns.

First, public access to the Capitol will be a hybrid of sorts. The public will have access to the building, but due to the ongoing construction, legislative leadership staff is recommending that meetings be set up in advance. In addition, they are advising that once meetings have concluded or testimony has been provided, participants should then leave the building. Virtual testimony will remain a component of committee hearings, and as we learn additional specifics closer to January, we will keep our members informed.

A second challenge for the LOC's advocacy efforts: one-third of the Legislature will be new because of the November election. Meanwhile, past interactions with the other two-thirds of the Legislature will have occurred in a virtual environment. We expect the relationship building with legislators to be challenging, as the dynamics of virtual interaction are much different from in-person. The turnover in the Legislature also presents a challenge to the grassroots effort that LOC members have rallied behind, because many cities will have new legislators representing their interests. This will make establishing relationships critical.

Senator Rob Wagner of Lake Oswego will be taking over as Senate President in 2023. Senator Tim Knopp from Bend will continue as the Senate Republican leader and Representative Vicki Breese Iverson of Prineville will continue as House Republican leader. Representative Dan Rayfield of Corvallis took over as Speaker of the House in February 2022. We will now



wait for committee selection process, which will be in place in advance of the 2023 session.

To be successful, LOC members will need to rally behind the LOC's 2023 key priorities. The League will need your collective help to focus on relationship building with legislators. When alerts go out, we'll need every city to take time to contact their legislators and provide input to legislative committees. The eight key priorities were approved by the board in August and help frame the lobby team's legislative focus. These priorities are described in greater detail on page 32.

Organizational Priorities

In addition, we have a set of organizational priorities that are critically important to the lobby team, because they help our evaluation of issues and provide some direction for a response. These organizational priorities are:

- **Reform Oregon's Property Tax System.** Adopted by voters in the 1990s, the current system based on Measures 5 and 50:
 - Is inequitable to property owners and jurisdictions alike;
 - Is often inadequate to allow jurisdictions to provide critical services;
 - Removes meaningful local choice; and
 - Is incomprehensible to most taxpayers.

Reform has been a longstanding priority for cities, and the LOC will continue to advocate for constitutional and statutory reforms to enhance local choice, equity, fairness, and adequacy.

- **Avoiding Unfunded Mandates.** During recent legislative sessions, cities have been inundated with mandates that require them to take on additional work and shift priorities away from locally identified priorities to those that the state deems to be of greater importance.
- **Preserving Local Decision-Making and Problem-Solving Authority.** While local communities often face similar challenges, the solutions and tools necessary to address those challenges are rarely the same for each local community. What works in one city, may not work in another.

- **Preserving Local Revenue Streams.** Local governments have a few tools in their toolbox when it comes to sources that fund essential city services. While revenues have taken a hit from the COVID-19 pandemic and communities wait for the economy to bounce back, cities will start to rely more on the finite revenues from state shared revenues, franchise/ROW fees, lodging taxes, and property taxes than before. Therefore, these revenue streams should be preserved at all costs.

- **Serving in a Supportive Role to Provide Local Tools and Resources.** The LOC recognizes that the state budget is severely constrained, and is committed to recognizing this reality as it pursues legislative and programmatic investments. The LOC asks that the state similarly recognize the budget realities of local governments and work to identify opportunities for targeted investments and tools to address needs at the local level.

- **Avoiding Shifting of Additional Costs onto Local Government Partners.** The LOC is concerned that decreased general fund and lottery revenues could result in further shifting of state programmatic costs onto local governments. This includes program funding involving a split of general fund and fees that may be paid by local governments. Any increase in fees to support state programs should be accompanied by an equitable increase in general fund investment. Increased costs to local governments mean increased costs for Oregonians, or further cuts to the services they rely on.

Build or start your legislative outreach NOW. If you don't have a relationship with a state legislator, start one! If you have a new legislator, start the outreach now! Focus on the core education of what cities provide their communities and what issues create challenges. You might be surprised at the knowledge gap.

Finally, join us for **City Day at the Capitol** on January 25 to be heard and to work with other LOC members. We are making plans for the day, which include invitations to incoming Governor Tina Kotek and the entire leadership group from both chambers and major parties. ■



**AARP
COMMUNITY
CHALLENGE**

Grants to make communities livable for people of all ages
aarp.org/CommunityChallenge

2023 Legislative Priorities



The League of Oregon Cities' (LOC) Board of Directors unanimously adopted eight legislative priorities for cities for the 2023 and 2024 sessions. The priorities were identified through a committee process this spring and a vote by the LOC's 241 member cities this summer. The following eight issues received the most votes from members, and were adopted by the LOC Board:

1 Infrastructure Finance & Resilience, and Funding for Critical Infrastructure for Needed Housing

LOC Lobbyists: Michael Martin, mmartin@orcities.org; Ariel Nelson, anelson@orcities.org

Legislative concept: The LOC will advocate for increased state investment in key infrastructure funding sources, including, but not limited to, the Special Public Works Fund (SPWF), the Brownfield Redevelopment Fund, the Regionally Significant Industrial Site program, and set asides through the SPWF for seismic resilience planning and related infrastructure improvements to make Oregon water and wastewater systems more resilient. The LOC will also support comprehensive funding and technical support for infrastructure to make sure those projects selected for state funding are completed. In addition, the LOC will advocate to better align infrastructure resources to support the development of needed housing affordable at or below 120% of the average median income (AMI) .

Background: As Oregon works to overcome its historic housing supply deficit, cities have limited tools to address the rising costs of infrastructure necessary to support the impact of new development. Increased state investment is needed to effectively address infrastructure costs and improve housing affordability . Increasing state resources in infrastructure programs that provide access to lower rate loans and grants will assist cities in investing in vital infrastructure. An LOC survey of cities in 2020 identified a need of \$9.7 billion over the next 20 years to cover water and wastewater infrastructure projects for the 100 responding cities.

2 Local Funding to Address Homelessness

LOC Lobbyist: Ariel Nelson, anelson@orcities.org

The LOC will seek state funding to support coordinated, local community responses to addressing homelessness.

3 Address Measure 110 Shortcomings

LOC Lobbyist: Scott Winkels, swinkels@orcities.org

Legislative concept: The LOC is advocating for the Legislature to convene a meaningful stakeholder conversation to reform Measure 110 to ensure the efficient and coordinated distribution of funds and effective inducements for entering treatment programs.

Background: In 2020, Oregon voters passed Ballot Measure 110, which significantly altered how Oregon treats simple possession of most narcotics. Criminal penalties for possession of small amounts of narcotics were replaced with a citation and a referral to a helpline, and funds were dedicated to harm reduction and treatment services. However, a small percentage of those receiving citations have actually appeared in court, and the distribution of funds was delayed by as much as seven months in some counties. The LOC is asking for a holistic and thoughtful review of Measure 110 to address Oregon's continuing and unabating addiction crisis.

4 Economic Development Incentives

LOC Lobbyist: Mark Gharst, mgharst@orcities.org

The LOC will support legislation to preserve and strengthen discretionary local economic development incentives, including the Enterprise Zone (EZ) Program, the Long-Term Rural Enterprise Zone (LTREZ) Program and the Strategic Investment Program (SIP).

5 Community Resiliency & Wildfire Planning

LOC Lobbyist: Ariel Nelson, anelson@orcities.org

Legislative concept: The LOC will support investments for climate and wildfire resiliency planning, as well as infrastructure upgrades, to fill existing gaps and assist cities in planning for extreme weather events and wildfire.

Background: Oregon communities are increasingly looking for help in planning for climate change impacts, including infrastructure upgrades, to handle extreme weather events. Cities of all sizes, particularly small to mid-sized cities, need technical assistance and additional capacity to better plan for and recover from climate events and wildfire. Investments in infrastructure upgrades, repairs, and resiliency will: help rebuild communities; better ensure equity and access to critical services; protect public health and the environment; improve community resiliency; and promote economic recovery.

6 Transportation Safety Enhancement

LOC Lobbyist: Jim McCauley, jmccauley@orcities.org

Legislative concept: Expand authority to all cities for use of fixed and mobile radar and allow the use of photo radar in high-speed corridors. The LOC will also advocate for increased flexibility for local speed setting authority, increased investment in the “safe routes to schools” program and expanding the “great streets” programs.

Background: With the addition of fixed and mobile photo radar along high-crash corridors and other transportation routes, the city of Portland and other cities have demonstrated improved safety outcomes in neighborhoods. The LOC’s efforts to expand the use of fixed photo radar during the 2019 and 2021 sessions failed. For 2023, the LOC Transportation Policy Committee selected a series of public safety outcomes that framed a legislative priority. This concept focuses on extending the same safety tools available for a few select cities. Fixed photo radar is limited to Portland and only for use in high-crash corridors. The use of mobile photo radar is confined to Albany, Beaverton, Bend, Gladstone, Medford, Milwaukie, Oregon City, Tigard, and Portland. There is no justifiable explanation for limiting photo radar to a select list of cities. Every community should have equal access to these tools.

7 Full Funding & Alignment for State Land Use Initiatives

LOC Lobbyist: Ariel Nelson, anelson@orcities.org

Legislative concept: The LOC will support legislation to streamline and fully fund local implementation of any recently adopted or proposed state land use planning requirements, including administrative rulemaking.

Background: Recent legislation and executive orders have made significant changes to the state’s land use planning process, which has resulted in increasing burdens for local government. While the LOC shares the state’s policy goals, these updates have resulted in extensive, continuous, and sometimes conflicting rulemaking efforts that are not supported by adequate state funding. Cities simply do not have the staff capacity or resources needed to implement current requirements. Existing planning updates should be streamlined to enable simpler, less costly implementation and any new proposals must be aligned with existing requirements.

8 Lodging Tax Flexibility

LOC Lobbyist: Mark Gharst, mgharst@orcities.org

The LOC will advocate for legislation to enhance flexibility in cities’ use of transient lodging tax revenues. The goal is to help cities better serve visitors and improve local conditions that support the tourism industry. ■



How Three LOC Priorities Will Have Local Impacts

By Melody Finnemore

Among the LOC's priorities for this session are support for legislation that preserves and strengthens economic development incentives, including the Enterprise Zone (EZ)

Program, the Long-Term Rural Enterprise Zone (LTREZ) Program and the Strategic Investment Program (SIP). For cities like Umatilla and Gresham, these programs have generated hundreds of jobs, millions in annual revenues that help support schools, and billions of dollars in investments.

The LOC also is advocating for legislation to enhance flexibility in cities' use of transient lodging tax revenues. The goal is to help cities better serve visitors and improve local conditions that support the tourism industry. Newport and Seaside, along with many other cities, could use more of that money for road repairs and infrastructure as well as public safety and additional staffing.

Another of this year's priorities, local funding to address homelessness, will further support coordinated, local community responses to addressing homelessness. The Oregon Mayors Association (OMA) Homelessness Taskforce has crafted a proposal for the Legislature's consideration that will fund several coordinated efforts already underway as well as new efforts.

City leaders from Umatilla, Gresham, Newport, Seaside, North Plains and Hermiston shared with *Local Focus* how these legislative priorities directly impact local residents and will, in the years to come, continue to strengthen their communities.

Economic Development Incentives

Umatilla City Manager David Stockdale likens the region's LTREZ program to a "domino effect" that has generated many positive impacts for the community. These impacts range from increased revenues for the city, to eased financial burdens on the local school district that helped pass a general obligation bond for new school facilities, to more jobs and housing for the people who live there.

The economic development incentives span over a decade to the first data center Amazon completed in Umatilla. When the online retail giant built its first data center in 2012, Umatilla's annual budget was \$13 million. That doubled in 2016 when Amazon built its second center and, with a third center due for completion in 2024, the city's annual budget is now \$55 million in order to keep up with the community's demands for services.



bullard
law®

WWW.BULLARDLAW.COM
503.248.1134

Employee Benefits and HR Solutions

Founded in 1977, Bullard Law exclusively represents management and specializes in providing preventative employee benefits and human resources advice, labor relations and collective bargaining, and employment litigation.

We understand that in today's difficult labor market, being an employer is not easy. Our job is to partner with you to minimize risks so you can focus on your business.

Our proactive advice attorneys offer the following Employee Benefits and HR Solutions

- ERISA Plan Design and Compliance Review
- Retirement and Health & Welfare Plan Documents, SPDs, and SMMs
- Employment Law Advice & Trainings
- Employee Handbooks, Personnel Policies, and Practice Advice
- Assisting Employers with Regulatory Issues & Government Audits
- Employment, Independent Contractor, and Separation Agreements
- Advising Plan Sponsors, Fiduciaries, and other Service Providers



Amazon is building its third data center in Umatilla, thanks to the region's Long-Term Rural Enterprise Zone program.

“By the time we get these abatement dollars, we’re able to turn around and leverage those funds for other economic development and it’s a match with federal and state dollars,” Stockdale said, adding more than half of its budget this year comes from federal and state sources.

Umatilla has negotiated one EZ that is five years, four LTREZs that are 15 years each, and one SIP with the county. City leaders recently completed negotiations on the final two LTREZs. The economic development incentives have allowed the city to earmark at least \$50,000 a year for public safety and at least an additional \$50,000 per year for schools.

Stockdale said that, as the city’s relationship with Amazon has grown over time, the company’s commitment to the community has evolved as well.

“The first time they came in we were just happy to be a partner. Then, as they continued to invest, we were able to have the conversation about how they can be more of an engaged community partner and start chipping in for schools,” he said.

Housing is another piece of that partnership. In 2018, the city conducted a buildable lands assessment that showed a shortage of 1,200 housing units. Previously, the most homes it had built in any given year was 13, and it had added just 100 new homes over more than a decade.

(continued on page 34)



ENERGY REIMAGINED

More Comfort, Less Impact

Natural Gas offers reliable heat, more control for precise cooking, and lower energy bills with high-efficiency appliances.

Plus with Renewable Natural Gas, we can help the environment by turning waste into low-carbon, reliable energy. Soon to be delivered through the existing pipeline system, so you can make a difference without changing a thing.

It's your energy, reimagined.



Learn more at **LESS WE CAN**.com



However, with one Amazon data center completed in 2018 and another under construction, 60 homes were built. The number continued to grow and Umatilla now adds 100 or more homes each year. An 81-acre site for 324 houses off Grant Avenue is now under development.

“Amazon helped to show developers that the need is there, our population growth is happening and a large anchor tenant is making significant investments. New employees are coming in and are getting above median market wages,” Stockdale said.

Since Gresham adopted its EZ program in 2006, it has brought in more than \$1 billion in new buildings, tenant improvements and improved equipment. Its EZ requires adding new jobs, creating career pathways with a focus on local residents, and paying a community service fee in the final two years of a five-year abatement. The companies are expected to increase employment by 10% and the average wage must be 200% of minimum wage with strong benefits, the *Portland Tribune* explained in a 2021 article about the program’s success.

“That tool has been extremely beneficial to the city, not only for recruitment of new companies but also to help support our existing companies,” said Erika Fitzgerald, AICP, the city’s senior economic development specialist, noting that in addition to hundreds of millions of dollars in new investment, the EZ has helped to create more than 1,000 new jobs.

Gresham redesignated its EZ program in 2016 with the full support of its mayor and city council. The next redesignation is set for 2026, but the state program sunsets in 2025. She said an extension of the sunset date is critical for Oregon as a whole, and especially Gresham because it has seen so many benefits from it.

“We have few economic development tools in the state of Oregon, and the enterprise zone is a really important tool for economic development practitioners to be able to do the work that we do,” said Fitzgerald, who also serves as vice president of the Oregon Economic Development Association’s Board of Directors.

Lodging Tax Flexibility

Newport Mayor Dean Sawyer has long puzzled over how lodging tax percentages set in 2003 were determined. The current rate dedicates 70% of new room taxes after 2003 toward tourism promotion or tourism-related facilities and no more than 30% for a city’s general fund. Prior to that, local governments could determine how the tax should be divided for tourism and governmental purposes. For the city of Newport, the split was more even, with 54% dedicated to general operations and 46% for tourism promotion.

“I’ve asked around and no one seems to know how the Legislature came up with that figure,” he said. “That causes us a burden because we have to spend 70% on promotion or facilities and we are a small town with other needs.”

As an example, Sawyer notes, Newport has 20,000 to 30,000 people putting wear and tear on its streets, yet receives the same amount of funding for road repairs as Independence. While they both have populations of about 10,000 people, Newport is



Item B.

Flexibility in using lodging tax dollars would benefit the city of Newport, a popular year-round tourist destination. The city would use the flexibility to invest in roads, sidewalks, public safety and infrastructure.

frequented by tourists at a higher rate.

“Whenever the price of gas goes up the price of asphalt goes up, so it’s very expensive for us,” he said.

In addition to the wear on the roads, Newport’s popularity as a tourist destination drives up public safety costs through medical emergencies, drunk driving arrests, domestic disputes and theft, among other issues.

Overall inflation is a factor for the city as well, with costs for the goods and services it needs increasing. Its primary source of funding is property taxes, and between rate limitations and the 3% limit on the growth of assessed values those revenues are not keeping pace with the rise in inflation.

While Newport has a host of infrastructure and other municipal needs, it has no shortage of tourists and doesn’t do any promotion at all during the summers because its lodging is mostly booked. Its Seafood & Wine Festival, held each February, also draws ample visitors during the coast’s “shoulder season.”

Furthermore, investment in roads, sidewalks, trails and other infrastructure improves the experience that people have when visiting places like Newport. Investment in these areas is good for tourism, Sawyer said.

“Newport is a big tourism town and tourism is a significant source of revenue for us. We’re just asking for more flexibility in how we spend the lodging tax revenue,” he said. “I’ve talked

with several communities on the coast as well as Portland and Bend. This will impact most cities around the state because most areas have tourists.”

Seaside Council President and Mayor-Elect Steve Wright agrees with Sawyer and is gratified to see the issue rise as a legislative priority after several years of discussion. “We have a lot of tourism already and we’re really good at getting people to come here. We just want a little more flexibility in how we use that 70% of the lodging tax.”

Wright said that Seaside’s tourism numbers skyrocketed after pandemic restrictions eased and visitors could return. The city has a population of about 7,000 people, but on any nice weekend in the winter that number can double and, during summer months, grow sixfold.

Like Newport, Seaside needs more of its lodging tax revenue for infrastructure maintenance, public safety and other operating costs. These include staffing up for major events such as Spring Break, the July 4th celebration and its annual beach volleyball tournament.

“We’re not saying we’re not going to promote tourism, but our hands have been tied a bit,” Wright said. “It’s also pertinent to note that Seaside is one of the very first cities in the state that reached out to do what we could to help the lodging industry when COVID hit and we shut down.”

He noted that Seaside allowed the local lodging industry to retain the city’s portion of the lodging tax for the first quarter of 2020, which amounted to about \$800,000. It also provided \$250,000 in grant funding to support local businesses, and each of its water customers received a credit of \$50.

“We reached out and tried to help everybody as we could. We recognized the importance of our lodging industry by giving that money back to them,” Wright said, adding Seaside has one of the few convention centers on the coast as well as a welcome center.

“Tourism is an important industry to us and we’re trying to do everything we can to support it. We’d just like a little more flexibility,” he said.

Homeless Response Funding Proposal

The OMA Homelessness Taskforce, formed in May 2022, met regularly over the summer and fall to develop its homelessness plan, which was finalized and approved Oct. 14. The plan was subsequently emailed to all 90 members of the Oregon Legislature and the three gubernatorial candidates.

The taskforce’s plan to address the homelessness crisis in Oregon is a partnership between the state and its 241 cities. This partnership will allow for the establishment and expansion of local, community-based responses that provide immediate shelter and needed services for unhoused Oregonians. During the 2023 Legislative session, the OMA will propose two separate, yet parallel, budget proposals.

The first is a budget package that provides direct allocation to cities for homelessness response and prevention services. Under

this proposal, each city would receive allocated funds of \$4 resident based on the latest official population estimates from Portland State University. The OMA taskforce, recognizing that some small, rural cities have smaller populations, has asked for cities to receive at least \$50,000 in annual funding.

The direct allocation proposal also provides for cities to have the ability to use money for their own homelessness response and prevention services, or redirect funds to community partners who are required to use the money for homelessness response and prevention services.

“In North Plains, for example, we have partnered with the Forest Grove Foundation, the local Salvation Army, Washington County Homelessness Services and Community Action,” said Mayor Teri Lenahan, president-elect of the OMA.

“We do not have the infrastructure, affordable housing or shelters that are needed so, in our particular situation, if we have somebody who is homeless we would be more likely to partner with those organizations to help us out,” she said, adding North Plains would use the money for prevention services instead of building shelters or contracting with someone to build shelters.

With a \$50,000 guarantee for all cities, and a \$40 per resident multiplier in place, based on the April 19, 2022, PSU population estimates, the total amount requested would equal about \$123.5 million annually.

(continued on page 36)

There’s no time like the present.



When you’re planning your financial, economic and organizational future, now is a good time to start. We’re here to help.



FCS GROUP

Solutions-Oriented Consulting

Utility Rate and Fee Consulting | Utility Management
General Government Financial Analysis
Economic and Funding Strategies Analysis

www.fcsgroup.com
(503) 841-6543

The second portion of the proposal requests a budget package for coordinated capital construction investments for specific shelter and transitional housing projects statewide. It is expected that a final dollar amount needed for capital construction investments will total between \$125 million and \$175 million.

“This is a very specific ask and it is intended to be an ongoing ask. Each community has its own unique challenges and the ‘one-size-fits-all solution’ will not work for every city. We want the State of Oregon to own this and trust the cities’ mayors when they say, ‘Yes, this is an ongoing problem and we want a collaborative approach to fix it,’” Lenahan said.

Fellow taskforce member Dr. David Drotzmann, mayor of Hermiston, said his city is among those whose financial resources have been significantly impacted by homelessness, making it difficult to provide other operational services that are required.

In addition to the OMA taskforce’s request, Drotzmann would like to see additional state resources for affordable housing and behavioral health services. “Our mental health professionals are severely undercompensated. It’s a very challenging profession, and those folks need to be compensated appropriately,” he said.

Drotzmann noted that flexibility with the funding is essential. “Hillsboro’s solutions aren’t Hermiston’s solutions, so we need to have the flexibility to work locally with our partners,” he said.

“We are definitely willing to partner with the state on policies that have a proven track record of being effective for multiple regions and cities,” Drotzmann added. “We understand that every community is different and every community’s issues are different.”

Hermiston has partnered with Umatilla, Echo and Stanfield to implement the Practical Assistance through Transitional Housing (PATH) Project. Two acres in Umatilla have been designated for a main facility that would allow for overnight stays and transitional housing in sleeping huts with room for one or two people. The PATH Project also would provide showers, meal facilities, indoor and outdoor common areas, and a navigation center that would offer support services.

Lenahan called the taskforce’s proposal “a game changer for some of our communities” that is generating a lot of excitement.

“I can’t advocate enough for the mayors leading this on-the-ground response on homelessness because mayors know their communities. We know if we need prevention, we know if we need capital improvement, and cities just can’t do it by themselves. We need joint leadership and joint ownership and a partnership to help our residents have a better life,” she said.

Ms. Finnemore is a Portland-area freelance writer. Contact her at precisionpdx@comcast.net. ■



Item B.

THE CORE OF PLAY

What is the Core of play? The hub of excitement? The center of energy? The crux of Play That Moves You? It’s Nucleus Core – the climbing, adventurous and fun epicenter of your new playspace. It’s the Core of play only from Burke.

Join Our Movement at buellrecreation.com



Proud Representative of

Burke
PLAY THAT MOVES YOU.

© BCI Burke Company 2021. All Rights Reserved. 800-266-1250



Contact the LOC Advocacy Team

Reach out to the LOC Intergovernmental Relations team if you have questions or need more information on legislative bills and priorities:

Jim McCauley, Legislative Director – Oversight of League's legislative program; transportation
(503) 540-6593 | jmccauley@orcities.org

Ariel Nelson – Land use, housing, eminent domain
(541) 646-4180 | anelson@orcities.org

Mark Gharst – Tax and finance, economic development
(503) 991-2192 | mgharst@orcities.org

Meghyn Fahndrich – Legislative research, reports, fiscal impact statements & bill tracking
(503) 540-6571 | mfahndrich@orcities.org

Michael Martin – Water, wastewater, environment, natural resources
(971) 382-2069 | mmartin@orcities.org

Nolan Pleše – Telecommunications, broadband and cable, energy, environment, solid waste
(971) 382-2069 | nplese@orcities.org

Scott Winkels – PERS, ethics, human resources, collective bargaining, public safety, mental health & general government
(971) 428-7275 | swinkels@orcities.org

LOC Legislative Webpage – Resources for Cities

The [Legislative page](#) on the LOC website is your resource during the 2023 session. Information you'll find there includes:

- Details on each of the eight legislative priorities;
- The latest legislative news;
- City Day at the Capitol resources and registration;
- How to contact your legislator;
- Bill tracker links and tutorials on how to get the most out of these legislative tools.



Item B.

REGISTRATION NOW OPEN

CITY DAY AT THE CAPITOL

JANUARY 25, 2023

The LOC invites current elected and appointed city officials to join mayors, city councilors, and city staff members for our City Day at the Capitol on **January 25, 2023** starting at 9 a.m. in Salem. This event is your chance to stand with other city officials from around Oregon in support of legislative actions that will return greater local authority over local decisions. It is also the time to let legislators know how actions they take could impact our communities and the difficult decisions we make. By coming together, our collective voices will make a difference to advance our legislative agenda.

Highlights of City Day at the Capitol will include presentations from the LOC's government relations team on legislative priorities, and briefings from Oregon's new governor and legislative leadership about their priorities for the 2023 session. You will also have time for individual visits with your legislators, afternoon seminars and a legislative reception with legislators and staff. We expect nearly 200 people to attend.

The most important part of the day will be your individual visits with legislators. The LOC will provide transportation to the Capitol. You are encouraged to schedule your visits with your state Senators and Representatives during the afternoon (1 p.m. - 4:15 p.m.). More information on scheduling visits will be provided with your registration confirmation.

The Legislative Reception will be held that evening from 4:30 p.m. - 7 p.m. at the Salem Convention Center.

Registration for City Day at the Capitol is due by 5 p.m. on Thursday, January 19.

Register online at www.orcities.org.

Preliminary Agenda

8:15 a.m. Registration and Continental Breakfast Begins

9 a.m. – 1 p.m. General Session

Invited Speakers:

- Oregon Governor Tina Kotek
- Senate President
- Senate Republican Leader
- Speaker of the House
- House Republican Leader

1. Welcome from LOC Board President and OMA President
2. Messages from LOC Executive and Legislative Directors
3. Legislative Landscape
4. Capitol Construction Process
5. Working with Legislative Staff - Paperless Offices
6. LOC Legislative Priorities

12 p.m. – 5 p.m. Afternoon Activities

- Boxed lunches available at Salem Convention Center
- Shuttle bus to Capitol for scheduled legislative visits and Local Government Center leaves every 15 minutes.
- Workshops at Local Government Center
- Meeting space available at Local Government Center
- State agency tables at Salem Convention Center

4:30 p.m. – 7 p.m. Legislative Reception

We have style.

Furnishing solutions for all your office needs,
—including your "Stay at home office."



visit us at
visit us at oce.oregon.gov



CITY COUNCIL ROLLING SCHEDULE
Board and Commission Meetings
Items known as of 12/29/22

Item 5.

January

Date	Day	Time	Event	Location
1/23	Monday	6:30 pm	DRB Panel B	Council Chambers
1/25	Wednesday	6:30 pm	Library Board Meeting	Library
1/25	Wednesday	6:30 pm	Tourism Promotion Committee	Council Chambers

February

Date	Day	Time	Event	Location
2/1	Wednesday	6:00 pm	Budget Committee	Council Chambers
2/6	Monday	7:00 pm	City Council Meeting	Council Chambers
2/8	Wednesday	6:00 pm	Planning Commission	Council Chambers
2/8	Wednesday	6:00 pm	Kitakata Sister City Advisory Comm.	Parks & Rec Admin Bldg.
2/13	Monday	6:30 pm	DRB Panel A	Council Chambers
2/14	Tuesday	6:00 pm	Diversity, Equity and Inclusion Committee & Subcommittee	Council Chambers
2/15	Wednesday	5:00 pm	Arts, Culture and Heritage Comm.	Oak Room - Library
2/20	Office	Closed	President's Day	OFFICE CLOSED
2/22	Wednesday	6:30 pm	Library Board	Library
2/23	Thursday	7:00 pm	City Council Meeting	Council Chambers
2/27	Monday	6:30 pm	DRB Panel B	Council Chambers

Community Events:

- 1/20 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
- 1/21 Barre, 9:00 am, Wilsonville Community Center

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

- 1/23 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Ridewise Travel Training Program, 10:30 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
- 1/24 Chair Y.E.S! 8:30 am, Wilsonville Community Center
 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 Zumba Gold, 9:40 am, Wilsonville Community Center
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Library
 English Class, 10:30 am, Wilsonville Library
 Toddler & Baby Time, 11:15 am, Wilsonville Library
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Gentle Flow Yoga, 7:15 pm, Wilsonville Community Center
- 1/25 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
 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
 Teen Drop-In Activities, 3:00 pm, Wilsonville Library
 Zumba, 7:00 pm, Wilsonville Community Center
- 1/26 Virtual Reality Fitness, 10:00 am, Wilsonville Community Center
 Family Storytime, 10:30 am, Wilsonville Library
 Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Restorative Yoga, 7:15 pm, Wilsonville Library
- 1/27 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Blood Drive, 10:00 am, Wilsonville Library
 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
- 1/28 Barre, 9:00 am, Wilsonville Community Center
- 1/30 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Estate Planning 101, 10:30 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

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

- Bridge Group, 1:00 pm, Wilsonville Community Center
 Genealogy Club, 1:00 pm, Wilsonville Library
 Body Sculpt, 5:45 pm, Wilsonville Community Center
- 1/31 Chair Y.E.S! 8:30 am, Wilsonville Community Center
 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 Zumba Gold, 9:40 am, Wilsonville Community Center
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Library
 English Class, 10:30 am, Wilsonville Library
 Toddler & Baby Time, 11:15 am, Wilsonville Library
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Gentle Flow Yoga, 7:15 pm, Wilsonville Community Center
- 2/1 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 (online), 11:00 am, Zoom
 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
 Teen Drop-In Activities, Wilsonville Library
 Zumba, 7:00 pm, Wilsonville Community Center
- 2/2 Virtual Reality Fitness, 10:00 am, Wilsonville Community Center
 Family Storytime, 10:30 am, Wilsonville Library
 Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Restorative Yoga, 7:15 pm, Wilsonville Library
- 2/3 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
- 2/4 Barre, 9:00 am, Wilsonville Community Center
- 2/6 Alzheimer's Education: Dementia Conversations, 10:30 am, Comm. 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
- 2/7 Chair Y.E.S! 8:30 am, Wilsonville Community Center
 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 Zumba Gold, 9:40 am, Wilsonville Community Center
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Library

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

- English Class, 10:30 am, Wilsonville Library
 Toddler & Baby Time, 11:15 am, Wilsonville Library
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Oil Painting, 5:30 pm, Parks & Rec Admin Building
 Lehan Lectures, 5:30 pm, Wilsonville Library, Oak Room
 Gentle Flow Yoga, 7:15 pm, Wilsonville Community Center
- 2/8 Winter Walk+Roll to School Day (all day)
 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
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 STEAM Stuff, 1:00 pm, Wilsonville Library
 Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center
 Teen Drop-In Activities, 3:00 pm, Wilsonville Library
 Zumba, 7:00 pm, Wilsonville Community Center
- 2/9 Virtual Reality Fitness, 10:00 am, Wilsonville Community Center
 Family Storytime, 10:30 am, Wilsonville Library
 Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Restorative Yoga, 7:15 pm, Wilsonville Library
- 2/10 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
- 2/11 Barre, 9:00 am, Wilsonville Community Center
 Oil Painting, 10:00 am, Parks & Rec Admin Building
 Book Notes Concert, 2:00 pm, Wilsonville Library
- 2/13 Life 101-Healthy Bones and Aging, 10:30 am, Comm. 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
- 2/14 Chair Y.E.S! 8:30 am, Wilsonville Community Center
 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 Zumba Gold, 9:40 am, Wilsonville Community Center
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Library
 English Class, 10:30 am, Wilsonville Library
 Toddler & Baby Time, 11:15 am, Wilsonville Library
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
- 2/14 Gentle Flow Yoga, 7:15 pm, Wilsonville Community Center
- 2/15 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

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

- Family Storytime, 10:30 am, Wilsonville 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
 Zumba, 7:00 pm, Wilsonville Community Center
- 2/16 Virtual Reality Fitness, 10:00 am, Wilsonville Community Center
 Family Storytime, 10:30 am, Wilsonville 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
 Restorative Yoga, 7:15 pm, Wilsonville Library
- 2/17 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
- 2/18 Barre, 9:00 am, Wilsonville Community Center
- 2/20 Body Sculpt, 5:45, Wilsonville Community Center
- 2/21 Chair Y.E.S! 8:30 am, Wilsonville Community Center
 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 Zumba Gold, 9:40 am, Wilsonville Community Center
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Library
 English Class, 10:30 am, Wilsonville Library
 Toddler & Baby Time, 11:15 am, Wilsonville Library
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Lehan Lectures, 5:30 pm, Wilsonville Library, Oak Room
 Gentle Flow Yoga, 7:15 pm, Wilsonville Community Center
- 2/22 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
 Sit and Be Fit, 11:00 am, Wilsonville Community Center
 Lunch at the Community Center, 12:00 noon, Wilsonville Community Center
 STEAM Stuff, 1:00 pm, Wilsonville, Library
 Pinochle/Cribbage, 1:00 pm, Wilsonville Community Center
 Teen Drop-In Activities, Wilsonville Library
 Zumba, 7:00 pm, Wilsonville Community Center
- 2/23 Virtual Reality Fitness, 10:00 am, Wilsonville Community Center
 Family Storytime, 10:30 am, Wilsonville Library
 Ladies Afternoon Out, 1:00 pm, Wilsonville Community Center

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

- Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Restorative Yoga, 7:15 pm, Wilsonville Library
- 2/24 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
- 2/25 Barre, 9:00 am, Wilsonville Community Center
- 2/27 Healthy Bones and Balance, 8:30 am, Wilsonville Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Wilsonville Community Center
 Ridewise Travel Training Program, 10:30 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
- 2/28 Chair Y.E.S! 8:30 am, Wilsonville Community Center
 Ukulele Jam, 9:00 am, Parks & Rec Admin Building
 Quilters, 9:00 am, Tauchman House
 Zumba Gold, 9:40 am, Wilsonville Community Center
 ODHS Drop-In Assistance, 10:00 am, Wilsonville Library
 Toddler & Baby Time, 10:30 am, Wilsonville Library
 English Class, 10:30 am, Wilsonville Library
 Toddler & Baby Time, 11:15 am, Wilsonville Library
 Beginning Tai Chi, 3:00 pm, Wilsonville Community Center
 Gentle Flow Yoga, 7:15 pm, Wilsonville Community Center

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: January 19, 2023		Subject: Resolution 3034 A Resolution Of The City Of Wilsonville Approving A Construction Contract With Northwest Playground Equipment, Inc. For The Murase Playground Inclusive Climber Project Staff Member: Kris Ammerman and Dustin Schull Department: Parks and Recreation	
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 checked="" type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: Staff recommends that Council award the contract to Northwest Playground Equipment, Inc. for work to be done in the Murase Plaza Playground.			
Recommended Language for Motion: I move to approve consent agenda.			
Project / Issue Relates To: Murase Playground Climber Replacement			
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): Memorial Park Master Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: The award of contract to Northwest Playgrounds for the purchase and installation of playground equipment and unitary surfacing for a portion of the Murase Plaza playground.

EXECUTIVE SUMMARY:

The parks team is working with Northwest Playgrounds to install an inclusive climber and ground play components in Murase Plaza's playground. The project also includes installation of synthetic turf which is a fully accessible surfacing and the first of its kind in Murase Plaza.

The installation of this inclusive equipment and accessible surfacing will be a key improvement to the Murase Plaza Playground. The existing Berliner climber is reaching the end of its useful life and is in need of replacement. Pictures of the dome shaped Berliner climber, as well as pictures of some of the areas of future maintenance challenges, have been included with this staff report (Attachment 3). The ongoing maintenance of this aging climber will be a challenge as sourcing parts has become very costly and is subject to long shipment times since the replacement parts must be shipped from Germany. By replacing the climber, the team can also install accessible surfacing in a section of the playground making the new climber and ground play panels accessible to those with mobility limitations.

By replacing the 16 year old climber the team is starting the process of making the next iteration of the Murase Playground inclusive and accessible for all.

The purchase and installation of the playground equipment and unitary surfacing is the first step towards a complete inclusive design of the playground in Murase in the future. The parks team is utilizing a state contract to ensure the best pricing on all products.

EXPECTED RESULTS:

The inclusive amenities and accessible surfacing will improve playground accessibility and safe play options for all members of our community regardless of their mobility limitations.

TIMELINE:

Purchasing will begin in January 2023, once the contract is approved by City Council. Installation will of the amenities will start once they are received which is expected in the summer 2023.

CURRENT YEAR BUDGET IMPACTS:

The total project cost is \$135,998.20 is budgeted in fiscal year 2022-2023 in CIP #9152 – Play Structure Replacement.

COMMUNITY INVOLVEMENT PROCESS:

There was substantial community involvement throughout the Memorial Park Master Planning process. There have been many community requests to focus on inclusive playground equipment, specifically in our regional parks.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

A new inclusive area in the Murase Playground featuring a climber, inclusive play panels and accessible surfacing.

ALTERNATIVES:

The existing climber will likely still need to be removed in the next few years and no playground amenities will be in its place.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 3034
 - a. Exhibit A – Construction Contract with Exhibits
2. Site Map
3. Current Climber/Future Maintenance

RESOLUTION NO. 3034**A RESOLUTION OF THE CITY OF WILSONVILLE APPROVING A CONSTRUCTION CONTRACT WITH NORTHWEST PLAYGROUND EQUIPMENT, INC. THE FOR MURASE PLAYGROUND INCLUSIVE CLIMBER PROJECT.**

WHEREAS, the City is a member of the National Association of State Procurement Officials (NASPO); and

WHEREAS, Northwest Playground Equipment, Inc. (Contractor) is a vendor of NASPO; and

WHEREAS, NASPO has undertaken a competitive cooperative procurement process for the equipment and installation needed for the Murase Playground Inclusive Climber project, and Contractor successfully bid that procurement; and

WHEREAS, Contractor represents that Contractor is qualified to perform the Murase playground inclusive climber work, as described in the Construction Contract, attached hereto as **Exhibit A.**; and

WHEREAS, Contractor is prepared to perform this Contract in accordance with all the terms and conditions as set forth in this contract; and

WHEREAS, selection of this Contractor through NASPO follows public contracting requirements.

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

1. The City Manager is authorized to execute a Construction Contract with Northwest Playground Equipment, Inc. for the Murase Playground Inclusive Climber Project, as the form substantially similar to the attached **Exhibit A.**
2. This resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 19th day of January 2023, and filed with the Wilsonville City Recorder this date.

Julie Fitzgerald, Mayor

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Councilor Akervall

Councilor Linville

Councilor Berry

Councilor Dunwell

EXHIBIT:

A. Construction Contract

CITY OF WILSONVILLE CONSTRUCTION CONTRACT

This Construction Contract (“Contract”) for the Murase Playground Inclusive Climber Update Project (“Project”) is made and entered into on this ____ day of January 2023 (“Effective Date”) by and between the **City of Wilsonville**, a municipal corporation of the State of Oregon (hereinafter referred to as the “City”), and **Northwest Playground Equipment, Inc.**, a Washington corporation (hereinafter referred to as “Contractor”).

RECITALS

WHEREAS, the City is a member of the National Association of State Procurement Officials (NASPO); and

WHEREAS, NASPO provided procurement assistance related to the above-referenced Project; and

WHEREAS, the City requires construction services which Contractor is capable of providing, under terms and conditions hereinafter described; and

WHEREAS, Contractor represents that Contractor is qualified to perform the construction services described herein on the basis of specialized experience and technical expertise; and

WHEREAS, Contractor is prepared to provide such services, as the City does hereinafter require.

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

AGREEMENT

Section 1. Contract Documents

This Contract includes and incorporates by reference all of the foregoing Recitals and all of the following additional “Contract Documents”: NASPO Contract No. 6480, dated November 30, 2016; and the provisions of Oregon Revised Statutes (ORS) 279C, as more particularly set forth in this Contract. Contractor must be familiar with all of the foregoing and comply with them. Any conflict or inconsistency between the Contract Documents shall be called to the attention of the City by Contractor before proceeding with affected work. All Contract Documents should be read in concert and Contractor is required to bring any perceived inconsistencies to the attention of the City before executing this Contract. In the event a provision of this Contract conflicts with standards or requirements contained in any of the foregoing Contract Documents, the provision that is more favorable to the City, as determined by the City, will apply.

Section 2. Term

The term of this Contract shall be from the Effective Date until all work required to be performed hereunder (“Work”) is completed and accepted, or no later than October 31, 2023, whichever occurs first, unless earlier terminated in accordance herewith or an extension of time is agreed to, in writing, by the City. Contractor shall diligently perform the Work according to the requirements and deliverable dates identified in the Contract Documents.

Section 3. Contractor’s Work

3.1. Contractor will perform the Work as more particularly described herein and in the other Contract Documents for the Project.

3.2. All written documents, drawings, and plans submitted by Contractor in conjunction with the Work shall bear the signature, stamp, or initials of Contractor’s authorized Project Manager. Any documents submitted by Contractor that do not bear the signature, stamp, or initials of Contractor’s authorized Project Manager, will not be relied upon by the City. Interpretation of plans and answers to questions regarding the Work given by Contractor’s Project Manager may be verbal or in writing, and may be relied upon by the City, whether given verbally or in writing. If requested by the City to be in writing, Contractor’s Project Manager will provide such written documentation.

3.3. The existence of this Contract between the City and Contractor shall not be construed as the City’s promise or assurance that Contractor will be retained for future services beyond the Work described herein.

3.4. Contractor shall maintain the confidentiality of any confidential information that is exempt from disclosure under state or federal law to which Contractor may have access by reason of this Contract. Contractor warrants that Contractor’s employees assigned to perform any of the Work provided in this Contract shall be clearly instructed to maintain this confidentiality. All agreements with respect to confidentiality shall survive the termination or expiration of this Contract.

Section 4. Contract Sum and Payment

4.1. Except as otherwise set forth in this **Section 4**, the City agrees to pay Contractor the fixed price of ONE HUNDRED THIRTY-SEVEN THOUSAND TWO HUNDRED FOUR DOLLARS AND SIXTY-SEVEN CENTS (\$137,204.67) for performance of the Work (“Contract Sum”). Any compensation in excess of the Contract Sum will require an express written Change Order between the City and Contractor.

4.2. During the course of Contractor’s performance, if the City, through its Project Manager, specifically requests Contractor to provide additional services beyond the Work described in the Contract Documents, Contractor shall provide such additional services and bill the City a reasonable agreed upon fee, pursuant to a written Change Order, executed in compliance with the provisions of **Section 22**.

4.3. Contractor will be paid for Work for which an itemized invoice is received by the City within thirty (30) days of receipt, unless the City disputes such invoice. In that instance, the undisputed portion of the invoice will be paid by the City within the above timeframe. The City will set forth its reasons for the disputed claim amount and make good faith efforts to resolve the invoice dispute with Contractor as promptly as is reasonably possible.

4.4. The City will be responsible for the direct payment of required fees payable to governmental agencies, including but not limited to plan checking, land use, zoning, permitting, and all other similar fees resulting from this Project that are not specifically otherwise provided for in the Contract Documents.

4.5. Contractor's Contract Sum is all inclusive and includes, but is not limited to, all work-related costs, expenses, salaries or wages, plus fringe benefits and contributions, including payroll taxes, workers compensation insurance, liability insurance, profit, pension benefits, and all other contributions and benefits, office expenses, travel expenses, mileage, and all other indirect and overhead charges, including, but not limited to, the recently enacted Oregon Corporate Activity Tax (CAT).

4.6. Contract provisions regarding payment policies, progress payments, interest, etc. are as outlined in the Contract Documents and in ORS 279C.570.

Section 5. Prevailing Wages

This is a Contract for a Public Works Project, subject to ORS 279C.800 to 279C.870. Therefore, not less than the current applicable state prevailing wage must be paid on this Project. Wage rates for this project are those published by the Bureau of Labor and Industries (BOLI), effective July 1, 2022, and all subsequent amendments. The BOLI prevailing wage rate for public works contracts can be found at the following website: <http://www.oregon.gov/boli/employers/pages/prevailing-wage-rates.aspx>. Because this is a public works contract subject to payment of prevailing wages, each worker in each trade or occupation employed in the performance of the Work, either by Contractor, a subcontractor, or other person doing or contracting to do, or contracting for the whole or any part of the Work, must be paid not less than the applicable state prevailing wage for an hour's work in the same trade or occupation in the locality where such labor is performed, in accordance with ORS 279C.838 and 279C.840, if applicable. Contractor must comply with all public contracting wages required by law. Contractor and any subcontractor, or their sureties, shall file a certificate of rate of wage as required by ORS 279C.845. If the City determines at any time that the prevailing rate of wages has not been or is not being paid as required herein, it may retain from the moneys due to Contractor an amount sufficient to make up the difference between the wages actually paid and the prevailing rate of wages, and may also cancel the Contract for breach. Contractor shall be liable to the workers affected for failure to pay the required rate of wage, including all fringe benefits under ORS 279C.840(5). Contractor must include a contract provision in compliance with this paragraph in every subcontract and shall require each subcontractor to include it in subcontract(s).

See **Contractor's Responsibilities** below and other Contract Documents for additional requirements and responsibilities regarding compliance with wage and hour laws and regulations.

Section 6. Filing of Certified Statement

As required in ORS 279C.845(7), the City will retain twenty-five percent (25%) of any amount earned by Contractor under the Contract until Contractor has filed the certified statements required in ORS 279C.845(1). The City will pay to Contractor the amount withheld within fourteen (14) days after Contractor files the required certified statements. As required in ORS 279C.845(8), Contractor shall retain twenty-five percent (25%) of any amount earned by a first-tier subcontractor on the Project until the first-tier subcontractor has filed with the City the certified statements required in ORS 279C.845(1). Before paying any amount withheld, Contractor shall verify that the first-tier subcontractor has filed the certified statement. Within fourteen (14) days after the first-tier subcontractor files the required certified statement, Contractor shall pay the first-tier subcontractor any amount withheld. Contractor shall require all other sub-subcontractors to file certified statements regarding payment of prevailing wage rates with the City.

Section 7. Reports to Department of Revenue

When a public contract is awarded to a nonresident bidder and the contract sum exceeds Ten Thousand Dollars (\$10,000), Contractor shall promptly report to the Department of Revenue, on forms to be provided by the Department, the total contract sum, terms of payment, length of contract, and such other information as the Department may require, before the City will make final payment on the Contract.

Section 8. City's Rights and Responsibilities

8.1. The City will designate a Project Manager to facilitate day-to-day communication between Contractor and the City, including timely receipt and processing of invoices, requests for information, and general coordination of City staff to support the Project.

8.2. If applicable, the City will pay the required Bureau of Labor and Industries fee of one/tenth of one percent (0.1%) of the Contract Sum, or as required by statute.

8.3. The City reserves the right to reject any bid or to refuse delivery of materials or services at or from any manufacturer, supplier, or contractor with which the City has reasonable grounds to believe is or may be operating in violation of any local, state, or federal law or which is the subject of pending litigation.

8.4. If Contractor fails, neglects, or refuses to make prompt payment of any claim for labor or services furnished to Contractor or a subcontractor by any person in connection with the Contract as such claim becomes due, the City may, but shall not be obligated to, pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due Contractor by reason of the Contract. The payment of a claim in the manner authorized hereby shall not relieve Contractor or its surety from the obligation with respect to any unpaid claim. If the City is unable to determine the validity of any claim for labor or services

furnished, the City may withhold from any current payment due Contractor an amount equal to said claim until its validity is determined, and the claim, if valid, is paid by Contractor or the City. There shall be no final acceptance of the Work under the Contract until all such claims have been resolved.

8.5. Award of this Contract is subject to budget appropriation. Funds are approved for Fiscal Year 2022-23. If not completed within this fiscal year, funds may not be appropriated for the next fiscal year. The City also reserves the right to terminate this Contract early, as described in **Section 20**.

Section 9. City's Project Manager

The City's Project Manager is Dustin Schull. The City shall give Contractor prompt written notice of any re-designation of its Project Manager.

Section 10. Contractor's Project Manager

Contractor's Project Manager is Justin Patterson. In the event that Contractor's Project Manager is changed, Contractor shall give the City prompt written notification of such re-designation. Recognizing the need for consistency and knowledge in the administration of the Project, Contractor's Project Manager will not be changed without the written consent of the City, which consent shall not be unreasonably withheld. In the event the City receives any communication from Contractor that is not from Contractor's Project Manager, the City may request verification by Contractor's Project Manager, which verification must be promptly furnished.

Section 11. Project Information

Except for confidential information designated by the City as information not to be shared, Contractor agrees to share Project information with, and to fully cooperate with, those corporations, firms, contractors, public utilities, governmental entities, and persons involved in the Project. No information, news, or press releases related to the Project, whether made to representatives of newspapers, magazines, or television and radio stations, shall be made without the written authorization of the City's Project Manager.

Section 12. Duty to Inform

If at any time during the performance of this Contract, Contractor becomes aware of actual or potential problems, faults, environmental concerns, or defects in the Project, Contract Documents, or Work, or any portion thereof; or of any nonconformance with federal, state, or local laws, rules, or regulations; or if Contractor has any objection to any decision or order made by the City with respect to such laws, rules, or regulations, Contractor shall give prompt written notice thereof to the City's Project Manager. Any delay or failure on the part of the City to provide a written response to Contractor shall neither constitute agreement with nor acquiescence to Contractor's statement or claim, nor constitute a waiver of any of the City's rights.

Section 13. Subcontractors and Assignments

13.1. Unless expressly authorized in writing by the City, pursuant to **Subsection 14.3**, Contractor shall not subcontract with others for any of the Work prescribed herein. Contractor shall not assign any of Contractor's rights acquired hereunder without obtaining prior written approval from the City. Some Work may be performed by persons other than Contractor, provided Contractor advises the City of the names of such subcontractors and the services which they intend to provide, and the City specifically agrees, in writing, to such subcontracting. Contractor acknowledges such services will be provided to the City pursuant to a subcontract(s) between Contractor and subcontractor(s) and no privity of contract exists between the City and the subcontractor(s). Unless otherwise specifically provided by this Contract, the City incurs no liability to third persons for payment of any compensation provided herein to Contractor. Any attempted assignment of this Contract without the written consent of the City shall be void. Except as otherwise specifically agreed, all costs for services performed by others on behalf of Contractor shall not be subject to additional reimbursement by the City.

13.2. The City shall have the right to enter into other agreements for the Project, to be coordinated with this Contract. Contractor shall cooperate with the City and other firms, engineers, or subcontractors on the Project so that all portions of the Project may be completed in the least possible time and within normal working hours. Contractor shall furnish other engineers, subcontractors, and affected public utilities, whose designs are fitted into Contractor's design, detail drawings giving full information so that conflicts can be avoided.

Section 14. Contractor's Responsibilities

This Contract is a public works contract governed by the laws found at ORS Chapter 279C, which Contractor must be familiar with and adhere to. Those required provisions include but are not limited to all of the following:

14.1. Except as otherwise provided under ORS 30.265, the performance under this Contract is at Contractor's sole risk. All damages or loss to Work, equipment, or materials incurred during the performance of the Work shall be at Contractor's sole risk. Any injury to persons or property incurred during the performance of the Work shall be at Contractor's sole risk. The service or services to be rendered under the Contract are those of an independent contractor who is not an officer, employee, or agent of the City, as those terms are used in ORS 30.265. Notwithstanding the Oregon Tort Claims Act or provisions of any other contract, Contractor is acting as and assumes liability of an independent contractor as to claims between the City and Contractor. Contractor is solely liable for any workers compensation coverage, social security, unemployment insurance or retirement payments, and federal or state taxes due as a result of payments under the Contract. Any subcontractor hired by Contractor shall be similarly responsible. Contractor shall be liable to the City for any failure of any subcontractor(s) to comply with the terms of the Contract.

14.2. Contractor is an independent contractor for all purposes and shall be entitled to no compensation other than the Contract Sum provided for under **Section 4** of this Contract. Contractor will be solely responsible for determining the manner and means of accomplishing the

end result of Contractor's Work. The City does not have the right to control or interfere with the manner or method of accomplishing said Work. The City, however, will have the right to specify and control the results of Contractor's Work so such Work meets the requirements of the Project.

14.3. The City understands and agrees that Contractor may request that some Work be performed on the Project by persons or firms other than Contractor, through a subcontract with Contractor. Contractor acknowledges that if such Work is provided to the City pursuant to a subcontract(s) between Contractor and those who provide such services, Contractor may not utilize any subcontractor(s), or in any way assign its responsibility under this Contract, without first obtaining the express written consent of the City. In all cases, processing and payment of billings from subcontractors is solely the responsibility of Contractor. References to "subcontractor" in this Contract mean a subcontractor at any tier.

14.4. Contractor shall be responsible for, and defend, indemnify, and hold the City harmless against, any liability, cost, or damage arising out of Contractor's use of such subcontractor(s) and subcontractor's negligent acts, errors, or omissions. Unless otherwise agreed to, in writing, by the City, Contractor shall require that all of Contractor's subcontractors also comply with, and be subject to, the provisions of this **Section 14** and meet the same insurance requirements of Contractor under this Contract.

14.5. Contractor must make prompt payment for any claims for labor, materials, or services furnished to Contractor by any person in connection with this Contract as such claims become due. Contractor shall not permit any liens or claims to be filed or prosecuted against the City on account of any labor or material furnished to or on behalf of Contractor. If Contractor fails, neglects, or refuses to make prompt payment of any such claim, the City may pay such claim to the person furnishing the labor, materials, or services, and offset the amount of the payment against funds due, or to become due, to Contractor under this Contract. The City may also recover any such amounts directly from Contractor.

14.6. Contractor must comply with all Oregon and federal wage and hour laws, including BOLI wage requirements, if applicable. Contractor shall make all required workers compensation and medical care payments on time. Contractor shall be fully responsible for payment of all employee withholdings required by law, including but not limited to taxes, including payroll, income, Social Security (FICA), and Medicaid. Contractor shall also be fully responsible for payment of salaries, benefits, taxes, and all other charges due on account of any employees. Contractor shall pay all contributions or amounts due the Industrial Accident Fund from Contractor or subcontractor incurred in the performance of this Contract. Contractor shall pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167. All costs incident to the hiring of subcontractors or employees shall be Contractor's responsibility. Contractor shall defend, indemnify, and hold the City harmless from claims for payment of all such expenses.

14.7. No person shall be discriminated against by Contractor or any subcontractor in the performance of this Contract on the basis of sex, gender, race, color, creed, religion, marital status, age, disability, sexual orientation, gender identity, or national origin. Any violation of this provision shall be grounds for cancellation, termination, or suspension of the Contract, in whole

or in part, by the City. Contractor shall comply with all federal, state, and local laws, regulations, executive orders, and ordinances applicable to the Contract or to the implementation of the Project. Without limiting the generality of the foregoing, Contractor expressly agrees to comply with the following laws, regulations, and executive orders to the extent they are applicable to the Contract or the implementation of the Project: (a) all applicable requirements of state civil rights and rehabilitation statutes, rules, and regulations; (b) Titles VI and VII of the Civil Rights Act of 1964, as amended; (c) Sections 503 and 504 of the Rehabilitation Act of 1973, as amended; (d) the Americans with Disabilities Act of 1990, as amended, and ORS 659A.142; (e) Executive Order 11246, as amended; (f) the Health Insurance Portability and Accountability Act of 1996; (g) the Age Discrimination in Employment Act of 1967, as amended, and the Age Discrimination Act of 1975, as amended; (h) the Vietnam Era Veterans' Readjustment Assistance Act of 1974, as amended; (i) all regulations and administrative rules established pursuant to the foregoing laws; and (j) all other applicable requirements of federal civil rights and rehabilitation statutes, rules, and regulations.

14.8. Contractor certifies that Contractor has not discriminated against minority, women, or small business enterprises in obtaining any subcontract.

14.9. Pursuant with ORS 279C.505(2), by execution of this Contract, Contractor agrees to have an employee drug testing program in place at the time of executing the Contract, acknowledges that such a program will be maintained throughout the Contract period, including any extensions, and shall demonstrate to the City that such drug testing program is in place. The failure of Contractor to have, or to maintain, such a drug-testing program is grounds for immediate termination of the Contract. Contractor shall require each subcontractor providing labor for the Project to also comply with this drug testing program requirement.

14.10. Contractor agrees that the City shall not be liable, either directly or indirectly, in any dispute arising out of the substance or procedure of Contractor's drug testing program. Nothing in this drug testing provision shall be construed as requiring Contractor to violate any legal, including constitutional, rights of any employee, including but not limited to selection of which employees to test and the manner of such testing. The City shall not be liable for Contractor's negligence in establishing or implementing, or failure to establish or implement, a drug testing policy or for any damage or injury caused by Contractor's employees acting under the influence of drugs while performing Work covered by the Contract. These are Contractor's sole responsibilities, and nothing in this provision is intended to create any third party beneficiary rights against the City.

14.11. Contractor is solely responsible for ensuring that any subcontractor selection and substitution is in accordance with all legal requirements. The City shall not be liable, either directly or indirectly, in any dispute arising out of Contractor's actions with regard to subcontractor selection and/or substitution.

14.12. Contractor shall make payment promptly, as due, to all parties supplying to such Contractor labor or material for the prosecution of the Work provided for in the Contract Documents, and shall be responsible for payment to such persons supplying labor or material to any subcontractor.

14.13. By execution of this Contract, as required by ORS 305.385(6), Contractor certifies under penalty of perjury that to the best of Contractor's knowledge, Contractor is not in violation of any tax laws described in ORS 305.380(4).

14.14. Contractor agrees that if Contractor or a first-tier subcontractor fails, neglects, or refuses to make payment to a person furnishing labor or materials in connection with this Contract within thirty (30) days after receiving payment from the City or a contractor, Contractor or the first-tier subcontractor shall owe the person the amount due plus interest charges commencing at the end of the ten (10) day period within which payment is due under ORS 279C.580(3)(a) and ending upon final payment, unless payment is subject to a good faith dispute as defined in ORS 279C.580. The rate of interest on the amount due shall be calculated in accordance with ORS 279C.515(2). The amount of interest may not be waived.

14.15. Contractor agrees that if Contractor or a subcontractor fails, neglects or refuses to make payment to a person furnishing labor or materials in connection with this Contract, the person may file a complaint with the Construction Contractors Board, unless payment is subject to a good faith dispute as defined in ORS 279C.580.

14.16. Contractor shall make payment promptly, as due, to any party furnishing medical, surgical, hospital, or other needed care and attention, incident to sickness or injury, to the employees of Contractor, of all sums which Contractor agreed to pay or collected or deducted from the wages of employees pursuant to any law, contract, or agreement for the purpose of providing payment for such service.

14.17. Contractor and all subcontractors shall comply with the provisions of ORS 279C.540 pertaining to maximum hours, holidays, and overtime. With certain exceptions listed below, Contractor shall not require or permit any person to work more than ten (10) hours in any one (1) day, or forty (40) hours in any one (1) week, except in case of necessity, emergency, or where public policy requires it, and in such cases the person shall be paid at least time and a half for:

14.17.1. All overtime in excess of eight (8) hours in any one (1) day or forty (40) hours in any one (1) week when the work week is five (5) consecutive days, Monday through Friday; or

14.17.2. All overtime in excess of ten (10) hours in any one (1) day or forty (40) hours in any one (1) week when the work week is four (4) consecutive days, Monday through Friday; and

14.17.3. All work performed on the days specified in ORS 279C.540(1)(b) for public improvement contracts.

14.18. Contractor and all subcontractors shall comply with the provisions of ORS 279C.545 pertaining to time limitation on claims for overtime and requirements for posting circulars containing said provisions.

14.19. For personal/professional service contracts, as designated under ORS 279A.055, instead of 14.17.1, 14.17.2, and 14.17.3 above, a laborer shall be paid at least time and a half for all overtime worked in excess of forty (40) hours in any one (1) week, except for individuals under these contracts who are excluded under ORS 653.010 to 653.261 or under 29 USC §§ 201 to 209 from receiving overtime.

14.20. Contractor shall follow all other exceptions, pursuant to ORS 279B.235 (for non-public improvement contracts) and ORS 279C.540 (for public improvement contracts), including contracts involving a collective bargaining agreement, contracts for services, and contracts for fire prevention or suppression.

14.21. Contractor must give notice to employees who work on a public contract, in writing, either at the time of hire or before commencement of Work on the Contract, or by posting a notice in a location frequented by employees, of the number of hours per day and days per week that the employees may be required to work.

14.22. The hourly rate of wage to be paid by any Contractor or subcontractor to employed workers or other persons doing or contracting to do all or part of the work contemplated by a public contract shall be not less than the applicable wage required by law.

14.23. Contractor, its subcontractors, and all employers working under the Contract are subject employers under the Oregon Workers Compensation Law and shall comply with ORS 656.017 and provide the required workers compensation coverage, unless otherwise exempt under ORS 656.126. Contractor shall ensure that each of its subcontractors complies with these requirements.

14.24. In the performance of this Contract, Contractor shall comply with all applicable federal, state, and local laws, municipal codes, regulations, rules, and ordinances, including but not limited to those dealing with public contracts (ORS Chapter 279C) and with the prevention of environmental pollution and the preservation of natural resources (and avoidance of natural resource damages) in the performance of the Contract, including but not limited to ORS 279C.525. To the extent that known environmental and natural resource risks are specifically noted, shown, or specified in the Contract Documents or on the construction drawings, such risks are allocated to Contractor pursuant with ORS 279C.525(8)(a). If new or amended statutes, ordinances, rules, or regulations are adopted, or Contractor encounters a condition not referred to in this Contract, not caused by Contractor, and that was not discoverable by reasonable site inspection which requires compliance with federal, state, or local laws, codes, or regulations dealing with the preservation of the environment, both the City and Contractor shall have all the rights and obligations set forth in ORS 279C.525.

14.25. Contractor shall be liable for any fine imposed against Contractor, the City or the 'Project' as a result of a violation of any laws or permitting requirements by Contractor or any of its subcontractors or their sub-subcontractors or any suppliers.

14.26. Pursuant to ORS 279B.055, Contractor shall use recyclable products to the maximum extent economically feasible, and in full conformance with the Contract Document Specifications, in the performance of the Work.

Section 15. Subcontractor Requirements

15.1. If subcontractors are permitted, Contractor's relations with subcontractors shall comply with ORS 279C.580. Pursuant with ORS 279C.580(3), each subcontract for property or services that Contractor enters into with a first-tier subcontractor, including a material supplier, for the purpose of performing a construction contract, shall include:

15.1.1. A payment clause that obligates Contractor to pay the first-tier subcontractor for satisfactory performance under the subcontract within ten (10) days out of such amounts as are paid to Contractor by the City under the public improvement contract; and

15.1.2. An interest penalty clause that obligates Contractor, if payment is not made within 30 days after receipt of payment from the City, to pay to the first-tier subcontractor an interest penalty on amounts due in the case of each payment not made in accordance with the payment clause outlined in **Subsection 15.1.1** above. A contractor or first-tier subcontractor may not be obligated to pay an interest penalty if the only reason that the contractor or first-tier subcontractor did not make payment when payment was due is that the contractor or first-tier subcontractor did not receive payment from the City or Contractor when payment was due. The interest penalty period shall begin on the day after the required payment date and end on the date on which payment of the amount due is made and shall be computed at the rate specified in ORS 279C.515(2).

15.2. Contractor shall include in each subcontract, as a condition of performance of such contract, a provision requiring the first-tier subcontractor to include a payment clause and interest penalty clause, conforming to the standards set forth in **Subsections 15.1.1 and 15.1.2** above, in each of its subcontracts and requiring that the same clauses be included in any of the first-tier subcontractors' subcontracts with a lower-tier subcontractor or supplier.

15.3. Contractor shall certify that all subcontractors, as described in ORS 701.005(2), will be registered with the Construction Contractors Board or licensed by the State Landscape Contractors Board in accordance with ORS 701.035 or 701.026, respectively, before the subcontractors commence Work under the Contract.

15.4. In no event shall any subcontract be awarded to any person or entity debarred, suspended, or disqualified from federal, state, or municipal contracting.

15.5. Contractor shall include this Contract by reference in any subcontract and require subcontractors to perform in strict compliance with this Contract.

Section 16. Environmental Laws

16.1. In compliance with the provisions of ORS 279C.525, the following is a list of federal, state, and local agencies, of which the City has knowledge, that have enacted ordinances or regulations dealing with the prevention of environmental pollution and the preservation of natural resources that may affect the performance of the Contract:

FEDERAL AGENCIES:

Forest Service	Agriculture, Department of
Defense, Department of	Soil Conservation Service
Environmental Protection Agency	Army Corps of Engineers
Bureau of Sport Fisheries and Wildlife	Interior, Department of
Bureau of Land Management	Bureau of Outdoor Recreation
Bureau of Reclamation	Bureau of Indian Affairs
Occupational Safety and Health Administration	Labor, Department of
Coast Guard	Transportation, Department of
	Federal Highway Administration

STATE AGENCIES:

Environmental Quality, Department of	Agriculture, Department of
Forestry, Department of	Fish and Wildlife, Department of
Human Resources, Department of	Geology and Mineral Industries, Department of
Soil and Water Conservation Commission	Land Conservation and Development Commission
State Land Board	National Marine Fisheries Service (NMFS)
	State Engineer
	Water Resources Board

LOCAL AGENCIES:

County Courts	City Council
Port Districts	County Commissioners, Board of
County Service Districts	Metropolitan Service Districts
Water Districts	Sanitary Districts
	Fire Protection Districts

This list may not be all-inclusive, and it is the responsibility of Contractor to know all applicable laws and to comply with them in the performance of this Contract.

16.2. Pursuant with ORS 279C.510(1), if this Contract calls for demolition work, Contractor shall salvage or recycle construction and demolition debris, if feasible and cost-effective.

16.3. Pursuant with ORS 279C.510(2), if this Contract calls for lawn or landscape maintenance, Contractor shall compost or mulch yard waste material at an approved site, if feasible and cost-effective.

16.4. Contractor shall be responsible for the immediate clean-up, remediation, reporting, and payment of fines, if any, related to the release of any hazardous substance or material by Contractor or any subcontractor.

16.5. Contractor must maintain a City of Wilsonville or Metro business license at all times while performing Work under this Contract.

Section 17. Indemnity

17.1. Indemnification. Contractor acknowledges responsibility for liability arising out of the performance of this Contract, and shall defend, indemnify, and hold the City harmless from any and all liability, settlements, loss, costs, and expenses in connection with any action, suit, or claim resulting or allegedly resulting from Contractor's negligent acts, omissions, errors, or willful or reckless misconduct pursuant to this Contract, or from Contractor's failure to perform its responsibilities as set forth in this Contract. The review, approval, or acceptance by the City, its Project Manager, or any City employee of documents or other work performed, prepared, or submitted by Contractor shall not be considered a negligent act, error, omission, or willful misconduct on the part of the City, and none of the foregoing shall relieve Contractor of its responsibility to perform in full conformity with the City's requirements, as set forth in this Contract, and to indemnify the City as provided above and to reimburse the City for any and all costs and damages suffered by the City as a result of Contractor's negligent performance of this Contract, failure of performance hereunder, violation of state or federal laws, or failure to adhere to the standards of performance and care described in **Subsection 17.2**. Contractor shall defend the City (using legal counsel reasonably acceptable to the City) against any claim that alleges negligent acts, omissions, errors, or willful or reckless misconduct by Contractor. As used herein, the term "Contractor" applies to Contractor and its own agents, employees, and suppliers, and to all of Contractor's subcontractors, including their agents, employees, and suppliers.

17.2. Standard of Care. In the performance of the Work, Contractor agrees to use at least that degree of care and skill exercised under similar circumstances by reputable members of Contractor's profession practicing in the Portland metropolitan area. Contractor will re-perform any Work not meeting this standard without additional compensation. Contractor's re-performance of any Work, even if done at the City's request, shall not be considered as a limitation or waiver by the City of any other remedies or claims it may have arising out of Contractor's failure to perform in accordance with the applicable standard of care of this Contract and within the prescribed timeframe.

Section 18. Insurance

18.1. Insurance Requirements. Contractor must maintain insurance coverage acceptable to the City in full force and effect throughout the term of this Contract. Such insurance shall cover all risks arising directly or indirectly out of Contractor's activities or Work hereunder. Any and all agents or subcontractors with which Contractor contracts for any portion of the Work must have insurance that conforms to the insurance requirements in this Contract. Additionally, if a subcontractor is an engineer, architect, or other professional, Contractor must require the subcontractor to carry Professional Errors and Omissions insurance and must provide to the City proof of such coverage. The amount of insurance carried is in no way a limitation on Contractor's liability hereunder. The policy or policies maintained by Contractor shall provide at least the following minimum limits and coverages at all times during performance of this Contract:

18.1.1. Commercial General Liability Insurance. Contractor and all subcontractors shall obtain, at each of their own expense, and keep in effect during the term of this Contract, comprehensive Commercial General Liability Insurance covering Bodily Injury

and Property Damage, written on an “occurrence” form policy. This coverage shall include broad form Contractual Liability insurance for the indemnities provided under this Contract and shall be for the following minimum insurance coverage amounts: The coverage shall be in the amount of **\$2,000,000** for each occurrence and **\$3,000,000** general aggregate and shall include Products-Completed Operations Aggregate in the minimum amount of **\$2,000,000** per occurrence, Fire Damage (any one fire) in the minimum amount of **\$50,000**, and Medical Expense (any one person) in the minimum amount of **\$5,000**. All of the foregoing coverages must be carried and maintained at all times during this Contract.

18.1.2. Business Automobile Liability Insurance. If Contractor or any subcontractors will be using a motor vehicle in the performance of the Work herein, Contractor shall provide the City a certificate indicating that Contractor and its subcontractors have business automobile liability coverage for all owned, hired, and non-owned vehicles. The Combined Single Limit per occurrence shall not be less than **\$2,000,000**.

18.1.3. Workers Compensation Insurance. Contractor, its subcontractors, and all employers providing work, labor, or materials under this Contract that are subject employers under the Oregon Workers Compensation Law shall comply with ORS 656.017, which requires them to provide workers compensation coverage that satisfies Oregon law for all their subject workers under ORS 656.126. Out-of-state employers must provide Oregon workers compensation coverage for their workers who work at a single location within Oregon for more than thirty (30) days in a calendar year. Contractors who perform work without the assistance or labor of any employee need not obtain such coverage. This shall include Employer’s Liability Insurance with coverage limits of not less than **\$500,000** each accident.

18.1.4. Insurance Carrier Rating. Coverages provided by Contractor and its subcontractors must be underwritten by an insurance company deemed acceptable by the City, with an AM Best Rating of A or better. The City reserves the right to reject all or any insurance carrier(s) with a financial rating that is unacceptable to the City.

18.1.5. Additional Insured and Termination Endorsements. The City will be named as an additional insured with respect to Contractor’s liabilities hereunder in insurance coverages. Additional Insured coverage under Contractor’s Commercial General Liability, Automobile Liability, Pollution Liability, and Excess Liability Policies, as applicable, will be provided by endorsement. Additional insured coverage shall be for both ongoing operations via ISO Form CG 2010 or its equivalent, and products and completed operations via ISO Form CG 2037 or its equivalent. Coverage shall be Primary and Non-Contributory. Waiver of Subrogation endorsement via ISO Form CG 2404 or its equivalent shall be provided. The following is included as additional insured: “The City of Wilsonville, its elected and appointed officials, officers, agents, employees, and volunteers.” An endorsement shall also be provided requiring the insurance carrier to give the City at least thirty (30) days’ written notification of any termination or major modification of the insurance policies required hereunder. Contractor must be an

additional insured on the insurance policies obtained by its subcontractors performing any of the Work contemplated under this Contract.

18.1.6. Certificates of Insurance. As evidence of the insurance coverage required by this Contract, Contractor shall furnish a Certificate of Insurance to the City. This Contract shall not be effective until the required certificates and the Additional Insured Endorsements have been received and approved by the City. Contractor agrees that it will not terminate or change its coverage during the term of this Contract without giving the City at least thirty (30) days' prior advance notice and Contractor will obtain an endorsement from its insurance carrier, in favor of the City, requiring the carrier to notify the City of any termination or change in insurance coverage, as provided above.

18.2. Primary Coverage. The coverage provided by these policies shall be primary, and any other insurance carried by the City is excess. Contractor shall be responsible for any deductible amounts payable under all policies of insurance. If insurance policies are "Claims Made" policies, Contractor will be required to maintain such policies in full force and effect throughout any warranty period.

Section 19. Warranty

19.1. Contractor's warranties are as set forth in **Exhibit B**, attached hereto and incorporated by reference herein.

19.2. If Contractor, after written notice, fails within **ten (10) days** to proceed to comply with the terms of this Section, the City may have the defects corrected, and Contractor and Contractor's surety shall be liable for all expense incurred. In case of an emergency where, in the opinion of the City's Project Manager, delay would cause serious loss or damage, repairs may be made without notice being given to Contractor, and Contractor or Contractor's surety shall pay the cost of repairs. Failure of the City's Project Manager to act in case of an emergency shall not relieve Contractor or Contractor's surety from liability and payment of all such costs.

19.3. Current State Law (ORS 12.135) provides for a ten (10) year period, from the time of Substantial Completion, for the City to file a claim for repairs of defective Work due to Contractor's improper use of materials and/or workmanship, and Contractor agrees it is bound thereby.

Section 20. Early Termination; Default

20.1. This Contract may be terminated prior to the expiration of the agreed upon terms:

20.1.1. By mutual written consent of the parties;

20.1.2. By the City, for any reason, and within its sole discretion, effective upon delivery of written notice to Contractor by mail or in person. The City retains the right to elect whether or not to proceed with actual construction of the Project; or

20.1.3. By the City if Contractor breaches this Contract and fails to cure the breach within ten (10) days of receipt of written notice of the breach from the City.

20.2. If the City terminates this Contract in whole or in part, due to default or failure of Contractor to perform Work in accordance with the Contract, the City may procure, upon reasonable terms and in a reasonable manner, services similar to those so terminated. In addition to any other remedies the City may have, both at law and in equity, for breach of contract, Contractor shall be liable for all costs and damages incurred by the City as a result of the default by Contractor, including, but not limited to all costs incurred by the City in procuring services from others as needed to complete this Contract. This Contract shall be in full force to the extent not terminated by written notice from the City to Contractor. In the event of a default, the City will provide Contractor with written notice of the default and a period of ten (10) days to cure the default. If Contractor notifies the City that it wishes to cure the default but cannot, in good faith, do so within the ten (10) day cure period provided, then the City may elect, in its sole discretion, to extend the cure period to an agreed upon time period, which agreed upon extension must be in writing and signed by the parties prior to the expiration of the cure period. Unless a written, signed extension has been fully executed by the parties, if Contractor fails to cure prior to expiration of the cure period, the Contract is automatically terminated.

20.3. If the City terminates this Contract for its own convenience not due to any default by Contractor, payment of Contractor shall be prorated to, and include the day of, termination and shall be in full satisfaction of all claims by Contractor against the City under this Contract.

20.4. Termination under any provision of this Section shall not affect any right, obligation, or liability of Contractor or the City that accrued prior to such termination.

Section 21. Suspension of Work

The City may suspend, delay, or interrupt all or any part of the Work for such time as the City deems appropriate for its own convenience by giving written notice thereof to Contractor. An adjustment in the time of performance or method of compensation shall be negotiated as a result of such delay or suspension, unless the reason for the delay was within Contractor's control. The City shall not be responsible for Work performed by any subcontractors after notice of suspension is given by the City to Contractor.

Section 22. Contract Modification; Change Orders

Any modification of the provisions of this Contract shall not be enforceable or binding unless reduced to writing and signed by both the City and Contractor. A modification is a written document, contemporaneously executed by the City and Contractor, which increases or decreases the cost to the City over the agreed Contract Sum in **Section 4** of this Contract, or changes or modifies the Work described in the Contract Documents or the time for performance. In the event Contractor receives any communication of whatsoever nature from the City, which communication Contractor contends gives rise to any modification of this Contract, Contractor shall, within five (5) days after receipt, make a written request for modification to the City's Project Manager in the form of a Change Order. Contractor's failure to submit such written request for modification in

the form of a Change Order shall be the basis for refusal by the City to treat said communication as a basis for modification or to allow such modification. In connection with any modification to this Contract affecting any change in price, Contractor shall submit a complete breakdown of labor, material, equipment, and other costs. If Contractor incurs additional costs or devotes additional time on Project tasks, the City shall be responsible for payment of only those additional costs for which it has agreed to pay under a signed Change Order. To be enforceable, the Change Order must describe with particularity the nature of the change, any delay in time the Change Order will cause, or any increase or decrease in the Contract Sum. The Change Order must be signed and dated by both Contractor and the City before the Change Order may be implemented.

Section 23. Dispute Resolution

In the event of a dispute concerning performance of this Contract, the parties agree to meet to negotiate the problem. If such negotiation fails, the parties will mediate the dispute using a professional mediator, and the parties will split the cost. If the dispute cannot be resolved in either of the foregoing ways within thirty (30) days, either party may file suit in Clackamas County Circuit Court. In the alternative, at the City's election, the parties may follow the dispute resolution procedures found in the Special Provisions.

Section 24. Access to Records

The City shall have access, upon request, to such books, documents, receipts, papers, and records of Contractor as are directly pertinent to this Contract for the purpose of making audit, examination, excerpts, and transcripts during the term of this Contract and for a period of four (4) years after termination of the Contract, unless the City specifically requests an extension. This clause shall survive the expiration, completion, or termination of this Contract.

Section 25. Notices

Any notice required or permitted under this Contract shall be in writing and shall be given when actually delivered in person or forty-eight (48) hours after having been deposited in the United States mail as certified or registered mail, addressed to the addresses set forth below, or to such other address as one party may indicate by written notice to the other party.

To City: City of Wilsonville
Attn: Dustin Schull, Parks Maintenance Supervisor
29799 SW Town Center Loop East
Wilsonville, OR 97070

To Contractor: Northwest Playground Equipment, Inc.
Attn: Justin Patterson
345 NW Dogwood Street
Issaquah, WA 98027-0109

Section 26. Miscellaneous Provisions

26.1. Integration. This Contract contains the entire and integrated agreement between the parties and supersedes all prior written or oral discussions, representations, or agreements. In case of conflict among these or any other documents, the provisions of this Contract shall control, and the terms most favorable to the City, within the City's sole discretion, will apply.

26.2. Legal Effect and Assignment. This Contract shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, personal representatives, successors, and assigns. This Contract may be enforced by an action at law or in equity.

26.3. No Assignment. Contractor may not assign this Contract, nor delegate the performance of any obligations hereunder, unless agreed to in advance and in writing by the City.

26.4. Adherence to Law. This Contract shall be subject to, and Contractor shall adhere to, all applicable federal, state, and local laws (including the Wilsonville Code and Public Works Standards), including but not limited to laws, rules, regulations, and policies concerning employer and employee relationships, workers compensation, and minimum and prevailing wage requirements. Any certificates, licenses, or permits that Contractor is required by law to obtain or maintain in order to perform the Work described in this Contract shall be obtained and maintained throughout the term of this Contract.

26.5. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of Oregon, regardless of any conflicts of laws. All contractual provisions required by ORS Chapters 279A, 279B, 279C, and related Oregon Administrative Rules to be included in public agreements are hereby incorporated by reference and shall become a part of this Agreement as if fully set forth herein.

26.6. Jurisdiction. Jurisdiction and venue for any dispute will be in Clackamas County Circuit Court.

26.7. Legal Action/Attorney Fees. If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U.S. Bankruptcy Code) is instituted in connection with any controversy arising out of this Contract or to interpret or enforce any rights or obligations hereunder, the prevailing party shall be entitled to recover attorney, paralegal, accountant, and other expert fees and all other fees, costs, and expenses actually incurred and reasonably necessary in connection therewith, as determined by the court or body at trial or on any appeal or review, in addition to all other amounts provided by law. If the City is required to seek legal assistance to enforce any term of this Contract, such fees shall include all of the above fees, whether or not a proceeding is initiated. Payment of all such fees shall also apply to any administrative proceeding, trial, and/or any appeal or petition for review.

26.8. Nonwaiver. Failure by either party at any time to require performance by the other party of any of the provisions of this Contract shall in no way affect the party's rights hereunder to enforce the same, nor shall any waiver by the party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this nonwaiver clause.

26.9. Severability. If any provision of this Contract is found to be void or unenforceable to any extent, it is the intent of the parties that the rest of the Contract shall remain in full force and effect, to the greatest extent allowed by law.

26.10. Modification. This Contract may not be modified except by written instrument executed by Contractor and the City.

26.11. Time of the Essence. Time is expressly made of the essence in the performance of this Contract.

26.12. Calculation of Time. Except where the reference is to business days, all periods of time referred to herein shall include Saturdays, Sundays, and legal holidays in the State of Oregon, except that if the last day of any period falls on any Saturday, Sunday, or legal holiday observed by the City, the period shall be extended to include the next day which is not a Saturday, Sunday, or legal holiday. Where the reference is to business days, periods of time referred to herein shall exclude Saturdays, Sundays, and legal holidays observed by the City. Whenever a time period is set forth in days in this Contract, the first day from which the designated period of time begins to run shall not be included.

26.13. Headings. Any titles of the sections of this Contract are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

26.14. Number, Gender and Captions. In construing this Contract, it is understood that, if the context so requires, the singular pronoun shall be taken to mean and include the plural, the masculine, the feminine and the neuter, and that, generally, all grammatical changes shall be made, assumed, and implied to individuals and/or corporations and partnerships. All captions and paragraph headings used herein are intended solely for convenience of reference and shall in no way limit any of the provisions of this Contract.

26.15. Good Faith and Reasonableness. The parties intend that the obligations of good faith and fair dealing apply to this Contract generally and that no negative inferences be drawn by the absence of an explicit obligation to be reasonable in any portion of this Contract. The obligation to be reasonable shall only be negated if arbitrariness is clearly and explicitly permitted as to the specific item in question, such as in the case of where this Contract gives the City “sole discretion” or the City is allowed to make a decision in its “sole judgment.”

26.16. Other Necessary Acts. Each party shall execute and deliver to the other all such further instruments and documents as may be reasonably necessary to carry out this Contract in order to provide and secure to the other parties the full and complete enjoyment of rights and privileges hereunder.

26.17. Interpretation. As a further condition of this Contract, the City and Contractor acknowledge that this Contract shall be deemed and construed to have been prepared mutually by each party and it shall be expressly agreed that any uncertainty or ambiguity existing therein shall not be construed against any party. In the event that any party shall take an action, whether judicial

or otherwise, to enforce or interpret any of the terms of the contract, the prevailing party shall be entitled to recover from the other party all expenses which it may reasonably incur in taking such action, including attorney fees and costs, whether incurred in a court of law or otherwise.

26.18. Defined Terms. Capitalized terms not otherwise defined herein shall have the meaning given to them in the Contract Documents.

26.19. Entire Agreement. This Contract, all documents attached to this Contract, and all Contract Documents and laws and regulations incorporated by reference herein, represent the entire agreement between the parties.

26.20. Counterparts. This Contract may be executed in one or more counterparts, each of which shall constitute an original Contract but all of which together shall constitute one and the same instrument.

26.21. Authority. Each party signing on behalf of Contractor and the City hereby warrants actual authority to bind their respective party.

The Contractor and the City hereby agree to all provisions of this Contract.

CONTRACTOR:

CITY:

Northwest Playground Equipment, Inc.

City of Wilsonville

By: _____

By: _____

Print Name: _____

Print Name: _____

As Its: _____

As Its: _____

EIN/Tax I.D. No. _____

APPROVED AS TO FORM:

Ryan Adams, Assistant City Attorney
City of Wilsonville, Oregon

EXHIBIT A

SCOPE OF WORK

Contractor will remove, prep, produce, and install playground components, surfacing, and concrete in a section of the Murase Plaza playground.

Contractor will be responsible for the following:

- Production, delivery, and off-load of all playground equipment and surfacing identified in quote #1142022JP1;
- Installation of safety fencing around construction site;
- Removal and disposal of existing climber;
- Site prep and all installation of products according to quote #1142022JP1;
- Clean up of all debris following project.

The City will be responsible for the following:

- Interim storage of equipment between delivery and install.



MURASE PLAZA

Option D





MURASE PLAZA

Option D



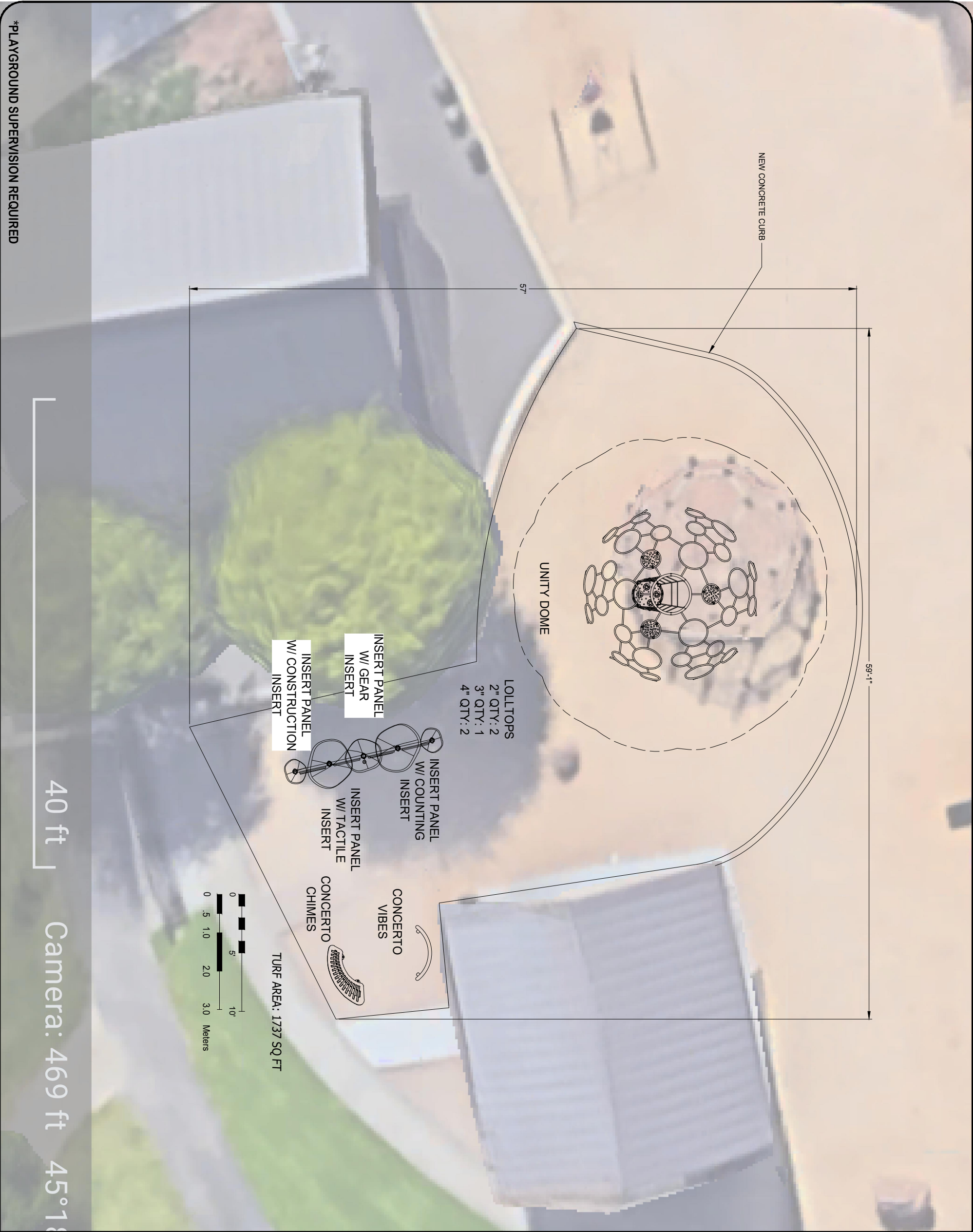


MURASE PLAZA

Option D



IHD_292_21DR1 Color Option : A



*PLAYGROUND SUPERVISION REQUIRED

<div><div></div><div><div>Northwest Playground Equipment, Inc.</div><div>BUILDING COMMUNITY THROUGH PLAY</div><div>P.O. Box 2410 Issaquah, WA 98027</div><div>Toll Free: 1.800.726.0031</div><div>www.nwplayground.com</div><div>sales@nwplayground.com</div></div></div>	
<div><div>EQUIPMENT SIZE:</div><div>USE ZONE:</div><div>AREA:PERIMETER:</div><div>SEE PLAN</div><div>FALL HEIGHT:</div><div>USER CAPACITY: 26</div><div>AGE GROUP: 2-12</div></div>	
<div><div>PROJECT NO:</div><div>IHD_292_21DR1</div></div>	<div><div>SCALE:</div><div>1/8" = 1'-0"</div></div>
<div><div>DRAWN BY:</div><div>BPL</div></div>	<div><div>Paper Size</div><div>B</div></div>
<div><div>DATE:</div><div>14-Dec-21</div></div>	
<div><div><div><div><input checked="" type="checkbox"/> ASTM F1487-17</div><div><input checked="" type="checkbox"/> CPSC #325</div></div><div></div></div></div>	

MURASE PLAZA

OPTION 4

Limited Warranty

Playworld Systems, Inc. warrants its products against structural failure due to defects in materials and workmanship for the warranty periods and material categories prescribed below.

1. LIMITED WARRANTY FOR AS LONG AS YOU OWN THE PRODUCT: Steel deck support posts, stainless steel hardware, clamps, deck hangers, post caps, and cast aluminum parts, except as otherwise specified below.

2. LIMITED TWENTY-FIVE (25) YEAR WARRANTY: Spring Mates® aluminum castings.

3. LIMITED FIFTEEN (15) YEAR WARRANTY: Perforated steel decks and stairs, steel rails, stationary weldments, rotationally-molded and sheet plastic components, Playwood recycled plastic lumber, roof panels, and stainless steel slides, except as otherwise specified below.

4. LIMITED TEN (10) YEAR WARRANTY: Fiberglass signage, Fun Centers™, FirstPlay™ play structures, pre-cast PolyFiberCrete® or reinforced concrete products, Timber Stacks™ Robinia timbers and galvanized hardware, non-stainless steel hardware, fabric shade steel frames and Shadesure and Colourshade FR fabrics (Note Exception: Limited Five (5) Year Warranty on fabrics in colors Red, Yellow, Electric Purple, Zesty Lime, Cinnamon, and Olive.)

5. LIMITED FIVE (5) YEAR WARRANTY: Steel reinforced cable net and rope fittings and connections (Note Exception: Warranty does not cover normal wear and tear such as fraying or fading of cable coating), PlaySimple® play structures, DropZone Tower™, LiveWire Zip Line™ (except as otherwise specified below), AeroGlider™, Border Timbers™, wood and polycarbonate panels, PE coating and PVC coating (against cracking and peeling), site amenities (i.e. benches, tables, litter receptacles, and bike racks), GFRP (Glass Fiber Reinforced Polymer) products, accessible swing seats latch and hinge mechanism, and motion/moving play components and parts.

6. LIMITED THREE (3) YEAR WARRANTY: Steel coil and C springs, flat webbing nets (excluding normal wear and tear), electronic panel speakers, sound chips, flex treads, and circuit boards.

7. LIMITED ONE (1) YEAR WARRANTY: NEOS®, electronic based play products, swing chain, swing clevises, swing galvanized attachment hardware, molded rubber bumpers, handholds, swing seats, and any other materials or custom products not covered above, all high wear items such as trolleys, cables, wheels, and bumper stops related to rail and cable ride products. (*For NEOS only, an extended 3-year warranty is available for purchase, providing 4 years of cumulative coverage.)

8. LIMITED SIX (6) MONTHS WARRANTY: PlaySoleil solar powered light.

BUYER'S REMEDY: If any products prove defective or non-conforming under normal use and within the above-prescribed warranty periods and material categories, Buyer must promptly notify Playworld Systems, Inc. in writing at 1000 Buffalo Road, Lewisburg, PA 17837 USA. Playworld may elect to inspect the alleged defect at Buyer's site or at Playworld's facility. Buyer shall not return products to Playworld unless authorized by Playworld to do so. Authorized returns must be properly packaged and shipped prepaid and insured, at Buyer's expense. Upon verification of warranty coverage, Playworld may elect, in its sole discretion, to repair defective or non-conforming products, or replace them by delivering products or parts free of charge to the site. Playworld's limited warranties do not cover the cost of labor to remove defective or non-conforming parts

or to install repaired or replacement parts. By use of these limited warranties, Buyer accepts their terms and limitations, and waives any rights it would otherwise have to claim or assert that such warranties fail of their essential purpose. Buyer agrees that venue for any court action to enforce these limited warranties shall be in Union County in the State of Pennsylvania.

LIMITATIONS: All warranty periods begin on the date of Playworld's invoice. Repaired and/or replacement parts are warranted only for the balance of the original limited warranty period. Warranties extend only to the original Buyer/end user for products purchased from Playworld or a Playworld authorized reseller, and are not transferable.

Warranties apply only to Playworld products that are erected and installed in conformance with Playworld installation instructions, and that are maintained and inspected in conformance with Playworld maintenance and operational instructions.

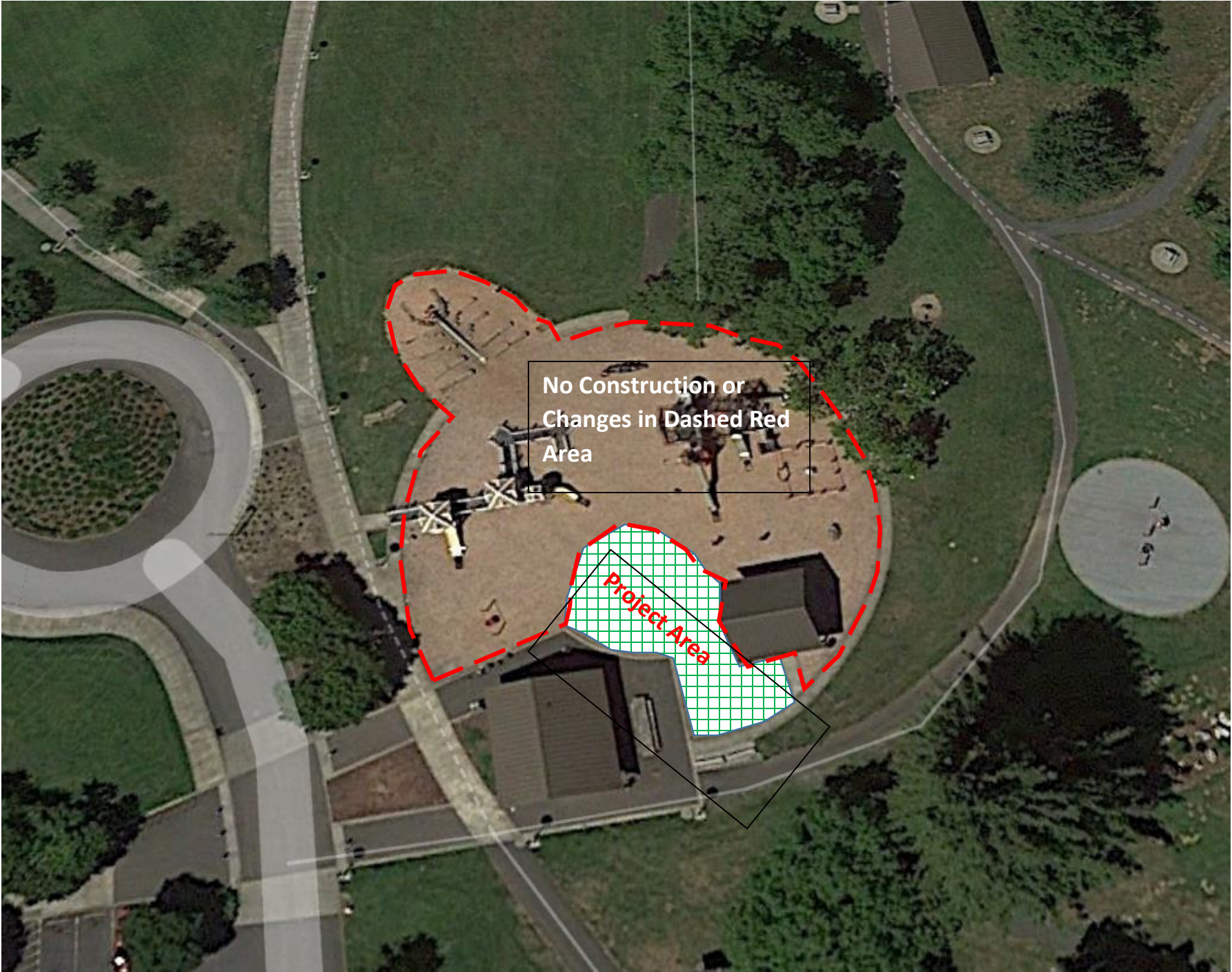
Warranties specifically do not cover Playworld products:

- for cosmetic damage or flaws occurring under normal use, such as surface scratches, minor chips, hairline cracks, dents, marring, efflorescence, color fade, discoloration, corrosion/rust, fraying, or warping of recycled plastic lumber;
- that have been modified, altered, or repaired by unauthorized third parties;
- that have not been used as designed or intended, or misused;
- to which non-Playworld parts have been added or substituted;
- that have been removed from their original location and re-installed elsewhere;
- for changes in appearance of natural materials over time or cosmetic defects such as checks or splits in timber components;
- or that have been damaged due to excessive wear and tear, vandalism, abnormal use, abuse, negligence, environmental factors (such as wind-blown sand, salt spray, or airborne emissions from industrial sources), extreme weather (such as hail, flooding, lightning, tornados, sandstorms, earthquakes, or wind storms), and acts of God.

Playworld does not warrant that any particular color will be available for any specific period of time, and reserves the right, in its sole discretion, to discontinue any color for any reason.

THE FOREGOING LIMITED WARRANTY IS THE SOLE AND EXCLUSIVE WARRANTY FOR SELLER'S PRODUCTS, AND IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, IN LAW OR IN FACT. SELLER SPECIFICALLY DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, WITHOUT LIMITATION, ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR USE OR PURPOSE, AND ANY IMPLIED WARRANTIES ARISING OUT OF COURSE OF DEALING OR PERFORMANCE OR TRADE USAGE. SELLER SHALL NOT BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL, EXEMPLARY, SPECIAL, OR PUNITIVE DAMAGES, OR ANY LOSS OF REVENUE, PROFIT, OR USE ARISING OUT OF A BREACH OF THIS WARRANTY OR IN CONNECTION WITH THE SALE, INSTALLATION, MAINTENANCE, USE, OPERATION, OR REPAIR OF ANY PRODUCT. IN NO EVENT WILL SELLER BE LIABLE FOR ANY AMOUNT GREATER THAN THE PURCHASE PRICE OF A DEFECTIVE PRODUCT. OF ANY PRODUCT. IN NO EVENT WILL SELLER BE LIABLE FOR ANY AMOUNT GREATER THAN THE PURCHASE PRICE OF A DEFECTIVE PRODUCT.

Playworld Systems, Inc. continually improves play equipment to better serve our customers and therefore reserves the right to change the design specifications without notice.



Existing Berliner Climber in the Murase Plaza Playground

Item 11.



Examples of needed maintenance in the near term.

Exposed metal on posts (high usage/age)



Braided cable exposed (high usage)



Rust starting near top of climber (age)





CITY COUNCIL MINUTES

January 05, 2023 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

SWEARING IN CEREMONY

1. Oath of office administered by Judge Fred Weinhouse to newly elected Councilor Caroline Berry and Councilor Katie Dunwell

At 6:33 p.m., the Mayor introduced Judge Fred Weinhouse.

Judge Weinhouse then administered the oaths of office to Councilor-Elects Caroline Berry and Katie Dunwell.

Next, newly, elected Councilors Berry and Dunwell provided comments on their elections.

At 6:43 p.m., there was a break for refreshments.

CALL TO ORDER

2. Roll Call
3. 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 January 5, 2023. The Mayor called the meeting to order at 7:02 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

Bryan Cosgrove, City Manager
 Amanda Guile-Hinman, City Attorney
 Cindy Luxhoj, Associate Planner
 Jeanna Troha, Assistant City Manager
 Zoe Mombert, Assistant to the City Manager
 Bill Evans, Communications & Marketing Manager
 Shasta Sasser, Library Director
 Fred Weinhouse, Municipal Court Judge

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

Motion: Moved to approve the following order of agenda.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

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

Vote: Motion carried 5-0.

MAYOR'S BUSINESS

5. Upcoming Meetings

The Mayor announced the following upcoming meetings:

- Civics Academy
 - The Mayor shared that Council members would attend the next Civics Academy meeting.
- Washington County Coordinating Committee meeting
- Washington County Mayors meeting
- Arts, Culture, and Heritage Commission Meeting
- City Council meeting
 - Due to the Martin Luther King Jr Holiday, the next City Council meeting was scheduled for Thursday, January 19, 2023.

COMMUNICATIONS

There was none.

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.

Tristan Roland, Wilsonville resident, briefed Council on his concerns regarding negative interactions with the Wilsonville Police Department and their treatment of him.

The Mayor explained that the City Manager and Police Chief would be asked to inform Council of these interactions with the understanding that these investigations may be active.

Mitch Cooper, Wilsonville resident, alarmed to have learned that developers of the Frog Pond East and South neighborhoods are not required to utilize only electric power in these homes. He implored Council to take necessary steps to help ensure a better future by mandating these new homes be powered solely by electricity. Furthermore, he requested that Council deny the use of natural gas. Mitch Cooper provided written testimony, which has been added to the record.

Synthea Russell, Wilsonville resident echoed the comments made by Mitch Cooper. She shared her concern for the state of the climate. Synthea Russell advocated for feasible opportunities to reduce emissions. Moreover, she advocated for a cleaner, sustainable, and greener way to live.

The Mayor shared Council would consider the information and discuss at a later meeting.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

6. Council President Akervall

Councilor Akervall attended the following:

- Lehan Lecture series on January 3, 2023
 - She encouraged the audience to attend the other two upcoming lectures and mentioned for those that missed the first lecture series recordings would be available.

Councilor Akervall then announced the following:

- Teen Art Contest
 - Library was accepting submissions for a Teen Art Contest, themed find your voice.
 - Information on the contest was available on Library's social media webpages.

7. Councilor Linville

Councilor Linville reminded the audience of the following:

- Oregon Department of Transportation (ODOT) survey on the tolling project
 - January 6, 2023, was the deadline for comments to be submitted.
 - All citizens were encouraged to participate in the survey.
 - The survey was accessible on the City of Wilsonville website.

Councilor Linville then announced the following meetings she planned to attend:

- Clackamas County Coordinating Committee (C4) Metro Subcommittee on January 18, 2023
- Clackamas Workforce Partnership Board of Directors meeting on January 19, 2023
- State of the Workforce Breakfast on January 25, 2023

8. Councilor Berry

Councilor Berry attended the following events:

- Lehan Lecture on January 3, 2023
 - The audience was highly recommended to attend future lectures.
- Civics Academy 2.0 on January 4, 2023
 - Staff presented on Frog Pond East and South during the session.

9. Councilor Dunwell

Councilor Dunwell attended the following event:

- Lehan Lecture on January 3, 2023

In closing, Councilor Dunwell shared that in her orientation as a new councilor she met with the various City departments in rapid succession. In particular, she was impressed by all the activities and programs offered to youth and seniors by the Parks and Recreation Department. Councilor Dunwell felt the programming and activities offered by Parks and Recreation provides an immeasurable amount of value to the community. Councilor Dunwell shared their work touched her heart and she is extremely excited about getting to work with Parks and Recreation.

CONSENT AGENDA

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

10. Resolution No. 3019

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement Contract Amendment With Otak, Inc. For Construction Engineering Services For The 5th Street / Kinsman Road Extension Project (Capital Improvement Project #1139, 2099, &4196).

11. Resolution No. 3029

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Emery And Sons Construction Group, LLC For Construction Of The 2022 Street Maintenance Project (Capital Improvement Projects No. 4014, 4118, And 4717).

12. Resolution No. 3033

A Resolution Of The Wilsonville City Council Amending To The Community Enhancement Grant Program Intergovernmental Agreement Between Metro And The City Of Wilsonville To Accept Community Investment Fees.

13. Diversity, Equity and Inclusion Cultural Calendar

14. Minutes of the December 19, 2022 City Council Meeting.

Motion: Moved to adopt the Consent Agenda.

City Council
January 05, 2023

Motion made by Councilor Linville, Seconded by Council President Akervall.

Voting Yea:

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

Vote: Motion carried 5-0.

NEW BUSINESS

The City Attorney read the title of Resolution No. 3028 into the record.

The City Attorney then displayed a PowerPoint, which had been added to the record. The PowerPoint summarized the staff report for Resolution No. 3028 and Ordinance No. 874.

The Mayor requested a motion on Resolution No. 3028.

15. Resolution No. 3028

A Resolution Of The City Of Wilsonville Approving The City Of Wilsonville Flag Policy.

Motion: Moved to approve Resolution No. 3028.

Motion made by Council President Akervall, Seconded by Councilor Dunwell.

Voting Yea:

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

Vote: Motion carried 5-0.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

The City Attorney read the title of Ordinance No. 874 into the record.

The Mayor read the public hearing script for Ordinance No. 874 and called to order the public hearing at 7:40 p.m.

The City Attorney then redisplayed the previous PowerPoint, which had been added to the record. The PowerPoint again summarized the staff report for Resolution No. 3028 and Ordinance No. 874.

Council clarifying questions followed the presentation.

The Mayor invited public testimony, seeing none the Mayor closed the public hearing on Ordinance No. 874 at 7:47 p.m.

The Mayor recessed the meeting for a short break at 7:48 p.m. as the Zoom audio had ended. The Mayor resumed the City Council meeting at 7:49 p.m.

The Mayor then requested a motion on Ordinance No. 874.

16. Ordinance No. 874 - 1st Reading (Legislative Hearing)

An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Section 6.150, "Special Use Of Streets And Sidewalks And Large Special Events Signs And Street Banners."

Motion: Moved to adopt Ordinance No. 874 on first reading.

Motion made by Council President Akervall, Seconded by Councilor Berry.

Council comments followed.

Voting Yea:

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

Vote: Motion carried 5-0.

The City Attorney read the title of Ordinance Nos. 872 and 873 into the record on first reading.

The Mayor provided the public hearing format and opened the public hearing at 7:53 p.m.

Councilor Berry and the Mayor shared they had driven by the site. The Mayor explained that driving past the site does not qualify as ex parte communication.

No member of the audience challenged any of the Councilor's participation.

Cindy Luxhoj, Associate Planner provided the staff report and PowerPoint, which has been made a part of the record.

Council then asked clarifying questions.

Staff explained the Form Based Code is used in the Coffee Creek Industrial Area. Therefore, the applicant can request to take the annexation and zone map amendment to Council prior to the Development Review Board (DRB). This process is not done in any other part of the City.

Councilor Linville wondered whether the Form Based Code would become prescriptive. Meaning the DRB would not review/approve the recommendation prior to Council's review.

The City Manager recalled the Form Based Code was created to expedite the process. Moreover, the applicant understands the risk of going through the process ahead of DRB approval. However, there is no risk to the City in the process.

Staff added the DRB does not approve the annexation and zone map amendment; they make recommendation for Council's approval.

The Mayor shared her understanding was the Form Based Code made Wilsonville more attractive for industrial development.

Councilor Linville recalled this was the third development utilizing the Form Based Code. Furthermore, in each case there had been requests for exceptions and variances on the Form Based Code. She further recalled that at some point Council was going to review the process.

The City Manager acknowledged that tweaks would need to be made to the process overtime.

Cindy Luxhoj, Associate Planner shared in the future a summary, and evaluation would be brought back to Council to reevaluate the Form Based Code.

The City Manager said he would talk to the Community Development Director to get the reevaluation on the Council calendar.

The Mayor asked if the City Attorney had any comments.

The City Attorney stated there was no legal comment.

Planner Lee Leighton, of the McKenzie Firm spoke to Council as the applicant's representative. He introduced himself and Igor Nichiporchik of Delta Logistics, Inc. Planner Leighton agreed with everything mentioned by staff about the structure for Coffee Creek. He too agreed that the City of Wilsonville's Form Based Code made the City very attractive for development.

Planner Leighton stated the annexation and the zone change is essentially the application of the City's own policy that it was established some years ago and the approval criteria.

He agreed with the City Manager that there was no risk to the City in the Council taking action prior to the DRB.

The Mayor invited public testimony, seeing none the Mayor closed the public hearing on Ordinance Nos. 872 and 873 at 8:13 p.m.

Councilor Linville shared from her perspective she does not see any reason not to approve either of the ordinances. She feels it is appropriate under the current policy for Council to move these items forward then let DRB deal with issues of approval of any exceptions and waivers.

Councilor Dunwell commented that the continued development to the Coffee Creek Industrial is important to Wilsonville, and supports moving forward.

The Mayor requested a motion on Ordinance No. 872.

17. Ordinance No. 872 - 1st Reading (Quasi-Judicial Hearing)

An Ordinance of the City of Wilsonville Annexing Approximately 9.17 Acres of Property Located at 9710 SW Day Road for Development of a Warehouse/Manufacturing Building and Associated Site Improvements.

Motion: Moved to adopt Ordinance No. 872 on first reading.

Motion made by Councilor Linville, Seconded by Councilor Dunwell.

Voting Yea:

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

Vote: Motion carried 5-0.

The Mayor requested a motion on Ordinance No. 873.

18. Ordinance No. 873 - 1st Reading (Quasi-Judicial Hearing)

An Ordinance of the City of Wilsonville Approving a Zone Map Amendment from the Washington County Future Development – 20 Acre (FD-10) Zone to the Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA) Zone on Approximately 9.17 Acres Located at 9710 SW Day Road for Development of a Warehouse/Manufacturing Building and Associated Site Improvements.

Motion: Moved to adopt Ordinance No. 873 on first reading.

Motion made by Councilor Linville, Seconded by Councilor Berry.

Voting Yea:

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

Vote: Motion carried 5-0.

CITY MANAGER'S BUSINESS

The City Manager officially welcomed the two new elected officials.

The City Manager then reminded Councilors they were scheduled to appear before the Civics Academy on January 12, 2023.

Lastly, the City Manager thanked Councilor Dunwell for her comments on the Parks and Recreation Department. He too echoed those comments. Moreover, the City Manager ensured the comments would be shared with Parks and Recreation Director Kris Ammerman.

LEGAL BUSINESS

The City Attorney explained the community survey on the prohibited camping project would be live the following week on Let's Talk Wilsonville! The survey would run until February 5, 2023. Staff planned to utilize social media to inform the community of the opportunity to provide feedback.

The City Attorney shared staff was also working on stakeholder interviews.

In closing, the City Attorney thanked the Diversity, Equity and Inclusion for their advice and suggestions on outreach.

ADJOURN

The Mayor adjourned the meeting at 8:20 p.m.

Respectfully submitted,

Kimberly Veliz, City Recorder

ATTEST:

Julie Fitzgerald, Mayor



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: January 19, 2023		Subject: Ordinance Nos. 872 and 873 – 2nd Reading Annexation and Zone Map Amendment for Delta Logistics Site Expansion	
		Staff Member: Cindy Luxhoj, AICP, Associate Planner	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: January 5, 2023 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: January 5, 2023 <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: January 19, 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 type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: The Coffee Creek Industrial Design Overlay District allows City Council adoption of the annexation and Zone Map amendment concurrent with or up to 120 days prior to the Development Review Board application (hearing scheduled for January 23, 2023).	
Staff Recommendation: Staff recommends Council adopt Ordinance Nos. 872 and 873 on 2 nd Reading.			
Recommended Language for Motion: Two separate motions: I move to adopt Ordinance No. 872 on 2 nd Reading. I move to adopt Ordinance No. 873 on 2 nd Reading.			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): Coffee Creek Master Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Approve, modify, or deny Ordinance Nos. 872 and 873 to annex and rezone approximately 9.17 acres at 9710 SW Day Road within the Coffee Creek Master Plan area, enabling development of a warehouse/manufacturing building and associated site improvements.

Ordinance No. 872 and 873 Staff Report

C:\Users\MeetingsOfficeUser2\AppData\Local\Temp\tmpEC49.tmp

EXECUTIVE SUMMARY:

The City adopted the Coffee Creek Industrial Form-based Code and Pattern Book in February 2018, establishing clear and objective development standards for street design and connectivity, site design and circulation, building form and massing, and building design and architecture to substantially minimize judgment about compliance. As part of this adoption, the City modified procedures governing City Council review of annexation and Zone Map amendments in Coffee Creek, allowing for City Council review of these requests without prior review or recommendation by the Development Review Board. This modification allows for the concurrent processing of the annexation and Zone Map amendment requests with the other related development permit applications.

The applicant, Delco Holdings, LLC, dba Delta Logistics, Inc., desires to expand their operations northward from their current location at 9835 SW Commerce Circle to construct a 56,116-square-foot warehouse/manufacturing development and associated improvements on the vacant property at 9710 SW Day Road. The applicant desires to annex the 9.17-acre property into Wilsonville and apply the City zoning designation of Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA). This zoning designation is consistent with the site's Comprehensive Plan designation of "Industrial" and Metro's designation of the Coffee Creek Industrial Area as a Regionally Significant Industrial Area in Title 4 of the Urban Growth Management Functional Plan.

The Development Review Board will hold a public hearing on the application since the request includes waivers to the Form-based Code standards and a variance. The hearing is scheduled for February 13, 2023, for the proposed Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, Waivers, Class 3 Sign Permit, Type C Tree Removal Plan, Standard Significant Resource Overlay Zone Map Verification, Standard Significant Resource Impact Report Review, and Variance applications. The provisions of Section 4.022 (.03) allow for City Council call-up of any final action taken by the Development Review Board and remain in effect for projects within Coffee Creek. The annexation and Zone Map amendment ordinances will expire 120 days from Council adoption if the Stage 2 Final Plan application is not approved by the Development Review Board.

EXPECTED RESULTS:

Adoption of Ordinance Nos. 872 and 873 will bring this portion of the Coffee Creek Industrial Area into the City and zone the property for industrial development consistent with the Coffee Creek Master Plan.

TIMELINE:

The annexation and Zone Map amendment will be in effect 30 days after the ordinances are adopted, pending approval of the Stage 2 Final Plan by the Development Review Board and upon filing the annexation records with the Secretary of State as provided by ORS 222.180.

CURRENT YEAR BUDGET IMPACTS:

None.

COMMUNITY INVOLVEMENT PROCESS:

Staff sent the required public hearing notices and has made materials regarding the application readily available to the public.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Annexation and development of the subject land will provide additional industrial development consistent with the goals of the Coffee Creek Master Plan.

ALTERNATIVES:

The alternatives are to modify, approve, or deny the annexation and Zone Map amendment requests.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Ordinance No. 872
 - A. Legal Description and Sketch Depicting Land/Territory to be Annexed
 - B. Petition for Annexation
 - C. Annexation Findings
2. Ordinance No. 873
 - A. Zoning Order ZONE22-0003 Including Legal Description and Sketch Depicting Zone Map Amendment
 - B. Zone Map Amendment Findings

ORDINANCE NO. 872**AN ORDINANCE OF THE CITY OF WILSONVILLE ANNEXING APPROXIMATELY 9.17 ACRES OF PROPERTY LOCATED AT 9710 SW DAY ROAD FOR DEVELOPMENT OF A WAREHOUSE/MANUFACTURING BUILDING AND ASSOCIATED SITE IMPROVEMENTS.**

WHEREAS, an application has been submitted by Delco Holdings, LLC, dba Delta Logistics, Inc. – Owner/Applicant, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the subject site is located at 9710 SW Day Road, on Tax Lots 600 and 601, Section 2B, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon; and

WHEREAS, a petition (Exhibit B) submitted to the City requests annexation of certain real property legally described and depicted in Exhibit A; and

WHEREAS, Vladimir Tkach representing Delco Holdings, LLC, representing 100 percent of the property ownership within the annexation area signed the petition; and

WHEREAS, there are no electors located within the annexation area; and

WHEREAS, ORS 227.125 authorizes the annexation of territory based on consent of all owners of land and a majority of electors within the territory and enables the City Council to dispense with submitting the questions of the proposed annexation to the electors of the City for their approval or rejection; and

WHEREAS, the land to be annexed is within the Urban Growth Boundary and has been master planned as part of the Coffee Creek Industrial Area; and

WHEREAS, the land to be annexed is contiguous to the City and can be served by City services; and

WHEREAS, pursuant to Section 4.700 of the Development Code the City Council shall review quasi-judicial annexation requests in the Coffee Creek Industrial Design Overlay District without prior review or recommendation by the Development Review Board where concurrent with a quasi-judicial zone map amendment request as specified in Section 4.197 (.02) A; and

WHEREAS, pursuant to Section 4.700 of the Development Code this annexation ordinance expires 120 days from its effective date unless a Stage 2 Final Plan for the subject area is approved by the City; and

WHEREAS, on January 5, 2023, the City Council held a public hearing as required by Metro Code 3.09.050; and

WHEREAS, reports were prepared and considered as required by law; and because the annexation is not contested by any party, the City Council chooses not to submit the matter to the voters and does hereby favor the annexation of the subject tract of land based on findings and conclusions.

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

- Section 1. Findings. The tract of land, described and depicted in Exhibit A, is declared annexed to the City of Wilsonville.
- Section 2. Determination. The findings and conclusions incorporated in Exhibit C are adopted. The City Recorder shall immediately file a certified copy of this ordinance with Metro and other agencies required by Metro Code Chapter 3.09.050(g) and ORS 222.005. The annexation shall become effective upon filing of the annexation records with the Secretary of State as provided by ORS 222.180.
- 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 and read for the first time at a regular meeting thereof this 5th day of January, 2023, and scheduled the second reading on the 19th day of January, 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 19th day of January, 2023, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 19th day of January, 2023.

JULIE FITZGERALD MAYOR

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Berry

Councilor Dunwell

Councilor Linville

EXHIBITS:

- A. Legal Description and Sketch Depicting Land/Territory to be Annexed
- B. Petition for Annexation
- C. Annexation Findings

ORDINANCE NO. 872 EXHIBIT A



Item 13.

6950 SW Hampton St., Ste. 170
Tigard, OR 97223-8330
Ph.: (503) 941-9585
Fax: (503) 941-9640
www.weddlesurveying.com

April 13, 2021

Job No. 19-5727

LEGAL DESCRIPTION FOR ANNEXATION



RENEWS: DECEMBER 31, 2022

EXHIBIT "A"

A tract of land for Annexation purposes in the S.W. 1/4 and the N.W. 1/4 of Section 2, Township 3 South, Range 1 West, W.M., Washington County, Oregon, described as follows:

Being all of that tract of land described in Statutory Quitclaim Deed to Delco Holdings, LLC recorded January 19, 2021 as Document No. 2021-006744, Washington County Records, more particularly described as follows:

Beginning at the Northwest corner of Lot 4 of "Edwards Business Industrial Park", thence along the Easterly right-of-way line of the Bonneville Power Administration Keeler-Oregon City No. 2 transmission line (100.00 feet wide), North 00°25'43" West, 92.96 feet to an angle point therein;

Thence continuing along said Easterly right-of-way line, North 44°39'31" West, 139.80 feet to a point in the Easterly line of that tract of land described in Statutory Warranty Deed to Don L. Smith, recorded February 4, 2005 as Document No. 2005-012635, Washington County Records;

Thence along the Easterly line of said Smith tract, North 00°38'06" West, 297.10 feet to the Southerly right-of-way line of S.W. Day Road, 37.00 feet from centerline;

Thence along said Southerly right-of-way line, North 89°34'05" East, 844.33 feet to a point in the Westerly line of that tract of land described in Statutory Warranty Deed to Newco Oregon Inc., recorded August 9, 2017 as Document No. 2017-063075, said County Records;

Thence leaving the Southerly right-of-way line of said S.W. Day Road, South 00°20'45" East, 490.09 feet to the Northerly line of Lot 2 of said "Edwards Business Industrial Park" in the City Of Wilsonville;

Thence along the North line of said Lot 2, the North line of "Commerce Circle Condominiums" and the North line of Lot 4 of "Edwards Business Industrial Park", South 89°33'25" West, 745.04 feet to the Point of Beginning.

Containing therein 9.17 acres, more or less.

The Basis of Bearing for this description is per Survey No. 33753, Washington County Survey Records.

S.W. DAY ROAD

N 89°34'05" E 844.33'

37'
37'

EXHIBIT 'B'

CITY ANNEXATION

IN THE S.W. 1/4 AND THE N.W. 1/4
SECTION 2, T.3S., R.1W., W.M.
WASHINGTON COUNTY, OREGON



SCALE: 1" = 100'
APRIL 13, 2021



DOC. NO.
2021-006744

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael D. Rennick

OREGON
JULY 25, 1995
MICHAEL D. RENNICK
2718

EXPIRES: DECEMBER 31, 2022

490.09'
S 00°20'45" E

DOC. NO. 2017-063075

DOC. NO.
2005-012635
N 00°38'06" W 297.10'

N 44°39'31" W 139.80'
N 00°25'43" W 92.96'

POINT OF
BEGINNING

"EDWARDS BUSINESS
INDUSTRIAL PARK"

S 89°33'25" W 745.04'

"COMMERCE
CIRCLE
CONDOMINIUMS"

LOT 2



6950 SW HAMPTON ST., STE. 170, TIGARD, OR 97223
PH: (503) 941-9585 FAX: (503) 941-9640
www.weddlesurveying.net

JOB NO. 5727

ORDINANCE NO. 872 EXHIBIT B

Item 13.

PETITION TO ANNEX TERRITORY INTO CITY OF WILSONVILLE

We, the undersigned owner(s) of the property described below and in the attached Legal Description and elector(s) residing at the referenced location hereby petition for and give consent to annexation of the property to the City of Wilsonville. We understand that the City will review this request in accordance with Chapter 4.700 of the City of Wilsonville Planning and Land Development Ordinance, Oregon Revised Statutes (ORS) Chapter 222, and applicable regional and local policies prior to approving or denying the request for annexation.

9710 SW Day Rd, Washington County OR, 97140

3S102B 0600, 0601

ADDRESS

TAX MAP/ LOT NUMBER

SIGNATURE

Vladimir Tkach for: Delco Holdings LLC, an
Oregon Limited Liability Corporation

I am a:

☒ Property Owner

☐ Voter Registered at Address

PRINTED NAME

DATE

Vladimir Tkach

11/03/2021

ADDRESS

TAX MAP/ LOT NUMBER

SIGNATURE

I am a:

☐ Property Owner

☐ Voter Registered at Address

PRINTED NAME

DATE

ADDRESS

TAX MAP/ LOT NUMBER

SIGNATURE

I am a:

☐ Property Owner

☐ Voter Registered at Address

PRINTED NAME

DATE



ORDINANCE NO. 872 EXHIBIT B
WASHINGTON COUNTY
OREGON

Item 13.

**CERTIFICATION OF REGISTERED VOTERS
FOR ANNEXATION PURPOSES***

I hereby certify that the attached petition for the annexation of the territory listed herein to the CITY OF WILLSONVILLE contains, as of the date listed, the following information:

1 Number of signatures of individuals on petition.
0 Number of active **registered voters** within the territory to be annexed.
0 Number of **VALID signatures of active registered voters** within the territory to be annexed, on the petition.

Tax lot number(s): 3S102B00600/ 601

DIVISION: ELECTIONS
COUNTY: WASHINGTON
DATE: November 16, 2021
NAME: Angie Muller
TITLE: Senior Administrative Specialist

Angie Muller
(Signature of Election Official)



*This 'Certification of Registered Voters for Annexation Purposes' DOES NOT, in any way, make the determination if this petition meets the annexation requirements of the city/district listed.

Annexation certification sht rev4-043009

ORDINANCE NO. 872 EXHIBIT B

Item 13.

CERTIFICATION OF PROPERTY OWNERSHIP FOR PETITION TO ANNEX TERRITORY INTO CITY OF WILSONVILLE

9710 SW Day RD, Washington County, OR 97140
Address (See attached Legal Description)

3S 1 02B 00600, 00601
Tax Map/Lot Numbers

I certify that the attached petition for annexation of the described territory to the City of Wilsonville contains the names of the owners* of a majority of the land area of the territory to be annexed, as shown on the last available complete assessment roll.

*Owner means the owner of the title to real property or the contract purchaser of the real property.

TED FOSTER
Printed Name

GIS TECH
Title


Signature

11/12/21
Date

CARTOGRAPHY
Department

Washington County, Oregon
County

ANNEXATION CERTIFIED

BY TF

NOV 12 2021

WASHINGTON COUNTY A & T
CARTOGRAPHY



Ordinance No. 872 Exhibit C
Annexation Findings

Delta Logistics Site Expansion

City Council
Quasi-Judicial Public Hearing

Hearing Date:	January 5, 2023
Date of Report:	December 20, 2022
Application No.:	ANNX22-0003 Annexation
Request/Summary:	City Council approval of a quasi-judicial annexation of approximately 9.17 acres for a warehouse/manufacturing building and associated site improvements.
Location:	9710 SW Day Road. The property is specifically known as Tax Lots 600 and 601, Section 2B, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon
Owner/Applicant/ Petitioner:	Delco Holdings, LLC, dba Delta Logistics, Inc. (Contacts: Vladimir Tkach, Igor Nichiporchik)
Applicant's Representative:	Mackenzie (Contact: Lee Leighton, AICP)
Comprehensive Plan Designation:	Industrial
Zone Map Classification (Current):	FD-20 (Future Development – 20 Acre)
Zone Map Classification (Proposed):	PDI-RSIA (Planned Development Industrial – Regionally Significant Industrial Area)
Staff Reviewer:	Cindy Luxhoj AICP, Associate Planner
Staff Recommendation:	<u>Approve</u> the requested annexation.

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.700	Annexation
<u>Comprehensive Plan and Sub-elements:</u>	
Citizen Involvement	
Urban Growth Management	
Public Facilities and Services	
Land Use and Development	
Plan Map	
Transportation Systems Plan	
Coffee Creek Master Plan	
<u>Regional and State Law and Planning Documents:</u>	
Metro Code Chapter 3.09	Local Government Boundary Changes
ORS 222.111	Authority and Procedures for Annexation
ORS 222.125	Annexation by Consent of All Land Owners and Majority of Electors
ORS 222.170	Annexation by Consent Before Public Hearing or Order for Election
Statewide Planning Goals	

Vicinity Map

Background / Summary:

The subject area has long been rural/semi-rural adjacent to the growing City of Wilsonville. Metro added the 216 +/- gross acre area now known as the Coffee Creek Industrial Area to the Urban Growth Boundary in 2002 to accommodate future industrial growth. To guide development of the area, the City of Wilsonville adopted the Coffee Creek Industrial Master Plan in 2007. In 2018, the City adopted the Coffee Creek Industrial Area Form-based Code and accompanying Pattern Book for future development in Coffee Creek. Annexation of the 9.17-acre subject property will enable development consistent with the Coffee Creek Master Plan.

All property owners in the annexation area have consented in writing to the annexation. There are no electors residing on the subject property.

Conclusion and Conditions of Approval:

Staff recommends the City Council annex the subject property with the following condition:

Request: Annexation (ANNX22-0003)

PDA 1. The annexation ordinance will expire in 120 days without approval of a Stage 2 Final Plan for the subject property.

Findings of Fact:

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

The City's processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application
Section 4.009

The owners of all property included in the application signed the application forms. Delco Holdings, LLC, dba Delta Logistics, Inc., initiated the application with their approval.

Request A: Annexation (ANNX22-0003)**Comprehensive Plan****Allowed Annexation**
Implementation Measure 2.2.1.a.

- A1.** The land proposed for annexation is located within the UGB and within the Coffee Creek Master Plan area. This area has been identified for industrial development and the applicant proposes to construct public services including roadway improvements, necessary infrastructure, and utility services to the site in accordance with City of Wilsonville standards.

Annexation Review Standards
Implementation Measure 2.2.1.e.

- A2.** Metro and the City of Wilsonville have identified the Coffee Creek area for industrial and employment land uses. The City has undertaken years of planning work to adopt zoning and other regulations to guide and direct such annexation, development, and land use. The applicant responds to applicable approval standards, guidelines, and criteria to demonstrate that the proposal is consistent with all the applicable Metro and State policies, plans, and regulations. The project will be developed with public facilities and services as identified in the City's Capital Improvement Plan, and which are adequate to serve the site. The project type and use matches the goals and objectives of the City within the Coffee Creek Industrial Area.

Development Code**Authority to Review Annexation**

Subsections 4.030 (.01) A, 11, 4.031 (.01) K, and 4.033 (.01) F.

- A3.** The subject annexation request has been determined to be quasi-judicial and is being reviewed by the City Council consistent with these subsections.

Annexation

Section 4.700

- A4.** The applicant has met all submittal requirements and procedures described in this Section including submission of a petition, legal descriptions describing the land to be annexed, an analysis of the relationship with the Comprehensive Plan, state statutes, Statewide Planning Goals, and Metro plans.

Annexations in the Coffee Creek Industrial Design Overlay District

Subsection 4.700 (.02) A.

- A5.** The subject property is located within the Coffee Creek Industrial Design Overlay District and the applicant requests an annexation concurrently with a quasi-judicial Zone Map amendment consistent with the requirements of Subsection 4.197 (.02) A. The annexation will be reviewed by City Council without prior review or recommendation by the Development Review Board. The ordinance adopting the annexation request states that the annexation expires 120 days after adoption unless a Stage 2 Final Plan receives final approval for the area subject to annexation. A Public Hearing is currently scheduled for January 23, 2023, for the Stage 2 Final Plan to be reviewed by the Development Review Board.

Metro Code**Local Government Boundary Changes**

Chapter 3.09

- A6.** A public hearing was scheduled within 45 days of completeness. Notice has been mailed and posted on the property 20 days prior to the hearing and includes the required information. The decision will be mailed to Metro and other required parties. A petition has been submitted including property owner information, jurisdictional information, and a legal description of the property.

Oregon Revised Statutes**Authority and Procedure for Annexation**
ORS 222.111

- A7. The owners of the property have initiated the annexation. An election is not required pursuant to ORS 222.120.

Procedure Without Election by City Electors
ORS 222.120

- A8. The City charter does not require elections for annexation, the City is following a public hearing process defined in the Development Code, and the request meets the applicable requirements in State statute including the facts that all property owners and a majority of electors within the annexed area consent in writing to the annexation. Annexation of the subject property thus does not require an election.

Annexation by Consent of All Owners of Land and Majority of Electors
ORS 222.125

- A9. All property owners and a majority of electors within the territory proposed to be annexed have provided their consent in writing. However, a public hearing process is being followed as prescribed in the City's Development Code concurrent with a Zone Map amendment request and other quasi-judicial land use applications.

Oregon Statewide Planning Goals

Goals 1, 2, 5, 6, 8, 9, 11, 12, 13

- A10. The area requested to be annexed will be developed consistent with the City's Comprehensive Plan and the Coffee Creek Master Plan, both of which have been found to meet the Statewide Planning Goals.

ORDINANCE NO. 873

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 9.17 ACRES LOCATED AT 9710 SW DAY ROAD FOR DEVELOPMENT OF A WAREHOUSE/MANUFACTURING BUILDING AND ASSOCIATED SITE IMPROVEMENTS.

WHEREAS, an application has been submitted by Delco Holdings, LLC, dba Delta Logistics, Inc. – Owner/Applicant, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the subject site is located at 9710 SW Day Road, on Tax Lots 600 and 601, Section 2B, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon; and

WHEREAS, certain real property within the Coffee Creek Industrial Area is being annexed into the City; and

WHEREAS, the City of Wilsonville desires to have the properties zoned consistent with their Wilsonville Comprehensive Plan Map designation of “Industrial” and the Metro Title 4 Map Designation of Regionally Significant Industrial Area rather than maintain the current Washington County zoning designation; and

WHEREAS, the Zone Map Amendment is contingent on annexation of the property to the City of Wilsonville, which annexation has been petitioned for concurrently with the Zone Map Amendment request; and

WHEREAS, the property is located within the Coffee Creek Industrial Area for which the City adopted the Coffee Creek Master Plan on October 15, 2007, and the Coffee Creek Industrial Design Overlay District on February 22, 2018, intended for application to the Master Plan area; and

WHEREAS, pursuant to Section 4.197 of the Development Code this Zone Map Amendment ordinance expires 120 days from its effective date unless a Stage 2 Final Plan for the subject area is approved by the City; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the Zone Map Amendment request and prepared a staff report for City Council, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, included as Exhibit B; and

WHEREAS, on January 5, 2023, the Wilsonville City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record, including the City Council staff report; took public testimony; and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code.

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

- Section 1. Findings. The City Council adopts, as findings and conclusions, the forgoing Recitals and the Zone Map Amendment Findings in Exhibit B, as if fully set forth herein.
- Section 2. Determination. The official City of Wilsonville Zone Map is hereby amended, upon finalization of the annexation of the property to the City, by Zoning Order ZONE22-0004, attached hereto as Exhibit A, from the Washington County Future Development – 20 Acre (FD-20) Zone to the Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA) Zone.
- 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 and read for the first time at a regular meeting thereof this 5th day of January, 2023, and scheduled the second reading on the 19th day of January, 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 19th day of January, 2023, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 19th day of January, 2023.

JULIE FITZGERALD MAYOR

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Berry

Councilor Dunwell

Councilor Linville

EXHIBITS:

- A. Zoning Order ZONE22-0004 Including Legal Description and Sketch Depicting Zone Map Amendment
- B. Zone Map Amendment Findings

ORDINANCE NO. 873 EXHIBIT A

Item 14.

BEFORE THE CITY COUNCIL OF THE CITY OF WILSONVILLE, OREGON

In the Matter of the Application of)
Delco Holdings, LLC, dba Delta Logistics, Inc.)
for a Rezoning of Land and Amendment) **ZONING ORDER ZONE22-0004**
of the City of Wilsonville Zoning Map)
Incorporated in Section 4.102 of the)
Wilsonville Code.)

The above-entitled matter is before the Council to consider the application of ZONE22-0004, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property ("Property"), legally described and shown on the attached legal description and sketch, has heretofore appeared on the Washington County zoning map Future Development – 20 Acre (FD-20).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that the Property, consisting of approximately 9.17 acres located at 9710 SW Day Road, on Tax Lots 600 and 601, Section 2B, as more particularly shown and described in the attached legal description and sketch, is hereby rezoned to Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA), subject to conditions detailed in this Order's adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order. This Zone Map Amendment expires 120 days from adoption unless a Stage 2 Final Plan for the subject area is approved by the City.

Dated: This 19th day of January, 2023.

JULIE FITZGERALD, MAYOR

APPROVED AS TO FORM:

Amanda Guile-Hinman, City Attorney

ORDINANCE NO. 873 EXHIBIT A

Item 14.

ATTEST:

Kimberly Veliz, City Recorder

Attachment: Legal Description and Sketch Depicting Land/Territory to be Rezoned

ORDINANCE NO. 873 EXHIBIT A



Item 14.

6950 SW Hampton St., Ste. 170
Tigard, OR 97223-8330
Ph.: (503) 941-9585
Fax: (503) 941-9640
www.weddlesurveying.com

April 13, 2021

Job No. 19-5727

LEGAL DESCRIPTION FOR ANNEXATION



RENEWS: DECEMBER 31, 2022

EXHIBIT "A"

A tract of land for Annexation purposes in the S.W. 1/4 and the N.W. 1/4 of Section 2, Township 3 South, Range 1 West, W.M., Washington County, Oregon, described as follows:

Being all of that tract of land described in Statutory Quitclaim Deed to Delco Holdings, LLC recorded January 19, 2021 as Document No. 2021-006744, Washington County Records, more particularly described as follows:

Beginning at the Northwest corner of Lot 4 of "Edwards Business Industrial Park", thence along the Easterly right-of-way line of the Bonneville Power Administration Keeler-Oregon City No. 2 transmission line (100.00 feet wide), North 00°25'43" West, 92.96 feet to an angle point therein;

Thence continuing along said Easterly right-of-way line, North 44°39'31" West, 139.80 feet to a point in the Easterly line of that tract of land described in Statutory Warranty Deed to Don L. Smith, recorded February 4, 2005 as Document No. 2005-012635, Washington County Records;

Thence along the Easterly line of said Smith tract, North 00°38'06" West, 297.10 feet to the Southerly right-of-way line of S.W. Day Road, 37.00 feet from centerline;

Thence along said Southerly right-of-way line, North 89°34'05" East, 844.33 feet to a point in the Westerly line of that tract of land described in Statutory Warranty Deed to Newco Oregon Inc., recorded August 9, 2017 as Document No. 2017-063075, said County Records;

Thence leaving the Southerly right-of-way line of said S.W. Day Road, South 00°20'45" East, 490.09 feet to the Northerly line of Lot 2 of said "Edwards Business Industrial Park" in the City Of Wilsonville;

Thence along the North line of said Lot 2, the North line of "Commerce Circle Condominiums" and the North line of Lot 4 of "Edwards Business Industrial Park", South 89°33'25" West, 745.04 feet to the Point of Beginning.

Containing therein 9.17 acres, more or less.

The Basis of Bearing for this description is per Survey No. 33753, Washington County Survey Records.

S.W. DAY ROAD

N 89°34'05" E 844.33'

37'
37'

EXHIBIT 'B'

CITY ANNEXATION

IN THE S.W. 1/4 AND THE N.W. 1/4
SECTION 2, T.3S., R.1W., W.M.
WASHINGTON COUNTY, OREGON



SCALE: 1" = 100'
APRIL 13, 2021



DOC. NO.
2021-006744

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael D. Rennick

OREGON
JULY 25, 1995
MICHAEL D. RENNICK
2718

EXPIRES: DECEMBER 31, 2022

490.09'
S 00°20'45" E

DOC. NO. 2017-063075

DOC. NO.
2005-012635
N 00°38'06" W 297.10'

N 44°39'31" W 139.80'
N 00°25'43" W 92.96'

POINT OF
BEGINNING

"EDWARDS BUSINESS
INDUSTRIAL PARK"

S 89°33'25" W 745.04'

"COMMERCE
CIRCLE
CONDOMINIUMS"

LOT 2



6950 SW HAMPTON ST., STE. 170, TIGARD, OR 97223
PH: (503) 941-9585 FAX: (503) 941-9640
www.weddlesurveying.net

JOB NO. 5727



Ordinance No. 873 Exhibit B
Zone Map Amendment Findings

Delta Logistics Site Expansion

City Council
Quasi-Judicial Public Hearing

Hearing Date:	January 5, 2023
Date of Report:	December 20, 2022
Application Nos.:	ZONE22-0004 Zone Map Amendment
Request/Summary:	City Council approval of a quasi-judicial Zone Map amendment of approximately 9.17 acres.
Location:	9710 SW Day Road. The property is specifically known as Tax Lots 600 and 601, Section 2B, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon
Owner/Applicant:	Delco Holdings, LLC, dba Delta Logistics, Inc. (Contacts: Vladimir Tkach, Igor Nichiporchik)
Applicant's Representative:	Mackenzie (Contact: Lee Leighton, AICP)
Comprehensive Plan Designation:	Industrial
Zone Map Classification (Current):	FD-20 (Future Development – 20 Acre)
Zone Map Classification (Proposed):	PDI-RSIA (Planned Development Industrial – Regionally Significant Industrial Area)
Staff Reviewer:	Cindy Luxhoj AICP, Associate Planner
Staff Recommendation:	<u>Adopt</u> the requested Zone Map amendment.

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.110	Zones
Section 4.134	Coffee Creek Industrial Design Overlay District
Section 4.135.5	Planned Development Industrial – Regionally Significant Industrial Area Zone
Section 4.197	Zone Changes
<u>Comprehensive Plan and Sub-elements:</u>	
Citizen Involvement	
Urban Growth Management	
Public Facilities and Services	
Land Use and Development	
Plan Map	
Transportation Systems Plan	
Coffee Creek Master Plan	
<u>Regional and State Law and Planning Documents</u>	
Statewide Planning Goals	

Vicinity Map

Summary:

The applicant, Delco Holding, LLC, dba Delta Logistics, Inc., requests a zoning designation consistent with the proposed Comprehensive Plan Map designation of "Industrial". In addition to the Comprehensive Plan Map designation of "Industrial", Metro's Title 4, Industrial and Other Employment Areas Map shows the subject property as a "Regionally Significant Industrial Area." Consistent with this designation the applicant proposes the property be zoned as Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA).

Conclusion and Conditions of Approval:

Staff recommends approval with the following conditions:

Request: Zone Map Amendment (ZONE22-0004)

PDB 1.	This action is contingent upon annexation of the subject property to the City of Wilsonville (ANNX22-0003).
PDB 2.	The Zoning Order adopting this zone map amendment will expire in 120 days without approval of a Stage 2 Final Plan for the subject property.

Findings of Fact:

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

The City's processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application Section 4.009

The owners of all property included in the application signed the application forms. Delco Holdings, LLC, dba Delta Logistics, Inc., initiated the application with their approval.

Request B: Zone Map Amendment (ZONE22-0004)

Development Code

Zoning Consistent with Comprehensive Plan Section 4.029

- B1.** The property is designated "Industrial" by the Comprehensive Plan. The applicant requests a zone change concurrently with a Stage 1 Master Plan, Stage 2 Final Plan, and other related development approvals. The proposed zoning designation of Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA) is consistent with the Comprehensive Plan "Industrial" designation, and Metro's Title 4, Industrial and Other Employment Areas Map, which shows the property as a "Regionally Significant Industrial Area".

Base Zones Subsection 4.110 (.01)

- B2.** The requested zoning designation of Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA) is among the base zones identified in this subsection.

Overlay Zones Subsection 4.110 (.02)

- B3.** The Coffee Creek Industrial Design Overlay District applies to properties zoned PDI-RSIA in the Coffee Creek Industrial Area and will apply to the subject property upon rezoning.

Standards for Planned Development Industrial-Regionally Significant Industrial Area Zone

Purpose of PDI-RSIA

Subsection 4.135.5 (.01)

- B4.** The zoning will allow only industrial uses consistent with the purpose stated in this subsection.

Uses Typically Permitted

Subsection 4.135.5 (.03)

- B5.** The proposed zoning will allow only uses consistent with the list established in this subsection.

Zone Map Amendment Criteria

Zone Change Procedures

Subsection 4.197 (.02) A. 1.-3.

- B6.** The request for a zone map amendment has been submitted as set forth in the applicable Code sections. The property is located within the Coffee Creek Industrial Design Overlay District and will be reviewed by City Council without prior review or recommendation by the Development Review Board. The Zoning Order adopting this Zone Map amendment will expire in 120 days without approval of the Stage 2 Final Plan. Expiration is not anticipated as a public hearing is scheduled for January 23, 2023, before the Development Review Board to approve the Stage 2 Final Plan and other development related approvals.

Conformance with Comprehensive Plan Map, etc.

Subsection 4.197 (.02) B.

- B7.** The proposed Zone Map amendment is consistent with the Comprehensive Map designation of "Industrial".

Public Facility Concurrency

Subsection 4.197 (.02) C. 4. and 8.

- B8.** As part of Stage 2 Final Plan reviews, concurrency standards are or will be applied to projects in the area being rezoned. Based on existing nearby utilities and utility master plans, the Transportation System Plan, and the Coffee Creek Master Plan, necessary facilities are or can be made available for development of the subject property consistent with the proposed zoning.

Impact on SROZ Areas

Subsection 4.197 (.02) C. 5.

- B9.** Significant Resource Overlay Zone (SROZ) is located within the area to be rezoned. As part of the Stage 2 Final Plan, SROZ Map Verification and Significant Resource Impact Report (SRIR) Review for the project, standards of the SROZ will be applied to proposed projects

in the area being rezoned and any impacts of development on the SROZ will be mitigated appropriately.

Development within 2 Years

Subsection 4.197 (.02) C. 6.

- B10.** Concurrently submitted land use approvals for the Delta Logistics Site Expansion project expire after two (2) years, so requesting the land use approvals assumes development would commence within two (2) years. However, in the scenario where the applicant or their successors do not commence development within two (2) years, allowing related land use approvals to expire, the zone change shall remain in effect. The applicant indicates they will begin development within two (2) years.

Development Standards and Conditions of Approval

Subsection 4.197 (.02) C. 7.

- B11.** As can be found in the findings for the accompanying requests, the applicable development standards will be met either as proposed or as a condition of approval.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: January 19, 2023		Subject: Ordinance No. 874 – 2nd Reading Amending Wilsonville Code Section 6.150	
		Staff Member: Amanda Guile-Hinman, City Attorney	
		Department: Legal	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: January 5, 2023 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: January 5, 2023 <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: January 19, 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: Diversity, Equity and Inclusion (DEI) Committee recommends approval proposed Flag Policy and adoption of amendments to Wilsonville Code Section 6.150.	
Staff Recommendation: Adopt Ordinance No. 874 on second reading.			
Recommended Language for Motion: I move to adopt Ordinance No. 874 on second reading.			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): DEI Committee Strategic Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMITTEE:

Consider adopting revisions to Wilsonville Code (WC) Section 6.150.

EXECUTIVE SUMMARY:

The City of Wilsonville Flag Policy, approved at the January 5, 2023 Council meeting, will codify a framework for the City to display commemorative flags on City flag poles and in City facilities, among other regulations. In response to Council concerns from the September 8, 2022 work session, proposed revisions to Wilsonville Code (WC) 6.150 will prohibit the display of banners on City streetlights and other poles except for City-sponsored events. This Staff Report explains the background leading to the Flag Policy and the proposed revisions to WC 6.150 (Attachment 1).

A. Background

On August 9, 2022, staff brought a draft flag policy to the Diversity, Equity and Inclusion (DEI) Committee in response to the adopted Diversity, Equity and Inclusion Committee Strategic Plan (the “Plan”), and four other key considerations. These five (5) considerations are summarized below:

1. The Plan that the Council adopted via Resolution No. 2979 on July 18, 2022 includes a Strategic Action item of “Visual representation (flags, symbols, holiday decor on City property).”
2. In January 2022, the United States Supreme Court issued its decision in the matter, *Shurtleff v. City of Boston*, 142 S. Ct. 1583 (2022). That case involved a lawsuit brought against the City of Boston by a private organization when the city refused to display the organization’s self-described “Christian flag” on one of the city’s flag poles in its City Hall Plaza when the city allowed other groups and individuals to hoist a flag of their choosing on the particular flag pole. The Court found that the city did not shape or control the messages of previously allowed flags and did not have any written policies or internal guidance about what flags groups could fly on the City flag pole.
3. Currently, Wilsonville Code (WC) 6.150(2) allows persons who obtain a special event permit to display banners consistent with the regulations stated in WC 6.150(2). That section includes reference to a plan set out by the Public Works Department, which is currently a written internal banner policy that has not been updated since 2011.
4. The City has an internal banner policy for banners that may be placed on certain streetlights. This internal policy should be updated and incorporated into any overarching commemorative flag policy to provide one document for the City and the public to reference.
5. In December 2021, the League of Oregon Cities published its *Guide to the Public Display of Flags on Government Buildings*, which staff relied on to develop the draft City Flag Policy.

The DEI Committee proposed revisions to some of the language regarding the commemorative flag portion of the draft flag policy, among other proposed revisions.

On September 7, 2022, City Council held a work session on the draft flag policy. At that work session, Council directed staff to bring forward a revision to Wilsonville Code (WC) Section 6.150 in conjunction with the Flag Policy whereby the Code provision would limit banners that the City

allows on its streetlights and other (non-flag) poles to either City events or events that the City supports in some fashion.

Staff took the draft Flag Policy and proposed revisions to WC 6.150 (Attachment 1) to the DEI Committee at its September 13, 2022 meeting. The DEI Committee had no further suggested revisions to either document. Staff then presented the draft Flag Policy and proposed revisions to WC 6.150 to City Council at its November 7, 2022 work session. Council did not propose any further revisions.

On December 13, 2022, the DEI Committee voted to recommend the Council approve the flag policy and adopt the revisions to WC Section 6.150.

On January 5, 2023, the Council approved the Flag Policy via Resolution No. 3028 and adopted, on first reading, Ordinance No. 974 to amend WC Section 6.150.

B. Proposed Approval/Adoption

Since the Plan includes a Strategic Action item to increase visual representation in the City, staff and the DEI Committee recommend the adopt the proposed revisions to WC. 6.150 as provided in Ordinance No. 874.

EXPECTED RESULTS:

An adopted Flag Policy and revise WC 6.150 to codify a framework for the City to display commemorative flags on City flag poles and in City facilities.

TIMELINE:

Since Ordinance No. 874 requires two readings and a minimum of 30 days before it becomes operative, staff recommends that both Resolution No. 3028 and Ordinance No. 874 become operative on the same date – March 1, 2023.

CURRENT YEAR BUDGET IMPACTS:

N/A

COMMUNITY INVOLVEMENT PROCESS:

Staff sought feedback from the DEI Committee at its August, September and December 2022 meetings on the draft Flag Policy. At its December 2022 meeting, the DEI Committee recommended Council to approve the Flag Policy and adopt revisions to WC 6.150.

The Ordinance has also been properly noticed, consistent with WC Chapter 2.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

As identified in the DEI Strategic Plan, flags can serve as visual representation of the City's mission and values. As identified in the 2021-23 City Council Goals, the Council identified the opportunity to continue supporting a focus on diversity, equity, and inclusion and to create an environment where people feel safe to engage.

ALTERNATIVES:

The City may decide to forgo a Flag Policy and choose not to display commemorative flags on City flag poles or in City facilities.

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

1. Ordinance No. 874

ORDINANCE NO. 874

AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING WILSONVILLE CODE SECTION 6.150, "SPECIAL USE OF STREETS AND SIDEWALKS AND LARGE SPECIAL EVENTS SIGNS AND STREET BANNERS."

WHEREAS, on July 18, 2022, the Wilsonville City Council ("Council") approved Resolution No. 2979 that adopted the Diversity, Equity and Inclusion Committee Strategic Plan (the "Plan"); and

WHEREAS, the Plan includes a Strategic Action item of "Visual representation (flags, symbols, holiday decor on City property);" and

WHEREAS, a flag policy is necessary to provide clear expectations and guidelines for the use of flags on City property; and

WHEREAS, the proposed flag policy that is the subject of Resolution No. 3028 incorporates and includes regulations regarding banners hung from City poles; and

WHEREAS, Wilsonville Code (WC) Section 6.150 includes regulations for the use of City poles to place banners for Large Special Events; and

WHEREAS, to ensure consistency between WC 6.150 and the proposed flag policy, minor revisions to WC 6.150 are necessary; and

WHEREAS, on December 13, 2022, the Diversity, Equity, and Inclusion Committee of the City of Wilsonville recommended the Council adopt the proposed revisions to WC 6.150.

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

Section 1. Findings. The Council adopts the above-stated recitals and the staff report accompanying this Ordinance as if fully set forth herein.

Section 2. WC 6.150(1) is hereby amended with strikethroughs representing proposed deletions and italicized, bold words representing proposed additions and, thus, to read as follows:

6.150. Special Use of Streets and Sidewalks and Large Special Events Signs and Street Banners.

(1) ...

(b) ...

6. Does not have guywires, strings, ropes, or other mechanisms securing the sign that could be a safety hazard; ~~and~~

7. Does not otherwise create a nuisance or hazard; **and**

8. Meets any and all applicable requirements of this Section 6.150.

Section 3. WC 6.150(3) is hereby amended with strikethroughs representing proposed deletions and italicized, bold words representing proposed additions and, thus, to read as follows:

(2) Banners on Public Lights and Other Poles. The purpose of the public pole banner program is to provide publicity for community events of general interest to Wilsonville residents and visitors and to provide a more festive character to the City's Town Center area, while maintaining design standards that provide for continued quality of life within Wilsonville. ***The public pole banner program is only available for City sponsored events. For purposes of this Subsection 6.150(2), "City sponsored events" means events that meet the following criteria: (1) the event is a Large Special Event; (2) the City is providing financial or in-kind products or services to support the event; and (3) the City's contribution is highlighted through public recognition, approved use of the City's logo, or other similar publicity. For avoidance of doubt, non-City sponsored events are prohibited from displaying banners on public poles unless otherwise allowed by the City's Public Works Plan in Subsection (a) below.***

Section 4. Effective Date. This Ordinance shall be declared to be in full force and effect beginning March 1, 2023.

SUBMITTED by the Wilsonville City Council at a regular meeting thereof this 5th day of January, 2023, and scheduled the second reading on January 19, 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

From The Director's Office

Greetings!

The Community Development Department was able to gather to celebrate the holiday season for the first time in three years, what a great feeling to celebrate the season as well as each other. At our all-staff meeting, we discussed our accomplishments for 2022, recognized five new team members and celebrated three promotions. Mostly, we celebrated how good life is and how great it is to work for the City of Wilsonville.

Planning had a very full workload this past year with significant private development applications occurring in Frog Pond West, where seven different subdivisions are in different stages of development. The Coffee Creek Industrial Area has been active where Black Creek Group has just tilted new concrete panels that form the walls of the building (pictured) resulting in our second significant industrial development in the area. On the long-range planning front, Council adopted the Frog Pond East and South Master Plan which will set the stage for the next generation of diverse, livable neighborhoods. Council also established a Vertical Housing Development Zone tax incentive program and adopted Airport Good Neighbor Policies into the Comprehensive Plan. Economic Development staff also brought forward an Urban Renewal Strategic Plan that will set the stage for future actions using tax increment financing.



New concrete wall panels being installed at the Grahams Ferry Industrial Center on Garden Acres Road

Engineering had an excellent and fulfilling year rebuilding the management team with the addition of two high-quality civil engineer project managers in Amy Pepper, Development Engineering Manager and Andrew Barrett, Capital Projects Manager. Zach Weigel has been able to find his footing as the City Engineer and projects are moving, including finalization of the 5th Street to Kinsman Road urban upgrade, the Boeckman Road Corridor Project, Boeckman Creek sewer trunk line interceptor and regional trail, Charbonneau consolidated improvements, and the West Side Reservoir. The Engineering team is also advancing master plans for stormwater management and the wastewater treatment plant while supporting private development of residential subdivisions and industrial warehouses across the community.

Building has set all-time records with the valuation of building permits that have been issued over the past calendar year, valued at over \$156 million. The large projects include tenant improvements for Department of Administrative Services (DAS) and Twist Bioscience, as well as three new industrial warehouses. Perhaps most important is the complete integration of new permit software, EnerGov, that has changed our business model to a paperless one with all digital payment, submittal, plan review, and issuance.

Even with fluctuating interest rates and inflation, the past year has been a very good one for Wilsonville and we are well positioned for more significant investment and exciting projects in 2023.

Chris Neamtzu, AICP

Community Development Director

Building Division

Whatcha Lookin' At - Protecting Public Sewers

The Oregon Plumbing Code and the City of Wilsonville Code of Ordinances protect our public sewers from damage. These standards also protect our waterways and green spaces. Under the direction of Community Development Director Chris Neamtzu, the department oversees the effort to ensure this. The Building, Engineering, Natural Resources, and Industrial Pretreatment (Public Works) Divisions work together sharing plan reviews, field inspection data, and other information. Each division helps the others understand the many different regulations and standards involved in providing this protection for the public.

One example is a local vehicle rental business. The plumbing inspection revealed an oil/water separator vault that had been incorrectly modified at some time in the past. The separator was corroded and broken. This condition was not known until the new underground plumbing was installed. Although the plumbing drains were connected to the bad oil/water separator, the inspector stopped the installation until a correction or replacement could be made. This action prevented diesel, oil, grease, and other flammable substances from entering the public sewer or the surrounding ground.

Diligent inspections and sampling by the Industrial Pretreatment and the Natural Resources Divisions along with continuous construction contractor education keep our systems safe.



Oil separator vault—bad, removed from service



Oil separator vault—new replacement

Engineering Division, Capital Projects

2022 Street Maintenance

This project includes Curb Ramp Replacement (4014/4118) and Annual Pedestrian Improvements (4717). Both project designs are complete. Bids for this project were opened on December 14, 2022. The apparent low bidder is Emery & Sons with a bid of \$426,567.00, and is in the process of being awarded. Work is expected to begin in Spring 2023.

- Curb ramps and signal improvements will be constructed at the intersection of Wilsonville Road/Boones Ferry Road and at Wilsonville Road/Rose Lane. These improvements will be made ahead of the 2023 Street Maintenance projects at the same location to comply with ADA requirements.
- The pedestrian 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.

2023 Street Maintenance (4014)

This project involves the design and construction of the pavement rehabilitation on Wilsonville Road, Boeckman Road, and Parkway Avenue. The Request for Proposals (RFP) was advertised on November 2, 2022. Proposals were submitted on December 6, 2022. Final design is anticipated in March 2023, with construction commencing shortly thereafter.

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 continues. The new Kinsman Road bridge over Coffee Creek is nearing completion. Utility work on Boones Ferry Road has resumed. Water quality planter box installation (pictured) is underway on 5th Street, east of Boones Ferry Road. Construction work will continue through May 2023.

Boberg Diversion Structure Replacement (2100)

This project replaces the outdated Boberg Road wastewater diversion structure to improve wastewater collection system functionality and ensures available capacity for upstream development in the Coffee Creek and Basalt Creek areas into the future. Contractor bonding and legal problems resulted in contract termination. This project will be rebid soon.

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 will continue 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 currently being collected. Public outreach efforts have begun, and an article will be included in the December 2022 Boones Ferry Messenger



Engineering Division, Capital Projects

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 nearly complete, and survey and other field work is nearly complete. Road cross-sections have been established and design is underway. A three-span bridge has been selected for this project. 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 90% designed and components will be selected in the coming month. Other long lead items and contractor are being worked through to avoid impacts to the schedule. The first GMP is scheduled in late January or early February, depending on project timing.

Charbonneau Consolidated Plan (1500/2500/4500/7500)

Design for utility (water, wastewater, storm water, and street) improvements on Edgewater Lane and Village Greens Circle has begun. Survey and utility inspection was completed in September. The findings of these inspections will determine the scope of repairs and upgrades needed. Geotechnical drilling occurred in December to provide information for the street reconstruction design. To promote efficiencies in the design and construction, the consultant and City project manager will create 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.

Coffee Creek Interceptor Phase II (2108)

This project involves the system capacity analysis of the existing Coffee Creek Interceptor to determine how much development can occur in Coffee Creek prior to upsizing the sanitary sewer main. The analysis will be delivered utilizing the City's on-call roster of consultants.

I-5 Pedestrian Bridge (4202)

This project involves the design and preparation of construction documents for a pedestrian and bicycle bridge over I-5 from Town Center Loop West to Boones Ferry/Barber Street. The design team is incorporating PGE utility undergrounding plans into the construction drawings. Design work is wrapping up until construction funding is identified.

Priority 1B Water Distribution Improvements (1148)

This project involves the design and construction of water main replacements in three areas: Jackson Way, Evergreen Court, and Barber Street. These improvements will improve system capacity and eliminate fire flow restrictions. Design work is underway with plans nearing completion. The Invitation to Bid is anticipated to be advertised in early January 2023.

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.

Engineering Division, Capital Projects

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.

Water Treatment Plant (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 began in June 2022 with completion expected in 2024.

Willamette Water Supply Program (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. Proposals for an inspection services consultant were awarded to Dowl. This consultant will perform inspection of all City-owned public improvements throughout the project work.



Waste Water Treatment Plant (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 early 2023.

Westside Level B Reservoir (1149)

This new reservoir is proposed in the adopted water master plan; on property purchased in 2010 near Tooze Road and Baker Road. A request for proposal (RFP) for engineering design and construction services was issued in early October. Proposals were received in November.

Engineering Division, Private Development

Residential Construction Activities

Canyon Creek South Phase 3

Construction of this 5-lot subdivision continues to be on hold until revised plans have been approved by the City to accommodate middle-housing. Erosion control measures have been installed to protect the site from erosion until construction activities commence again.

Frog Pond West

The Frog Pond West Master Planned area continues to see active construction. The contractor for the Frog Pond Ridge subdivision is working on punch list items of the infrastructure and housing construction is underway. Construction at the Frog Pond Estates, Frog Pond Vista, and Frog Pond Oaks subdivisions will commence in the spring when weather is more favorable for construction. Frog Pond Crossing subdivision, located north of Frog Pond Lane and west of Stafford Road, has started installing the sewer main.

Villebois Clermont

The subdivision plat for Villebois Clermont has been recorded and home construction has commenced. Construction on Regional Parks 5 and 6 is continuing. The new tennis court, play area, and Tonquin Trail extension are partially complete. The contractor continues to work on final infrastructure punch list items for the subdivision.



Frog Pond West



Villebois Clermont

Commercial/Industrial Construction Activities

Black Creek Industrial

Nestled between Garden Acres and Grahams Ferry Roads, this project will include frontage improvements along Garden Acres and Grahams Ferry Roads and construction of a new supporting street. Onsite work continues. Vertical construction has commenced. Street improvements are anticipated to begin in January 2023.



Black Creek Industrial

Natural Resources Division

National Pollutant Discharge Elimination System (NPDES) Annual Report

An annual report is prepared every fall for the City's National Pollutant Discharge Elimination System (NPDES) stormwater program. The report is submitted to the Oregon Department of Environmental Quality and documents stormwater management practices, land use changes and new development activities, program expenditures, and water quality monitoring.

Highlights from this year's report include:

- Private Lift Stations - Due to improperly maintained private lift stations, the City implemented an inspection program in 2018. The goal of the program is to educate owners of private lift stations about their facilities and require them to conduct annual inspections and maintenance.
- New stormwater facilities - Every year sees an increase in the number of private stormwater facilities constructed to treat and control stormwater runoff from development sites. During the reporting year (July 1, 2021 to June 30, 2022), four rain gardens, two vegetated swales, and twenty planter boxes were installed.
- Existing structural controls - During the reporting year, staff inspected 69 public structural controls. All of the structural controls were given an inspection ranking and entered into the City's asset management system (i.e., Cartegraph).
- Approximately 24,498 linear feet of the stormwater conveyance system was cleaned and maintained by Public Works over the reporting year.
- The Parks and Recreation Department planted approximately 1,500 trees and 500 native plants in landscape beds and turf areas.



Vegetated Swale



Planter Box

Planning Division, Current

Administrative Land Use Decisions Issued

- 2 Type A Tree Permits
- 3 Type B Tree Permits
- 1 Type C Tree Permit
- 1 Class 1 Administrative Review
- 3 Class 2 Administrative Reviews
- 4 Class 1 Sign Permits

Construction Permit Review, Development Inspections, and Project Management

In December, 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)
- 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
- Parkway Woods industrial campus
- Residential subdivisions in Frog Pond West
- Wilsonville High School expansion/performing arts center

Development Review Board (DRB)

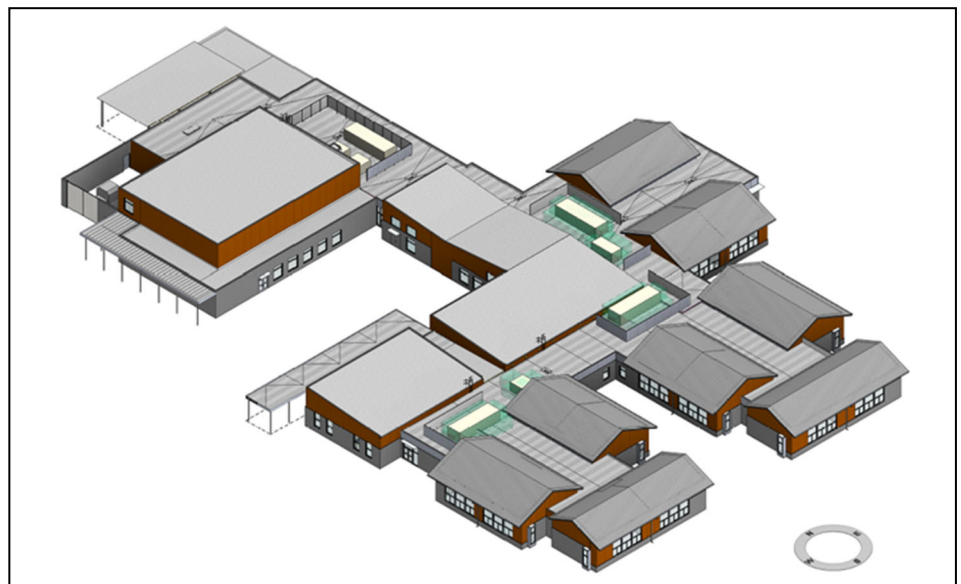
DRB Panel A did not meet in December.

DRB Panel B did not meet in December.

DRB Projects Under Review

During December, 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
- Marina modifications and parking addition in Charbonneau
- New industrial building at Boeckman and Kinsman Roads
- New industrial building on Garden Acres Road
- New industrial building at ParkWorks
- Parking addition for industrial manufacturer
- New primary school in Frog Pond West



Rendering of Proposed Primary School in Frog Pond West

Planning Division, Long Range

Aurora Airport

Aurora Airport Good-Neighbor Policies

This Comprehensive Plan update project aims to identify the potential positive and negative impacts of the Airport's current operations and planned future growth for Wilsonville residents and businesses, and to adopt Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between the Aurora Airport and City of Wilsonville. During December, with Ordinance No. 871, City Council adopted the amendment of the Comprehensive Plan Text and Areas of Special Concern Map to adopt Airport Good-Neighbor Policies and designate the Aurora State Airport and surrounding properties as an Area of Special Concern.

Frog Pond East and South Master Plan

In December, with Ordinance No. 870, City Council adopted the Frog Pond East and South Master Plan. The Master Plan has policies to support a variety of housing that has potential to provide market-rate home ownership opportunities at a price lower than other recent development. In addition, the Master Plan has policies to avoid regulatory barriers to programs the City may develop for subsidized affordable housing during the life of the Master Plan. These housing affordability and ownership policies will continue to be front and center during implementation steps over the coming months related to infrastructure funding and development standards.



**FROG POND
EAST & SOUTH
MASTER PLAN**

Planning Commission

The Planning Commission did not meet in December.

Transit-Oriented Development at the Wilsonville Transit Center

The Equitable Housing Strategic Plan identifies exploration of Transit-Oriented Development (TOD) at the Wilsonville Transit Center as a near-term implementation action. At its December 19 meeting, City Council selected Palindrome as the preferred development partner for the TOD project. Throughout the coming months, the City will work with Palindrome to refine development plans for the site and project timing.

General project information is available on the project website:

<https://ci.wilsonville.or.us/planning/page/wilsonville-transit-center-tod>

Wilsonville Town Center Plan

Town Center Plan Implementation

The Town Center Plan identifies several implementation activities to support the transformation of Town Center into a vibrant, walkable destination that is the heart of Wilsonville. During December, the Town Center project team began to plan implementation activities for 2023, including implementation of the recently adopted Town Center Infrastructure Funding Plan. Expected activities to support the Funding Plan include consideration of Urban Renewal, System Development Charge updates, a stormwater utility fee surcharge, and City bond or debt issuance to support construction of the Town Center Plan's infrastructure projects.



WILSONVILLE TOWN CENTER



DECEMBER MONTHLY REPORT

FINANCE—The department where everyone counts

- **Financial Reporting:** The City's yearly outside independent auditing process is now complete and the fiscal year (FYE) 2022, audited Annual Comprehensive Financial Report (ACFR) along with the audited Urban Renewal Annual Financial Report have been filed with the Oregon Secretary of State, posted on the City's website (www.ci.wilsonville.or.us/finance/page/financial-reports), and posted on the electronic municipal market access website (EMMA). EMMA is the official SEC repository for municipal securities disclosures (www.emma.msrb.org).
- **Budget:** We're busy preparing for the FYE 2023 mid-year review with the Budget Committee, scheduled for February 1, 2023. Also in December, we kicked off the FYE 2024 budget preparation process! The initial departmental meetings are scheduled to begin in early February.
- **Utility Billing:** Delinquencies have been an ongoing struggle. On December 9 we sent out monthly invoices which include a special message for customers that are past due. As a next step, on December 15 we mailed out 337 delinquent notices. On December 19 we issued 287 warning calls, notifying customers the past due portion must be paid by December 27. We also issued a second round of automated calls on December 27 to 246 customers with a message stating we will be resuming normal collection practices including disconnections in January.

In response to these efforts, we do have some good news to share:

- 50% of our customers are now registered on the new Customer Portal
- 52% have opted for paperless billing
- 35% are enrolled in AutoPay
- **Municipal Court:** In December, Oregon Governor Kate Brown issued an executive order forgiving certain uncollected traffic fines across the state that until now prevented nearly 7,000 Oregonians from getting their driver license reinstated. In 2020, House Bill 4210 was signed into law which prohibited driver license suspensions for nonpayment of traffic fines. This recent order only applies to people with traffic violations before that law took effect October 1, 2020. The order represents approximately \$25k in fines related to the City.
- **Year End Reporting:** The department is working on end of calendar year reconciliations and reporting including Form W-2 (Payroll) and Form 1099 (Accounts Payable) issuance. Due dates for both are January 31, 2023. In general, Form W-2's (Payroll) must be issued for any payroll compensation issued to employees and Form 1099's (Accounts Payable) for any non-employee compensation. Once issued, both will be filed electronically with the IRS and State.
- **Attached Financials:** Finance continues to monitor all departments for on-going budget compliance.

City of Wilsonville - Fund Summaries
Reporting Month: Dec FY 2023



	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
110 - General Fund				
Taxes	\$ 13,243,000	\$ 9,482,557	\$ 3,760,443	72%
Intergovernmental	5,407,399	5,081,158	326,241	94%
Licenses and permits	202,850	135,682	67,169	67%
Charges for services	426,984	213,671	213,313	50%
Fines and forfeitures	230,000	96,207	133,793	42%
Investment revenue	87,000	150,162	(63,162)	173%
Other revenues	4,143,900	73,447	4,070,453	2%
Transfers in	4,638,461	1,808,308	2,830,153	39%
TOTAL REVENUES	\$ 28,379,594	\$ 17,041,192	\$ 11,338,402	60%
Personnel services	\$ 11,091,674	\$ 4,518,063	\$ 6,573,611	41%
Materials and services	15,033,218	3,115,107	11,918,111	21%
Capital outlay	182,000	577	181,423	0%
Debt service	408,250	-	408,250	0%
Transfers out	6,645,282	817,353	5,827,929	12%
TOTAL EXPENDITURES	\$ 33,360,424	\$ 8,451,099	\$ 24,909,325	25%
610 - Fleet Fund				
Charges for services	\$ 1,640,860	\$ 820,416	\$ 820,444	50%
Investment revenue	6,800	7,542	(742)	111%
TOTAL REVENUES	\$ 1,647,660	\$ 827,958	\$ 819,702	50%
Personnel services	\$ 970,860	\$ 348,565	\$ 622,295	36%
Materials and services	789,340	304,911	484,429	39%
Capital outlay	134,800	65,933	68,867	49%
Transfers out	2,400	1,200	1,200	50%
TOTAL EXPENDITURES	\$ 1,897,400	\$ 720,610	\$ 1,176,790	38%
230 - Building Inspection Fund				
Licenses and permits	\$ 1,442,750	\$ 842,156	\$ 600,594	58%
Charges for services	8,190	4,095	4,095	50%
Investment revenue	14,000	20,695	(6,695)	148%
Transfers in	46,532	23,262	23,270	50%
TOTAL REVENUES	\$ 1,511,472	\$ 890,208	\$ 621,264	59%
Personnel services	\$ 1,116,250	\$ 394,357	\$ 721,893	35%
Materials and services	228,181	107,517	120,664	47%
Transfers out	391,215	170,517	220,698	44%
TOTAL EXPENDITURES	\$ 1,735,646	\$ 672,391	\$ 1,063,255	39%
231 - Community Development Fund				
Intergovernmental	\$ 339,500	\$ -	\$ 339,500	0%
Licenses and permits	715,389	581,334	134,055	81%
Charges for services	909,369	305,737	603,632	34%
Investment revenue	13,500	14,400	(900)	107%
Other revenues	-	195,840	(195,840)	-
Transfers in	2,651,503	945,617	1,705,886	36%
TOTAL REVENUES	\$ 4,629,261	\$ 2,042,929	\$ 2,586,332	44%
Personnel services	\$ 3,578,090	\$ 1,485,299	\$ 2,092,791	42%
Materials and services	815,548	238,914	576,634	29%
Transfers out	805,368	500,598	304,770	62%
TOTAL EXPENDITURES	\$ 5,199,006	\$ 2,224,811	\$ 2,974,195	43%
240 - Road Operating Fund				
Intergovernmental	\$ 2,051,500	\$ 715,453	\$ 1,336,047	35%
Investment revenue	18,700	49,795	(31,095)	266%
TOTAL REVENUES	\$ 2,070,200	\$ 766,001	\$ 1,304,199	37%
Personnel services	\$ 440,310	\$ 140,250	\$ 300,060	32%
Materials and services	529,672	295,145	234,527	56%
Capital outlay	105,000	-	105,000	0%
Debt service	359,000	33,715	325,285	9%
Transfers out	6,248,965	143,040	6,105,925	2%
TOTAL EXPENDITURES	\$ 7,682,947	\$ 612,150	\$ 7,070,797	8%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
241 - Road Maintenance Fund				
Charges for services	\$ 2,192,850	\$ 1,429,112	\$ 763,738	65%
Investment revenue	19,760	18,632	1,128	94%
TOTAL REVENUES	\$ 2,212,610	\$ 1,447,744	\$ 764,866	65%
Transfers out	\$ 1,203,613	\$ 278,664	\$ 924,949	23%
TOTAL EXPENDITURES	\$ 1,203,613	\$ 278,664	\$ 924,949	23%
260 - Transit Fund				
Taxes	\$ 5,600,000	\$ 2,927,838	\$ 2,672,162	52%
Intergovernmental	4,604,416	2,920,061	1,684,355	63%
Charges for services	29,000	20,583	8,417	71%
Fines and forfeitures	5,000	3,234	1,766	65%
Investment revenue	58,000	72,603	(14,603)	125%
Other revenues	16,800	-	16,800	0%
TOTAL REVENUES	\$ 10,313,216	\$ 5,944,319	\$ 4,368,897	58%
Personnel services	\$ 4,897,540	\$ 1,730,797	\$ 3,166,743	35%
Materials and services	2,795,317	1,149,918	1,645,399	41%
Capital outlay	1,276,000	12,236	1,263,764	1%
Transfers out	1,757,565	308,076	1,449,489	18%
TOTAL EXPENDITURES	\$ 10,726,422	\$ 3,201,027	\$ 7,525,395	30%
510 - Water Operating Fund				
Charges for services	\$ 9,992,600	\$ 7,072,825	\$ 2,919,775	71%
Fines and forfeitures	-	9,296	(9,296)	-
Investment revenue	108,000	159,401	(51,401)	148%
Other revenues	30,000	15,204	14,796	51%
TOTAL REVENUES	\$ 10,130,600	\$ 7,256,725	\$ 2,873,875	72%
Personnel services	\$ 667,000	\$ 211,026	\$ 455,974	32%
Materials and services	4,906,612	1,867,864	3,038,748	38%
Capital outlay	1,071,225	238,098	833,127	22%
Debt service	372,000	35,068	336,932	9%
Transfers out	15,271,407	1,891,378	13,380,029	12%
TOTAL EXPENDITURES	\$ 22,288,244	\$ 4,243,435	\$ 18,044,809	19%
520 - Sewer Operating Fund				
Charges for services	\$ 8,434,450	\$ 4,738,286	\$ 3,696,164	56%
Investment revenue	84,700	119,303	(34,603)	141%
Other revenues	31,500	13,393	18,107	43%
Transfers in	600,000	600,000	-	100%
TOTAL REVENUES	\$ 9,150,650	\$ 5,470,981	\$ 3,679,669	60%
Personnel services	\$ 440,600	\$ 196,876	\$ 243,724	45%
Materials and services	3,803,134	1,373,306	2,429,828	36%
Capital outlay	341,100	221,910	119,190	65%
Debt service	2,881,000	181,210	2,699,790	6%
Transfers out	9,273,781	617,647	8,656,134	7%
TOTAL EXPENDITURES	\$ 16,739,615	\$ 2,590,949	\$ 14,148,666	15%
550 - Street Lighting Fund				
Charges for services	\$ 547,965	\$ 326,142	\$ 221,823	60%
Investment revenue	1,900	8,211	(6,311)	432%
TOTAL REVENUES	\$ 549,865	\$ 334,354	\$ 215,511	61%
Materials and services	\$ 401,500	\$ 110,205	\$ 291,295	27%
Transfers out	1,045,000	672,096	372,904	64%
TOTAL EXPENDITURES	\$ 1,446,500	\$ 782,301	\$ 664,199	54%
570 - Stormwater Operating Fund				
Charges for services	\$ 3,609,538	\$ 2,057,429	\$ 1,552,110	57%
Investment revenue	25,900	59,422	(33,522)	229%
TOTAL REVENUES	\$ 3,635,438	\$ 2,116,851	\$ 1,518,587	58%
Personnel services	\$ 292,810	\$ 101,847	\$ 190,963	35%
Materials and services	818,292	244,361	573,931	30%
Capital outlay	107,000	113,606	(6,606)	106%
Debt service	839,000	30,393	808,607	4%
Transfers out	6,043,755	391,130	5,652,625	6%
TOTAL EXPENDITURES	\$ 8,100,857	\$ 881,336	\$ 7,219,521	11%

City of Wilsonville - SDC Fund Summaries
Reporting Month: Dec FY 2023



	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
336 - Frog Pond Development				
Licenses and permits	\$ 1,951,354	\$ 284,232	\$ 1,667,122	15%
Investment revenue	1,100	19,744	(18,644)	1795%
TOTAL REVENUES	\$ 1,952,454	\$ 303,976	\$ 1,648,478	16%
Materials and services	\$ 34,790	\$ -	\$ 34,790	0%
Transfers out	5,322,274	172,784	5,149,490	3%
TOTAL EXPENDITURES	\$ 5,357,064	\$ 172,784	\$ 5,184,280	3%
348 - Washington County TDT				
Washington County TDT	\$ -	\$ 715,006	\$ (715,006)	-
Investment revenue	1,800	8,365	(6,565)	465%
TOTAL REVENUES	\$ 1,800	\$ 723,371	\$ (721,571)	40187%
346 - Roads SDC				
System Development Charges	\$ 3,960,000	\$ 1,114,307	\$ 2,845,693	28%
Investment revenue	40,300	59,930	(19,630)	149%
TOTAL REVENUES	\$ 4,000,300	\$ 1,174,237	\$ 2,826,063	29%
Materials and services	\$ 41,470	\$ -	\$ 41,470	0%
Transfers out	12,790,020	213,318	12,576,702	2%
TOTAL EXPENDITURES	\$ 12,831,490	\$ 213,318	\$ 12,618,172	2%
396 - Parks SDC				
System Development Charges	\$ 373,000	\$ 172,951	\$ 200,049	46%
Investment revenue	12,200	19,117	(6,917)	157%
TOTAL REVENUES	\$ 385,200	\$ 192,068	\$ 193,132	50%
Materials and services	\$ 16,890	\$ -	\$ 16,890	0%
Transfers out	2,743,712	752,502	1,991,210	27%
TOTAL EXPENDITURES	\$ 2,760,602	\$ 752,502	\$ 2,008,100	27%
516 - Water SDC				
System Development Charges	\$ 1,429,000	\$ 1,333,521	\$ 95,479	93%
Investment revenue	21,700	87,484	(65,784)	403%
TOTAL REVENUES	\$ 1,450,700	\$ 1,421,005	\$ 29,695	98%
Materials and services	\$ 25,940	\$ -	\$ 25,940	0%
Debt service	453,000	87,018	365,982	19%
Transfers out	11,925,558	2,017,718	9,907,840	17%
TOTAL EXPENDITURES	\$ 12,404,498	\$ 2,104,736	\$ 10,299,762	17%
526 - Sewer SDC				
System Development Charges	\$ 290,000	\$ 458,471	\$ (168,471)	158%
Investment revenue	3,700	8,255	(4,555)	223%
TOTAL REVENUES	\$ 293,700	\$ 466,726	\$ (173,026)	159%
Materials and services	\$ 22,050	\$ -	\$ 22,050	0%
Transfers out	1,737,739	889,972	847,767	51%
TOTAL EXPENDITURES	\$ 1,759,789	\$ 889,972	\$ 869,817	51%
576 - Stormwater SDC				
System Development Charges	\$ 990,000	\$ 463,305	\$ 526,695	47%
Investment revenue	14,300	20,675	(6,375)	145%
TOTAL REVENUES	\$ 1,004,300	\$ 483,980	\$ 520,320	48%
Materials and services	\$ 5,750	\$ -	\$ 5,750	0%
Transfers out	541,017	27,955	513,062	5%
TOTAL EXPENDITURES	\$ 546,767	\$ 27,955	\$ 518,812	5%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
800 - Year 2000 Program Income				
Investment revenue	\$ 8,200	\$ 5,723	\$ 2,477	70%
Other revenues	-	7,312	(7,312)	-
TOTAL REVENUES	\$ 8,200	\$ 13,035	\$ (4,835)	159%
Materials and services	\$ 5,000	\$ 5,337	\$ (337)	107%
Transfers out	919,094	-	919,094	0%
TOTAL EXPENDITURES	\$ 924,094	\$ 5,337	\$ 918,757	1%
805 - Year 2000 Capital Projects				
Investment revenue	\$ 88,570	\$ 84,991	\$ 3,579	96%
Loan proceeds	4,000,000	-	4,000,000	0%
TOTAL REVENUES	\$ 4,088,570	\$ 84,991	\$ 4,003,579	2%
Materials and services	\$ 467,000	\$ 194,216	\$ 272,784	42%
Capital outlay	17,898,558	2,209,777	15,688,781	12%
TOTAL EXPENDITURES	\$ 18,365,558	\$ 2,403,993	\$ 15,961,565	13%
807 - Year 2000 Debt Service				
Taxes	\$ 3,544,880	\$ 3,258,404	\$ 286,476	92%
Investment revenue	999	16,871	(15,872)	1689%
TOTAL REVENUES	\$ 3,545,879	\$ 3,275,275	\$ 270,604	92%
Debt service	\$ 8,294,525	\$ 4,020,998	\$ 4,273,527	48%
TOTAL EXPENDITURES	\$ 8,294,525	\$ 4,020,998	\$ 4,273,527	48%
810 - Westside Program Income				
Investment revenue	\$ 750	\$ 834	\$ (84)	111%
TOTAL REVENUES	\$ 750	\$ 834	\$ (84)	111%
815 - Westside Capital Projects				
Investment revenue	\$ 44,502	\$ 38,719	\$ 5,783	87%
TOTAL REVENUES	\$ 44,502	\$ 38,719	\$ 5,783	87%
Materials and services	\$ 280,336	\$ 68,285	\$ 212,051	24%
Capital outlay	710,000	-	710,000	0%
TOTAL EXPENDITURES	\$ 990,336	\$ 68,285	\$ 922,051	7%
817 - Westside Debt Service				
Taxes	\$ 5,084,500	\$ 4,606,913	\$ 477,587	91%
Investment revenue	36,000	26,822	9,178	75%
TOTAL REVENUES	\$ 5,120,500	\$ 4,633,735	\$ 486,765	90%
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	\$ 1,463	\$ 37	98%
TOTAL REVENUES	\$ 1,500	\$ 1,463	\$ 37	98%
Materials and services	\$ 149,290	\$ 76,518	\$ 72,772	51%
TOTAL EXPENDITURES	\$ 149,290	\$ 76,518	\$ 72,772	51%
827 - Coffee Creek Debt Service				
Taxes	\$ 385,200	\$ 465,514	\$ (80,314)	121%
Investment revenue	1,000	928	72	93%
TOTAL REVENUES	\$ 386,200	\$ 466,442	\$ (80,242)	121%
Debt service	\$ 279,500	\$ 139,290	\$ 140,210	50%
TOTAL EXPENDITURES	\$ 279,500	\$ 139,290	\$ 140,210	50%

From the Director

In December, the Library shared the holiday spirit with programs and activities for all ages. A library-wide scavenger hunt entertained families as they searched throughout the Library for clues to the holiday riddle. For the puzzle lovers, a paint-by-sticker poster gradually revealed a snowman. Take and Make Kits included crafts and treats for kids, teens, and adults, and were claimed in short order.

In youth programs, Family Storytime featured our Youth Services staff's one-of-a-kind puppet version of *The Nutcracker*, an ever-popular performance. Teens enjoyed hot cocoa, games, and holiday movies at the Teen Drop-In Activities. During the winter break, library youth services staff held special programs for wintry crafts, playing with STEAM toys, and watching vintage and current holiday classic movies.

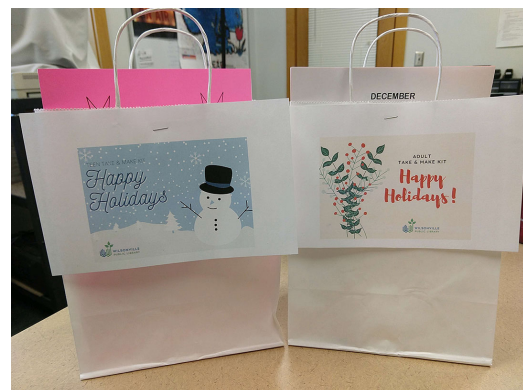
Adult programs featured an online presentation about Charles Dickens and his multiple Christmas story creations, and a Space Talk about the Apollo 17 mission in celebration of its 50th anniversary. Genealogy Club, Walking Book Club, and English (ESL) class met despite the winter wonderland weather.

Online services expanded in December. HeritageHub was added to the library's genealogy database resources. The digital media service Hoopla added always available Hallmark holiday movies to its collection with no holds queues.

Kindergarten classes from Boones Ferry Primary School visited the Library. Youth Services staff performed a special Storytime for them and introduced the students to the children's collection of books and the popular play area focused on literacy.

Progress continues with the wayfinding/signage project. Library staff met with the designers to discuss the library's community, needs and unique culture. We expect to have new signage throughout the building by the end of June.

-Shasta Sasser, Library Director





Parks and Recreation Report | December 2022

Director's Report: 2022 Highlights

Parks

- Significant progress was made in the construction of Regional Parks 6, 7, and 8 in Villebois.
- The team conducted a community engagement process on land acquisition in Frog Pond West for a new neighborhood park.
- The Memorial Park Skate Park was demoed and a brand new skate park was reconstructed at the same site.
- The playground at River Fox was replaced.
- A major upgrade to the outdoor area of Stein-Boozier Barn was completed entirely in-house.
- All tree replacements from the 2021 ice storm were completed.
- The Nature Play project was recognized by the Oregon Recreation and Park Association (ORPA) as the best design/construction project of the year.

Recreation Programs

- Rebranded Daddy/Daughter Dance to Family Dance to be more inclusive for all types of families.
- Hosted the first ever Laser Light Show as an Independence Day celebration.
- Hosted the first ever Cherry Blossom Week.
- Hosted ten students and two teachers from Japan as part of a Kitakata Sister City delegation.

Community Center

- All programming including lunch attendance is back to pre-pandemic attendance levels.
- The Sit and Be Fit class has returned.
- The Life 101 lecture series continues.
- New programs such as Mexican Train Dominoes and Virtual Reality Headset Utilization were popular.

Arts, Culture, and Heritage

- The newly formed Arts, Culture, and Heritage Commission (ACHC) began meeting in April 2022.
- The ACHC identified their four top priorities based on the 2020 Arts, Culture, and Heritage Strategy (ACHS).
- Arts & Culture Program Coordinator Erika Valentine joined the team in November to support the ACHC.



Recreation Updates

Sister City Delegation

From December 3-10, ten high school students, two teachers, and one travel agent came to Wilsonville for a visit from our sister city of Kitakata, Japan. The students stayed with local Wilsonville families through a homestay program organized by the Kitakata Sister City Advisory Board. The group participated in a week full of activities visiting local schools, traveling to the coast and downtown Portland, and even going to a Portland Trailblazers game.

Winter/Spring 2023 Registration Open

Winter/Spring Registration is now open for classes running January through April. This season features special events like The Hunt for Cupid's Hearts, Sounds of Japan, the annual Community Egg Hunt, a Black History Month film screening of 'Hidden Figures,' and more!

Community Tree Lighting

The Community Tree Lighting, sponsored by Nichols Family Agency, had a great turn out this year on December 1 in Town Center Park. A wide array of local school and adult choirs performed. Santa was on site for pictures, and a Letters to Santa station—complete with hot cocoa and cookies—was set up inside the Parks Admin Office. The annual Toy Drive collected over 600 toys, which were donated to Clackamas County Compassion in Action and the West Linn/Wilsonville Family Empowerment Center for distribution to local families in need. Over 80 holiday stockings were collected for local seniors signed up for the Home Delivered Meals program through the Community Center.



Recreation Updates

A delegation of ten students, two teachers, and one travel agent visited from Wilsonville's Sister City of Kitakata, Japan in December.



Community Center Updates

December was a busy month at the Community Center with festive holiday lunches, a white elephant gift exchange, and holiday themed BINGO. The senior stocking program was a success with the 84 home delivered meal recipients receiving a holiday stocking. The winter weather provided some challenges, but the Community Center team was ready to jump in and take care of those in need. Realizing there was a chance for a Friday closure due to the forecasted severe winter weather, the decision was made to get out a home delivered meal for Wednesday, Thursday, Friday, and Monday (for the Christmas holiday when the Center was closed) all on one day. This important, yet ambitious, decision resulted in 320 meals all being prepared, packed, and delivered in one day.

Korean War Memorial Foundation of Oregon

Final pieces of detailed information and a few remaining artifacts are being collected as the design process continues for the Korean War Memorial Interpretive Center.

Wilsonville Community Seniors, Inc. (WCSI)

The WCSI board are planning their first two senior trips of 2023 with the January trip headed to lunch at Olive Garden and shopping at Trader Joes, while the February trip heads to Portland for the “Motown” exhibit at the Oregon Historical Society.

Board Highlights

Parks and Recreation Advisory Board

The Parks and Recreation Advisory Board’s next regularly scheduled meeting is on Thursday, January 13, 2023. Dahe Chen ended his term as a board member and the Mayor appointed Keith Gary to the board.

Kitakata Sister City Advisory Board

The Kitakata Sister City Advisory Board welcomed a delegation of high school students and teachers from Wilsonville’s sister city of Kitakata, Japan at the beginning of December. The board also met in December to debrief the visit and plans to send out a host family survey in the near future. The board will welcome two new members for their February meeting, Yuki Puram and John Bohlen.

Arts, Culture, and Heritage Commission

Now that the new Arts & Culture Program Coordinator has been hired, the Arts, Culture and Heritage Commission (ACHC) will be working on development of their mission and vision statements as well as their Five Year Action Plan. Additionally, staff and commission have begun assessing the City’s existing Public Art collection, which is an integral step in the Public Art process. The next meeting of the Arts, Culture, and Heritage Commission (ACHC) will be on Wednesday, January 18, 2023.

Upcoming Events

The Hunt for Cupid’s Hearts Scavenger Hunt: January 30—February 12

Black History Month Film Screening of ‘Hidden Figures’: February 4, 7:00 pm, Community Center

Sounds of Japan, Musical Performances from Oregon Koto-kai and Portland Taiko: March 18, 10:00 am, Community Center, pre-registration required (only 30 spots left!)

Parks Team Updates

Stein-Boozier Barn Gathering Space

The Parks team has successfully wrapped up another fantastic internal project with the completion of the Stein-Boozier Barn Gathering Space project in Memorial Park. The new landscaping, improved lawn space, and increased seating areas are the highlights of this innovative, cost saving, and efficiency improving project. The team is excited to open this space to the community in the spring of 2023.



View of the completed work from the top.



View of the completed work from the bottom.

Lighting Up Town Center Park

Park and Recreation teammates logged what seem to be the most cheerful hours of the year again this December. They spent time decorating Town Center Park for the annual Community Tree Lighting. They also spent some time looking at potential new and innovative options to bring to the community next year.



Decorating the stage.



Town Center Park a glow.

Parks Team Project Updates

Regional Parks 7/8 Phase 2

Projected Completion—Early 2023

- Playground and shelters installation is ongoing
- Landscaping is being installed



Rose garden installation.



Playground nearing completion.

Regional Parks 5/6

Projected Completion—Early 2023

- Ice Age Tonquin Trail being installed
- Playground Equipment Being Installed



Ice Age Tonquin Trail section.



Playground installation begins

Partnering with the Community

Adult Transitional Services

The Parks team had the incredible privilege of partnering with the Adult Transition Services (ATS) students from Wilsonville High School for the fall semester. The team from ATS was a great asset to the Parks team and helped on many projects throughout their time. Please join our team in thanking the ATS team for all of their great work!



Weeding landscapes



Cleaning up an annual bed display

Eagle Scout Project

A set of stairs in Memorial Park got a much needed upgrade thanks to the hard work of Winston Tang and his team. This project was a collaboration between the Parks team and Winston as he pursues his Eagle Scout status. The team is thankful for all of the high quality work this crew did.



Team photo of the builders.



Winston's plaque.



Upgraded steps.



City of Wilsonville Police

December 2022



SHOP WITH A COP

On December 3, Wilsonville's Chief of Police, Robert Wurpes, participated in "Shop with a Cop." It was the Clackamas County Peace Officers' Benevolent Foundations' 16th annual event. They served 168 kids in Clackamas County who had some enforcement contact during 2022, or needed assistance. Those kids paired with members of the Foundation and shopped at the 82nd Drive Fred Meyer in Clackamas. These children typically come to the attention of the Foundation through School Resource Officers or school counselors.



#SECRET SANTA

Each year, anonymous donors give the Sheriff's Office \$100 bills to hand as Secret Santa money to people in need, or who need their day brightened. We love being a part of this and are thankful for the opportunity.

Go to the Sheriff's Facebook page to read some heart-warming stories:

facebook.com/clackcosheriff



OSSA RECOGNITION

Sergeant Matthew Swanson and School Resource Officer, Deputy Zachary Keirse, were recognized by the Oregon State Sheriff's Office Association during this year's annual awards banquet.

Swanson and Keirse received OSSA's Distinguished Service Award for their successful life-saving efforts in May 2022 that allowed a Wilsonville High Senior walk the stage to his graduation ceremony just days after he suffered a heart attack.





City of Wilsonville

Call Activity

13,875

Total Calls

YEAR 2022

High Priority • 1,538

Medium Priority • 9,263

Low Priority • 3,074

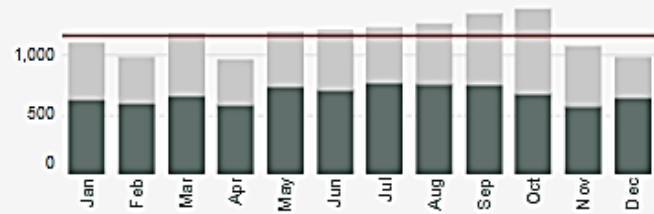
Public-Initiated • 7,983

Deputy-Initiated • 5,892

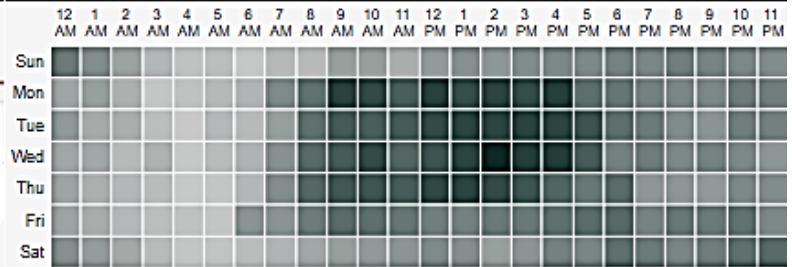
Call Activity by Month & Year

*Use filters at top to filter by month/year

2022



Call Activity by Day of Week & 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: 1/3/2023 6:04:41 PM (UTC).

DECEMBER 2022

662
Alarm

1,046
Assist

787
Civil

2,508
Crime

3,841
Disorder

1,022
Follow-Up

727
Other

3,282
Traffic

Alarm Alarm

662

Assist Assist Public

646

Assist Fire/Medical

150

Assist Other Agency

137

Missing Person

50

Warrant

42

Assist Law Enforcement

19

Marine Assist/Rescue

2

Civil Civil

617

Behavioral Health

170

Crime Theft

578

Harassment/Menacing

329

Domestic Violence

314

Trespass

229

Fraud

191

Stolen Vehicle

165

Criminal Mischief

154

Hit & Run

152

Assault/Abuse

104

Burglary

92

Vice

81

Sex Offense

53

Violation of Restraining Order

49

Robbery

17

Escape/Pursuit

11

Littering

9

Disorder Suspicious Activity

1,588

Welfare Check

633

Parking Disorder

368

Subject Contact

234

Premise Check

166

Juvenile Disorder

145

Animal Disorder

125

Extra Patrol

121

Unwanted Person

118

Disturbance

104

Noise Disorder

101

Recovered Stolen Vehicle

67

Shots Fired

38

Prowler

16

Fireworks

12

Ordinance Disorder

10

Marine Patrol

7

Follow-Up Follow-Up

1,022

Other Other

727

Traffic Traffic Stop

2,547

Traffic Disorder

294

Traffic Crash

267

Hazard

115

DUII

59

From The Director's Office:

During 2022, Public Works staff completed over 23,030 predictive, preventative or corrective maintenance work orders related to the operations and maintenance of the City's infrastructure. An additional 6,400 work orders were completed at the wastewater treatment plant and water treatment plant which are operated and maintained by Jacobs and Veolia Water, respectively.

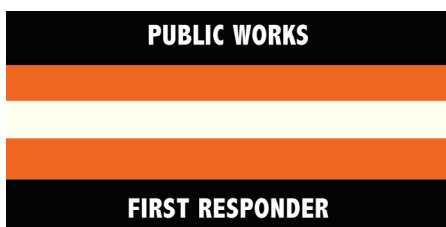
Through hard work and dedication the Public Works team was able to install or replace 285 water meters, flush 8,778 fire hydrants and exercise 2,595 water valves. Over 170 street signs were repaired or replaced and 15,031 feet of sewer line was inspected.

More than 460 cubic yards of debris was removed from City streets by our street sweeping contractor and 81 (40 gallon bags) of trash was collected by the Adopt a Road volunteer program. Staff inspected and clean 2,687 storm inlets removing another 192 cubic yards of debris.

Public Works is proud that each of these actions and activities supports the City's goal to provide a clean, green and safe community for all our residents.



Pictures from left to right: removing debris out of the right of way to allow safe passage of pedestrians; relocation of art sculpture to WES transit station; inspection of sewer pipes via close circuit television.



Best Regards,

Delora Kerber, Public Works Director

Facilities

Sprucing up at City Hall

Facilities staff worked on a gray Sunday to make big changes in the City Hall parking lot while it was not in use. The crew removed 15 trees that were damaged in the severe ice storm or showing signs of disease. New trees that are better suited for the location will be planted early this spring. The landscape and bio swales were cleaned and the remaining leaves were removed.



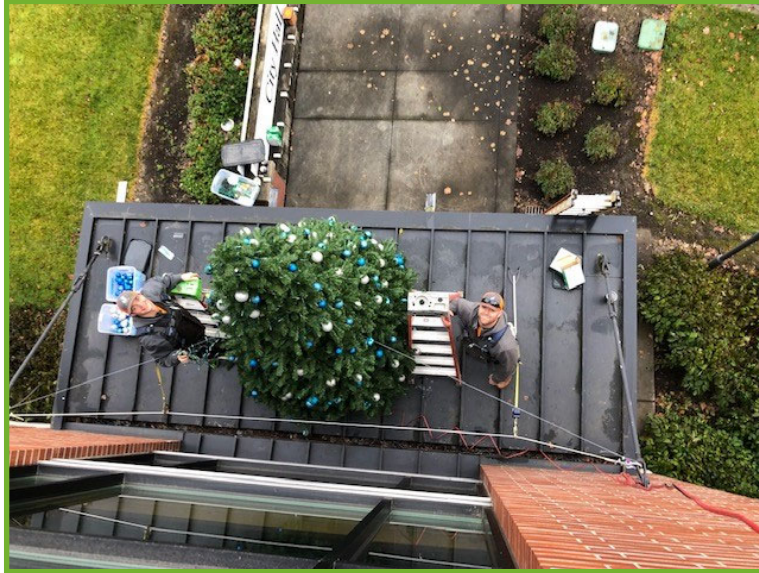
At the same time, a staff member worked out of a 50 foot high lift to decorate the oak tree in the City Hall roundabout with large white and blue snowflake lights.



Facilities cont.

Holiday Cheer

The Facilities crew loves the holiday season. They get to be creative, add extra special decorations in high places and spread some cheer.



Our lobby featured a Public Works themed holiday tree, using upcycling project materials, such as caution tape and lock out tags, and also a few thematically appropriate, sparkly glass holiday ornaments, including a tape measure, hard hat, and an excavator. The tree topper is the mischievous “Matt on the Shelf” that made an appearance in 2020. We must have been especially good this year—Santa dropped by at the Public Works employee lunch and also admired the tree.



Roads & Stormwater

Leaf Drop Day—Round 2

The City hosted a second Leaf Drop Day of 2022 on Saturday, December 3. Attendance was much higher than the first event in November, making for a very busy day. Staff received approximately 11 tons of leaves. Our Parks & Recreation coworkers were on site to receive donations for the holiday toy drive and we thank the community for their generosity!



Finishing Holiday Touches

The Roads crew added additional holiday flair to the Leyland Cypress tree at the intersection of Wilsonville Road and Boones Ferry Road. Bows and holiday ornaments were added to give a little extra festive detail during daylight hours.



Roads & Stormwater cont.

Landscape Work

The crew continued working on right-of-way landscapes as well as bridge and guardrail trimming.



Before



After

Winter Storm Response

Essential Public Works staff worked in a 24 hour crew rotation that beginning the morning of December 22, lasting until the evening of the 23 to prepare for and respond to the extreme winter weather conditions.

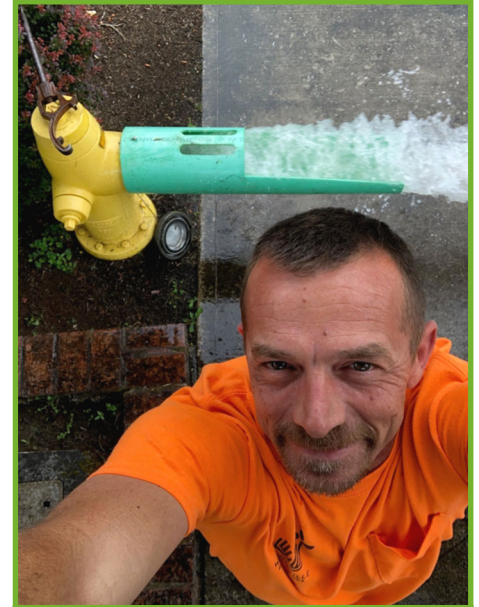


Utilities—Water & Wastewater

New Utilities Lead Maintenance Technician

Congratulations to our first Utilities Lead Maintenance Technician, Chris Seward. He will work closely with the Utilities Supervisor to provide additional supervision, technical guidance, and training to staff working in the field. Chris will also assist with planning and executing maintenance programs, budget planning, checking in with contractors, inventory maintenance, and safety training, in addition to the typical Water Technician duties.

Chris was hired on at the City as a Water Technician in January 2022. He previously worked as a water operator and sewer operator at Hayden Lake Water and Sewer District in Idaho for eleven years, and then for three years at North Kootenai Water and Sewer District as a water and sewer technician. Outside of work Chris is active in the Army National Guard as a Platoon Sergeant in logistical supply. In his free time he enjoys outdoor activities such as rock hounding and he also enjoys dabbling in lapidary work.



Congrats, Chris!

Inspecting, Cleaning and Replacing

This month, the crew focused on hydrant inspections and meter replacements. They performed housekeeping at the pump stations and well houses, conducted a punch list walk through inspection at the Frog Pond Ridge development, completed utility locates and assisted wherever necessary in preparation and response to extreme winter weather. Wastewater staff also continued cleaning sewer lines and performing CCTV inspections in Charbonneau.





SMART

SOUTH METRO AREA



REGIONAL TRANSIT

December 2022 Report

I have a real affinity for old proverbs. A proverb is defined as "a short pithy saying, stating a general truth or piece of advice." I have a belief, as false as it might be, that committing certain proverbs to memory makes me appear more intelligent. That said, one of my favorite proverbs is of African origin and reads - *"Only a fool tests the depth of water with both feet."* Who among us hasn't rushed into a situation without first understanding the consequences?

If allowed, and in closing, I would like to share my favorite holiday quote - *"You should never love the gift more than you love the gift-giver."* – Dwight Brashear

Happy Holidays!

Dwight Brashear
Transit Director



Fleet Services – **Scott Simonton** Fleet Services Manager

It has been some time since we updated Council on the performance of our Proterra battery electric buses. As we approach three years of service with these buses, the experience has been largely positive.

Between the three vehicles, we have accumulated a total of 170,000 miles, with very few problems related to the electric vehicle (EV) drive system. We have experienced a failure of one cell within a battery pack, which was replaced under warranty. One bus suffered a power inverter failure, which was also covered by the two year warranty.

Outside of these two incidents, the batteries and electric drive systems have performed well. The majority of the required repairs have been related to components having nothing

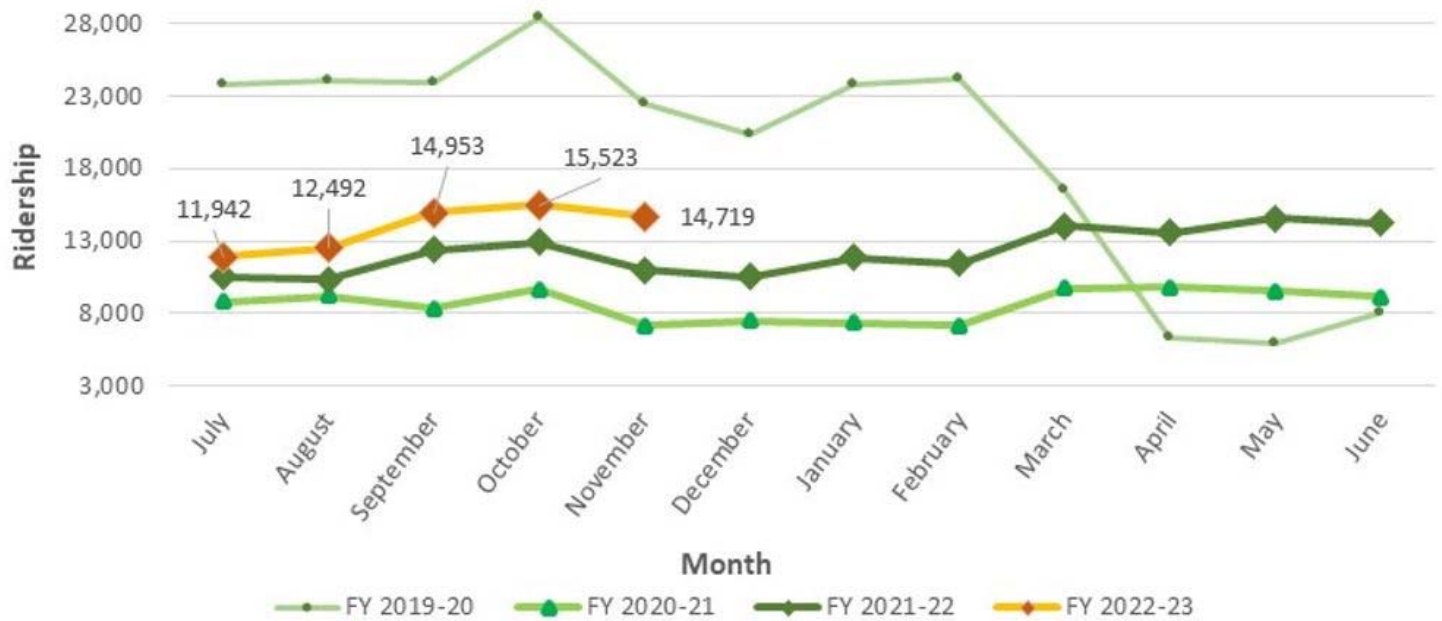
to do with the fuel source. Things like windshield wipers, doors, and accessory systems. We do experience occasional failures of the coolant pumps used to keep the battery temperature under control, but I view this as minor, as pump replacement is not expensive, and requires very little labor.

These three electric buses have allowed us to save an estimated 48,000 gallons of diesel since they were put into service in 2019.

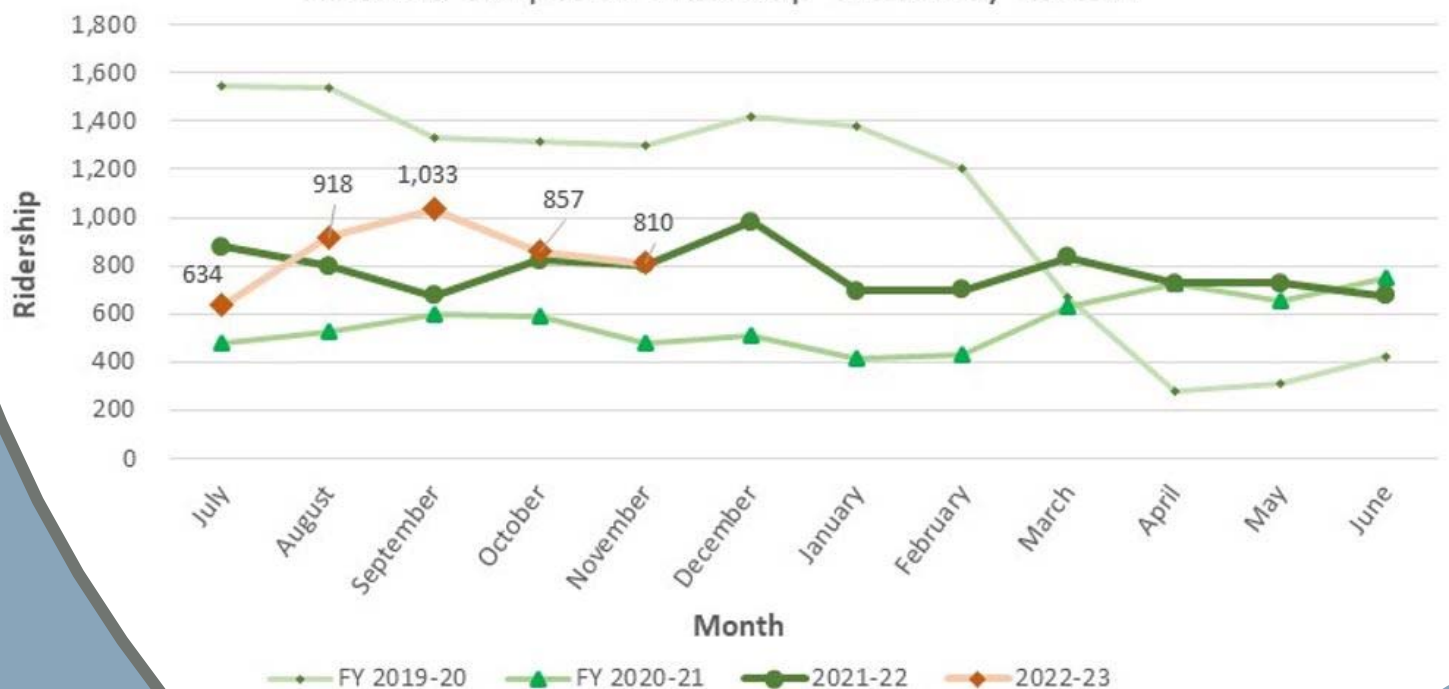


Operations - Eric Loomis Operations Manager

Fixed Route Ridership Trends by Month



Demand Response Ridership Trends by Month



Operations - Eric Loomis Operations Manager



Tis the Season to be Jolly, Healthy, and Safe!

COVID-19 isn't the only danger looming around every corner or on every surface. Flu season has been in full effect in our area and SMART continues to promote a healthy work environment for customers and employees alike.

Fleet continues to provide superior service in cleaning and sanitizing vehicles daily with drivers vigilantly keeping touch points clean throughout the day.

Space is still encouraged for

passengers when riding our buses and masks recommended for folks vulnerable to sickness.

Tis the season for inclement weather; SMART is fully prepared to continue service through inclement weather. Fleet equips buses with tire chains for icy and snow-packed roadways. Drivers prepare vehicles in advance with de-icer.

Driver alerts are sent out for any delayed services and real-time mapping can help customer's know if a bus is delayed. Our supervisors are available for emergency pick-ups for travel to warming locations and verify last trips on every route to ensure no passengers are left in the cold.

Grants & Program Manager - Kelsey Lewis

This month we participated in many meetings to coordinate our efforts with other agencies in the Portland area. SMART staff are involved in project meetings with the small transit providers of Clackamas County regarding an integrated website to make it easier to transfer between our services, as well as meetings with ODOT regarding congestion pricing, and with Metro regarding the 2023 update to the Regional Transportation Plan.

This regional coordination takes time but is worth the effort to plan for the future together.



Transportation Options - Michelle Marston Program Coordinator

For December outreach has been primarily through social media.

Recent posts are focused on keeping folks up to date on any weather induced delays or closures, a hiring campaign, and holiday service closures.

Feliz Navidad!



Transportation Options - **Patty Tiburcio** Mobility Technician

Boones Ferry Primary School has long car drop-off and pick-up lines. To encourage students and families to walk to school, SMART has partnered with Northwest Housing Alternatives (NHA) to organize Walking School Buses from Autumn Park Apartments to Boones Ferry Primary.

A Walking School Bus is a planned route to or from school, intended to make walking safer and more fun for students and families! With a little advanced planning, picking a good route, and sharing key safety messages, children get physical activity as they travel to or from school.

NHA and SMART staff led the December Walking School Buses and provided children with safety lights, a reflective keychain, a beanie, and a light snack. The Walking School Bus began at NHA's community space and follows a planned route. Students and parents were welcome to join at the beginning or at any point along the route. Children and parents practiced pedestrian safety.

SMART and NHA aim to get Boones Ferry Primary School families comfortable with walking to school and making it a part of their morning routine.



Boones Ferry Student, Anthony, participates in walking school bus

WILSONVILLE CITY COUNCIL GOALS 2021-2023 WORK PLAN



JANUARY 2023

Contents

Goal 1: Increase Mobility for all in Wilsonville	3
Strategy 1.1 Advocate at the federal, state and regional level to complete the Boone Bridge replacement..3	
Strategy 1.2 Pursue a legislative strategy to support aligning the SMART service boundaries with the City limits.	5
Strategy 1.3 Work with ODOT to incorporate the French Prairie Bridge crossing into the Boone Bridge project.....	6
Strategy 1.4 Leverage existing City funds to attract outside funding for the I-5 bike and pedestrian bridge..7	
Strategy 1.5 Implement existing transportation plans and advance planning efforts to improve our local transportation network.	8
Goal 2: Support local business recover post-pandemic.....	9
Strategy 2.1 Develop programs for business support using ARPA funds.	9
Strategy 2.2 Convene the Chamber of Commerce and Small Business Development Center (SBDC) to assess local business needs and available resources.....	10
Goal 3: Expand home ownership for lower income levels and first-time home buyers	11
Strategy 3.1 Continue implementation of the City's Equitable Strategic Housing Plan (ESHP) and explore funding options including Construction Excise Tax (CET), Vertical Housing Development Zone (VHDZ), etc.	11
Strategy 3.2 Explore examples of other programs to support home ownership for low-income residents and first-time homebuyers as part of the Frog Pond East and South Master Plan.	12
Strategy 3.3 Develop a concept plan, zoning strategy, public outreach, identify partners, pursue grant funding, and draft development agreement for a transit-oriented development (TOD) project at WES Transit Center site.....	14
Goal 4: Attract high quality industry and economic opportunity in Wilsonville	15
Strategy 4.1 Leverage the Coffee Creek Urban Renewal District with the goal of attracting new industry that pays family-wage jobs in two years.....	15
Strategy 4.2 Advance the existing strategy for recruitment and expansion of the City's industrial areas.....	18
Strategy 4.3 Develop a land aggregation strategy and conduct outreach with property owners to explore long term plans in Basalt and Coffee Creek.....	19
Strategy 4.4 Identify and convene key stakeholders for workforce development to understand challenges, gaps and opportunities to support local high-paying jobs for the Wilsonville community.....	19

Strategy 4.5 Conduct outreach to help us prioritize infrastructure investments in the industrial area to expedite private investment.....	21
Goal 5: Align infrastructure plan with sustainable financing sources	21
Strategy 5.1 Conduct a financial analysis to explore costs and revenue options to fund the City's major infrastructure projects that are currently without identifiable funding.....	21
Strategy 5.2 Update the urban renewal strategic plan.....	22
Strategy 5.3 Establish the Arts and Culture Board and fund a feasibility study for performing arts facility..	23
Goal 6: Engage the community to support emergency preparedness and resiliency	25
Strategy 6.1 Work with emergency response providers to identify gaps and enhance Wilsonville's emergency preparedness planning for all types of emergencies/ disasters.	25
Strategy 6.2 Connect the community (residents and businesses) with emergency response resources and educational materials to improve individuals' response planning.	26
Goal 7: Protect Wilsonville’s environment and increase access to sustainable lifestyle choices.....	29
Strategy 7.1 Update the City's Comprehensive Plan to include a section on the environmental impacts of the Aurora State Airport.	29
Strategy 7.2 Participate in the Aurora State Airport planning discussions to represent Wilsonville's environmental interests.	30
Strategy 7.3 Develop a Wilsonville climate action strategy in alignment with Clackamas County's planning efforts.	33
Strategy 7.4 Explore options to expand access to urban gardening and other sustainable lifestyle choices.	34
Strategy 7.5 Continue implementation of Wilsonville's existing environmental programs and practices.....	35

Goal 1: Increase Mobility for all in Wilsonville

Strategy 1.1 Advocate at the federal, state and regional level to complete the Boone Bridge replacement.

Project Description: Lobby key regional, state and federal leaders and agencies to raise awareness and for funding; communicate advancements with the community and provide council updates as needed.

Project Lead: Mark Ottenad / Bill Evans

Project Timeline:

Jan – Mar 2021:

- Acting in advance of City-sponsored legislation, the Oregon Transportation Commission reallocates \$3.7 million of 2020-23 STIF funds in March 2021 to advance next phase on engineering design for I-5 Boone Bridge and Seismic Improvement Project. Complete study to provide required NEPA analysis and projected final cost.

Apr – Jun 2021:

- Legislature names in HB 3055/SB 5006 of June 2021 the I-5 Boone Bridge and Seismic Improvement Project as a priority ODOT project on par with I-205/Abernathy Bridge, I-5/I-84 Rose Quarter and Highway 217 highway improvement projects with access to a potential \$30 million/year of bonded funding authorized over a six-year period.

FY2021-22

July – Sept 2021:

- ODOT has proposed in July 2021 for the 2024-27 STIP to advance a \$9-11 million highway modernization project that is component of the I-5 Boone Bridge Seismic Improvement Project: to build a limited-segment northbound auxiliary lane from the Wilsonville-Hubbard Cutoff Highway 551 on-ramp to the Miley Road / Charbonneau on-ramp to I-5.
- City staff meet with Congressional staff in August 2021 to discuss surface transportation issues and prospective funding for transportation infrastructure.
- Schedule ODOT staff to appear in Sept 2021 before City Council to present on transportation issues. including proposed tolling and developments south of Wilsonville.

Previous Updates:

Nov. 2021 - Compose articles for publication in The Boones Ferry Messenger updating community on various aspects of ODOT transportation improvements in South Metro I-5 Corridor.

Feb. 2022 - Compose articles for publication in The Boones Ferry Messenger updating community on various aspects of ODOT transportation improvements in South Metro I-5 Corridor. Metro advances Metropolitan Transportation Improvement Plan (MTIP) amendment to Joint Policy Advisory Committee on Transportation (JPACT) to advance I-5/Boone Bridge and Seismic Improvement Project.

April 2022 - On January 20, 2022, the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution No. 21-5215, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Amend the Funding and Add Detail to the Existing I-5 Boone Bridge Planning Project.

Mayor Fitzgerald provided testimony to the Oregon Transportation Commission and JPACT multiple times in January and February 2022.

On February 23, 2022, City staff met with ODOT staff to discuss elements of the I-5 Boone Bridge and Seismic Improvement Project, including Metro Council concerns.

On March 3, 2022, the Metro Council adopted Resolution No. 21-5215, which has the effect of providing \$200,000 to advance the NEPA study phase of the I-5 Boone Bridge and Seismic Improvement Project. Metro Councilors express concerns regarding the proposed I-5 Boone Bridge auxiliary lane as a system-wide highway capacity addition.

July 2022 - City staff worked with reporter Corey Buchanan of Portland Tribune/Wilsonville Spokesman to publicize Metro Council's advancing of the I-5 Boone Bridge and Seismic Improvement project with a June 10 article entitled, "ODOT may need to satisfy Metro concerns before new Boone Bridge is built."

Mayor Fitzgerald and staff hosted Metro District 3 Councilor Gerritt Rosenthal on a June 20 tour of Wilsonville with a focus on land-use and transportation issues, including I-5/Boone Bridge bottleneck, UGB/Urban Reserve expansion areas, and State-backed Aurora State Airport urbanization expansion in exclusive farm use (EFU) land.

October 2022 - ODOT has announced project solicitation for 15% design and National Environmental Policy Act (NEPA) analysis to be conducted in the following quarter to commence the initial phase of the project.

Quarterly Update: In Progress

January 2023 - Mayor Fitzgerald, Council President Akervall and Councilor Linville each call out as City representative in various intergovernmental forums such as Clackamas County Coordinating Committee (C4), Metropolitan Mayors Consortium (MMC) and Washington County Coordinator Committee (WCCC) the traffic congestion impacts of the I-5 Boone Bridge bottleneck and need to advance timely ODOT's proposed I-5 Boone Bridge and Seismic Improvement Project.

ODOT's current I-5/I-205 highway tolling proposal Regional Mobility Pricing Project (RMPP) identifies the I-5 Boone Bridge replacement project as a beneficiary of toll-generates revenue that provides greater potential state-match to leverage more federal funds.

This Council Goal is a multi-year endeavor that could take a decade to complete.

Strategy 1.2 Pursue a legislative strategy to support aligning the SMART service boundaries with the City limits.

Project Description: *Work with Metro, FHWA, FTA, TriMet, Counties and other parties to elevate SMART to have a seat at the JPACT table and use leverage in 2026 when the WES agreement expires.*

Project Lead: *Mark Ottenad, Dwight Brashear*

Project Timeline:

Jan – Mar 2021:

- *Successfully advance City/SMART request for SMART seat on JPACT before FHWA and FTA via Metro MPO TMA review process in Feb 2021 before the Clackamas County Coordinating Committee, seeking letter of support/endorsement.*

Apr – Jun 2021:

- *Joint Policy Advisory Committee on Transportation (JPACT) Chair writes to Clackamas County Coordinating Committee (C4) acknowledging need for better transit coordination, and intends to convene meetings in summer or fall 2021.*

FY2021-22

July – Sept 2021:

- *City/SMART follow-up with JPACT Chair and Metro staff for convening of meetings.*
- *City/SMART write letter of welcome to new TriMet General Manager (GM) and request a meeting.*

Previous Updates:

Nov. 2021 - City/SMART staff follow-up with C4 and Metro JPACT regarding proposed mediation.
City/SMART staff follow-up with TriMet on meeting request with GM.
Mayor meets with Metro Councilors to discuss various issues, including transit service boundary.

Feb. 2022 - City/SMART staff follow-up with C4 and Metro JPACT regarding proposed mediation.
City/SMART staff met with TriMet GM.

April 2022 - City staff followed up with TriMet GM after the meeting by relaying the draft term sheet presented previously in October 2021. Subsequently in February, Dwight Brashear confirmed that TriMet legal department was reviewing the draft term sheet.

July 2022 - City received an email from TriMet on May 26 indicating that the proposed Term Sheet is still under review.

Mayor Fitzgerald and staff hosted Metro District 3 Councilor Gerritt Rosenthal on a June 20 tour of Wilsonville with a focus on land-use and transportation issues, including proposed SMART seat on JPACT and TriMet/SMART service-territory boundary.

October 2022 - City Council approved submission of a 2023 legislative session concept for “SMART Service Territory Alignment with City Boundaries; Adjustment of TriMet District Boundary” to the Office of Representative Courtney Neron, HD 26, who has advanced to Legislative Counsel for drafting as a bill for potential introduction.

Quarterly Update: In Progress

January 2023 - City staff have worked with the Office of State Representative Courtney Neron (HD 26) and the Office of Legislative Counsel to draft LC 1438 for the 2023 Regular Session that “Requires the mass transit district known as TriMet to adopt ordinance to modify district boundaries to exclude specified territory. Provides that ordinance may not be referred to or by electors. Requires persons in specified territory to assess whether boundary change results in new tax liability.”

The draft legislation advances the City Council’s 2023 Legislative Concept Request to advance a TriMet District boundary modification that advances City Council goal for SMART-service and transit tax-collection territory to include all of Wilsonville. Simultaneously, City and TriMet are engaged in discussions to resolve issue without legislative recourse.

This Council Goal continues potentially through the 2023 state legislative session until June 2023.

Strategy 1.3 Work with ODOT to incorporate the French Prairie Bridge crossing into the Boone Bridge project.

Project Description: *Work with ODOT to confirm the French Prairie Bridge as the alternative transportation facility for the I-5 Boone Bridge and Seismic Improvement Project and in the Regional Mobility Pricing Project / Comprehensive Congestion Management and Mobility Plan.*

Project Lead: *Mark Ottenad, Zach Weigel*

Project Timeline:

Jan – Mar 2021:

- *The City submitted letters in March 2021 to Oregon Transportation Committee and Legislature advocating for named inclusion of the French Prairie Bridge.*

Apr – Jun 2021

- *The City submitted letters in May 2021 to Legislative leadership advocating for named inclusion of the French Prairie Bridge.*

FY2021-22

Jul – Sept 2021

- *Schedule ODOT staff to appear in Sept 2021 before City Council to present on transportation issues, including status of I-5 Boone Bridge project and status of French Prairie Bridge as potential alternative transportation facility.*

Previous Updates:

Nov. 2021- ODOT presented an update on the Boone Bridge project to City Council in September.

Feb. 2022 – No Update.

April 2022 - On February 23, 2022, City staff met with ODOT staff to discuss elements of the I-5 Boone Bridge and Seismic Improvement Project, including the proposed French Prairie Bridge bike/ped

alternative transportation facility. ODOT staff appear increasingly amenable to advancing concept of French Prairie Bridge as the I-5 Boone Bridge bike/ped alternative transportation facility.

July 2022 - Mayor Fitzgerald and staff hosted Metro District 3 Councilor Gerritt Rosenthal on a June 20 tour of Wilsonville with a focus on land-use and transportation issues, including French Prairie 'Bike-Ped-Emergency' Bridge as vital bike/ped crossing of Willamette River in lieu of using I-5 that would connect Portland Metro Ice Age Tonquin Trail with the Willamette Valley Scenic Bike Route via Champoege State Heritage Area.

October 2022 – No Update.

Quarterly Update: In Progress

January 2023 - ODOT has indicated that the proposed French Prairie Bridge is being considered as the alternative-transportation facility of the proposed I-5 Boone Bridge and Seismic Improvement Project, and it is listed a potential project for ODOT's current I-5/I-205 highway tolling proposal Regional Mobility Pricing Project (RMPP).

This Council Goal is a multi-year endeavor that could take several years to complete.

Strategy 1.4 Leverage existing City funds to attract outside funding for the I-5 bike and pedestrian bridge.

Project Description: *Work with Metro, ODOT, Counties, Congressional staff and other interested parties to seek complementary funds without overhead that advance project.*

Project Lead: *Mark Ottenad, Zach Weigel*

Project Timeline:

FY2021-22

July - Sept 2021:

- Bring pedestrian walkway and plaza designs for August 2021 City Council meeting.*

Oct – Dec 2021:

- Design should be complete in November 2021*

Previous Updates:

Nov. 2021 - Design team presented 60% design to Planning Commission and City Council for feedback in August. Design team is continuing with 90% design, incorporating feedback received to date.

Feb. 2022 - 90% design drawings were submitted in December. Design team is currently reviewing 90% construction drawings and specifications. Metro Intergovernmental Agreement requirements for funding design of the project have been satisfied. Staff continue to assess construction funding opportunities for the project.

April 2022 - 90% design is complete and the project is “construction ready”. Staff continues to set aside Transportation System Development Charges as part of the annual CIP budget to accumulate funds for construction. The unfunded portion of the project is included in the Town Center Infrastructure Funding Plan and Urban Renewal Analysis that is currently underway. Staff continue to assess other available construction funding opportunities for the project.

Revised August 2022- 90% design is complete and the project is “construction ready”. Staff continues to set aside Transportation System Development Charges as part of the annual CIP budget to accumulate funds for construction. The unfunded portion of the project is included in the Town Center Infrastructure Funding Plan and Urban Renewal Analysis that is currently underway. Staff continue to assess other available construction funding opportunities for the project.

October 2022 – No Update.

Quarterly Update: In Progress

January 2023 – ODOT has indicated that the proposed I-5 Bike-Ped Bridge is being considered as an alternative-transportation facility listed a potential project for ODOT’s current I-5/I-205 highway tolling proposal Regional Mobility Pricing Project (RMPP).

This Council Goal is a multi-year endeavor that could take several years to complete.

Strategy 1.5 Implement existing transportation plans and advance planning efforts to improve our local transportation network.

Project Description:

Project Lead: TBD

Project Timeline:

Quarterly Update:

Goal 2: Support local business recover post-pandemic

Strategy 2.1 Develop programs for business support using ARPA funds.

Project Description: *Identify programs to support business.*

Project Lead: *Chris Neamtzu/ Bryan Cosgrove*

Project Timeline:

Immediate work (business needs), to be complete by the end of 2021.

Work with Chamber of Commerce for Outreach.

Previous Updates:

Nov. 2021- The Executive Team has been engaged in a brainstorming exercise to come up with various project ideas and evaluation criteria. The City Manager and Finance Director are initiating a conversation with the City Council regarding project ideas for eligible expenditures using ARPA funds at the September 20, 2021 City Council meeting.

Feb. 2022 – City Council agreed to add resources for the new Economic Development Manager after he does an analysis of what might be needed for additional business support.

April 2022 - At this time, Staff has not identified a need for ARPA funds to support economic development through small business assistance, grants, or otherwise, and is awaiting further direction from Council on the issue. Another round of small business grants does not appear to be necessary, nor a responsible use of funds.

Possible areas of focus, eligible under ARPA final rules, peripherally related to economic development, include physical infrastructure development, childcare, and affordable housing, and workforce development.

July 2022 – No Update.

October 2022 – No Update.

Quarterly Update: On Hold

No Update. See update 2.2 below, regarding the Business Recovery Center.

Strategy 2.2 Convene the Chamber of Commerce and Small Business Development Center (SBDC) to assess local business needs and available resources.

Project Description: *See Strategy 2.1 above.*

Project Lead: *Chris Neamtzu/ Matt Lorenzen*

Project Timeline:

Immediate work (business needs), to be complete by the end of 2021.

Work with Chamber of Commerce for Outreach.

Quarterly Update: In Progress

Feb. 2022 - New Economic Development Manager (EDM), Matt Lorenzen, has held initial meeting with Chamber CEO and has established relationship with Clackamas SBDC Director, Rob Campbell. If additional small business support is desired by Council, beyond a potential ARPA-funded project (see Strategy 2.1), EDM will execute, as desired.

Until such time, EDM is coordinating with Sherwood, Tigard, and Forest Grove to hold bimonthly (every other month) small business webinars/workshops (<https://bit.ly/sml-biz-wbnr>). EDM is working to establish a newsletter to Wilsonville business community to elevate and promote these webinars. In the interim, City communication channels will be utilized—website, social media, etc.

April 2022 - EDM has launched a small-business newsletter that aims to deliver relevant economic data and news as well as free or inexpensive training opportunities for small business operators.

We continue our partnership with other Westside small cities to organize and hold bimonthly small business webinars/workshops. The intent is to continue this webinar/workshop series indefinitely, as long as it remains relevant and well-received by attendees.

At this time EDM has not engaged the Chamber directly in order to assess local business needs.

July 2022 - No Update. The newsletter and small business workshops/webinars with partner cities continue.

October 2022 - The small business newsletter continues. This month's edition will feature a registration link for a small business webinar, organized by Wilsonville EDM (co-hosted by other Washington County cities). The topic is Business Transitions and will feature speakers from the Clackamas Small Business Development Center who will talk to business owners about how to plan for such events as a sale to a third-party, management buy-out, or succession to family/next generation. In addition to the ec-dev newsletter, the Chamber of Commerce will be invited to promote the webinar to its membership and share the registration link on their website and on their communication channels.

Quarterly Update: In Progress

January 2023 - The Local Business Newsletter and small business workshops/webinars with partner cities continues. Staff is working with partner cities to develop 2023 topics and schedule.

Chamber of Commerce has launched the “[Oregon Business Recovery Center](#)” (BRC) serving small businesses in Wilsonville, Keizer, Sherwood, and Newberg areas. This program is ARPA-funded and comes specifically from funding allocated through and for former-Senator Thatcher’s district. The chief objective of the BRC is to disburse relief grants in 2023 to business that can demonstrate pandemic losses that have not already been compensated by other relief programs. EDM has met with Wilsonville Chamber representatives and will help promote the BRC and specifically grant opportunities through the economic development newsletter.

Goal 3: Expand home ownership for lower income levels and first-time home buyers

Strategy 3.1 Continue implementation of the City's Equitable Strategic Housing Plan (ESHP) and explore funding options including Construction Excise Tax (CET), Vertical Housing Development Zone (VHDZ), etc.

Project Description: This project explores implementation of several EHSP actions and recommendations, including those on the Actions Requiring Further Exploration list. This includes work already underway to implement Vertical Housing Development Zones (VHDZ) as a means to incentivize mixed-use development in Villebois Village Center and Town Center (part of Action 1D). The City has contracted with ECONorthwest to assist with this work. Additional work on EHSP implementation will require City Council direction to determine if the City desires to implement CET to serve as a funding source for future activities in support of affordable housing, as well as which aspects of Action 1E (Facilitate Connections to Partners and Housing Resources through City Liaison) are of highest priority to Council. Direction on these items will allow for future implementation of items on the Actions Requiring Further Exploration list.

Project Lead: Kim Rybold

Project Timeline: Current project scope with ECONorthwest for VHDZ implementation
Q4 2021 – Discuss commercial criteria and Town Center boundary options with City Council
Q1 2022 – VHDZ adoption

Other activities

Q4 2021 – Council work session to gather input and direction on CET, ESHP Action 1E, and other items from the EHSP Actions Requiring Further Exploration list
2022 – Work to implement additional EHSP actions. Exact timing will depend on Council prioritization of EHSP Actions and funding opportunities.

Previous Updates:

Nov. 2021 - In August, the project team presented a memo to City Council to respond to questions and suggestions raised during a work session in May about potential VHDZ implementation in vertical, mixed-use areas of the City. Based on Council direction to examine criteria options for how to define eligible non-residential spaces as well as possible boundaries in Town Center, the project team conducted additional research and analysis on these topics during September in preparation for an upcoming Council work session in November.

Feb. 2022- The project team shared site design alternatives with City Council in November and gathered feedback on preferred options and possible development incentives. Based on this input, the team began drafting the RFQ with anticipated release in late Q1 2022.

April 2022- In February, the project team presented draft local criteria related to the definition and design of eligible non-residential spaces to City Council for confirmation that the criteria should be included in the City's VHDZ program. Based on Council's confirmation of the criteria, the project team began the process to adopt a VHDZ program, including notifying affected taxing districts of the proposed program and evaluation of potential displacement impacts as required by state statute. Adoption of a VHDZ program is scheduled for consideration by City Council on May 2.

July 2022 - In April, the project team finalized the evaluation of potential displacement impacts as required by state statute and prepared a resolution for adoption of the VHDZ program, including local criteria, in portions of Villebois Village Center and Town Center. On May 2, City Council approved Resolution No. 2971 adopting the VHDZ Program. Staff began producing program materials, including application forms and marketing materials, which will be available in early summer.

October 2022 - This summer, staff finalized application materials for the City's VHDZ program, and began work to explore CET as a funding source for affordable housing initiatives. In July, staff held a work session with City Council to present background information on how CET could be used by the City. At Council's direction, staff held a second work session in September to present the findings of how CET is used in other local jurisdictions, along with information on how CET can affect overall development costs and project feasibility.

Quarterly Update: In Progress

January 2023 - In December, planning and economic development staff met with Councilor-elects Dunwell and Berry to brief them on the City's past and ongoing work around Housing Affordability, including the 2020 Equitable Housing Strategic Plan and exploration of a Construction Excise Tax (CET) to support the development and conservation of Affordable Housing. Staff anticipates further discussion with City Council on CET in early 2023.

Strategy 3.2 Explore examples of other programs to support home ownership for low-income residents and first-time homebuyers as part of the Frog Pond East and South Master Plan.

Project Description: *The Frog Pond East and South Master Plan scope includes exploring affordable housing opportunities. This includes, per Council direction, a particular look at affordable home*

ownership opportunities.

Project Lead: *Miranda Bateschell/ Dan Pauly*

Project Timeline: *Frog Pond East and South planning must be complete by December 2022.*

Previous Update:

Nov. 2021 - The Frog Pond East and South Master Plan project is under way, including the component dealing with affordable housing and home ownership. EcoNW is the main consultant on this portion of the project. Council will hear more about the housing component of the project in a January work session.

Feb. 2022 – No Update.

April 2022- The Frog Pond East and South project team has completed and shared with City Council an Affordable Housing Analysis that discussed feasibility of programs to support affordable home ownership in the specific context of Frog Pond East and South. Efforts continue to do outreach around housing to learn more about potential solutions and programs. One recommendation to date is to adopt policies that allow a wide variety of housing in Frog Pond East and South to provide flexibility for different programs over the 10-15 year build out of Frog Pond East and South.

July 2022 - The Frog Pond East and South project team had a busy Spring with many outreach efforts around housing to learn more about potential solutions and programs regarding affordable home ownership. They held a community workshop, a number of focus groups, and conducted an online survey. The team also prepared land use and urban design alternatives to be discussed in June Planning Commission and City Council Work Sessions. The design alternatives allows for a wide variety of housing in Frog Pond East and South. In the coming months the project team will continue to work with the public, Planning Commission, and City Council, to develop a plan and policies for Frog Pond East and South that enable the type of development that can be supported by home ownership programs.

October 2022 - The Frog Pond East and South Master Plan is coming together after public engagement and many Planning Commission and City Council work sessions. The Council is scheduled to adopt it by the end of the year. The draft Master Plan has policies to support a variety of housing that has potential to provide market-rate home ownership opportunities at a price lower than other recent development. In addition, the Master Plan has policies to avoid regulatory barriers to programs the City may develop for subsidized affordable housing during the life of the Master Plan.

Quarterly Update: In Progress

January 2023 - With Ordinance No. 870, City Council adopted the Frog Pond East and South Master Plan. The Master Plan has policies to support a variety of housing that has potential to provide market-rate home ownership opportunities at a price lower than other recent development. In addition, the Master Plan has policies to avoid regulatory barriers to programs the City may develop for subsidized affordable housing during the life of the Master Plan. These housing affordability and ownership policies will continue to be front and center during implementation steps over the coming months related to infrastructure funding and development standards.

Strategy 3.3 Develop a concept plan, zoning strategy, public outreach, identify partners, pursue grant funding, and draft development agreement for a transit-oriented development (TOD) project at WES Transit Center site.

Project Description: *This project explores implementation of Equitable Housing Strategic Plan Action 1A to evaluate options for transit-oriented development at the Wilsonville Transit Center. The first phase of this project will conduct a development opportunity study to establish the City's vision for development on this site and identify preferred site design alternatives and funding sources. The City has contracted with Leland Consulting Group to assist with this work. Based on this information, the City and Leland will prepare a developer solicitation (RFQ and RFP). The second phase of this project will occur once a developer is selected and will include a development agreement, project funding, and land use approvals.*

Project Lead: *Kim Rybold/Dwight Brashear*

Project Timeline: *Current project scope with Leland Consulting Group*

Q3 2021 – Goals and Vision discussion with Council

Q4 2021 – Site Design Alternatives and Funding Strategy

Q1 2022 – Release RFQ/RFP for Developer Solicitation

Q2 2022 – Developer Selection

Additional work outside of the current scope (but within the July 2021-April 2023 timeframe) potentially includes development agreement, project funding, and land use approvals. Exact timing of these items will depend on the selected developer and funding opportunity application deadlines.

Previous Updates:

Nov. 2021- During July, the project team began an assessment of opportunities and constraints on the TOD project site, which was shared with City Council at a work session in September. The project team gathered Council's input on vision, goals, and priorities for future development on the site, which the team will use as a basis to develop site design alternatives that illustrate options for development on this site. The project team will present these site design alternatives to City Council in November.

Feb. 2022 - The project team shared site design alternatives with City Council in November and gathered feedback on preferred options and possible development incentives. Based on this input, the team began drafting the RFQ with anticipated release in late Q1 2022.

April 2022- On March 18, the project team released a request for qualifications (RFQ) to solicit statements of qualifications (SOQs) from interested development teams for the TOD project. On March 31, the project team hosted a TOD site tour for potential developers, social service agencies, and nonprofit organizations, which was well-attended. The published due date for SOQs is April 26, after which the City will select a short list of development teams to respond to a Request for Proposals (RFP), anticipated later this spring.

July 2022 - This Spring, the City received and reviewed submitted Statements of Qualifications (SOQ) from interested project developers based on the Request for Qualifications (RFQ) document released in March. During June, the City released a Request for Proposals (RFP) to three development teams who will provide more detailed proposals for development at the TOD site, including project design, a development program, pro forma information, and anticipated funding sources. Responses to the RFP are due to the City on July 1.

October 2022 - In July, the City's project team reviewed RFP responses from three interested development teams and held interviews with all three teams to learn more about each team's approach to the project site. The project team continues to evaluate the development teams with the assistance of the City Manager who will aid the Review Team in arriving at a recommendation for a preferred development partner.

Quarterly Update: In Progress

January 2023 - The Equitable Housing Strategic Plan identifies exploration of Transit-Oriented Development (TOD) at the Wilsonville Transit Center as a near-term implementation action. At its December 19 meeting, City Council selected Palindrome as the preferred development partner for the TOD project. Throughout the coming months, the City will work with Palindrome to refine development plans for the site and project timing.

Goal 4: Attract high quality industry and economic opportunity in Wilsonville

Strategy 4.1 Leverage the Coffee Creek Urban Renewal District with the goal of attracting new industry that pays family-wage jobs in two years.

Project Description: Attract industry with family-wage jobs to Coffee Creek Urban Renewal District.

Project Lead: Chris Neamtzu/ Matt Lorenzen

Project Timeline:

Once the Economic Development Manager position is filled, tasks will include:

- Coffee Creek marketing brochure update will include the new road project (infrastructure, zoning regulations and future projects)
- Investigate creation of a GIS Story Map to assist with marketing this project.
- Share info with City Council when appropriate
- Share info with Economic Development groups such as Greater Portland Inc., Small Cities Consortium, brokers and industrial developers.

- *Identify and investigate tools to assist with land aggregation strategies (i.e. horizontal development agreement)*

Previous Updates:

Nov. 2021 - The Economic Development Manager recruitment is underway.

Feb. 2022- Matt Lorenzen started on December 28, 2021 as the city's new Economic Development Manager (EDM). EDM is working on marketing collateral concepts, which will be developed into digital and print product, including a brochure and GIS Story Map. EDM is establishing relationships with partners including GPI, brokers, and developers in order to assess and access the marketplace. EDM is researching best practices regarding Horizontal Development Agreements, with the aim of initially meeting with property owners individually, and then convening property owners as a group with a basic deal structure/proposal later in 2022.

Pannatoni Development Company is currently constructing a new 110,366 SF industrial warehouse along SW Clutter Road in the Coffee Creek Industrial Area called the Coffee Creek Logistics Center. This is the first significant investment in the Coffee Creek Urban Renewal Area. The building is planned to have two tenants, and will be comprised of warehouse, distribution and manufacturing uses. Building occupancy will be in spring 2022.

Mildren Design Group has submitted an application for an existing Wilsonville business, Precision Countertops, for a new 84,000 SF showroom, office, warehouse and fabrication space along the east side of Garden Acres Road.

Along the west side of Garden Acres Road, Black Creek Group of Newport Beach, CA is proposing development of a 148,000 SF flex warehouse. This project is scheduled to go to the DRB in early 2022.

April 2022 – After preliminary research and discussion with local brokers, Economic Development Manager (EDM) is skeptical that a so-called Horizontal Development Agreement is the answer. Further investment in critical infrastructure remains priority #1, but the obstacle of disparate land ownership cannot be overstated. The URTF will need to make recommendations aimed at overcoming this obstacle.

Panattoni Development Company building will have two tenants: A-dec, a dental office furniture equipment manufacturer, and Owens and Minor, a local medical supply company. Building occupancy will be in spring 2022.

Mildren Design Group has withdrawn their application for Precision Countertops so that additional work can be done value engineering the project. This project is anticipated to be re-submitted as an administrative review, the first land use application to propose to use the expedited path under the Form Based Code.

Black Creek Group's proposed project, along the west side of Garden Acres Road, is scheduled to go to the DRB and City Council for land use review in May of 2022. The project team anticipates initiating construction over the summer and into 2023.

July 2022 - Black Creek Group passed Design Review and has submitted for Building permits. They propose a speculative 148,000 sf warehouse/distribution facility at the north end of Garden Acres Rd.,

on the west side of the street. The site is just over 8 acres. Proposed tenants are unknown at this time.

New development in the urban renewal area (URA) (Panattoni and Black Creek Group) will be a boon to the tax increment the URA collects annually, and allow the city to initiate more of the infrastructure projects included in the Coffee Creek urban renewal plan.

October 2022 - The Urban Renewal Task Force has completed its work and EDM presented the product of their work, the draft Urban Renewal Strategic Plan, to Council on October 17, 2022 for consideration. The draft plan contains recommendations for Coffee Creek, including the addition of Ridder Road improvements to the list of projects under the Coffee Creek UR plan.

Black Creek Group has been acquired by publicly traded, Ares Management. Branding and advertising for the “Grahams Ferry Industrial Center” bear the new name. Construction has begun and EDM is working with Ares’ brokers (CBRE) to market the spec property. EDM has added the site to Oregon Prospector, the state’s site selection/property locator tool, managed by Business Oregon.

Mildren Design Group has resubmitted their development proposal on behalf of Precision Countertops. Associate Planner, Cindy Luxhoj, has reviewed the application materials and issued an “incomplete” notice to the applicant. The City is awaiting a resubmittal.

Quarterly Update: In Progress

January 2023 - Economic Development Manager (EDM) presented the draft Urban Renewal Strategic Plan (URSP) to Council on October 17, 2022 during work session and sought comments and recommendations for revision. On November 21, 2022, the Council adopted the URSP, setting the agenda for urban renewal activities into the future. Recommendations in the URSP include the addition of Ridder Road improvements and land acquisition and aggregation activities to the Coffee Creek Urban Renewal Plan.

Tax-increment revenue in Coffee Creek will receive a significant “bump” in the coming year as a result of new development in the Coffee Creek plan area. This will enable the initiation of new infrastructure projects to invite and support new business development opportunities.

The Grahams Ferry Industrial Center project tilted pre-formed concrete walls in December 2022. EDM continues to coordinate with listing brokers on tenanting.

Another warehouse/office building is in the review cue with the Planning Division. Planning issued a Letter of Completeness for the Precision Countertops project on December 14, 2022. The Letter includes a list of compliance items, which the applicant will need to address before a hearing before the Development Review Board will be scheduled.

Strategy 4.2 Advance the existing strategy for recruitment and expansion of the City's industrial areas.

Project Description: *Develop a white paper for the existing strategy (i.e. no commercial uses in industrial zones, clean industry, story over time, etc.)*

Project Lead: *Chris Neamtzu (Mark Ottenad & Leo Consulting to assist)*

Project Timeline: *In writing and in presentation format, tell the story of Wilsonville's historic and successful industrial lands strategy. Research issues, summarize history, develop a white paper and create a presentation to share with City Council and the community. This is anticipated to be a living document that is updated as time goes on and circumstances change.*

Previous Updates:

Feb. 2022- Staff have begun to assemble materials that will be the outline for the white paper and presentation, and are pulling information to assist with telling the historic story of industrial land development in Wilsonville. Early summer 2022 is tentatively targeted for the Council work session and public presentation on this topic.

April 2022 - Staff have begun to assemble materials that will be the outline for the presentation, and are pulling information to assist with telling the historic story of industrial land development in Wilsonville. Summer 2022 is targeted for the Council work session and public presentation on this topic.

July 2022 - The 120,000 sf, 2-story "Peyton Business Center" has been vacated by the State of Oregon and is now on market, for lease. Staff is working collaboratively with the brokers representing the building in order to generate and qualify leads. The space is best suited for office use and/or research and development activities. Ceilings have a maximum height of 12 feet and as such the facility is not conducive to many manufacturing operations.

Additionally, staff has begun some early work with more of an out-bound marketing focus. A print collateral piece has been developed and staff will soon launch an e-newsletter that will be distributed to several hundred regional brokers, site selectors, and developers, with a goal of "raising the Wilsonville flag" and generating continual interest in the development of Coffee Creek and other infill opportunities. Staff has also been in contact with public relations staff at Oregon Bio, the state trade association for the bioscience industry, and proposed a meeting to discuss how Wilsonville can partner and use their platform to attract other bioscience companies to complement Twist.

October 2022 - Peyton Business Center remains vacant and may take some time to attract a new user. Brokers hosted an open house at the 120,000 sf facility in September. EDM attended and continues to coordinate with the brokers. EDM has also added this property to Oregon Prospector and shared with Greater Portland Inc. and Business Oregon.

EDM launched the Broker/Developer Newsletter—the Wilsonville Development Update—in August. Two editions have been sent. The first edition was more of a welcome message, while the second featured information about the WIN Program and Twist Bioscience. The newsletter is being sent to

450 subscribers—roughly 350 brokers and 100 employees of leading development companies in the Pacific Northwest.

Quarterly Update: In Progress

January 2023 - EDM is coordinating with an organizing committee associated with the Greater Portland, Inc. Board of Directors, to bring a “Best Practices Tour” of industrial development to Wilsonville in mid-February 2023. The event will highlight South/Southwest Metro area employment lands—current and prospective (e.g. Coffee Creek and Basalt Creek, respectively). Attendees will include a broad representation from the public, private, and nonprofit sectors. Venue will give staff a chance to share some of the unique elements of Wilsonville’s approach to industrial development.

Strategy 4.3 Develop a land aggregation strategy and conduct outreach with property owners to explore long term plans in Basalt and Coffee Creek.

Project Description: *Part of Strategy 4.1 above.*

Strategy 4.4 Identify and convene key stakeholders for workforce development to understand challenges, gaps and opportunities to support local high-paying jobs for the Wilsonville community.

Project Description: *Coordinate businesses outreach to gain a better understanding of specific business workforce needs; organize meetings between businesses and workforce development and educational partners.*

Project Lead: *Mark Ottenad, Matt Lorenzen*

Project Timeline: *With new, revamped economic-development program and staff, commence implementation in FY22-23.*

Previous Updates:

Project started April 2022- City Public Affairs and Economic Development staff have attended workforce-oriented meetings of the Clackamas Workforce Partnership (CWP) and Washington County Economic Development Dept. Councilor Linville speaking with CWP regarding prospective participation as ex-officio on the CWP Board. Councilor Akervall has attended CWP and Washington County meetings focused on childcare-related issues as they affect workforce availability for employers.

July 2022- On April 18, Mayor Fitzgerald appointed Councilor Linville as the City Council's representative to the board of Clackamas Workforce Partnership (CWP), serving in an ex-officio capacity.

On June 15, the City hosted along with Clackamas Community College the "2022 Wilsonville Business Summit" at the College's Wilsonville campus. Mayor Fitzgerald and CCC President Tim Cook welcomed business managers and discussed workforce issues that employers are facing today, including a shortage of skilled labor and rising costs.

October 2022- Staff from the City and from Clackamas Community College (CCC) convened approximately 50 representatives from local industry as well as public- and nonprofit-agency partners from workforce development agencies at the CCC Wilsonville Campus, to discuss challenges and opportunities facing employers as they endeavor to hire and retain employees in a highly competitive and dynamic labor market. Several ongoing partnerships have emerged as a result of the meeting. City staff has an upcoming meeting scheduled with CTE (Career & Technical Education) staff and administration at Wilsonville High School.

Separately, staff has been working with Clackamas Workforce Partnership (CWP) to better understand how the issue of childcare is impacting local employers and workforce participation among Wilsonville residents and employees who work here. Two surveys for residents and employees were administered and a memo, with survey findings, has been prepared for presentation to Council for their consideration in November.

Quarterly Update: In Progress

January 2023 - On November 21, 2022 EDM attended a "Partner Luncheon" hosted by the West Linn-Wilsonville School District (WLWV) at Wilsonville High School. The purpose of the event was to create connections between school faculty—particularly Career and Technical Education (CTE)—and industry leaders and initiate a two-way dialogue. At the event the WLWV CTE Coordinator presented the district's existing programs and then invited table-conversation regarding skills gaps, and ideas for public-private collaboration.

EDM will continue working with Oregon Tech, Clackamas Community College and WLWV to foster better dialogue and partnerships with industry in 2023, building off the Summer 2022 Summit hosted by CCC, and the aforementioned Partner Luncheon.

Staff presented on the topic of Childcare as a workforce and economic issue at the December 19, 2022 City Council meeting. City Council meeting highlighted issues, but indicated that the issue was greater than City and includes the state. This Council Goal is nearing completion, with the opportunities portion still to be examined in greater detail.

Strategy 4.5 Conduct outreach to help us prioritize infrastructure investments in the industrial area to expedite private investment.

Project Description: Part of 4.1 – See above

Goal 5: Align infrastructure plan with sustainable financing sources

Strategy 5.1 Conduct a financial analysis to explore costs and revenue options to fund the City's major infrastructure projects that are currently without identifiable funding.

Project Description: Staff to gather information and work with a consultant to identify revenue options, available funds, help council prioritize projects and identify funding plan for the next 5 – 10 years.

Project Lead: Kris Ammerman, Keith Katko, Delora Kerber, Jeanna Troha

Project Timeline:

Part 1- Staff to gather information (all projects, all project costs, saved revenue or known revenue sources/ options) and compile by the end of Dec. 2021.

Part 2 – Staff to meet with a consultant to discuss a scope of work (SOW – identify revenue options and funds available, help council prioritize projects and identify funding plan for the next 5 – 10 years)

Part 3 – RFP for the scope of work.

Part 4 – Select a consultant to perform the analysis and help the council to prioritize/ identify funding sources.

Previous Update:

Nov. 2021 - Staff has gathered a list of projects. Staff will work with the consultant to finalize the scope of work

Feb. 2022 - Financial analysis to explore costs of the City's major infrastructure projects is complete. Prioritization, rankings, and potential funding strategies are continuing to be examined before recommendations are presented to City Council. The City continues to work with FCS Group.

April 2022- No update.

July 2022- No update.

October 2022 - Staff has compiled a list of unfunded infrastructure and facility projects. The list is being reviewed internally by appropriate staff to update cost estimates and for prioritization. Staff will present the project list to Council in November/December 2022. The presentation will include recommendations on available and likely funding sources, and project prioritization based on existing city master plans and previous Parks Bond Task Force input. Many of the projects are related to parks development and facility improvements for the Community Center, Library, Police Station and Kiva building, which will likely require a combination of General Obligation bonds and General Fund support for completion.

Quarterly Update: Complete

January 2023 – Ready for City Council Review.

Strategy 5.2 Update the urban renewal strategic plan.

Project Description: *Team meetings to be set with City’s urban renewal consultants to move forward investigation of potential geographies where a new Urban Renewal Area could be established. Begin with a clear plan for the sunset of current urban renewal areas (West Side and Year 2000) and look at new URA opportunities for Town Center.*

Project Lead: *Chris Neamtzu/ Keith Katko/ Bryan Cosgrove (Principal)*

Project Timeline: *Expedite - meeting to be set with Elaine Howard and Tiberius Solutions to move forward. The scope will be used to update the timeline.*

Start with sunset of the current area and look at new Urban Renewal Area (URA) for Town Center Project with new Economic Development Manager.

Previous Updates:

Nov. 2021 - A scope of work has been created by the consultant team to update the 2014 Urban Renewal Strategic Plan. The Economic Development Director position has been on the street since the middle of September, 2021. Once the new Economic Development Manager is hired, the new staff person will initiate the process with one of the first steps being to reconstitute the Urban Renewal Advisory Committee.

Feb. 2022 – The Economic Development Manager is working to reconvene the Urban Renewal Task Force (TF), which was active during the development of the Wilsonville Investment Now (WIN) program. Members of the TF include residents, industry/employers, brokers/developers, business advocacy groups, and the affected taxing districts.

Scope of work for a consultant contract has been finalized. Staff is working with Legal to amend an existing consultant contract to include the strategic plan scope of work. First meeting with TF, staff, and consultant penciled for the week of February 14, 2022.

April 2022 -

On March 2, 2022 Economic Development staff and consultants conducted Urban Renewal Task Force (URTF) meeting #1. Council President Akervall is the Chair of the URTF.

The 2nd Task Force meeting was conducted on April 7, where the Task Force went over the Wilsonville Investment Now (WIN) Zone program as well as the Coffee Creek URA.

The 3rd meeting is planned for late May, where discussions will continue on evaluating existing plan areas, a look at the use of UR for affordable housing projects and a look forward at other possible areas where this tool could be used to incent investment. It is anticipated that there will be 5-6 total meetings. Council will review and approve the final plan in Q4 2022.

July 2022 - The Task Force (TF) met in May and no meeting was held in June, due to scheduling difficulties. The next meeting will be July 13.

At the May meeting, the TF was briefed by Senior Planner, Kimberly Rybold, on the Town Center plan and the critical role urban renewal could play in bridging the funding gap that exists for planned infrastructure prescribed by the Town Center plan. The group was supportive of the idea of forming a new UR area in the Town Center area at such time the city is in a position to do so.

The July meeting will focus on how urban renewal can be used as a tool for Affordable Housing development.

August's meeting will focus on Basalt Creek as an urban renewal candidate area, and the balance of the meeting will be spent summarizing the thoughts and recommendations of the TF regarding all the topics and areas discussed since the reconvening of the TF in March '22. A September summary meeting will be scheduled to review the final recommendations and report of the TF, and to celebrate the accomplishment!

Staff intends to present the recommendations of the TF and a final report to Council in Q4 2022.

October 2022 - The Urban Renewal Task Force held its final meeting in September and approved a draft Strategic Plan, which was presented for Council consideration during work session on October 17. Final adoption is targeted for November 2022.

Quarterly Update: *Complete*

January 2023 – Adopted by the City Council and Urban Renewal Agency on November 21, 2022.

Strategy 5.3 Establish the Arts and Culture Board and fund a feasibility study for performing arts facility.

Project Description: *Develop implementation plan and retain consultant to work on forming the Arts and Culture Commission; after establishing and seating the commission, work to prioritize ACHS Recommendations that develop a five-year action plan with annual one-year implantation plan to be*

presented to the council including funding a feasibility study for a performing arts facility.

Project Lead: *Mark Ottenad/ Kris Ammerman*

Project Timeline:

FY2021-22

July – Sep 2021

- *Develop multi-departmental Implementation Plan for the Formation of an Arts and Culture Commission and scope of work for PSA to retain consultant to advance plan.*
- *Consultant undertakes research on specific issues to be resolved for the commission's formation, including conducting community meeting, to help shape recommendations.*

Oct – Dec 2021

- *Public feedback and City Council direction sought for recommendations of key components of Arts and Culture Commission; resolution of formation brought to City Council.*

Jan – Mar 2022

- *Advertise openings on Arts and Culture Commission; arrange interviews.*

Apr – Jun 2022

- *City Council confirms appointment of Arts and Culture Commission.*
- *Initial meetings of Arts and Culture Commission to develop priority recommendations for City Council consideration, including funding feasibility study for a performing arts facility.*

Previous Updates:

Nov. 2021 - Develop multi-departmental Implementation Plan for the Formation of an Arts and Culture Commission and scope of work for PSA to retain consultant to advance plan.

Conduct meeting with local-area arts and culture supporters to present on ACHS and Implementation Plan for forming an Arts and Culture Commission.

Consultant undertakes research on specific issues to be resolved for the commission's formation, including conducting community meeting, to help shape recommendations.

Feb. 2022 - Consultant and staff developed an initial proposal for consideration by management of structural components of Arts and Culture Commission. Public feedback and City Council direction was sought for recommendations of key components of Arts and Culture Commission formation. After receiving public comments and discussing the charter, City Council passed a resolution to formally establish the committee. City commences recruitment for new Arts, Culture, and Heritage Commission members.

April 2022 - Recruitment for volunteers to serve on the new Arts, Culture and Heritage Commission took place during January 2022, followed by interviews with Mayor Fitzgerald and appointment of the ACHC on February 24, 2022.

Park and Recreation staff selected dates in April and May for first two meetings of the ACHC.

July 2022 - The City's Arts, Culture, and Heritage Commission has been established and has held three meetings to date. At the Commission's May meeting they adopted the following Goals Prioritization of Arts, Culture, and Heritage Commission (ACHC) for the FY2022-23 work program.

Summary of Priority Goals by ACHC:

- Provide public-sector leadership and coordination to support arts, culture and heritage activities, events, facilities and programs;
- Work with partners to advance an arts and cultural center/facility;
- Develop a long-term, sustainable public-arts program;
- Make recommendations concerning the goals and objectives, and the selection and disbursement of funds of the Community Cultural Events and Programs Matching Grant Program.

October 2022 – The ACHC started to work on their initial priority project, which was to re-cast the former Community Tourism Matching Grant Program to the renamed Community Cultural Events and Programs Matching Grant Program.

Quarterly Update: In Progress

January 2023 – The Arts, Culture, and Heritage Commission (ACHC) has identified “working with partners to advance an arts and cultural center/facility” as one of its top priorities. However, the ACHC has also identified three other priorities that have taken precedent over the arts and cultural center feasibility study. Namely, the re-tooling of the former Community Tourism Matching Grant Program into the Community Cultural Events and Programs Grant that is intended to aid organizations that produce projects, programs, or events that promote arts, culture, and heritage here in Wilsonville. This priority along with another ACHC priority – “develop a long-term, sustainable public-arts program” are more tangible in nature and have therefore taken the bulk of the newly formed ACHC’s bandwidth. Exploring the feasibility of an arts and cultural center is still important and the Council can complete it, if Council advances a proposed budget line-item for feasibility study for a performing arts facility in FY 23-24.

Goal 6: Engage the community to support emergency preparedness and resiliency

Strategy 6.1 Work with emergency response providers to identify gaps and enhance Wilsonville's emergency preparedness planning for all types of emergencies/disasters.

Project Description: Collaborate with partner agencies (Counties, TVF&R, PGE, NW Natural and Metro, RDPO) on how they are preparing for emergencies and their response plans. Participate in annual Emergency Preparedness exercises (e.g. Cascadia Rising Event). Present information to City Council.

Project Lead: Delora Kerber/ Martin Montalvo

Project Timeline: Complete by the second quarter of 2023

- Ground Truth the Hazard Mitigation Plan (Ice Storms, Wildfires, Debris Management)
- Update City’s Emergency Management Plan

- *Communicate with Council on information gathered from other emergency response agencies.*
- *Presentations to Council from other emergency agencies on their preparedness and response plans.*

Previous Updates:

Nov. 2021 - At the September 9 City Council meeting, PGE made presentation on their responses and mitigation to the February Ice Storm.

Feb. 2022 - No Updates.

April 2022 - Staff invited local and regional Emergency Services, and other agencies to become the City of Wilsonville’s partners in emergency management. Partners are requested to allocate staff time as needed for outreach coordination, participation in community events, sharing of existing outreach materials and co-branding.

July 2022- Tualatin Valley Fire District hosted a presentation titled “Wildfire Prevention” which provided information on how to prepare your home for wildfire season at the Wilsonville Library on June 30.

October 2022 - Tualatin Valley Fire District (TVFR) canceled their presentation on “Wildfire Prevention” and have not yet rescheduled.

Quarterly Update: In Progress

January 2023 – No Update.

Strategy 6.2 Connect the community (residents and businesses) with emergency response resources and educational materials to improve individuals' response planning.

Project Description: *Educate community members on emergency preparedness through community events, publications, websites and Annual event “Fair”*

Project Lead: *Delora Kerber / Martin Montalvo with assistance from Bill Evans*

Project Timeline: *Complete by the end of 2022.*

- *Publish Quarterly messages in the Boones Ferry Messenger–*
Spring: Extreme Heat Safety; Fireworks Safety; Wildfire Preparedness
Summer: Winter Weather Safety; Holiday Fire Safety; Rain/flooding Preparedness
Fall: Winter Weather Safety; Spring & Flood Safety; Cyber Security Safety
Winter: Wildfire Awareness; Pet Preparedness; Summer Safety and Extreme Heat Safety

- *Publish special section in BFM for September – Emergency Preparedness month & October – Great Shakeout Earthquake Drill*
- *Develop Council narrated educational videos on emergency preparedness*
- *Develop scope and budget for the development of City’s Emergency Preparedness brand and messaging information for use on website, at events, etc.*
- *Update City’s Emergency Preparedness website. Add Council videos*
- *Organize an Emergency Preparedness Fair for September 2022. Include emergency response partners.*
- *Research incentive plans to encourage community members to prepare for disasters. Examples: 5 gallon water jug with emergency preparedness information; go Bag instructions; packaged Emergency Preparedness kits; phone battery chargers; first Aid kits; 30 days to prepare instructions*
- *Pursue grant opportunities to fund incentive plans.*

Previous Updates:

Nov. 2021 - Issued the September Boones Ferry Messenger as the first-ever newsletter dedicated fully to emergency preparedness

Over the past several months, 4-5 social media posts on Facebook (and other platforms) have been made encouraging preparedness and providing links to Federal Emergency Management Agency (FEMA) preparation resources

Drafted scope of work with consultant to develop Community Education Plan, Emergency Education Campaign, and messaging information for use on website, events, etc.

Feb. 2022 - In October, included an article about the Oregon Great Shakeout event held in the Boones Ferry Messenger. This event is a reminder of the actions to take during an earthquake. As part of the exercise at 10:21, participants were asked to “Drop, Cover and Hold on”.

In early December, an Emergency Preparedness survey was issued and advertised through various social media platforms, email newsletter and the Boones Ferry Messenger. The survey is a foundational public opinion survey which will inform the City’s emergency education plan, messaging and campaign content and was offered in English and Spanish languages. The survey period was completed in early January and the results are being compiled.

April 2022 - The emergency campaign brand was revealed.



At the March 21, 2022 Council Meeting staff presented information about Emergency Preparedness Program – Building a More Resilient Community. Included in the presentation were the results of the 155 responses to the Emergency Preparedness Survey along with proposed actions, communications, activities and themes for the Community Education Campaign.

A new webpage was created <https://www.ci.wilsonville.or.us/ready> to provide one location for citizens to find information related to preparedness and resiliency.

March website focus was Emergency Transportation Routes and Transportation Planning.

Phone recharge battery packs with the Wilsonville Ready logo were purchased and will be used as an incentive for participation in preparedness activities.

July 2022 - Included articles in the Boones Ferry Messenger with the following topics:

April – Preparing Your Home for Catastrophe

May – Take Action Now to Protect Against Wildfires

June – Pets and Emergency Preparedness

- Updated WILSONVILLE READY website <https://www.ci.wilsonville.or.us/ready> to include videos, checklists and resource/toolkits related to the monthly topics of Home Preparedness, Extreme Heat/Wildfire and Preparing Your Pets.
- Made presentation with the theme of Let's get "2 WEEKS READY" to the Wilsonville Rotary Club on April 28.

Started planning for the Emergency Preparedness Fair to be held this fall.

October 2022 –

Included articles in the Boones Ferry Messenger and posted information on <https://www.ci.wilsonville.or.us/ready> with the following topics:

July – Be prepared for utility outages

August – Get Two Week Ready

September – General Emergency Preparedness (National Emergency Preparedness Month)

On July 12, City of Wilsonville staff and Tualatin Valley Fire and Rescue (TVFR) hosted a Community-Wide Program at the Charbonneau Country Club. City staff presented City's Emergency Preparedness Plan "Wilsonville Ready". TVFR talked about what actions citizens can take to help the first responders and how to cope with smoky air during wildfire season.

On September 1, between 10 am and noon, the City held an Emergency Preparedness Fair at the Stein-Boozier Barn. There were an estimated 100+ attendees. City staff and our partners – Portland General Electric, Clackamas County, Washington County, Wilsonville police, Tualatin Valley Fire and Rescue and Gregg & Rachel Leo – provided displays and shared information on how to be prepared for any type of emergency.

After the attendees visited the nine different information stations and received stamps on their event passport, they brought the passport to the redemption table. With a spin of "the wheel of disaster" it was determined what prize each attendee was awarded.

Quarterly Update: In Progress

January 2023 - Included articles in the Boones Ferry Messenger and posted information on <https://www.ci.wilsonville.or.us/ready> with the following topics:

October – Earthquake Awareness

November – Winter Preparedness

December – Communications in an Emergency (Staying Informed)

On October 20 at 10:20 am, the Great Oregon Shakeout occurred. Citizens and staff were encouraged to “Drop, Cover and Hold” for a minute or two to simulate the actions taken during an earthquake.

On November 16, Martin Montalvo and Delora Kerber presented “Two Week Ready” information to the Civics Academy 2.0. Over 25 attendees learned about the steps they should take to ensure they and their family will be prepared for various types of disasters.

Goal 7: Protect Wilsonville’s environment and increase access to sustainable lifestyle choices

Strategy 7.1 Update the City's Comprehensive Plan to include a section on the environmental impacts of the Aurora State Airport.

Project Description: City is currently engaged with HPR consulting to develop a scope of work for a citizen engagement process to update the Comprehensive Plan to include statements about the Aurora Airport. City staff has initiated this process and anticipates completion over the next 12 months.

Project Lead: Miranda Bateschell

Project Timeline: City staff has initiated this process and anticipates completion over the next 12 months.

Previous Updates:

Nov. 2021 - Scope and schedule completed. Kickoff meeting for the project team scheduled for mid-October. Work sessions with Planning Commission in November and City Council in December scheduled to cover project scope and goals as well as initial stakeholder feedback.

Feb. 2022 - Kickoff meeting for the project team occurred in mid-October followed by work sessions with Planning Commission in November and City Council in December. Project team began outlining initial outreach and stakeholder interviews for early 2022.

April 2022- Following work sessions with the Planning Commission and City Council last quarter, the project team conducted community outreach on airport good-neighbor issues and policies.

Community outreach included interviews with key stakeholders, a survey, and online open houses. The team also researched the approaches used by other communities in adopting good-neighbor policies related to nearby airports. The project team is busy drafting policies and objectives for the Wilsonville Comprehensive Plan, which will be the topic of discussion at upcoming work sessions with the Commission and Council.

July 2022 -The project team presented results of recent work and outreach results to the Planning Commission and City Council in April and May work sessions and gathered their feedback. The project team continued to develop draft policies for City adoption later in the summer.

October 2022 - The project team presented draft Comprehensive Plan Policies to the Planning Commission in September and City Council in October. The project is on track for a Planning Commission hearing in November followed by City Council adoption in December.

Quarterly Update: In Progress

January 2023 - With Ordinance No. 871, City Council adopted the amendment of the Comprehensive Plan Text and Areas of Special Concern Map to adopt Airport Good-Neighbor Policies and designate the Aurora State Airport and surrounding properties as an Area of Special Concern. This will memorialize City policies to address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

Strategy 7.2 Participate in the Aurora State Airport planning discussions to represent Wilsonville's environmental interests.

Project Description: *Participate in the Aurora Airport Master Plan public agency stakeholder group and keep up to date on all aspects of the Master Plan update. Use memorandums to inform Council and obtain direction under City Managers business or Communications for updates. Consider engaging with specialized airport consultants to assist with reviewing and fact checking data.*

Project Lead: *Chris Neamtzu*

Project Timeline: *Staff will keep the Council updated on all meetings over the next few months. A memo under City Manager's business or communications will be provided. This also will be brought to City Council meetings, as direction is needed.*

Previous Updates:

Nov. 2021 - On October 13, 2021 the Oregon Department of Aviation announced the first PAC Meeting for the Aurora State Airport Master Plan Project. The meeting will be held virtually Tuesday, November 16, 2021 from 3:00pm-5:00pm via Zoom Webinar. This meeting will provide an opportunity for the PAC, community, neighbors, and other project stakeholders to learn about the Airport Master Plan project and the vision for the Airport over the next 20-years.

Feb. 2022 - On Tuesday November 16, 2021 the Oregon Department of Aviation (ODA) initiated an 18 month process to complete a new airport master plan for the Aurora Airport by facilitating Policy Advisory Committee (PAC) meeting #1. The purpose of the meeting was to introduce the project, establish an understanding of the role/expectations of the PAC, and prepare for upcoming meetings as well as provide opportunities for public input.

Staff from Century West and JLA Public Involvement led the meeting, supported by staff from the Oregon Department of Aviation. The meeting included a summary of history of planning efforts at the airport, Federal Aviation Administration plan overview, airport master planning introduction, and a brief discussion of existing conditions.

At 32 members, the PAC is very large. Members will provide input at key decision points in an advisory capacity; as a sounding board. No recommendations will be made by the committee; the group will be asked for feedback through poll questions and break out room discussions. All viewpoints will be represented in the meeting summaries. Perhaps most notable is that as the airport sponsor, ODA staff will be the final decision-making authority. They will decide what is included in the Master Plan.

April 2022 - Aurora Airport Master Plan PAC Meeting #2 and Public Open House #1

On Tuesday, March 1, 2022 the Oregon Department of Aviation (please note the new acronym ODAV) conducted Policy Advisory Committee meeting #2 on the Aurora Airport Master Plan. The meeting was attended by over 60 individuals. Following distribution of three draft chapters of the Master Plan document totaling over 75 pages three days prior to the PAC meeting, there was not sufficient time to read and absorb the substantial technical information contained in the materials prior to the PAC meeting. In response to concerns raised by staff, ODAV staff did offer to conduct an additional working session with interested PAC members and Century West Consultants to allow for PAC members to delve deeper into the presented materials. The working session is scheduled for April 5.

The first three chapters of material include:

- Introduction
- Existing Conditions Analysis (41 pages)
- Aviation Activity Forecasts (28 pages)

PAC meeting #2 was immediately followed by Public Open House #1, where an abbreviated presentation was made by the Century West consultant team, followed by citizen input and Q and A. The project team had very few answers to many of the questions raised, and stated that all questions would be written up with responses prepared as part of the summary notes and minutes that will be prepared for the two meetings.

Aurora Airport Master Plan Working Session on Chapters 1-3 of the Master Plan

On April 4, ODAV staff along with consultants from Century West conducted a two hour working session on chapters 1-3 of the draft Aurora Airport Master Plan. The purpose of the meeting was to continue conversations about existing conditions and preliminary forecasts (based aircraft and operations). The consultant briefly reviewed chapter 2 – existing conditions and chapter 3 – preliminary aviation activity forecasts. Each PAC member was given an opportunity to ask questions. Again, answers to most questions were not provided, and the ODAV team frequently deferred to the fact that “FAA will review” to determine adequacy.

ODAV also provided a very brief overview of the survey results that were collected as part of open house #1.

Several PAC members had concerns about the adequacy and accuracy of the data provided, and pointed out the flaws with the methodology that relies on a 2019 forecast that was based on information contained in the un-adopted 2012 Master Plan. Substantial comments on Chapters 1-3 were sent to ODAV on April 12. Staff submitted a 23 page letter with significant technical analysis and dozens of questions on the first three chapters of the master plan document.

Next PAC meeting is scheduled for Tuesday, May 3, 2022 from 3:00-5:00 pm on Zoom.

July 2022 - Aurora Airport Master Plan PAC Meeting #3

On Tuesday, May 3, ODAV conducted PAC meeting #3. The meeting was again challenged by technical difficulties, with the City's PAC alternative not receiving the link to the zoom meeting in a timely manner. The day after PAC/public comments were due to ODAV on April 12 for the draft Aurora State Airport Master Plan Chapters 1-3, ODAV submitted to FAA on April 13 the draft Chapters along with the public comments. ODAV shifted the focus of PAC meeting #3 to revisit what is included in an Airport Master Plan and to respond to PAC member's requests to answer some of the questions raised at previous meetings.

Then, on April 29, ODAV requested FAA ignore ODAV's April 23 submission, and indicated that ODAV will be submitting an updated Draft Chapter 3 - Aviation Activity Forecasts in the coming weeks for FAA review. This updated draft chapter will include revisions and responses to comments received from the Planning Advisory Committee following PAC meeting #1 (February 25), PAC Meeting #2 and Open House (March 1), and the PAC work session (April 5). PAC comment period for Draft Chapter 3 closed on April 12. The reason for all of this appears to be the fact that the city's PAC member and staff raised significant concerns with the accuracy of the technical data included in the draft master plan leading to ODAV's request to withdraw the FAA review.

The next PAC meeting is not scheduled, but is anticipated to be sometime this summer.

October 2022 - FAA staff has sent in their comments on draft chapters 1-3 of the Airport Master Plan and ODAV has posted a summary, as well as the full 17MB file of all FAA comments, on the project website's resource page: <https://publicproject.net/auroraairport>.

The Master Plan consulting team has taken months to review and make any necessary changes or revisions. In August, ODAV sent an email stating that in few weeks they will post the latest draft and schedule the next PAC meeting (and provide the standard 30-day notice of the meeting). It is anticipated that the next meeting will be a hybrid meeting (both in person and virtual). As of October 1, there have been no additional updates and the next PAC meeting has yet to be scheduled.

Quarterly Update: In Progress

January 2023 - The Aurora Airport Master Planning effort continues, with the fourth TAC meeting scheduled for the first quarter of 2023. Agenda items include review of Chapter 4. Staff continues to track and participate in this venue through participation on the TAC.

Strategy 7.3 Develop a Wilsonville climate action strategy in alignment with Clackamas County's planning efforts.

Project Description: *Natural Resources Manager to track and participate in the Clackamas County process in developing a Climate Action Plan. Consider the creation of a local plan that represents Wilsonville's interests. Report to City Council regarding work products and status of planning effort.*

Project Lead: *Chris Neamtzu/ Kerry Rappold*

Project Timeline: *TBD*

Previous Updates:

Nov. 2021 - The first meeting of the Cities Workgroup was held October 12, 2021. At the meeting, Staff, from cities in Clackamas County, provided information on their current climate goals and areas of action, and the County staff gave an overview of the planning process. During the development of the County's Climate Action Plan, the Natural Resources Manager will report to the City Council regarding work products and status of planning effort.

Feb. 2022 - At the December 20, 2021 Council work session, staff provided an overview of the County's planning process. During the development of the County's Climate Action Plan, the Natural Resources Manager will report to the City Council regarding work products and status of the planning effort.

April 2022 - At the meetings, County Staff provided information about the current climate goals and areas of action, inventory data, and the planning process. Future meetings of the Cities Workgroup will be scheduled for late summer/early fall to learn about the feedback from the public involvement process, receive additional modeling information, and help finalize the draft Climate Action Plan. During the development of the County's Climate Action Plan, the Natural Resources Manager will report to the City Council regarding work products and status of the planning effort.

July 2022 - In June, a community survey was posted on the County's project webpage. A link to the survey was shared with residents and businesses in Wilsonville. During the development of the County's Climate Action Plan, the Natural Resources Manager will report to the City Council regarding work products and status of the planning effort.

October 2022 - Future meetings of the Cities Workgroup will be scheduled for fall to learn about the feedback from the public involvement process, receive additional modeling information, and help finalize the draft Climate Action Plan. In June, a community survey was posted on the County's project webpage. The survey results and analysis, from the County's June survey, are available at: <https://www.clackamas.us/sustainability/climateaction>. The Natural Resources Manager will continue to report to the City Council regarding work products and status of the planning effort.

Quarterly Update: **In Progress**

January 2023 – A future meeting of the Cities Workgroup will be scheduled to help finalize the Climate Action Plan in 2023. During the development of the County’s Climate Action Plan, the Natural Resources Manager will report to the City Council regarding work products and status of the planning effort.

Strategy 7.4 Explore options to expand access to urban gardening and other sustainable lifestyle choices.

Project Description: *Explore urban garden options at City Parks, such as Arrowhead Park, encourage Homeowner’s Associations to do more community gardening, and provide annual programming for sustainable lifestyle choices.*

Project Lead: *Kris Ammerman, Jeanna Troha*

Project Timeline: *TBD*

Previous Updates:

Nov. 2021 - Staff provided estimates the cost to be \$100,000 (hard costs only) based on a garden similar in size to our current one in Memorial Park. Actual size would be dictated by site restrictions. Labor will be provided by the park maintenance team.

- Irrigation - \$35,000
- Raised beds - \$35,000
- Fence - \$20,000
- Other - \$10,000

Staff identified these location considerations;

- West side of town (Geographical Equity)
- Initially we looked at locating a garden at Arrowhead park, but there were too many conflicts with existing infrastructure
- Exact location undetermined at this time: only potential City owned site is Boones Ferry Park (excessive shade is the biggest concern with this site)
- Other potential sites would require Partnerships with community organizations (Churches, HOA’s, School District, CREST, others?)

Feb. 2022 - Staff changed the community garden policy to allow only one garden plot (formerly multiple) per household, which allows the garden to serve more residents. Staff also conducted several educational programs on the benefits of composting and gave away 500 composting buckets to Wilsonville residents to promote sustainable lifestyle choices. The compost buckets were funded by a Wilsonville-Metro Community Enhancement Grant. Staff are still exploring potential locations, partnerships and funding options to develop a new community garden location within the city.

April 2022- As of opening day (April 21, 2022) there are still garden plots available to community members. We will monitor the demand this season and continue to look for opportunities for additional garden sites based on need.

July 2022- This season the Parks and Recreation Department changed our policy to allow gardening year round and only one plot per household in our Memorial Park Community Garden. Previously households were allowed to have multiple plots. We did this in an effort to be more inclusive and serve more residents. We achieved this by having more first time gardeners sign up for the program. At the end of the registration period we still had 28 plots remaining, which tells us that we are not yet at capacity. After the registration period closed we reopened the remaining plots and allowed gardeners to sign up for a second plot at that time. The plots did fill up when we allowed gardeners a second plot.

We believe the success with this policy change was two-fold:

- 1) We were able to serve more residents
- 2) *It demonstrated that our Community Garden is not yet at capacity since we still had 28 plots remaining at the end of the initial registration period.*

October 2022 - No Update.

Quarterly Update: In Progress

January 2023 - No Update.

Strategy 7.5 Continue implementation of Wilsonville's existing environmental programs and practices

Project Description:

Project Lead: TBD

Project Timeline:

Quarterly Update: