



# PLANNING COMMISSION MEETING AGENDA

April 13, 2022 at 6:00 PM

City Hall Council Chambers & Remote Video Conferencing

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or via email to Dan Pauly: [pauly@ci.wilsonville.or.us](mailto:pauly@ci.wilsonville.or.us), 503-570-1536

by 2pm on the date of the meeting noting the agenda item for which testimony is being submitted in the subject line.

## CALL TO ORDER - ROLL CALL [6:00 PM]

Olive Gallagher  
Jennifer Willard  
Kamran Mesbah  
Ron Heberlein

Breanne Tusinski  
Aaron Woods  
Andrew Karr

## PLEDGE OF ALLEGIANCE

## CITIZEN'S INPUT

*This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.*

## ADMINISTRATIVE MATTERS

1. Consideration of the March 9, 2022 Planning Commission Minutes

## WORK SESSION [6:10 PM]

2. Airport Related Comprehensive Plan Amendments (Bateschell)(40 minutes)

3. Frog Pond East and South Master Plan (Pauly) (60 Minutes)

#### **INFORMATIONAL [7:50 PM]**

4. City Council Action Minutes (March 7 & 21, 2022) (No staff presentation)
5. 2022 PC Work Program (No staff presentation)

#### **ADJOURNMENT [8:00 PM]**

***Time frames for agenda items are not time-certain.*** (i.e. agenda items may be considered earlier than indicated).

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 Planning Administrative Assistant at 503-682-4960: assistive listening devices (ALD), sign language interpreter, 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.

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# PLANNING COMMISSION

## WEDNESDAY, APRIL 13, 2022

### ADMINISTRATIVE MATTERS

1. Consideration of the March 9, 2022 PC Meeting Minutes

**PLANNING COMMISSION  
WEDNESDAY, MARCH 9, 2022  
6:00 P.M.**

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

**Minutes**

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**CALL TO ORDER - ROLL CALL**

Chair Jennifer Willard called the meeting to order at 6:03 p.m. Those present:

Planning Commission: Jennifer Willard, Aaron Woods, Breanne Tusinski, Olive Gallagher, and Andrew Karr. Ron Heberlein and Kamran Mesbah were absent.

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, Nancy Kraushaar, and Zach Weigel.

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**CITIZEN INPUT**

This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

**ADMINISTRATIVE MATTERS**

1. Consideration of the February 9, 2022 Planning Commission Minutes  
The February 9, 2022 Planning Commission minutes were accepted as presented.

**WORK SESSION**

2. Boeckman Road Corridor Project (Weigel/Kraushaar)

Miranda Bateschell, Planning Director, stated the City Engineer would provide details about the Boeckman Corridor and upcoming construction activity for improvements on the corridor. She reminded that a lot of work and thought had been going into the project for several years, particularly during the Frog Pond area and master planning for West. This was an important project for the City in relation to overall use and upgrading the Corridor to address and existing safety issues and design concerns for the community, as well as for the city's growth on the east side. A lot of work had been done since the Commission saw the project last which the project team would present.

Zach Weigel, City Engineer, introduced the project team and asked that the Commissioners provide feedback about things the design and project management teams should keep in mind as they moved through the project's design and construction, as well as any public engagement ideas that would help generate excitement around the project moving forward.

Nancy Kraushaar, Project Manager, Community Development Director, noted that changing the Boeckman Dip into a flatter road had been in the Transportation System Plan (TSP) since 2008 or so. The team had made a lot of progress to prepare for the new Frog Pond neighborhoods and to deliver the project to have a complete east-west corridor for the city from Villebois out to Stafford Rd. She presented the Boeckman Road Corridor Project via PowerPoint, which included:

- A description of the four capital improvement projects that would be done as part of the overall Corridor Project: the Boeckman Dip Project, which included the new bridge, fish passage, wildlife corridor, and a

portion of regional trail; a sanitary sewer line to serve Frog Pond; Boeckman Rd improvements between Canyon Creek and Stafford Rd; and improvements to the Canyon Creek/Boeckman Rd Intersection. (Slide 2)

- A review of the existing conditions and issues, as well as the project's goals and multiple bridge studies that ultimately resulted in two alternative designs, a bridge and an embankment, being presented to City Council along with the traffic considerations for each during construction. (Slide 5)
  - Additional information and benefits about Council's preferred alternative, a bridge with a detour for full road closure during the bridge's construction, were presented, including the overall budget and alternative project delivery concept. (Slides 11 and 12)
- A review of the project timeline and the numerous benefits the Corridor Project would provide which were divided into four categories: improved safety and mobility; protects wildlife and the environment; expands recreational opportunities; and builds capacity to support community needs. (Slides 13 & 14)

Feedback from the Planning Commission on the project team's questions and responses to Commissioner questions by the project team were as follows:

- What design and construction considerations should be considered?
  - Regarding concerns about the project's impact and potential overlap with construction of the school being built and opening in 2024, Ms. Kraushaar stated the project team had held meetings with the School District to begin coordination which would continue once the contractor and Design-Build (DB) team were selected, since the school was also entering into design and construction in the same timeframe. The project team was looking for any efficiencies that could be achieved jointly and how to stay out of each other's way. The team would work with the DB team on the importance of completing the Corridor Project before the school opened.
    - Ms. Kraushaar clarified the minor arterial street improvements on Boeckman Rd to meet the standard would result in one traffic lane in each direction, a bike facility, either a bike lane or separated bike facility, as well as sidewalks on both sides. The standard also required a median or center turn lane at intersections for cars to get out of the way of through traffic because minor arterials tend to have heavier traffic. The City liked medians in Wilsonville because of the look and they allowed for trees, which created more shade and beauty for the roadway system.
    - She noted the road design had not been completed, but the project team anticipated meeting mobility standards for city intersections, so any street enhancement for those coming out of the subdivision across from Frog Pond would be considered when the road was designed.
  - If Boeckman Rd was blocked off, it was important to consider both the motorists and neighborhoods that might be impacted by excess traffic coming south on Stafford Rd and directed straight ahead down Wilsonville Rd. Residents in the neighborhoods west of Stafford would be confused and have a much longer route home and neighborhoods should be spared from excessive cut through traffic, which created concerns about children, pets, pedestrians, etc.
    - Ms. Kraushaar agreed, noting a successful traffic control program would ensure drivers knew where to go, which was not only a consideration as the City approved any traffic control plans proposed by the contractor, but notifying the public and making them aware of what would be happening and the changes they might need to consider making was an important part of the City's public outreach. Perhaps, the City could suggest the best detours for particular trips, so citizens would know which detours would take the least amount of time to get from some Point As to Point Bs.
    - Chair Willard noted Boeckman Creek had only three roads that went over it, so that would cut down on people cutting through neighborhoods.
  - The project team was commended for its concern for fish and wildlife and for providing a solution to take care of them.
  - Ms. Kraushaar explained the City expected the Progressive Design Build (PDB) contractors to have consulting firms that either had expertise in the various disciplines required for the project, or a number of different engineering consultants on their team. Some major construction firms had in-house

engineering and those qualifications would come out in the proposal review process. She noted Mr. Levinson had been talking with the contractors.

- Eric Levison, Murraysmith, added that the DB contractors might be multidisciplinary themselves, with a bridge designer and a civil engineer, for example, and do the bridge work themselves, but then bid out certain work, such as guardrails and signage, to other subcontractors and stream restoration to a specialty contractor. Few contractors also had in-house design, so most of the contractors were teaming up with familiar, specialty design firms in the area.
  - As far as how the contract language was written, there would be a prime lead, which in theory, could be the design consultant who then partners with contractors for all four projects. He was the owner's rep on three projects in Bend. On one, the contractor was the prime lead, and the design team was a subcontractor which involved sub agreements. A few had specialty trade partners or exempted subs they suggested they wanted to use that were a critical component to their quick delivery process.
  - In design-build, the contractor was required to provide a price up front. They would meet with their team and submit a guaranteed cost for the project. The City had the onus to provide the parameters for what it wanted, and the contractor would provide the project for that price. There was little interaction beyond the early work with the City stating what was wanted.
  - PDB allowed for a team environment where the City, contractor, and design group sit in and work together to address issues that come up. Such issues would be a change order in a design-build environment, but in a PDB environment, issues were integrated and worked through together to understand the cost benefit with all stakeholders, including Public Works, the contractor, etc. The contractor provides their design and construction experience early on to look for innovative ways and value engineering ideas to save money and time along the project.
  - Currently, no incentives were involved for this project, but the contractor would get the Guaranteed Maximum Price (GMP) and a design fee for their overhead, and that price would be negotiated as they went through the project. There are examples of cost-share incentives, but those were not included in this project.
    - Contingencies would be allowed in the GMP and likely, a small owner's contingency for things that the community might want to add. The contractor could cover their risk. Money would be available for allowances, which were more specific than contingencies, and they could be negotiated as the design or need developed.
  - The PDB projects he had done previously were similar in size or bigger, such as Murphy Corridor in southwest Washington that involved a bridge over the railroad, a minor arterial through existing development, and a new segment, along with about six roundabouts. The Empire Corridor included a canal crossing bridge, three roundabouts, and upgrades to existing roadways.
  - The project team would determine the order of projects working. The contractors would provide their schedule and outline how they saw the project moving together in their proposals. Schedules could be adjusted depending on permitting, which was out of everyone's control. The City's project team would work with the contractor to develop the schedule and prepare the City's systems to get things ready to do the negotiations for the GMPs as there could be one or three GMPs for the project.
  - The project team has had good outreach with potential contractors, and they were aware of the school opening and had seen the information and maps outlining potential staging areas, the school, and the roadway.
  - The project team had good discussions with five contractors, and he believed at least three RFPs would be submitted; he hoped to see four to five.
- Considering the risks associated with supply chain constraints, GMP with shared savings was suggested, otherwise there was potential for too much supply chain risk in the pricing.

- Mr. Levison responded the project team hoped the contractors would identify that in their risk assessment and share how they would deal with it. Other ways to address that risk without shared savings/cost share included early work packages that identify piping and other long lead items with volatile pricing and secure them upfront with an early GMP package, locking the price in and guaranteeing the materials would be delivered on time. He agreed supply chain would be an issue for most every project.
- Ms. Kraushaar explained that making the temporary traffic signal at 65<sup>th</sup> Ave/Stafford/Elligsen permanent was not likely due to the lack of funding. Clackamas County had been working to put together funding not only to advance the design for a permanent solution at the intersection, but also to secure funding to construct it. So far, the County had not been successful in being awarded funding from some of the federal funding packages that had been coming out. The cost for a permanent solution at that location would be significant given the creek, topography issues, and 65<sup>th</sup> Ave being so close to Stafford Rd. The City had been working with both Washington and Clackamas Counties to coordinate what the temporary detour signal would look like. The City was working to mitigate its additional traffic being produced because of the road closure. The Counties might consider leaving the temporary signal in place as a type of stop gap if it was helping; however, the temporary signal could not be expected to be an end all solution.
- Ms. Kraushaar noted the City had regulations on about dust and dirt during construction, the contractor would be expected to follow an Erosion And Sediment Control Plan. Both the City's inspectors and the contractors should be trying to reduce as much as practicable how much sediment leaves the site, either in the form of mud or dust. Controlling all of the dust from a construction site was difficult, but intention was to minimize it as much as possible.
- What public engagement ideas would help generate excitement for the project?
  - In addition to social media engagement and using the Let's Talk Wilsonville website, publish little maps or infographics with detour routes in *The Boones Ferry Messenger*, online, etc.; somewhere people could see it and clip it out if needed; something to show what would be closed and the options so people could plan ahead.
  - Contact the HOAs in the surrounding neighborhoods so they could reach out directly to their residents; some may not read *The Boones Ferry Messenger* or be on social media, and this would be a more direct way to contact those more immediately affected by the closure.
    - Tammy Menkerud, Barney & Worth, Public Involvement, agreed those were great ideas, noting the project team wanted to get information out early and often to minimize the impact on the public, and was creating an integrated plan to communicate with SMART, local neighborhoods, the schools, emergency services, etc.
  - Offer walking tours of the area with a project team member describing the project.
  - Reach out to each HOA separately, asking them to hold a special meeting on the project to allow their residents to provide input, ask questions, and voice concerns. Willow Creek Rd was used to access Boeckman Rd and it would be an issue and should be discussed/addressed as soon as possible.
  - Provide ongoing project updates, again, using the HOAs as one avenue to keep citizens up to date. People in the Wilsonville Meadows HOA have already been asking questions.
    - Ms. Menkerud noted the team was planning a Meet the Contractor event as well as meetings with HOAs and other community organizations in the area.
    - Mr. Levison added that having the right contacts for the HOAs would be helpful and requested that they be sent to Mr. Weigel. Commissioner Woods noted he was one of those HOA contacts.
  - Implement the town hall concept early. Some citizens were confused about why the City wanted to spend \$20 million building a bridge and did not understand the positive outcomes of the project, such as the importance of sight lines, especially with the expected increase in traffic on Boeckman Rd. The reasons for the four projects did not make sense to the public yet and all of the citizens, as taxpayers, needed to be told about all of the positive outcomes of the projects.

- More road signage sooner would be better to make the public aware of the upcoming project and its impact on the area. Road signage should be placed as far back as Stafford Rd before the 65th Ave intersection with the temporary traffic control.
- Host a citywide shovel-in-the-dirt ceremony with executives and gold shovels and a lot of press coverage about the importance of the project to the city's expansion.
- Celebrate having more trails and connected bike facilities, so people know more opportunities were coming. Updates to the trail and bike maps published by the City would likely occur when the trails were ready.
- Ms. Kraushaar confirmed the trail under the bridge would contribute to a future regional trail, but it might be better to wait until the alignment to the south was better understood. The team hoped to build a segment of a trail to connect with the section already constructed in Frog Pond West.
- Build excitement that something was coming. Inexpensive cards could be placed on counters at supermarkets and stores, for example, to prepare people about what was happening to minimize any outrage about being uninformed or their reactions about their commutes.

### **INFORMATIONAL**

#### 3. City Council Action Minutes (February 7 & 14, 2022) (No staff presentation)

Commissioner Karr noted Council's March meeting minutes included discussion about the April meeting potentially being in person.

Ms. Bateschell stated that was correct, adding the April 4<sup>th</sup> City Council meeting would be in person. Staff would be meeting internally to discuss the hybrid meeting model, which was already being used. Meetings worked better and felt more cohesive when the entire commission or board was present in the same space rather than having some commission members on Zoom, which created longer delays and were less cohesive.

- Due to ongoing construction in City Hall due to a plumbing issue, in-person meetings might not start until May, but advance notice would be given ahead of time. Staff needed to verify that the construction schedule would not interfere with meeting nights.

#### 4. 2022 PC Work Program (No staff presentation)

There were no comments.

### **ADJOURNMENT**

Chair Willard adjourned the regular meeting of the Wilsonville Planning Commission at 7:35 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, LLC. for  
Shelley White, Planning Administrative Assistant





# PLANNING COMMISSION

## WEDNESDAY, APRIL 13, 2022

### WORK SESSION

2. Airport Related Comprehensive Plan Amendments (Bateschell) (40 minutes)



## PLANNING COMMISSION STAFF REPORT

<b>Meeting Date:</b> April 13, 2022		<b>Subject:</b> Aurora Airport Comprehensive Plan Policies	
		<b>Staff Member:</b> Miranda Bateschell, Planning Director	
		<b>Department:</b> Community Development	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b> N/A	
<b>Staff Recommendation:</b> Review and provide feedback on the discussion questions related to potential Comprehensive Plan Policies pertaining to the Aurora Airport.			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b>			
<input checked="" type="checkbox"/> Council Goals/Priorities Goal 7: Protect Wilsonville’s environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s) Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable	

### ISSUE BEFORE COMMISSION:

The project team will present an update, including community feedback, and seek input from the Commission on draft airport good-neighbor policies to add to the Wilsonville Comprehensive Plan.

### Aurora Airport Comprehensive Plan Policies Staff Report

## EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. The airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau. Its current operations and planned future growth have both positive and negative impacts to residents and businesses in the City. While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, state law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to the City.

Beginning in 2009, as part of a previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. A similar, new airport master planning process is underway now, which could propose a runway expansion to accommodate larger aircraft.

As an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in state law. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

This Comprehensive Plan update project aims to address the potential positive and negative impacts of the Airport's current operations and planned future growth for Wilsonville residents and businesses, identify other interrelationships between the Aurora Airport and City of Wilsonville, and adopt Comprehensive Plan policies to memorialize and address the highest priority issues.

The City has contracted with planning professionals at Harper Houf Peterson Righellis Inc (HHPR) who have experience in this specific type of planning work. The attached memo (Attachment 1) provides a project update, a brief summary of feedback received to-date, and a description of how the team approached the draft policies included in the packet. Full survey results are in the survey response report from *Let's Talk, Wilsonville!* (Attachment 2), and the draft policies for Commission consideration are in Attachment 3.

The team welcomes any feedback the Commission would like to offer, but specifically would like input on the following items:

- Do the draft Comprehensive Plan policies reflect the community input?
- Are the draft policies consistent with existing policy direction in the Comprehensive Plan?
- Do the draft policies miss the mark in some way?
- Are there any key policy objectives missing?

**EXPECTED RESULTS:**

Work sessions with the Planning Commission and City Council will provide guidance on draft airport good-neighbor policies. The key outcome expected at the end of this project is the adoption of Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

**TIMELINE:**

The team is finalizing outreach. Work sessions with the Commission and Council will follow in Spring and Summer 2022 focused on the draft policies.

**CURRENT YEAR BUDGET IMPACTS:**

The project budget is \$38,760 for FY 2021-22 covered by the Community Development general professional services fund as this project was not anticipated when the budget was adopted.

**COMMUNITY INVOLVEMENT PROCESS:**

Community outreach for the project includes surveys, interviews, and open houses, and will be conducted primarily online and remotely due to the COVID-19 pandemic. The team received input from the Commission and Council on key stakeholders to engage during this process.

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

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and hopefully, provide more opportunity for the City to participate in formal Airport planning efforts.

**ALTERNATIVES:**

The Commission can provide a range of policy alternatives for the project team to consider.

**CITY MANAGER COMMENT:**

N/A

**ATTACHMENT:**

1. City of Wilsonville-Aurora Airport Good-Neighbor Policies Project Update Memo #2 (March 30, 2022)
2. Survey Response Report: Airport Good-Neighbor Policies (March 14, 2022)
3. Draft City of Wilsonville Airport Good-Neighbor Comprehensive Plan Policies (March 28, 2022)

# MEMORANDUM

City of Wilsonville – Aurora Airport Good-Neighbor Policies



**Date:** March 30, 2022

**To:** Miranda Bateschell, City of Wilsonville

**From:** Brad Kilby and Chris Green, HHPR

**Subject:** **City of Wilsonville-Aurora Airport Good-Neighbor Policies  
Project Update Memo #2  
Summary of Community Engagement and Draft Policy Concepts**

**Attachments:** Survey Response Report  
Draft Objectives for Proposed Area of Special Concern

Harper Houf Peterson Righellis (HHPR) is working with the City of Wilsonville on a planning process to develop goals and policies addressing the relationship between Aurora Airport operations, impacts, and benefits and the Wilsonville community. Since the initial project work session with Planning Commission on November 10, 2021, HHPR has proceeded with the following steps in the planning process:

- Community outreach about airport-related planning topics, including interviews with key stakeholders, a survey, and online open houses
- Additional research about the approaches used by other communities in adopting good-neighbor policies related to nearby airports
- Developed draft policies and objectives adopting the area in the vicinity of Aurora Airport as an Area of Special Concern in the Wilsonville Comprehensive Plan

This memorandum summarizes the recent phases of community engagement, the recommendation to adopt the Airport Good-Neighbor Policies within a mapped “Area of Special Concern,” and draft objectives to specifically address positive and negative impacts of the Aurora State Airport on the Wilsonville community.

## Community Engagement and Feedback

HHPR and the City of Wilsonville have used a variety of approaches and platforms to engage interested stakeholders and the community-at-large in the planning process to develop the Airport Good-Neighbor Policies. Due to the COVID-19 pandemic, community outreach for the project taken place remotely, through the *Boones Ferry Messenger* print newsletter, City webpage, and a variety of online tools linked from the project page at the *Let’s Talk, Wilsonville!* (LTW) virtual engagement platform.

Overall, the engagement process has identified issues within two overarching categories: concerns about aviation and other airport operations, and concerns about the potential for further development on the airport grounds and beyond.

## Online Survey

Between February 13 and March 14, a survey was available on the LTW project page, with 98 responses. The survey was promoted via the March 2022 *Boones Ferry Messenger*, on the LTW page, and by the project team at online open houses and other events. Almost all responses were from Wilsonville residents, with 65 percent identifying as living near the airport. Roughly one in four respondents used the airport for work, air travel, cargo transport, flight school, or as pilots. Priority areas for airport-related policies were distributed fairly evenly, but neighborhood compatibility issues such as noise and pollution received the highest average ranking from respondents. The survey also collected open-ended, qualitative responses from many participants, elaborating on positive and negative airport impacts and policy priorities. A full report of survey results is included as Attachment A.

## Stakeholder Interviews

During the outreach process, HHPR has conducted phone interviews with stakeholders from government agencies, local neighborhood groups, economic development, agriculture, and local businesses. Not surprisingly, feedback from stakeholders in interviews has varied according to each respondent's position within the ongoing discussions about future airport plans.

Respondents without a direct connection to the airport or local aviation all expressed concern about future expansion of airport operations, and the potential for farmlands adjacent to the airport to be lost to development or impacted by adjacent development in the airport vicinity. These respondents also raised issues with present operations, especially traffic and road access impacting farm operations, and environmental and public health threats raised by inadequate waste disposal at the airport site.

Respondents from businesses located on or adjacent to the airport tended to view future expansion of airport operations or development around the airport as less certain, due to the existing site boundary of the airport and surrounding EFU-zoned land. For airport-based stakeholders, an exception to the more static vision of future airport operations is the role of the airport in the event of an emergency such as a major earthquake, in which first responders and emergency relief supplies would use Aurora State Airport as a hub to reach the general area, then fan out to communities in the vicinity. These respondents described the potential benefits of the airport as a resource for corporate travel for Wilsonville-based companies and identified Wilsonville as the closest business center for purchasing supplies, employee meals, and professional services for their companies.

## Online Community Conversations

The project team held online Community Conversations using Zoom Webinar on March 9 and 10. The March 9 meeting was held at 12 noon and the March 10 meeting was held at 6 pm to accommodate different schedules of community members interested in attending. Each meeting included a presentation by HHPR land use planners introducing project goals, background about the airport and land use planning, and opportunities to stay involved in the process. Attendees had the opportunity through live polling and question-and-answer sessions to provide feedback during the meetings.

A total of five attendees joined the Community Conversations, and shared concerns mostly related to airport noise and potential industrial development near the airport.

## Approach to Draft Policies

The full text of draft proposed policies is included as Attachment B.

### Areas of Special Concern

Existing policies in the Comprehensive Plan related to Urban Growth Management, Public Services and Facilities, Fire Safety and Emergency Management, Transportation, Economic Development, and Environmental Resources and Community Design support the approach taken to the Airport Good-Neighbor Policies and apply across land within the Wilsonville city limits and Urban Growth Boundary (UGB). Section F of the Comprehensive Plan identifies fourteen Areas of Special Concern (Areas A-N), to include special considerations that must be addressed in developing certain areas where the general language of the plan policy text may not adequately address special concerns. Some of these areas are outside of the city limits or were outside of the city limits when originally adopted.

Due to the location of the Aurora State Airport outside of the city limits and UGB, objectives that are specific to aviation and agriculture, and issues specific to the French Prairie geography, the consultant team recommends that the Airport Good-Neighbor Policies be adopted into the Comprehensive Plan as a new Area of Special Concern.

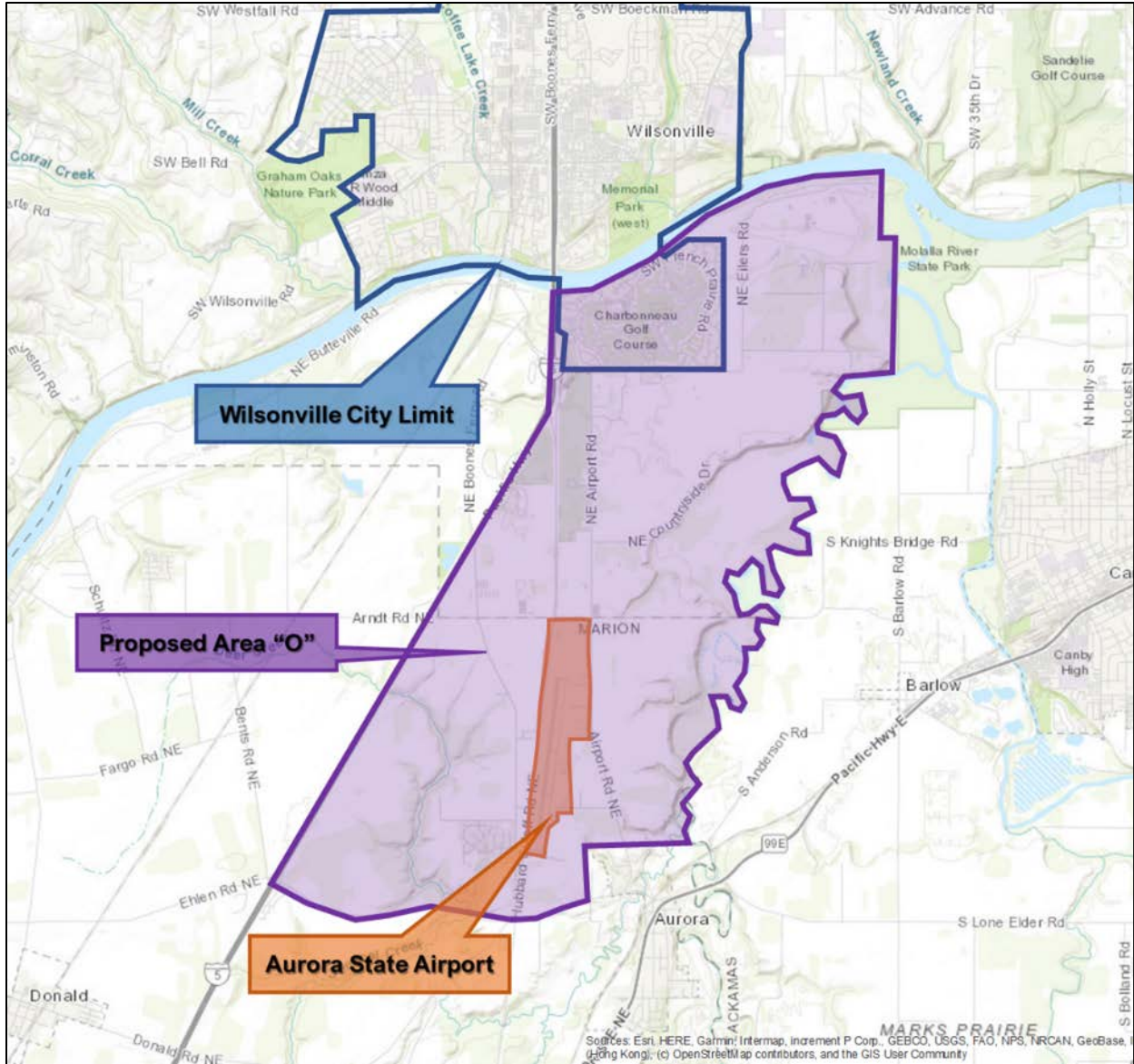
### Proposed New Area of Special Concern “O”

The proposed Area of Special Concern (shown in purple on the map below) would include both the Aurora State Airport and Charbonneau, but also the portions of the French Prairie agricultural region between I-5 and the Pudding River. A focus on this larger geographic area allows policy objectives to address issues related to land use, infrastructure, and protection of agriculture in the adjacent area, as well as impacts from airport operations.

### Key Objectives

Objectives for the proposed “Area O” were drafted with the following considerations in mind:

- Reflect feedback received from stakeholders and the Wilsonville community through the public engagement process
- To the extent possible, address future airport operations as well as land use and development-related concerns for the region in and around the airport
- Balance flexibility to address a range of possible situations with enough certainty and a clear direction to guide the city in future regional conversations about the future of the airport and surrounding area
- Respect the multiple jurisdictions and regional coordination necessary for planning in the vicinity of a significant transportation facility, prime agricultural region, and boundary of the Portland Metropolitan Area
- Maintain consistency with existing policy direction in the Comprehensive Plan and Oregon’s Statewide Planning Goals



**Area of Special Concern O**

An area centered on the French Prairie and Aurora Airport, generally located:

- East of the I-5 freeway
- West of the Pudding River (coinciding with the Clackamas-Marion County line)
- South of the Willamette River (including Charbonneau)
- North of Ehlen Road, just south of the airport boundary





# Survey

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## **SURVEY RESPONSE REPORT**

13 February 2022 - 14 March 2022

**PROJECT NAME:**

Airport Good-Neighbor Policies



**This survey was open for one month on Let's Talk, Wilsonville! Notification of the survey was provided in local media outlets. This introduction was provided to survey takers:**

**Located just 1.6 miles south of Wilsonville city limits, the Aurora Airport is a neighbor of great regional significance. It is important for City staff to learn how our community interacts with the aviation facility. Public input will directly inform the City's work to prioritize the outcomes most important to Wilsonville, and to record those priorities as policy directives in the City's Comprehensive Plan.**

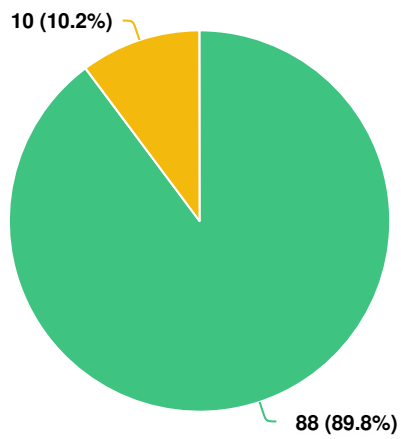
**Feedback gathered from the survey and open house events will help us better understand what matters most to our community, so that we may advocate for the community's interests. Please take 3-5 minutes to share your perspective and inform the planning process.**

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# REGISTRATION QUESTIONS

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**Q1 Do you own or rent at your primary residence?**

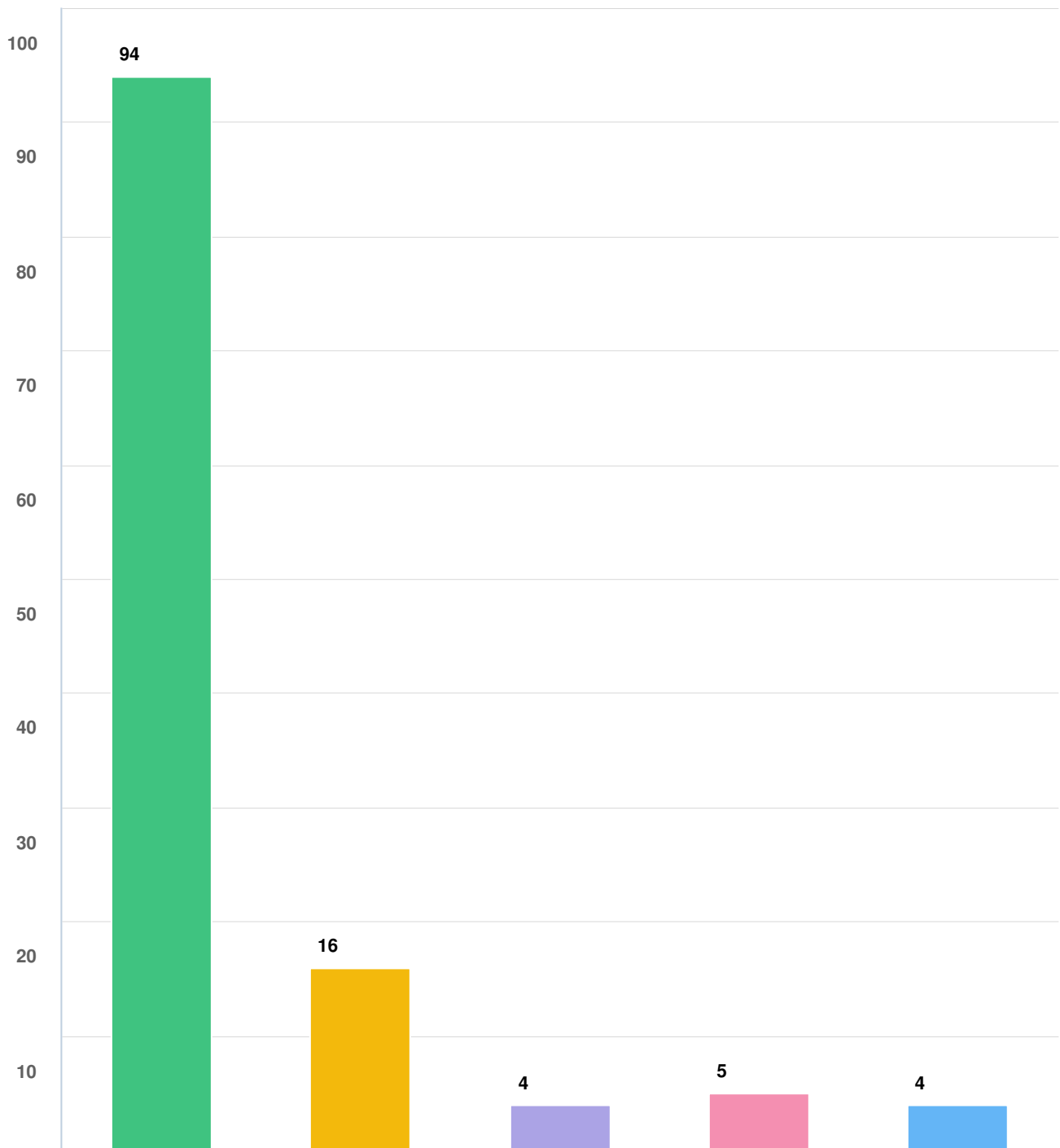


**Question options**

- Own
- Rent

Mandatory Question (98 response(s))  
Question type: Radio Button Question

**Q2** What is your connection to Wilsonville? (Choose all that apply)

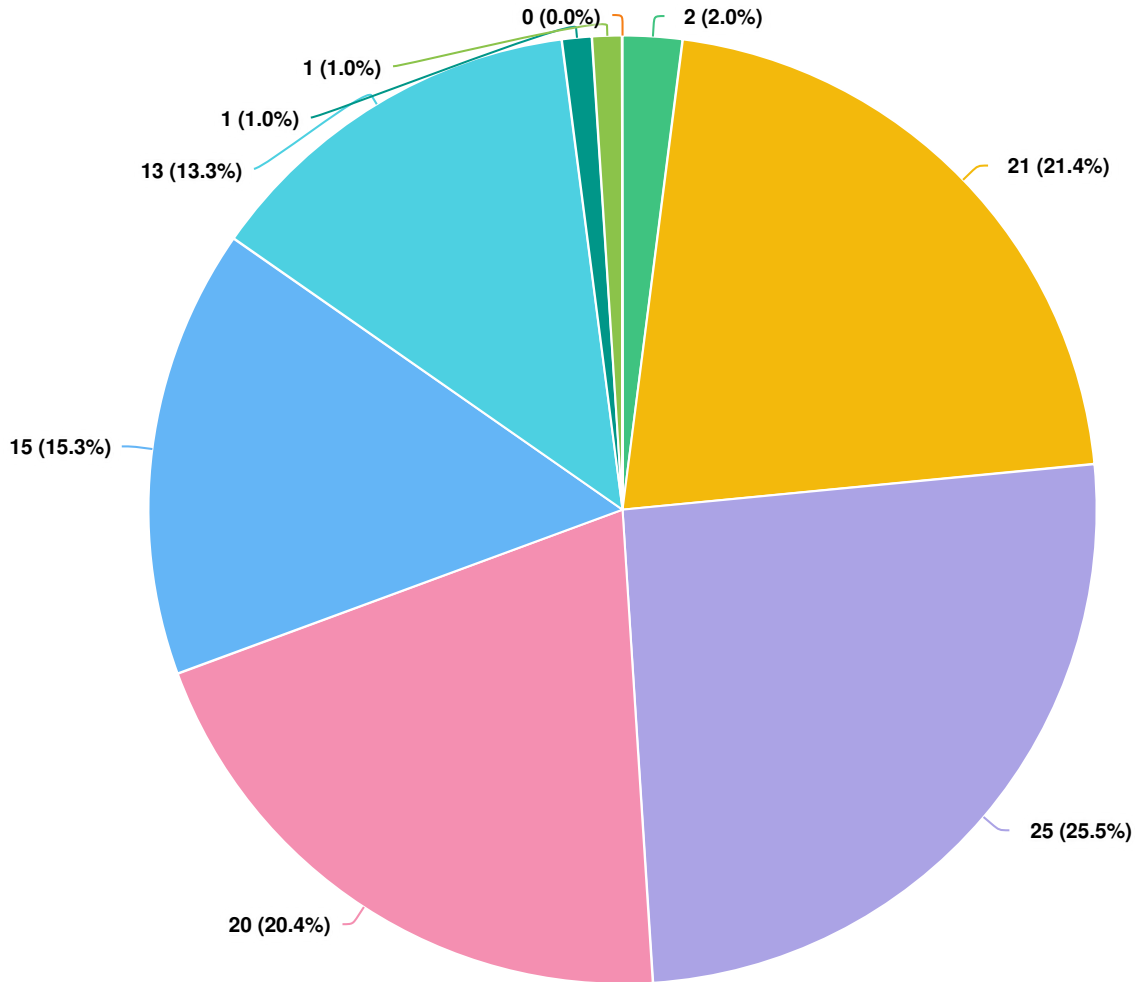


**Question options**

- I live in Wilsonville
- I work in Wilsonville
- I own a business in Wilsonville
- I visit Wilsonville
- I own a secondary residence in Wilsonville

Mandatory Question (98 response(s))  
Question type: Checkbox Question

**Q3 In what decade were you born?**

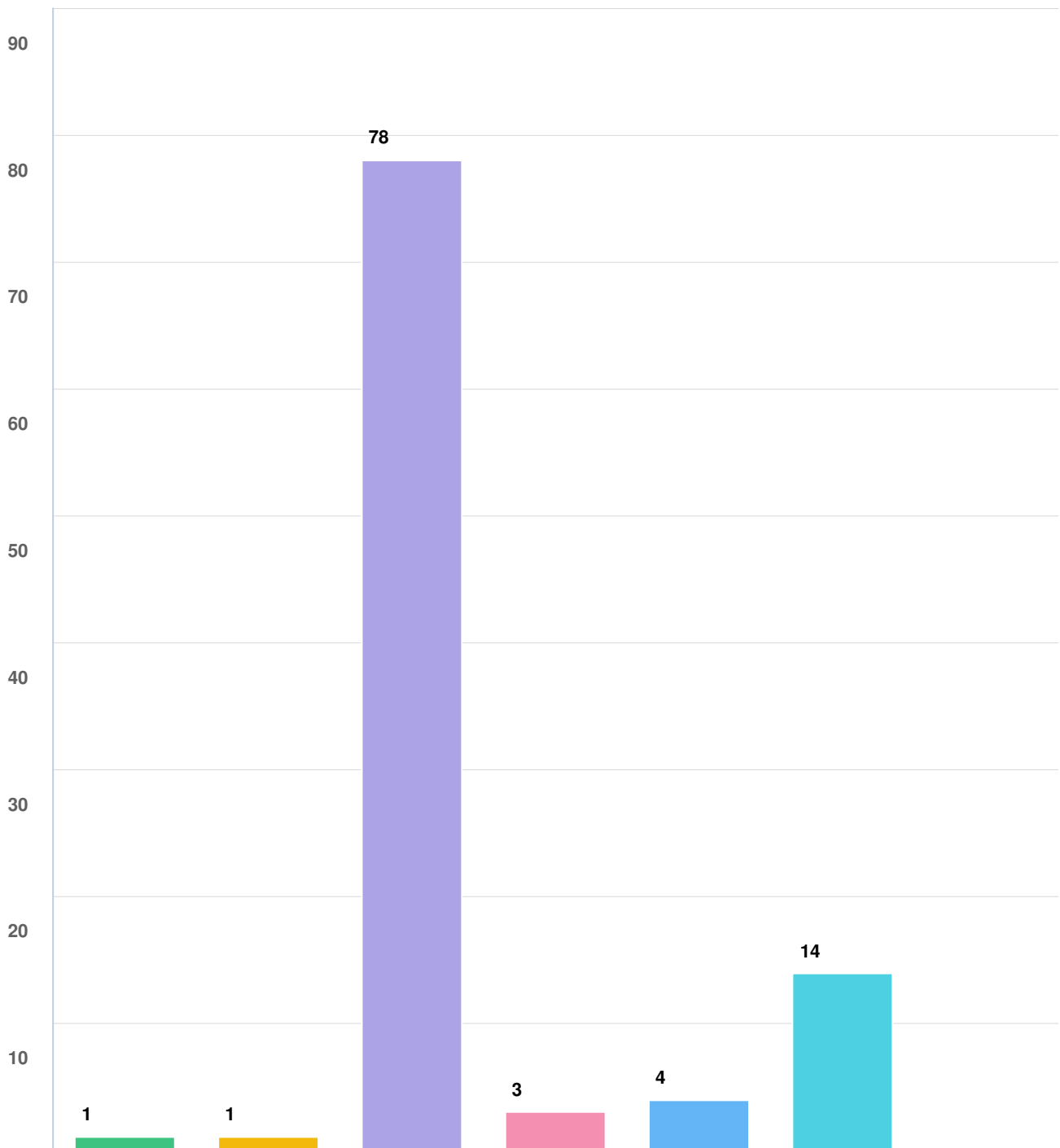


**Question options**

- Before 1940
- 1940-1949
- 1950-1959
- 1960-1969
- 1970-1979
- 1980-1989
- 1990-1999
- 2000-2009
- 2010-2019

Mandatory Question (98 response(s))  
Question type: Dropdown Question

**Q4 Which ethnic or racial group do you identify yourself? (Choose all that apply)**

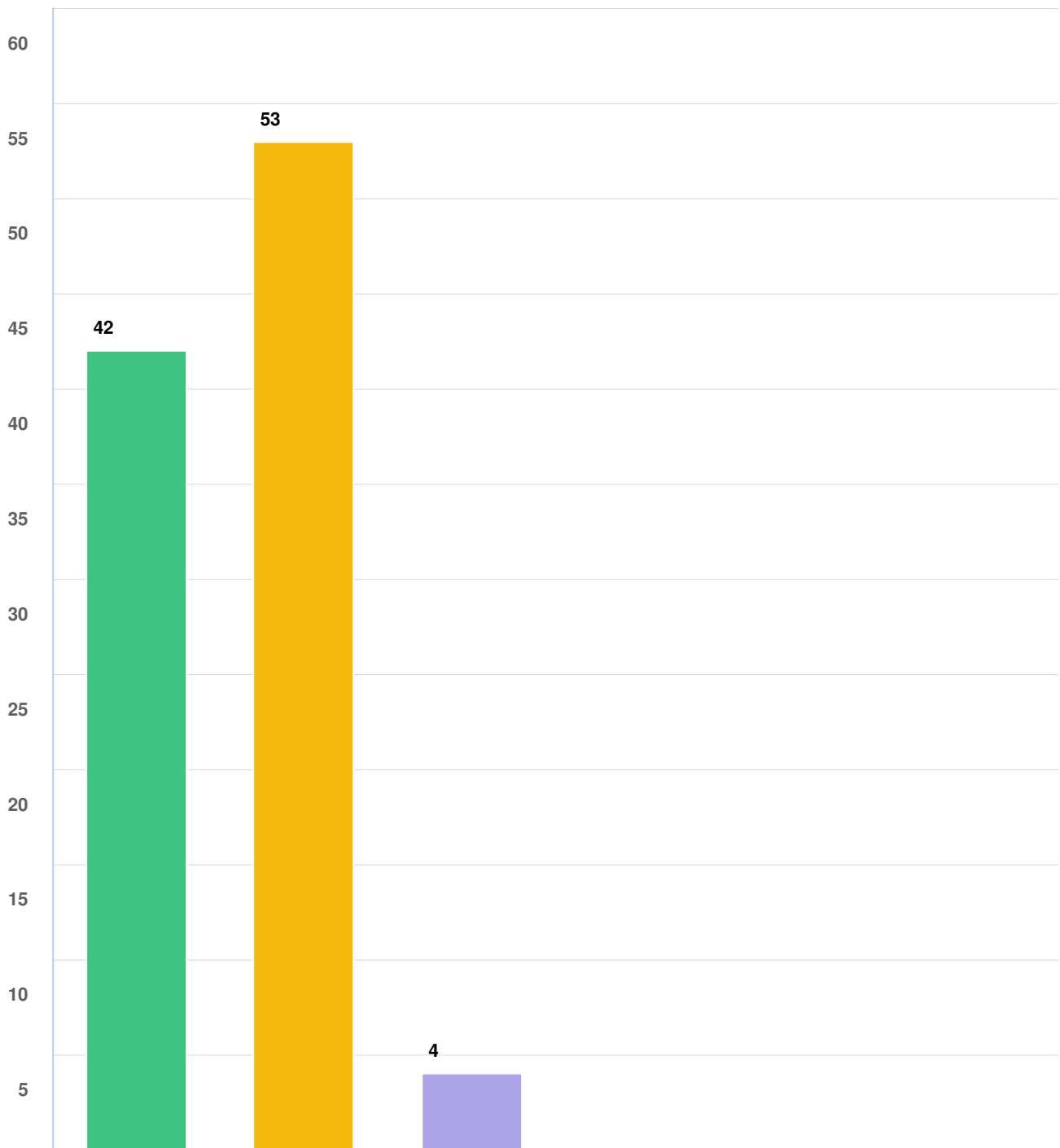


**Question options**

- African American/Black
- Asian or Asian American
- Caucasian/White
- Multi-racial
- Native American
- Prefer not to answer
- Hispanic/Latino

*Mandatory Question (98 response(s))*  
*Question type: Checkbox Question*

**Q5 Please indicate your gender. (Choose all that apply)**



**Question options**

- Female
- Male
- Prefer not to answer
- Transgender
- Non-binary

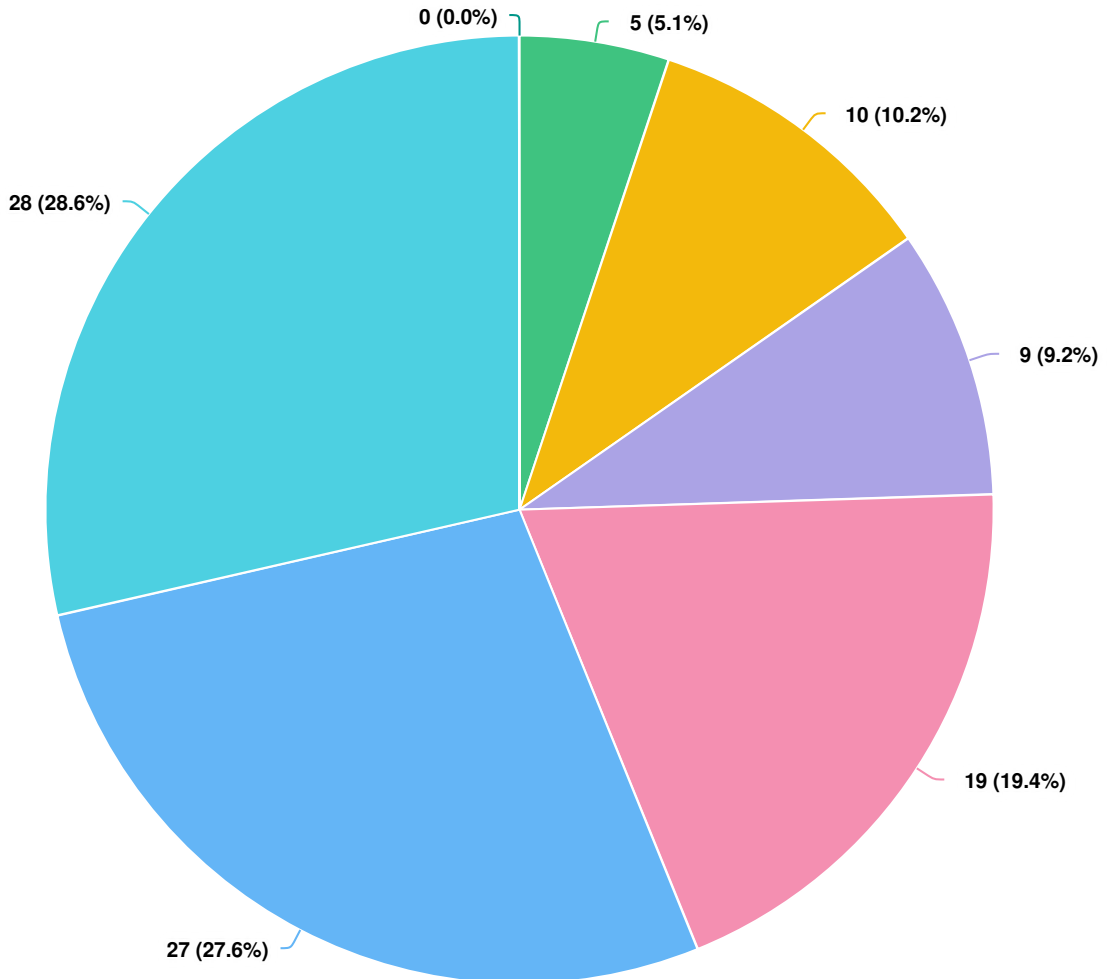
If you prefer to self-identify, check box and please do so below:

Mandatory Question (98 response(s))

Question type: Checkbox Question



**Q7** What is your household income? Please choose only one of the following:

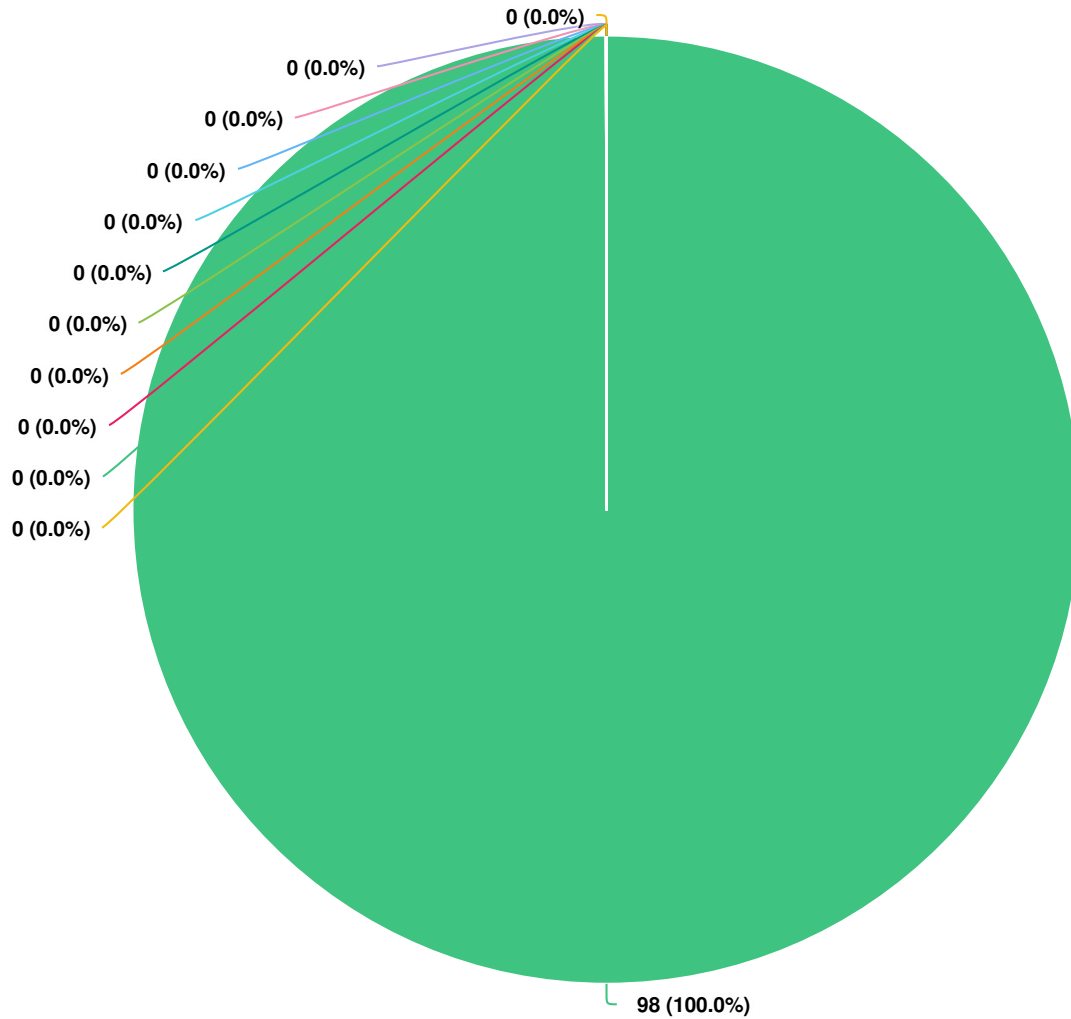


**Question options**

- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 or more
- Prefer not to answer
- Less than \$25,000

Mandatory Question (98 response(s))  
Question type: Dropdown Question

**Q8** What is the primary language spoken in your home?



**Question options**

- English
- Spanish
- Chinese
- Arabic
- Russian
- Japanese
- Korean
- Chuukese/trukese
- Hindi
- Telugu
- Vietnamese
- Other, please specify:

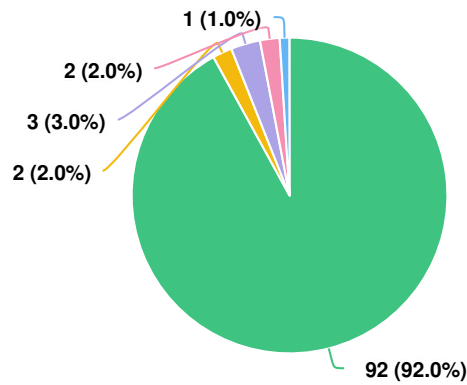
Mandatory Question (98 response(s))  
Question type: Dropdown Question

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# SURVEY QUESTIONS

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**Q1** What is your association with the City of Wilsonville?

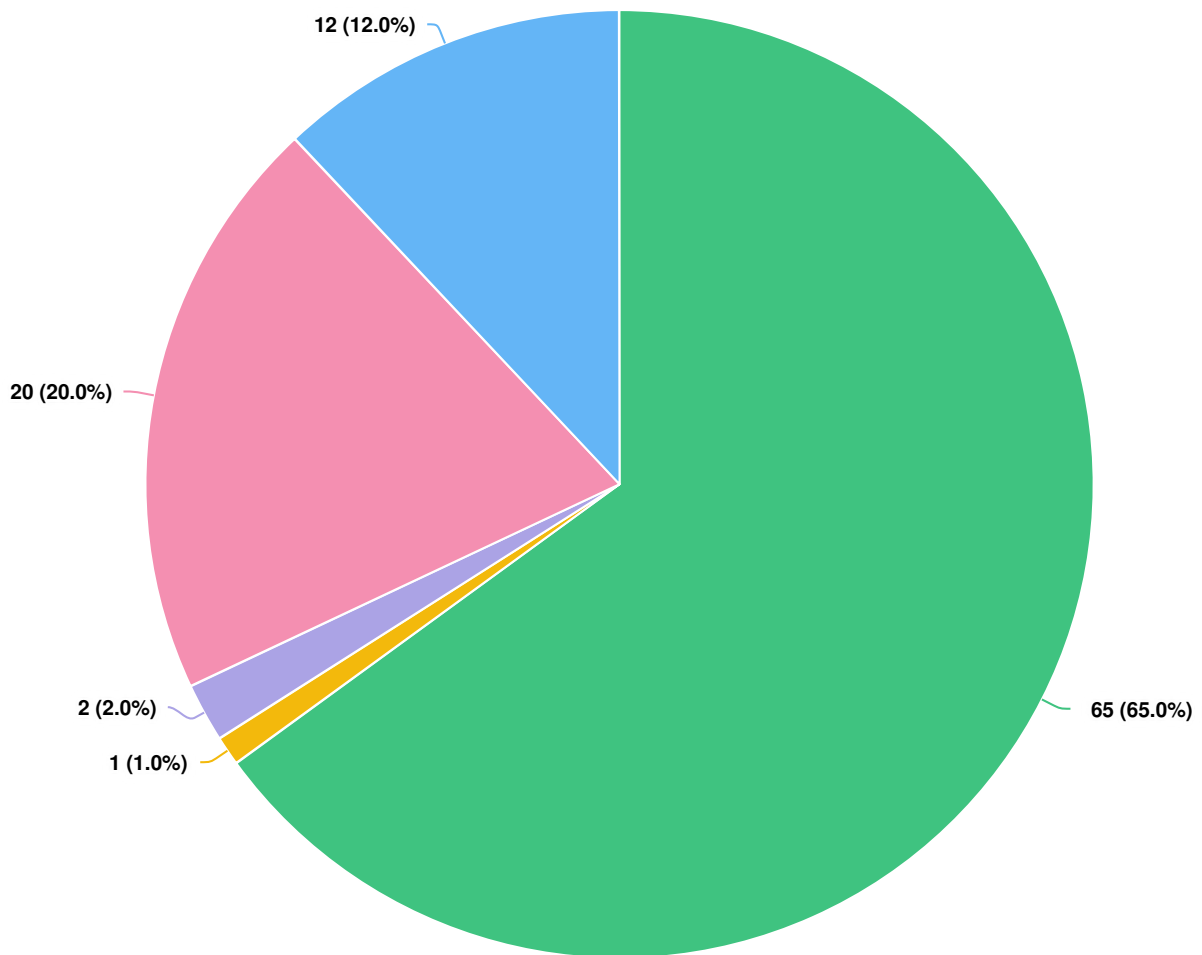


**Question options**

- Live in Wilsonville
- Live near the City of Wilsonville
- Work in Wilsonville
- Visit Wilsonville
- Other (please specify)

Optional question (100 response(s), 0 skipped)  
Question type: Radio Button Question

**Q2** What is your association with Aurora State Airport?

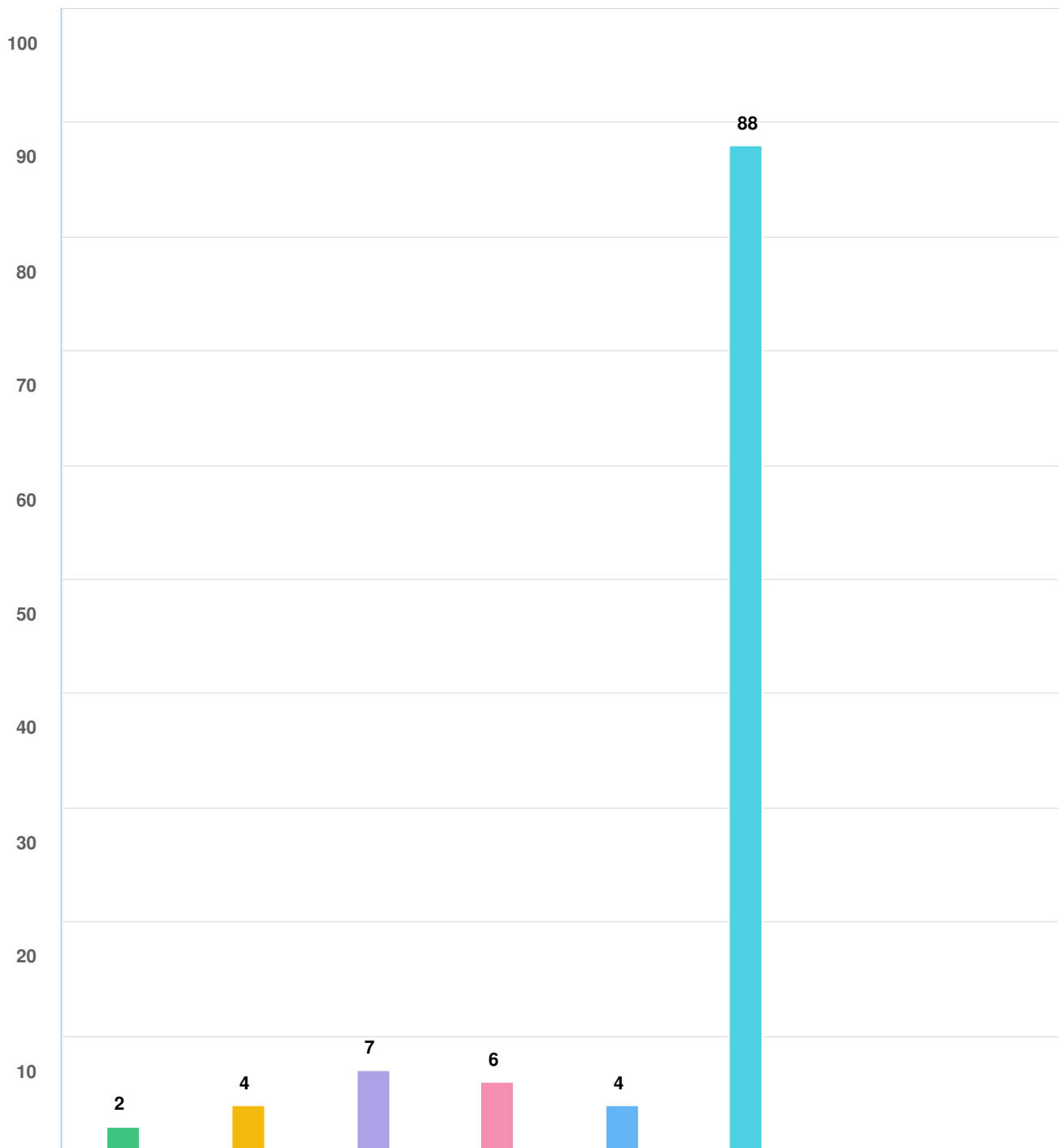


**Question options**

- Live near airport
- Work near airport
- Work at airport
- None
- Other (please specify)

Optional question (100 response(s), 0 skipped)  
Question type: Radio Button Question

**Q3 How do you use the Aurora State Airport? (check all that apply)**

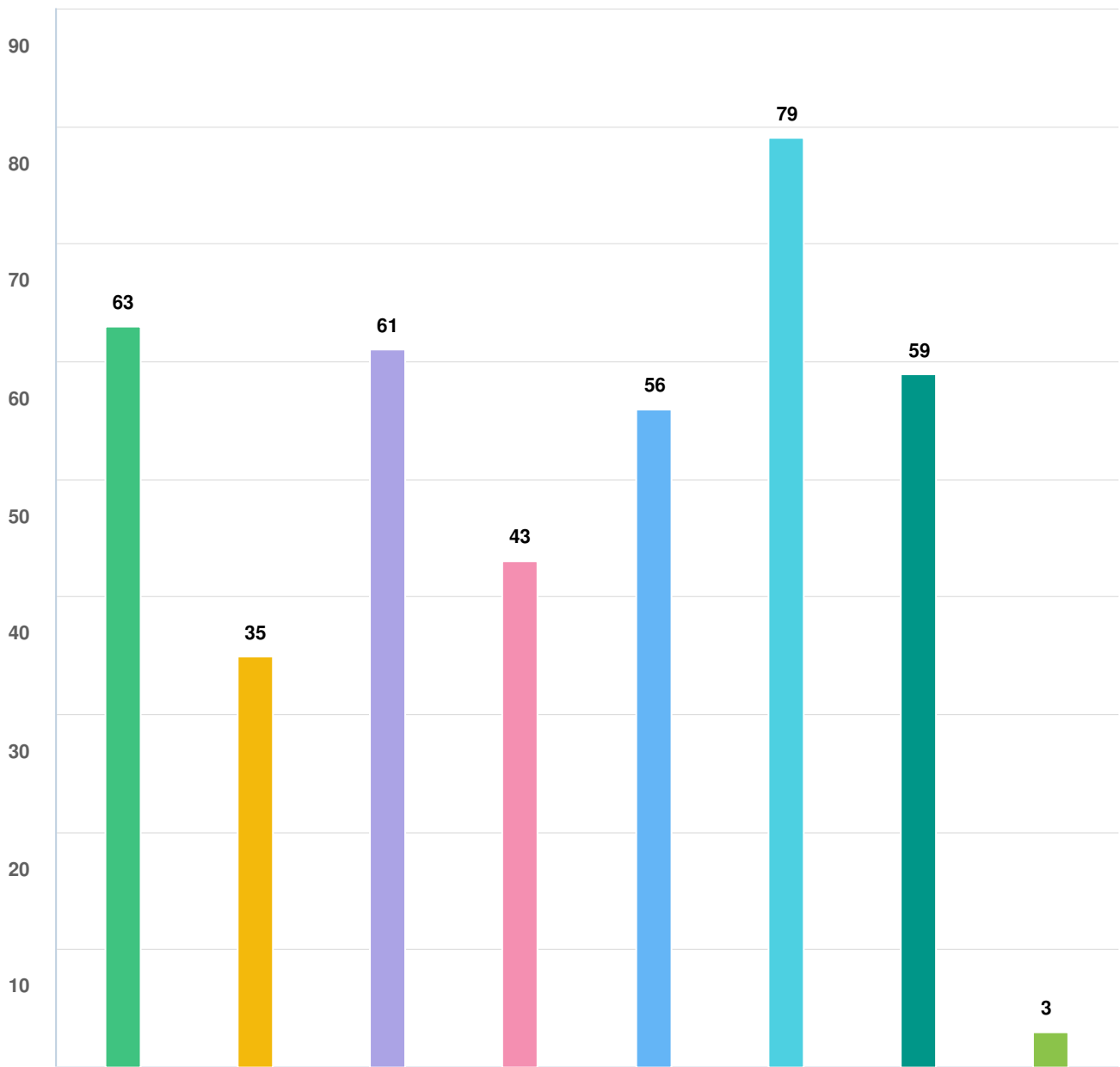


**Question options**

- Employed by airport or at airport (private business)
 ● Non-business air travel
● Pilot
● Recreation
- Education (e.g., flight school)
 ● I do not use the airport
● Business - Cargo
● Business - Travel

*Optional question (100 response(s), 0 skipped)*  
 Question type: *Checkbox Question*

**Q4 Check all the policy issues that may relate to the airport that are of importance to you:**



**Question options**

- Fire safety and emergency management (use of the airport by emergency service providers, air traffic safety)
- Air transportation     ● Surface transportation (congestion, traffic, highway and local roads)
- Economic development (jobs, attracting visitors to Wilsonville businesses, business support services)
- Environmental Resources (pollution, encroachment)     ● Neighborhood Compatibility Issues (noise, pollution)
- Urban Growth Boundaries (urban development, land use, conflicts with farm operations, loss of farmland)
- Other (please specify)

*Optional question (99 response(s), 1 skipped)  
Question type: Checkbox Question*

**Q5** Of the issues you selected above, rank the issues based on the level of importance to you (1 being most important, and 8 being least important):

OPTIONS	AVG. RANK
Neighborhood Compatibility Issues (noise, pollution)	1.97
Surface transportation (congestion, traffic, highway and local roads)	3.44
Fire safety and emergency management (use of the airport by emergency service providers, air traffic safety)	3.57
Environmental Resources (pollution, encroachment)	3.63
Urban Growth Boundaries (urban development, land use, conflicts with farm operations, loss of farmland)	3.68
Economic development (jobs, attracting visitors to Wilsonville businesses, business support services)	4.06
Air transportation	5.02
Other	6.87

*Optional question (99 response(s), 1 skipped)*  
*Question type: Ranking Question*



**Q6** Please add any comments here about how you prioritized the topics in the previous question.

Screen Name Redacted

2/28/2022 07:55 PM

Interesting way to load these statements to get a pre-determined outcome. The City of WILSONVILLE needs to start working in partnership with the airport not throwing Molotov cocktails at every opportunity for airport expansion. Would love to know the exact dollar amount spent with our tax payer dollars on fighting any airport growth over the past 20 years.

Screen Name Redacted

2/28/2022 08:11 PM

N/A

Screen Name Redacted

2/28/2022 08:27 PM

The airport is an incredibly valuable resource that provides a lot of jobs, convenience of air transportation close to Wilsonville/Aurora/Canby, and has an extremely minimal impact on surface transportation and local neighborhoods.

Screen Name Redacted

2/28/2022 08:31 PM

The increase of acid rain and potential water pollution from fuel seriously concern me. This is a sensitive area that should not be damaged by unmanaged economic growth.

Screen Name Redacted

2/28/2022 08:32 PM

I am concerned about increased noise, pollution, and traffic from flights. I love living near the local farms and do not want any more farmland lost to development.

Screen Name Redacted

2/28/2022 08:39 PM

Noise from planes flying overhead is a concern

Screen Name Redacted

2/28/2022 09:07 PM

I think the airport is a vital economic engine to our community, and the current restrictions at the airport have limited some companies with larger needs at the airport from coming to Wilsonville.

Screen Name Redacted

2/28/2022 09:12 PM

My primary concern is with noise from planes taking off and to a lesser extent circling the area. My biggest concern is jet planes that make a lot of noise. I would not want more and/or bigger jet planes taking off from the airport. I'm less bothered by the small planes circling around the area.

Screen Name Redacted

2/28/2022 09:23 PM

my home is within a flight path of this airport

Screen Name Redacted

2/28/2022 09:31 PM

Changing the quality and tranquility of Wilsonville.

Screen Name Redacted

2/28/2022 09:34 PM

My father worked for an airline, so I grew up around airports for most of my life. I have also lived under the approach to major airports. One of the schools I attended was sandwiched between a civilian, and two military bases. We students and the teachers suffered headaches from the pollution and noise. As aircraft take off and land they spew toxic fumes that pollute the air and aggravate health issues like asthma. The sound pollution does cause lost of hearing. It affects humans, animal, birds and even fish. I have seen first hand how aircraft flying over Wilsonville Grade School and Boeckmen Elementary effected students when they were doing school projects outside and in their classrooms. Aircraft need to follow I-5 in as their approach and as they take off. If that can't be done, then the airport needs to relocate or realign the runways.

Screen Name Redacted

2/28/2022 09:37 PM

Continuing and increasing fly over noise negatively impacts our community (Charbonneau).

Screen Name Redacted

2/28/2022 09:54 PM

I am mostly worried about plane crashes, noise & increased traffic on Boone Bridge & Miley Road.

Screen Name Redacted

2/28/2022 09:57 PM

We are Wilsonville and we should focus on how to improve the lives of Wilsonville citizens, the Airport is not in our jurisdiction so our leaders should understand that we are guests in this discussion instead this survey and our leader have the audacity to think they have authority here... typical entitled politicians wasting tax payer money.

Screen Name Redacted

2/28/2022 11:00 PM

I feel that the city has been focused on the negatives around the airport and not the positives. My rankings highlight the importance that the airport plays, while recognizing that noise is a concern.

Screen Name Redacted

3/01/2022 06:31 AM

The airport is already highly regulated.

Screen Name Redacted

3/01/2022 06:41 AM

Already too much noise at all hours (especially late at night). Want QUIET hours and NO jets. Okay for fewer noise restrictions/hours for

emergency use (firefighting, air ambulance, etc.). No need to extend the runway to accommodate larger planes and jets (for the rich with toys or for corporations) -- those should go to PDX or Hillsboro; expansion now impacts livability plus would eventually impact future growth of neighborhoods.

Screen Name Redacted

3/01/2022 07:14 AM

The "get off my lawn" old folks in Charbonneau should not be blocking the airport expansion because of perceived increases in noise. They moved to an area directly in the airport's flight path. It's too late for buyer's remorse. All of the issues listed above provide cover for the anti-airport expansion folks in Charbonneau.

Screen Name Redacted

3/01/2022 08:19 AM

Air traffic, noise and increased congestion in an already bottle necked area could significantly degrade the quality of living in Wilsonville and surrounding areas. This area was not originally laid out with the type of population density and through traffic we are currently seeing, let alone adding even more.

Screen Name Redacted

3/01/2022 08:58 AM

The airport has been there forever. People moving into the area know the airport is there, and know of the noise, etc.

Screen Name Redacted

3/01/2022 09:02 AM

it's all about the negative impacts of noise and potential traffic

Screen Name Redacted

3/01/2022 10:30 AM

Impact on Wilsonville infrastructure and services (water, sewer, etc.), including costs.

Screen Name Redacted

3/01/2022 11:14 AM

Increasing overflight noise at Charbonneau over the past few years, particularly at night and on weekends and holidays are a significant concern. Private/corporate jets are detrimental to the environment and carbon control and global warming - if anything their use should be Increased size of the airport will result in more traffic on local roads and highways that are not designed for it.

Screen Name Redacted

3/01/2022 12:37 PM

My house is located in Charbonneau . Currently the planes usually fly over it and the noise is loud. I am concerned about the traffic congestion on Airplane Road to enter Miley road during the morning commute.

Screen Name Redacted

3/01/2022 12:46 PM

The first 4 are most important to me and what I see as real issues. I see my 5th choice as opening the door for future disregard for the

UGB and more development on agricultural land. I can't help but think that those who have been pushing for that development don't also have a hand in this airport expansion project. I think the airport should be used for small planes, not jets and can't see how it would attract visitors to Wilsonville.

Screen Name Redacted  
3/01/2022 07:52 PM

Just want to make sure that the potential expansion of the airport is legal and transparent

Screen Name Redacted  
3/02/2022 11:52 AM

If the airport is expanded it really needs a curfew. It is very obnoxious to have fairly large jets flying a few hundred feet over our home at all times of the night. I have been awoken at 2 am because of this!

Screen Name Redacted  
3/02/2022 01:24 PM

Emergency use should be obvious. For the rest, it's walking the fine line between development and people who're already there.

Screen Name Redacted  
3/02/2022 03:23 PM

I live right over the flight path. I already hate living near I5. Having to live under the landing of airplanes is making this place hellish.

Screen Name Redacted  
3/02/2022 05:04 PM

We live in Morey's Landing. There is already quite a bit of airplane noise. I strongly, strongly oppose expansion of the airport.

Screen Name Redacted  
3/02/2022 09:21 PM

We live in Charbonneau. Not only are we concerned about the noise and frequency of flights, and larger airplanes, but also of our investments in our homes. With a larger airport, property values could go down.

Screen Name Redacted  
3/03/2022 07:54 AM

Wilsonville already has traffic issues, especially at the Boone Bridge. We need to solve that as part of anything that could increase area traffic. Farmland is also a very important part of continuing to source food/plants/trees/etc. locally. Good paying jobs and a good place to live - we don't want people in our community to be living in poverty.

Screen Name Redacted  
3/03/2022 04:41 PM

Jet noise from airport is extremely loud, startling and alarming. Airport reached by narrow country roads where drivers go too fast.

Screen Name Redacted  
3/03/2022 07:57 PM

Scuttlebutt from Charbonneau hoa board is decision-makers are deaf to neighbors concerns. Decisions are already made.

Screen Name Redacted

3/03/2022 08:35 PM

Airport noise is a serious problem and must be addressed before or during any master planning.

Screen Name Redacted

3/04/2022 07:04 AM

Current congested road problems would be exacerbated, noise especially during nighttime hours would continue to increase,

Screen Name Redacted

3/05/2022 01:17 PM

Since moving into Charbonneau 15 years ago, we have seen and heard increasing noise from aircraft landing and taking off, especially an increase in corporate jets. (We did see a decrease during the pandemic but it is back to a noticeable level of noise in 2022.) We are very concerned about the air pollution caused by all this jet travel in and out of the Aurora Airport. Expanding the airport will only add to these problems. Traffic on local streets in the vicinity of the airport will also increase dramatically with any expansion. I am also a strong supporter of Oregon's Land Use Planning and do not want to see valuable agricultural land taken out of production.

Screen Name Redacted

3/05/2022 01:20 PM

Most concerned about negative impact of airport expansion on land use, environment, urban expansion, and traffic

Screen Name Redacted

3/05/2022 01:44 PM

A you can see all my answers relate to me, my family and friends and how it will effect us.

Screen Name Redacted

3/05/2022 03:05 PM

Again, every question is slanted towards the negative. Considering the amount of money (which the City refuses to disclose) that you have pissed away fighting the airport, we already know how City officials feel about the subject. Why ask us now?

Screen Name Redacted

3/05/2022 06:14 PM

Air and noise pollution due to the growth of this airport; flight patterns and amount of air traffic that impact livability of the citizens of Wilsonville

Screen Name Redacted

3/05/2022 06:35 PM

I've lived in this house for about 30 years and the aircraft keep getting bigger and louder. They fly right over my house and when I'm in the yard we often have to stop talking until the noise of the plane is over. It wasn't like this when we built the house and gets louder all the time.

Screen Name Redacted

3/06/2022 11:41 AM

I am very concerned about the impact this airport will have on air, water, and noise pollution from aircraft of small to large (commercial) sizes. I'm concerned the airport will impose on the utilities of

Wilsonville. The traffic is already congested on I5 going south.

Screen Name Redacted

3/07/2022 10:45 AM

Noise pollution is very important to me. We live in the air traffic flight path and especially the helicopter noise.

Screen Name Redacted

3/07/2022 02:17 PM

There has been increased frequency of planes flying over our neighborhood in Charbonneau at all hours. The noise is a huge disruption to the peace and quiet of the neighborhood. It is a special place due to its location away from the hustle and bustle of town. The flyovers are a huge distraction to what makes Charbonneau "special." I do not want my home values impacted negatively by the noise, pollution and activity of a busy airport!

Screen Name Redacted

3/07/2022 04:48 PM

We live in Charbonneau and are concerned that increased air traffic will degrade the quality of life here.

Screen Name Redacted

3/07/2022 09:02 PM

Noise and pollution are my greatest concerns.

Screen Name Redacted

3/08/2022 07:55 AM

It concerns me that the airport is in an unincorporated area yet wants to grow. I am against growing the aurora airport for noise reasons. Amazon just built a massive warehouse in Woodburn and wants to use Aurora for air cargo...but only if the runway is elongated. Please don't pave more of the Willamette Valleys most fertile land only to benefit Amazon and the unincorporated Aurora airport.

Screen Name Redacted

3/08/2022 12:02 PM

I work at the Aurora Airport and am a pilot but I don't believe the runway needs to be lengthened.

Screen Name Redacted

3/08/2022 06:56 PM

Noise pollution caused by low attitude jets under full throttle happens too often. At work in Wilsonville our vehicle was covered once in blue toilet fluid from a jet toilet "dump", which was reported to the FAA. People at work who ran at lunch said it was not uncommon to see and smell blue toilet dumps during their run.

Screen Name Redacted

3/09/2022 09:42 AM

I live near the Wilsonville library. It is in this place that the corporate jets lower the gears and hit the breaks. Spewing noise and pollution all over my home/outside area. I am certain that if the EPA did a study, the air in my neighborhood would fail or show pollutions at unacceptable levels. I can see the faces of people in the corporate jet. They just clear the trees in Memorial Park. They wake me at 2 am.

The windows rattle in my home. I expect to sell if this issue is not resolved. It is not HEALTHY to have this happening.

Screen Name Redacted

3/09/2022 02:53 PM

Neighborhood compatibility was my #1 issue since the noise has become increasingly worse over time. Larger and noisier planes are flying directly over our home at all hours. This is especially disturbing during the middle of the night. There is little regard by many of the pilots.

Screen Name Redacted

3/09/2022 06:51 PM

Quality of life. There is always a possibility of an airplane crash on landing and takeoff. There is already a considerable amount of air traffic noise plus the noise generated on I5. Wilsonville is a traffic nightmare. If the airport is going to expand, the I5 bridge should be widened in both north and south directions.

Screen Name Redacted

3/10/2022 09:31 AM

One of the main reasons for moving to Wilsonville was the close proximity to Aurora state airport. It is also comforting to know that life flight operates out of a Aurora state airport. Noise pollution is not a factor nor is it any more of a nuisance than i5 or the 40 mph speed limit right behind my house. The 40 mph zone on parkway ave leads to more constant noise than any air traffic.

Screen Name Redacted

3/11/2022 09:26 PM

Because I back up to Miley Road, air traffic and noise is my main concern. I drive to North Marion schools everyday and the traffic is bad enough around the airport that they having to widen the road. I'm all for creating jobs but Wilsonville is already crowded enough as it is. I've lived here over 20. I hate to think of what land is left turned into concrete.

Screen Name Redacted

3/12/2022 12:13 PM

We already have seen an increase in airplanes flying overhead, which are quite loud, since we purchased our home. 'm not interested in continuing to live here if the air traffic and subsequent noise (and other pollution) increases.

Screen Name Redacted

3/13/2022 11:10 AM

Concern for noise pollution and drop in property values around airports.

Screen Name Redacted

3/13/2022 09:59 PM

We live basically under the flight path and have noticed an increase in the number of flights/number of jet planes/noise pollution over the past few years. We would consider relocating to another town to avoid the noise pollution altogether if it continues to trend in the

wrong direction.

Screen Name Redacted

3/14/2022 12:54 PM

I live in Charbonneau, and currently planes that use the airport fly over our community -- even though they are supposed to go around it. The noise is tolerable in my part of Charbonneau, but I know that other sections of the community experience significant noise. I don't understand why this airport should be expanded. To what end? Who will benefit? I am concerned that we will have more planes flying over Charbonneau -- and they are quite low at take off and landing -- if the airport is expanded.

**Optional question** (59 response(s), 41 skipped)

**Question type:** Essay Question

**Q7 | Are there any specific places located near Wilsonville and the Aurora Airport that you think should be considered in this project (for example, nearby neighborhoods, transportation routes, or natural areas, etc.)?**

Screen Name Redacted

2/28/2022 07:55 PM

No

Screen Name Redacted

2/28/2022 08:11 PM

No

Screen Name Redacted

2/28/2022 08:27 PM

Would be helpful to extend the runway to the south to allow aircraft to be at a higher altitude when crossing over noise sensitive areas such as Charbonneau and Wilsonville.

Screen Name Redacted

2/28/2022 08:31 PM

The increase in traffic will impact the local roads around the airport as well as increase traffic on I5 that is already overloaded in this area. The roads are already dangerous enough without having larger aircraft flying in increasing numbers over our residential areas.

Screen Name Redacted

2/28/2022 08:45 PM

Transportation routes. I-5 so congested already.

Screen Name Redacted

2/28/2022 08:51 PM

I live under the flight path and for personal comfort, would like to see limits on operations during late evening/early morning hours.

Screen Name Redacted

As far as I can tell, the project at the airport is contained to the current



2/28/2022 09:07 PM airport property, so the businesses and neighbors directly surrounding the airport are most important to give input

Screen Name Redacted 2/28/2022 09:12 PM I'm in Morey's Landing northwest across the river from the airport. Even that far away it is still loud when jets take off.

Screen Name Redacted 2/28/2022 09:23 PM transportation routes

Screen Name Redacted 2/28/2022 09:31 PM The Willamette river and all the creeks/rivers that feed the Willamette.

Screen Name Redacted 2/28/2022 09:34 PM The Aurora Airport began as a rural airport. Many of planes were used for spraying the fields with herbicides and insecticides. Many such airports have had to move as cities borders expanded. Hillsboro didn't. When I worked out there I heard a lot of complaints about noise and the smell of fuel as the planes take off and land.

Screen Name Redacted 2/28/2022 09:37 PM Change flight patterns to avoid residential areas.

Screen Name Redacted 2/28/2022 09:44 PM Charbonneau

Screen Name Redacted 2/28/2022 09:54 PM CHARBONNEAU!! Also Langdon Farms.

Screen Name Redacted 2/28/2022 09:57 PM We could continue to try to annex to the south and control what is built and how it is built, otherwise we should continue to work on traffic mitigation efforts.

Screen Name Redacted 2/28/2022 11:00 PM Neighborhoods that align with the runway and up to 30 degrees on each side. Those are the areas most likely to see the 'straight in' traffic when airplanes takeoff or land to the north.

Screen Name Redacted 3/01/2022 06:31 AM All the above, but not to the point that normal safe airport operations are hindered by individual that do not like the idea that they live near an airport

Screen Name Redacted All roads would be impacted by any expansion, and they are very

3/01/2022 06:41 AM busy already. Charbonneau is directly under the flight path and any student or impaired pilot could easily crash into a residential area.

Screen Name Redacted Parrot Mountain/Ladd Hill area  
3/01/2022 08:19 AM

Screen Name Redacted I think the city of wilsonville has overstepped their boundaries with the airport. Our politicians should be worried about other things, including the homeless situation which is encroaching our area.  
3/01/2022 08:58 AM

Screen Name Redacted Charbonneau neighborhood and Airport Rd. Intersection at Airport Rd and Miley Rd  
3/01/2022 09:02 AM

Screen Name Redacted Most of Wilsonville (especially east of I-5) is under the airport approach and will be impacted by the size, frequency, and routing of air traffic.  
3/01/2022 10:30 AM

Screen Name Redacted Miley Road and the Charbonneau exit from I-5 transportation routes and the extra impact on Canby exit on I-5. The planned community of Charbonneau and nearby farm lands.  
3/01/2022 11:14 AM

Screen Name Redacted Charbonneau  
3/01/2022 11:26 AM

Screen Name Redacted yes- Charbonneau neighborhood is already impacted with noise from landings and take offs. The traffic pattern should restrict commercial vehicles from taking Airplane Road and increase the infrastructure at the signal light by the helicopter company so trucks take the road which connects with the closest access to I5  
3/01/2022 12:37 PM

Screen Name Redacted Charbonneau - the planes fly right over it and often are very low.  
3/01/2022 12:46 PM

Screen Name Redacted The entire region  
3/01/2022 02:33 PM

Screen Name Redacted Charbonneau district and Miley Road  
3/01/2022 07:52 PM

<p>Screen Name Redacted 3/02/2022 11:11 AM</p>	<p>Nearby neighborhoods that the noise levels will impact.</p>
<p>Screen Name Redacted 3/02/2022 01:24 PM</p>	<p>Those affected by potential ground traffic changes and those affected by noise (adjacent to airport and along approach/departure paths).</p>
<p>Screen Name Redacted 3/02/2022 03:23 PM</p>	<p>A place out of the way where regular people live and try to sleep.</p>
<p>Screen Name Redacted 3/02/2022 05:04 PM</p>	<p>The noise in neighborhoods and Memorial Park should be considered.</p>
<p>Screen Name Redacted 3/02/2022 09:21 PM</p>	<p>All of these areas are of consideration. Farm land is important, as well.</p>
<p>Screen Name Redacted 3/02/2022 09:21 PM</p>	<p>Canby Ferry</p>
<p>Screen Name Redacted 3/03/2022 07:54 AM</p>	<p>The Boone Bridge and nearby neighborhoods should be a priority in considering the project.</p>
<p>Screen Name Redacted 3/03/2022 10:30 AM</p>	<p>As a Charbonneau resident I am deeply concerned about the current flight path which is directly over the Charbonneau community. Charbonneau contains 1600 homes and houses 3500 people, all of whom are directly beneath the current flight path. The noise created by the jet aircraft is terribly annoying, and it is just a matter of time until there may be a tragic accident possibly involving the Charbonneau neighborhood. If it were not for the noise and the danger of possible aircraft crashing, I would not be adverse to the airport expansion. I do believe the airport expansion would be a valuable asset to the city of Aurora, and would also attract many new jobs and boost the local economy. But the inherent dangers this would cause are probably not worth the effort. The next issue would be the expansion of all the support industry that goes along with the airport expansion. The infrastructure needed to support the expansion would be expensive and the traffic increase would require new roads as well as the widening of existing roads. The truck traffic would be increased considerably and would be unbearable under our current conditions.</p>
<p>Screen Name Redacted 3/03/2022 04:41 PM</p>	<p>Charbonneau and adjacent farmlands</p>

<p>Screen Name Redacted 3/03/2022 07:57 PM</p>	<p>Charbonneau hoa's</p>
<p>Screen Name Redacted 3/03/2022 08:35 PM</p>	<p>Charbonneau</p>
<p>Screen Name Redacted 3/04/2022 07:04 AM</p>	<p>Continual loss of green space with potential industrial development would increase noise and air pollution, decreasing the livability of the area. Traffic is already congested.</p>
<p>Screen Name Redacted 3/05/2022 01:17 PM</p>	<p>I think that Charbonneau needs to be highly considered but all of the southern side of Wilsonville near the river is impacted by jet aircraft landings and takeoffs</p>
<p>Screen Name Redacted 3/05/2022 01:44 PM</p>	<p>Transportation routes and the use of large trucks.</p>
<p>Screen Name Redacted 3/05/2022 03:05 PM</p>	<p>I'm sure you have recruited them all.</p>
<p>Screen Name Redacted 3/05/2022 04:08 PM</p>	<p>None</p>
<p>Screen Name Redacted 3/05/2022 06:14 PM</p>	<p>Neighborhoods that are under the flight path. Arterial roadways have not changed nor improved to make the added auto traffic in and out of this airport (ie. no turn lanes on airport road).</p>
<p>Screen Name Redacted 3/05/2022 06:35 PM</p>	<p>Charbonneau - bigger, louder planes</p>
<p>Screen Name Redacted 3/06/2022 03:05 PM</p>	<p>Pedestrian / Bike bridge across the Willamette River and if the design will impact flight patterns.</p>
<p>Screen Name Redacted 3/07/2022 10:45 AM</p>	<p>nearby neighborhoods are especially important.</p>
<p>Screen Name Redacted 3/07/2022 02:17 PM</p>	<p>Charbonneau and all nearby neighborhoods that value the peace and quiet of country living. The intersection of Miley Road and Airport Road is always an accident waiting to happen. Traffic routes and</p>

infrastructure would all need to be evaluated to adequately support any changes.

Screen Name Redacted

3/07/2022 04:48 PM

Access to and from I-5. The Charbonneau area.

Screen Name Redacted

3/07/2022 09:02 PM

Yes, residents living close to or within the flight paths.

Screen Name Redacted

3/08/2022 07:55 AM

Charboneau and Villebois. Both are high density and we get fly over traffic all the time.

Screen Name Redacted

3/08/2022 06:56 PM

Consider impact to Charbonneau

Screen Name Redacted

3/09/2022 09:42 AM

Let them fly to Salem which was designed for large corporate jets of this size.

Screen Name Redacted

3/09/2022 02:03 PM

Impacts on Charbonneau and on the Boone Bridge

Screen Name Redacted

3/09/2022 02:53 PM

Please also consider the neighborhoods in NE Prairie View Drive, NE Lawnview Circle and Charbonneau.

Screen Name Redacted

3/09/2022 06:51 PM

Wilsonville and the airport need to seriously consider the comments that are coming from Charbonneau.

Screen Name Redacted

3/10/2022 09:31 AM

This question is a bit unclear. In the survey description, it only describes the cities comprehensive plan and not an actual project nor the specifics.

Screen Name Redacted

3/11/2022 01:09 PM

Charbonneau

Screen Name Redacted

3/11/2022 04:16 PM

Almost all Wilsonville neighborhoods will be impacted by any expansion particularly for even larger aircraft. The noise at times now is awful from the Jets that fly in and out. In summer, we sleep with windows open and jets wake us up during the middle of the night.

Screen Name Redacted All of the above

3/11/2022 09:26 PM

Screen Name Redacted

3/14/2022 12:54 PM

Yes, please consider Charbonneau. An airport expansion will increase our community's noise level, depreciate our homes, and generally ruin our area.

Screen Name Redacted

3/14/2022 03:10 PM

Please consider impact and meditation needs for Charbonneau separate from Wilsonville's. Charbonneau is in Wilsonville's city limits but is closer to the airport. Please keep me informed of

**Optional question** (63 response(s), 37 skipped)

**Question type:** Essay Question

**Q8 Are there any other issues that are especially important that we should consider? Please provide any explanation or detail that you think would be helpful in considering this issue.**

Screen Name Redacted

2/28/2022 07:47 PM

Thank you for continuing to require any expansion at the Aurora Airport comply with applicable land use law.

Screen Name Redacted

2/28/2022 07:55 PM

Love transparency on funds for fighting airport expansion.

Screen Name Redacted

2/28/2022 08:11 PM

No

Screen Name Redacted

2/28/2022 08:27 PM

I have not appreciated how the city of Wilsonville seems to be so much against anything related to the Aurora Airport. The airport is an incredibly valuable close-by resource that should be embraced and expansion encouraged. Their will never be commercial airlines flying into/out of Aurora, yet the city seems to act like that is the case. There are so many jobs there, so many folks learning to fly there, so many small businesses operating their that are paying tax revenue to the state and thereby cities. It seems folks nowadays hate the wealthy that own a private jet...yet that individual likely owns a business that employees a lot of local residents, pays for services from local businesses, and buys fuel (again business and tax dollars)... I don't understand what the problem is. As a resident of Wilsonville for the past 10 years, I fully support the Aurora airport, and any growth associated with it.

Screen Name Redacted

2/28/2022 08:45 PM

Nursery & farming finished or impacted.

Screen Name Redacted

2/28/2022 08:51 PM

Primary concern is noise pollution and effect expansion would have on open space south of the river, and increased traffic on the bridge should expansion spur more industrial development. I think the city of Wilsonville should actively stay engaged in expansion efforts and I support their legal intervention to make sure Wilsonville residents' concerns are addressed.

Screen Name Redacted

2/28/2022 09:07 PM

I wonder if there are other items of importance (developing the Town Center for example) that could be of better use of the city's time and energy than the airport which already has strong input and influence from its neighbors

Screen Name Redacted

2/28/2022 09:31 PM

Increase in carcinogens, noise pollution, fire danger, crashes, congestion.

Screen Name Redacted

2/28/2022 09:34 PM

I have discussed that above. If the airport stays then work needs to be done to realign the runway. It has been done at other airports who have face the same problem. If they can do it, it can be done here, too. The city and community of Wilsonville existed long before the airport was built. The City is grandfathered in, the airport came later.

Screen Name Redacted

2/28/2022 09:37 PM

Continuing and increasing fly over noise negatively impacts our community (Charbonneau

Screen Name Redacted

2/28/2022 09:57 PM

A thriving small airport near us should be something we support and help grow to encourage development of living wage jobs and city sustained growth.

Screen Name Redacted

2/28/2022 11:00 PM

I am concerned with some of the statements from the city over the last two years around traffic caused by a potential airport expansion, while minimizing the traffic impacts caused by continued residential and commercial development within Wilsonville. If we are against traffic caused by the airport, why shouldn't we be consistent and be against traffic caused by development within Wilsonville?

Screen Name Redacted

3/01/2022 06:11 AM

Does this airport need to exist? What are the issues related to it being removed from service?

Screen Name Redacted

3/01/2022 06:31 AM

The Airport provides jobs, home owners, and is an overall benefit to the City of Wilsonville.

Screen Name Redacted

3/01/2022 06:41 AM

Even major heavily-traveled airports near residential areas have restricted hours. This is a SMALL airport and we should keep it that way. At a minimum, there should be restrictions imposed on both hours and flight paths (with some exceptions for firefighters or air ambulance).

Screen Name Redacted

3/01/2022 08:09 AM

The airport is a significant regional facility and due consideration should be given to this significance

Screen Name Redacted

3/01/2022 10:30 AM

The city should be a full participant in decisions regarding airport issues that affect the city and its population.

Screen Name Redacted

3/01/2022 11:14 AM

If the airport grows it will generate more pressure to expand business, and industrial use and traffic in a farm use area. The state making a significant investment into a project that likely wont survive a major investment - those dollars should be invested in upgrading/strengthening other major airports in the state - as identified by the FAA.

Screen Name Redacted

3/01/2022 11:26 AM

Noise and traffic are a high concern

Screen Name Redacted

3/01/2022 12:37 PM

Already pointed out the noise pollution and the increase traffic congestion

Screen Name Redacted

3/01/2022 12:46 PM

Nothing else.

Screen Name Redacted

3/01/2022 01:44 PM

The airport expansion has been in the plan for many years. Neighborhoods have grown but that does not mean the airport shouldn't be able to expand

Screen Name Redacted

3/01/2022 02:33 PM

Livability in Aurora, Wilsonville, and the the surrounding area is more important than the expansion of the airport.



Screen Name Redacted

3/02/2022 11:11 AM

Keep our air quality in mind.

Screen Name Redacted

3/02/2022 01:24 PM

This has been going on for a long time; much of it driven by someone who's now running for governor - even to the point of trying to reshape Wilsonville City Council to a more favorable position (succeeded on term limits, failed on candidate slate). It'd be nice to trust the process(es), but integrity hasn't been a strong suit on this issue.

Screen Name Redacted

3/02/2022 03:23 PM

Quality of life is more important than economic development, bottom line.

Screen Name Redacted

3/02/2022 09:21 PM

Ground Transportation Flyover - Bypass

Screen Name Redacted

3/03/2022 10:30 AM

I have already voiced my objections to the airport expansion, but I think we should also consider that property values near and around the Aurora Airport may also be adversely affected.

Screen Name Redacted

3/03/2022 08:35 PM

The airport must develop a noise abatement plan under DEQ Noise Rules OAR 340-035-0045 to limit and control airport noise impacts.

Screen Name Redacted

3/04/2022 07:04 AM

Any develop to the airport must be part of a larger well thought out plan to the greater area considering roadways, homes, greenspace, noise and air pollution, farms, and the congestion and age of the I-5 bridge.

Screen Name Redacted

3/05/2022 01:17 PM

Based on all the reservations I have about expansion to the Aurora State Airport, I feel very strongly that a complete Environmental Impact Study needs to be part of the new Master Planning process.

Screen Name Redacted

3/05/2022 03:05 PM

Issue? You mean like how much taxpayer money have you spent fighting anything that the airport does in the past (at least)15 years? It's amazing that you do a budget every year and yet cannot tell someone how much you spend for lobbying, legal and Legislative fight you are engaged in.

Screen Name Redacted

3/05/2022 04:08 PM

Yes. I believe the airport is a necessity and can aid in bringing the community together vs separations.

Screen Name Redacted  
3/05/2022 06:14 PM  
Air traffic noise impacts the livability of citizens in the wilsonville area. Noise impacts conversations when enjoying family and friends outdoors, air noise Has woke up several family members in the night, and consideration of other locations for air traffic should be considered when looking at long-term planning.

Screen Name Redacted  
3/06/2022 11:41 AM  
The noise of low-flying aircraft can be especially alarming when seen and heard in our residential areas.

Screen Name Redacted  
3/07/2022 08:19 AM  
Noise, altitude of aircraft over Wilsonville. Noise

Screen Name Redacted  
3/07/2022 10:45 AM  
Nothing additional

Screen Name Redacted  
3/08/2022 07:55 AM  
We have some of the best soil in the world. Please don't pave over it

Screen Name Redacted  
3/08/2022 06:56 PM  
Minimum elevations and flight plans should be defined and enforced.

Screen Name Redacted  
3/09/2022 09:42 AM  
The original Aurora airport was not designed for large corporate jets. This is just more corporate greed SPEWING WASTE on those of us that DO NOT HAVE A VOICE.

Screen Name Redacted  
3/09/2022 02:53 PM  
No nighttime landings or takeoffs.

Screen Name Redacted  
3/10/2022 09:31 AM  
Again this question is unclear. I'm not sure if there is an "issue" at hand. In my opinion, there is no issue with the Aurora State Airport.

Screen Name Redacted  
3/11/2022 04:16 PM  
LIVABILITY !!!!! PLEASE DON'T DESTROY WILSONVILLE . BIGGER JETS CAN LAND AT A LARGER AIRPORT.....SALEM IS NOT FAR AWAY !!!!!

Screen Name Redacted  
3/13/2022 09:59 PM  
If additional air traffic is going to be permitted, it could be helpful if the time frame in which flights would be allowed could be limited to reasonable hours (eg: No large jets after 10pm and before 6am or something along those lines)

Screen Name Redacted

3/14/2022 12:54 PM

Again, I fail to see the need to expand this airport. Wouldn't it make more sense to expand the airport in Salem? I understand that it is inadequate. Are you considering expansion of Aurora to accommodate private, corporate jets? I weigh that against the wishes of nearby residents. I also question the need for expansion based on economic growth in the Canby and Aurora areas. After all, Amazon is building a huge facility. Isn't that sufficient? Also, please consider what expansion will mean for I5. There is already a bottleneck on the interstate around Wilsonville which narrows to three lanes north of the city. Increased development of the airport will undoubtedly make this situation worse. Are there plans to add lanes to the interstate in the airport is expanded? I doubt it. It is time to invoke the medical oath, "due no harm."

Screen Name Redacted

3/14/2022 03:10 PM

Please keep me informed of any processes meetings etc via email.

[REDACTED]

**Optional question** (46 response(s), 54 skipped)

**Question type:** Essay Question

Public input will directly inform the City's work to prioritize the outcomes most important to Wilsonville, and to record those priorities as policy directives in the City's Comprehensive Plan. Survey results are being shared with the Planning Commission and City Council to inform these policy decisions at their work sessions on:

**Planning Commission work session:**  
April 14 at 6 p.m. online and at Wilsonville City Hall

**City Council work session:**  
May 2 at 5 p.m. online and at Wilsonville City Hall

## AREA O

### Airport Compatibility Objectives

1. Based on guidance from Oregon Department of Aviation and the Federal Aviation Administration (FAA), identify the appropriate airport influence area within the City and Area O.
  - a. With consideration of historic development patterns, Oregon Statewide Land Use Planning Goals, City priorities, and FAA guidelines, evaluate the compatibility of new development and proposed land use changes associated with the aviation activities at Aurora State Airport.
  - b. Evaluate proposals for changes to the type and intensity of aviation activities at the Aurora State Airport for compatibility with the City's existing and future land uses recognizing that the airport is near the City of Wilsonville but within Marion County's jurisdiction.
  - c. Formally consult with Oregon Department of Aviation and aviation stakeholders prior to amending comprehensive plans or development regulations that may affect properties within the airport influence area.
  - d. Develop a process to notify property owners within the airport influence area that their property is located near a public use airport and may experience impacts from airport operations.
2. Formally consult and participate in the airport master planning process and other regional planning related to Area O.
  - a. Work collaboratively with Aurora State Airport and FAA on measures to improve safety for air traffic over the city and promote FAA-registered flight patterns and FAA flight behavior regulations, in order to protect the interests of Area O residents living near airports.
  - b. Discourage the siting of uses that attract birds, create visual hazards, discharge any particulate matter into the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications or otherwise obstruct or conflict with aircraft patterns within airport influence areas.
3. Advocate to maintain Metro Rural Reserve 4J and EFU-zoned land in Marion County between the City of Wilsonville and the Aurora State Airport. Evaluate and respond to public and private development and infrastructure projects in Area O to ensure that rural development patterns and agricultural activities are protected in Rural Reserves and EFU-designated lands.

### Public Facilities and Services Objectives

1. Advocate for connection of the Aurora State Airport to municipal services (including public water, sewer, and stormwater systems) from the City of Aurora or another nearby provider.

2. Support the role of the Aurora State Airport as a hub in emergency management plans and as an operational base for emergency service providers.

#### Environmental Resources and Community Design Objectives

1. Coordinate with Aurora Airport Management, Oregon Department of Aviation, Oregon Department of Environmental Quality and other related agencies and organizations to reduce impacts of aviation on noise-sensitive areas.
2. Support enforcement of noise standards developed by Department of Environmental Quality and other federal, state, and local agencies.
3. Support a Part 150 Study to develop Noise Exposure Maps defining the existing and future noise exposure boundaries surrounding the airport. Funding to conduct a Part 150 study and recommended noise mitigation measures may be eligible for federal funding from the FAA.
4. Encourage Aurora Airport Master Plan policies to adopt a Wildlife Hazard Management Plan and avoid impacts to the Pacific Flyway bird migratory route.

#### Economic Development Objectives

1. Support mutually beneficial relationships between agricultural uses in the French Prairie, aviation activities at Aurora State Airport, and firms in Wilsonville providing goods and services to these industries by preserving efficient, region-wide mobility within Area O.
2. Support the Aurora State Airport as an air transportation resource for Wilsonville-based firms by preserving direct, efficient access across Area O between Wilsonville and the airport.



# PLANNING COMMISSION

## WEDNESDAY, APRIL 13, 2022

### WORK SESSION

3. Frog Pond East and South Master Plan (Pauly) (60 minutes)



## PLANNING COMMISSION WORK SESSION STAFF REPORT

<b>Meeting Date:</b> April 13, 2022		<b>Subject:</b> Frog Pond East and South Master Plan	
		<b>Staff Member:</b> Daniel Pauly, Planning Manager	
		<b>Department:</b> Community Development	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b> N/A	
<b>Staff Recommendation:</b> Provide requested input regarding the neighborhood commercial center and recommended design concepts for developing land use and urban design alternatives.			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b>			
<input checked="" type="checkbox"/> Council Goals/Priorities: Expand home ownership	<input checked="" type="checkbox"/> Adopted Master Plan(s): Frog Pond Area Plan	<input type="checkbox"/> Not Applicable	

### ISSUE BEFORE PLANNING COMMISSION:

Provide feedback and input on components of the master planning for Frog Pond East and South, specifically regarding a neighborhood commercial center and recommended design concepts for development of land use and urban design alternatives.



## **EXECUTIVE SUMMARY:**

Following designation of the subject land as an urban reserve in 2010, the City adopted the Frog Pond Area Plan in 2015 to set the stage for additional planning and eventual development to meet identified local housing needs. Besides the urban reserve area, the Frog Pond Area Plan also established a vision for growth for undeveloped land already within the City's Urban Growth Boundary (UGB) now known as Frog Pond West. In 2017, a Master Plan and implementing zoning code was adopted for Frog Pond West. The Master Plan provided the necessary regulatory framework for the residential neighborhood currently under development north of Boeckman Road and west of Stafford Road.

In 2018, Metro expanded the UGB to include the subject land. As part of the Metro Ordinance adopting the UGB expansion, Metro required Wilsonville to complete master planning to make the area development ready, from a regulatory standpoint, by December 2022. Similar to past master planning efforts, such as Villebois and Frog Pond West, this master planning effort will identify the types and locations of the homes, other land uses, parks, open spaces, streets, trails and neighborhood amenities to be built over the next 10-20 years. To support implementation of the plan, the process also identifies water, sewer, stormwater, and transportation infrastructure needs and funding sources.

The Planning Commission held their first work session on the master plan in October focusing on overall project scope and the outreach plan. A second work session in December asked for initial feedback on the needs and opportunities for affordable housing and housing variety. A third work session in February continued the topic of housing needs for more detailed feedback and direction as well as introduced the neighborhood commercial evaluation. This fourth work session will further discuss the neighborhood commercial center as well as discuss recommended design concepts for development of land use and urban design alternatives. Following public outreach during the next couple months on different alternatives the project team will bring a recommended land use and urban design alternative to the Planning Commission in June. This recommended land use and urban design alternative will then be the basis of infrastructure and public realm planning to occur over the summer, and other master planning work in the fall.

### ***Neighborhood Commercial***

The Frog Pond Area Plan presented the idea of a neighborhood commercial center in Frog Pond East. Part of the scope of the Frog Pond East and South Master Plan is to further evaluate a neighborhood commercial center. Building on the initial information presented at the last work session, the evaluation includes: an overview of information from the area plan, input from stakeholders, retail market trends, demographic data that would be relevant for retail in Frog Pond, a retail market analysis, discussion of potential types of retail, site location considerations, and case studies and precedents (Attachment 1). The memo concludes with a recommended development program of "hybrid main street" approach with up to 44,000 square feet of flexible retail/office space on up to 4 acres of land.

### **Discussion questions:**

1. Based on the analysis provided does the Planning Commission support the recommended development program described on pages 25-26 of Attachment 1? What additional

feedback does the Planning Commission have on the recommended development program?

2. What feedback would the Planning Commission like to see from the public related to the neighborhood commercial component?
3. Does the Planning Commission feel there is merit to exploring commercial in the urban reserve north of Frog Pond West when there are more rooftops in the area rather than planning commercial in Frog Pond East?

### ***Recommended Design Concepts for Master Plan Alternatives***

Over the next couple of months the project team will be gathering public input on a number of options and ideas to help decision makers arrive at a preferred alternative for the Frog Pond East and South land use and urban design patterns. As alternatives are explored there are a number of design concepts the project team plans on reflecting in each alternative. In this work session the project team seeks the Planning Commission's feedback on whether the recommended design concepts below and further described in Attachment 2 are appropriate. The project team has based the recommended design concepts on input received to date, both during the 2015 Frog Pond Area Plan process and the East and South Master Plan process; data and information gathered to date, and professional practices in the field of land use planning and urban design.

Housing Variety Throughout: All alternatives will include an approach to creating a wide variety of housing types in the East and South Neighborhoods. This concept focuses on mixing and integrating different housing types throughout each subdistrict and block rather than having separate areas for separate housing types.

Affordable Housing Integration: At least one alternative will include affordable housing fully consistent with affordable housing “targets” described by ECONorthwest and guided by the Planning Commission during the last work session. Other alternatives may include various types and amounts of affordable housing, considering the housing forms described in the Affordable Housing Analysis.

Transect of Densities: The Area Plan shows densities transitioning from higher densities nearer to Stafford Road to lower densities to the east and south. This concept will continue to be shown in the alternatives, however, in the context of middle housing rules and the design concept of variety, it will be more of an urban design concept than an actual numerical density transect.

Neighborhood Commercial Center: Alternatives will show one neighborhood commercial center based on Leland Consulting Group’s recommendation and Planning Commission and City Council feedback regarding location and nature. Based on feedback it is still a possibility the commercial center will not be included in the final preferred alternative.

Street Connectivity: Key street connectivity from the Area Plan will be shown in the alternatives, including a connection from Frog Pond Lane to 60<sup>th</sup> Avenue and Brisband Street to 63<sup>rd</sup> Avenue, though orientations will vary.

Bike and Pedestrian Connectivity: The framework concepts for pedestrian and bicycle connectivity from the Area Plan will be in the alternatives, including off-street trails.

Natural Areas: The roles of natural areas as preservation of nature, amenities for residents, focal points for urban design, and barriers to connectivity will be incorporated in the alternatives.

Preservation of Important Trees: Trees have been inventoried to identify important trees for priority in preservation. Preservation of these important trees will be incorporated into alternative designs.

Active Parks and Open Space: Meridian Creek Middle School has existing sports fields and the City owns land south of Advance Road between 60<sup>th</sup> and 63<sup>rd</sup> Avenue for a future park. An additional neighborhood park space is assumed in Frog Pond East. These parks are important amenities in considering adjacent land uses and urban design.

BPA Easement Corridor: The BPA powerline easement corridor is a major feature of Frog Pond East. Interaction with the easement corridor, from both an urban design perspective and use perspective is important. In addition to including a major trail connection through the corridor, consideration will be given to providing views into the corridor between towers and placing uses near the corridor that could benefit from parking areas or amenities placed in the corridor.

Civic Amenity Focused on Historic Grange: The Area Plan shows preservation of the historic grange as a civic amenity. This concept will be carried forward through the alternatives.

Use of Subdistricts: A geography called a subdistrict will be a tool used for neighborhood planning. Each subdistrict, while having a variety of housing types, is expected to have a cohesive look and feel centered on a gathering spot or focal point.

The subdistrict concept for Frog Pond East and South builds off concepts used in Frog Pond West and Villebois planning. In Frog Pond West, subdistricts are used to identify the different residential lot sizes and are primarily used for zoning implementation rather than urban design. Villebois used a system of sub-geographies called Specific Area Plans (SAPs). While also used for zoning implementation like Frog Pond West subdistricts, Villebois SAPs had an important urban design and housing variety aspect. They were centered on walkable distances focused around gathering spaces and included a variety of housing types in each. With an urban design focus and planned housing variety, the subdistricts for Frog Pond East and South will be more similar to Villebois SAPs than Frog Pond West subdistricts. However, the size of each subdistrict will generally be smaller than Villebois SAPs, similar to the size of Frog Pond West subdistricts. There is not a fixed size of subdistricts. Rather, subdistrict size can vary and is determined based on the context and placemaking opportunities.

The project team has set conceptual boundaries for the subdistricts as shown on page 16 of Attachment 2. Considerations used to draft the boundaries include items that influence the sequence of development and connectivity: property ownership and lot lines, natural features like riparian corridors, existing and planned collector and arterial streets, walkable distance and power line easements.

Discussion question:

1. Does the Planning Commission support the following design concepts recommended by the project team for integration into land use and urban design alternatives?
  - Housing Variety Throughout
  - Affordable Housing Integration
  - Transect of Densities
  - Neighborhood Commercial Center
  - Street Connectivity
  - Bicycle and Pedestrian Connectivity
  - Natural Areas
  - Preservation of Important Trees
  - Active Parks and Open Space
  - BPA Easement Corridor
  - Civic Amenity Focused on Historic Grange
  - Use of Subdistricts
2. Are the conceptual boundaries of subdistricts presented reasonable based on the considerations used in their determination? Are there other considerations the project team should use to help determine subdistrict boundaries?

**EXPECTED RESULTS:**

Feedback and direction from the Planning Commission on a neighborhood commercial center and the determination of the appropriate subdistrict geographies in Frog Pond East and South Master Plan project.

**TIMELINE:**

This is the fourth in a series of work sessions for the Planning Commission. The next work session is planned for June. Most components of the project must be completed by December 2022.

**CURRENT YEAR BUDGET IMPACTS:**

The main consultant contract is for \$350,000 funded through a Metro grant. Work began during FY 20/21. Unused portions have been rolled over and the City anticipates spending \$154,000 by the end of FY 21/22. The remaining \$196,000 is planned to be budgeted during FY 22/23 to conclude the project. Staff is in the process of incorporating an additional \$162,000 in State grants into the contract and work program for additional affordable housing analysis and work related to infrastructure funding and SDCs. Staff, with City Council's support, submitted the grant requests to further enhance the depth of the affordable housing and infrastructure project components.

**COMMUNITY INVOLVEMENT PROCESS:**

The project has a community engagement plan which lays out a robust public engagement program that will include meaningful and impactful involvement of people who identify with historically marginalized communities. In addition, City staff continues work with consultants and the DEI committee to establish a framework for broad community involvement.

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

Well-designed neighborhoods with a variety of housing options for current and future Wilsonville residents.

**ALTERNATIVES:**

At this early point in the project, the Planning Commission may provide a range of alternatives for the project team to consider.

**ATTACHMENTS:**

- Attachment 1 Frog Pond East and South Neighborhood Commercial Area Evaluation Draft (dated March 28, 2022)
- Attachment 2 Frog Pond East and South Recommended Community Design Concepts (dated April 1, 2022)

## Frog Pond East Master Plan

# Commercial Area Evaluation DRAFT

**Date** March 28, 2022  
**To** APG  
**From** Chris Zahas and Sam Brookham, Leland Consulting Group

## Introduction

This commercial area evaluation is one component of the Frog Pond East and South Master Plan, which the City of Wilsonville has initiated in order to create the regulatory framework and implementation strategies for the future development of the area.

The real estate market is of critical importance to the future of the entire Frog Pond Area since this new community will be shaped by both the private sector (e.g., landowners, developers, new residents, retail tenants) and the public sector (through planning, regulation, provision of infrastructure, annexation, and other actions).

Leland Consulting Group (LCG), the authors of this report, is part of a consultant team led by MIG | APG, which has been engaged by the City of Wilsonville to develop the Master Plan.

This memorandum includes:

- A summary of key takeaways from broker, developer, and public input
- An analysis of the commercial development market including commercial supply and demand, and opportunities for commercial tenant types, square footage, acreage, parking demands, etc.
- Summaries of case studies of comparable commercial centers with relevant comparisons to the subject site based on the surrounding population, employment, traffic counts, and other metrics that drive commercial development.
- A draft commercial land use program, including location, acres of land required, square feet of development, potential configuration, and considerations regarding visibility, access, connectivity, and the relationship to the surrounding neighborhoods.

The vision for future Frog Pond commercial is for a small commercial node that provides neighborhood amenities for local residents. It is not envisioned as a major commercial center or employment center.

## Background and Trends

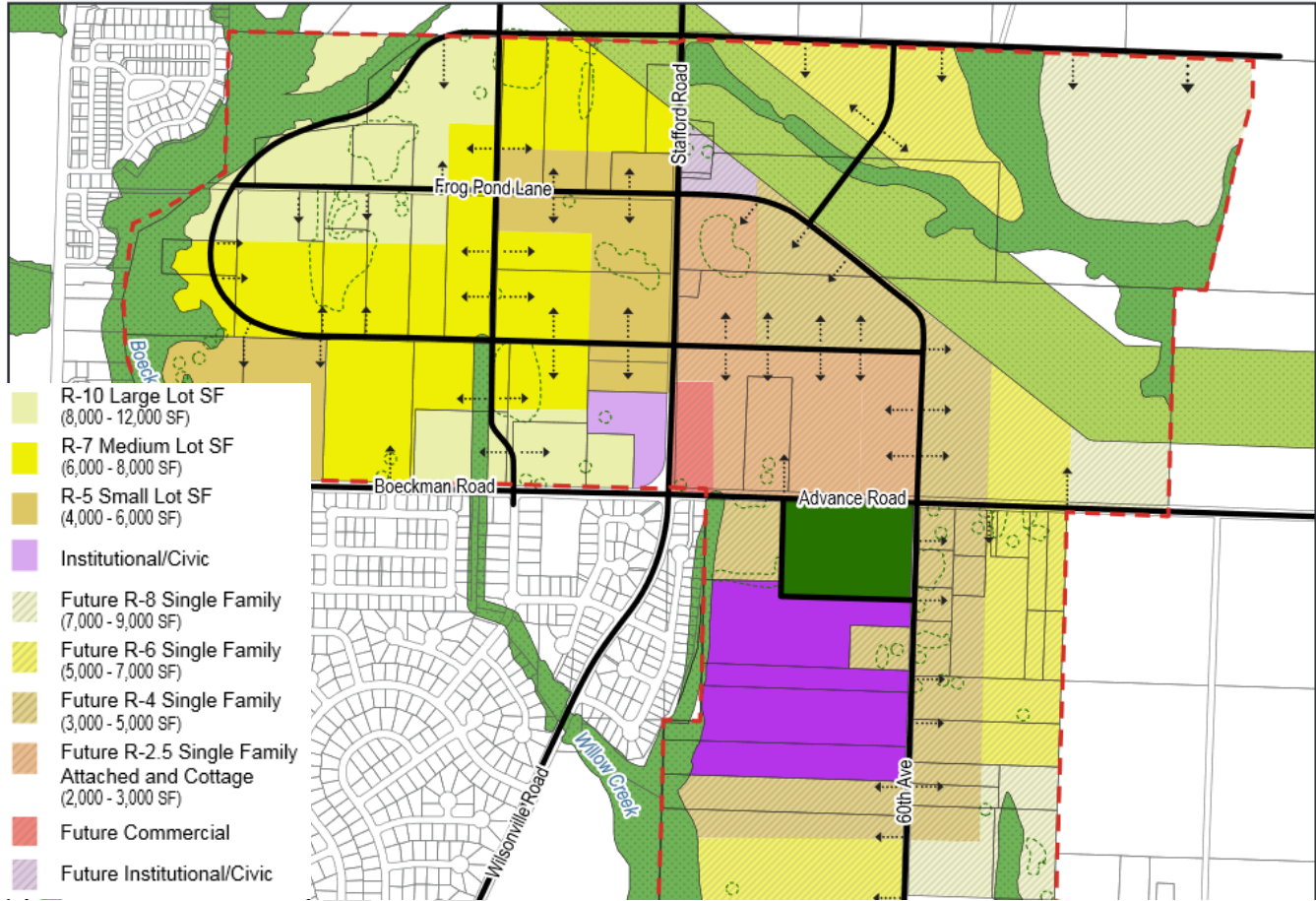
### 2015 Area Plan Overview

This memorandum builds on the analytical work conducted for the 2015 Frog Pond Area Plan. That plan outlines a vision for the neighborhood commercial center, describing it as a place that provides local goods and services with easy access to the local neighborhoods, with high quality and pedestrian-oriented design, and serves as a gathering place for the community. The focus should be on establishing a retail/commercial hub development that provides some goods and services for local residents, while also creating a center, sense of place, and social hub for the area.

The 2015 work included a market study to evaluate the demand and rationale for neighborhood-scale retail in Frog Pond. The study found that Frog Pond could potentially support an unanchored neighborhood retail center of approximately 38,000 square feet requiring about 3.5 acres of land at full project build-out in approximately 2035. Tenants would likely include retail, small office, and neighborhood services such as a daycare center.

The following map from the 2015 Area Plan shows the proposed location for the commercial area at the northeast corner of the Boeckman/Advance Road and Stafford/Wilsonville Road intersection. This area is central to all three new Frog Pond neighborhoods, is accessible to existing Wilsonville residents, is currently served by transit, is highly visible, has some of the highest pass-by traffic, and is complementary to the planned community park and school.

Figure 1. Frog Pond Area Plan – Land Use Framework



Source: Frog Pond Area Plan (2015)

### Stakeholder Engagement

LCG conducted several interviews with retail developers and brokers to understand the opportunities and constraints of the Frog Pond location for future retail, as well as to determine any particular unmet community needs that could be satisfied in Frog Pond East and South. The takeaways and themed notes from these outreach efforts are summarized below. It is important to note that these notes reflect the developers’ and brokers’ opinions and are not recommendations by LCG.

**Current Wilsonville Market.** Developers generally agree that Wilsonville is an attractive market, primarily due to its demographics and balance of population and jobs. However, they also agree that there is limited excess demand given

the saturated nature of the retail market in the region. The old rule of thumb for commercial developments: if there are full shopping centers in the area, it is time to build another; the Wilsonville retail market is currently close to fully leased up and performing well.

**Project Examples.** Several retail precedents were discussed to explore opportunities and recommendations for Frog Pond. These included East Padden Square in Vancouver, WA, a master-planned 200-acre greenfield development in Ridgefield, WA, and Cascade Summit in West Linn, OR.

- The Ridgefield master-planned development shares many similarities with Frog Pond in terms of its size, development program, and location on the edge of the urban growth boundary, although the retail component will be visible and accessible from I-5. Killian Pacific is planning to build a core retail center—potentially grocery-anchored—surrounded by a limited amount of mixed-use, dependent on development feasibility nearer the time of construction. This area in Ridgefield has been undergoing planning for many years and was originally conceived as big box retail, but it is indicative of market trends that the program has changed so dramatically.
- Cascade Summit Town Square in West Linn is a larger neighborhood center on the edge of the UGB anchored by a 48,000 square foot Safeway store. It was developed as part of the residential master plan, which allowed the developer and property owner to offer below-market lease rates in order to fill the retail spaces before they might otherwise have been attractive to tenants. Additionally, the center includes a substantial portion of non-retail tenants, including West Linn City Hall, USPS, an animal hospital, banks, and a Montessori daycare center.
- East Padden Square is a pharmacy-anchored neighborhood center on the urban edge of Vancouver, WA. It includes a 14,000 square foot Walgreens and a 12,000 square foot multitenant building. While nearby households and jobs were important to the developer, access, visibility, and a lack of nearby competition were the driving forces behind their decision to locate the center. Average daily traffic counts are 15,000 to 18,000—much higher than those currently and projected in Frog Pond. A grocery store was originally planned for the center, but it never took hold.

**Frog Pond Locational Assessment.** Two approaches were discussed with developers: a traditional retail center and a main street approach. Developers provided the following insights:

- Retail survives by having drive-by visibility; main streets need to be planned and designed in a way that maximizes visibility while being accessible and oriented to the customer base that makes up the majority. For Frog Pond, this is likely to remain an auto-oriented area, so the front door (main access) of retailers need to be oriented to the parking lot. This configuration works better for conventional retail centers.
- Average daily traffic counts (ADT) of up to 10,000 will be unlikely to attract national tenants and may not be enough to sustain long-term leases. Developers typically look for ADTs of nearer 20,000. Developers recognize that people like to shop both in their immediate neighborhood and on their way home.
- Proximity to the Frog Pond elementary school is not a determinant of success for future commercial space.
- Developing apartments and other higher-density residential uses (e.g., townhomes) next to a commercial area will improve its chances of success by creating more demand, encouraging walkability, and making it “feel larger.”
- Over the next 10 to 15 years, a center no more than four acres in size appears realistic. Over a longer time frame as other UGB areas are built out, there may be opportunities for more commercial development.

**Parking.** Developers generally recommend a parking ratio of no less than four (4.0) parking spaces per 1,000 square feet of gross leasable space. For smaller centers and centers with a higher percentage of restaurants (that generally have higher parking demands than most retailers), the ratio should be more like five to six spaces per 1,000 square feet. This allows for necessary overflow capacity for peak parking demand. Shared parking agreements and on-street parking can help mitigate the impact that parking might have on the “neighborhood feel” of commercial areas.



**Main Street Retail.** Successful main street retail is difficult to successfully achieve, especially in suburban locations and where it is planned on minor streets. Jurisdictions often require the main doors fronting the street (i.e., on Stafford Road or Brisband Road/Frog Pond Lane with only on-street parking in front), which is detrimental to tenancing the commercial spaces. In suburban locations where about 90% of the customer base arrives by car, tenants want to locate where the most customers park. Creating the main street may need Wilsonville to require no more than 60% window glazing on the street frontages and permit entries oriented towards the customer parking.

Developers claim that when they are required by jurisdictions to provide doors along the street frontages, they advocate for limiting the number of doors on the structure and recommend only at either end of the structure to allow the corner tenant another option if they can take advantage of it. The reality is that the tenants create the street frontage as the back-of-house in the tenant layout plans, so the street sides contain storage rooms, bathrooms, utility rooms, etc.

A true main street would require all of the doors and 70% to 80% glazing on the street frontages, but for Frog Pond this would likely result in a situation where the developer would not be able to secure leases, and therefore not be able to obtain financing to build the structures. So the project never happens or it fails after the shell building is constructed.

#### Likely Development Challenges.

- A retail center below 50,000 square feet may not attract significant developer attention (especially larger developers), but a larger center will not likely be supported by demand.
- Financial conditions are currently the primary barrier to new investment. New retail construction currently requires rents near \$40 per square foot per year. Developers think Frog Pond will likely achieve rents between \$20 to \$25 per square foot, so retail development may need to be subsidized to be feasible. Potential solutions include SDC waivers and below-market land costs (if acquired by the city). While mixed-use development will likely face similar feasibility challenges because of the higher construction costs, efforts should be made to encourage it over the long term. Additionally, ensure the retail component is protected in the mixed-use zones; otherwise, it will be cast aside by the strength of the residential market.
- Frog Pond commercial tenants will likely be convenience-based, including restaurants, convenience stores, salons, sandwich shops, and gas stations. Services and health-based offices may comprise a significant share of the tenant mix.
- A grocery store will be challenging in Frog Pond. Grocers typically want to have access to at least 10,000 people (meaning there is such excessive demand that 10,000 people could be attracted to a new store), and many will not consider building a new grocery store without 8,000 households within a one-mile radius. Further, Wilsonville is saturated with high-quality grocery tenants. A grocery store may be feasible once construction begins in the residential components in the other UGB areas to the north.
- A master-planned development where the primary homebuilder takes on the responsibility of the commercial will likely result in more commercial space in a quicker timeframe.

## Retail Market Trends

This section provides an overview of retail market trends and explores the potential impact on future Frog Pond commercial development. Some trends have been gradual, like the shifting consumer focus from malls to neighborhood-centric shopping, while some have been more rapid, as with the growing market capture of eCommerce (accelerated by the COVID-19 pandemic). Specific trends and the related impacts are summarized in the table below.

Table 1. Commercial Trends and Impacts

Commercial Trend	Impact on Future Frog Pond Commercial
Growing eCommerce market share, especially for specialty products and merchandise.	⬇️ Less overall demand for brick-and-mortar stores; limited opportunities for general merchandise.
The COVID-19 Pandemic is the “great retail reset,” with retail experiencing years’ worth of change in just months, including dramatic changes to people’s daily habits and professional and personal routines and significant impacts on real estate development patterns.	⬇️ The pandemic will likely accelerate the trends towards less retail and office space per capita, and boost demand for suburban residential locations.  The era of unpredictability and risk (only one top 10 retailers from 1980 is still in the top 10)
The shift toward enjoying experiences more than purchasing goods (commodity vs. specialty) will continue to move retail stores toward selling experiences rather than selling goods.	⬆️ Potential to provide more diverse and compelling tenant mixes, health-based retail, and food and beverage.
Growing demand for convenience-based retail (e.g., neighborhood-based grocery-anchored centers with essential services), walkability, and 20-minute neighborhoods.	⬆️ Frog Pond may be able to provide walkable access to a mix of commercial goods and services, employment opportunities, and other amenities.
Shifting consumer focus from malls and high-street retail to more mixed-use centers and “neighborhood-centric” shopping	⬆️ “Hyper-local” retail orientation; more diverse and compelling tenant mixes with retailers operating smaller portfolios than before
Ageing demographics driving demand for smaller health-based commercial spaces.	⬆️ Medical-related commercial spaces (including offices) comprise a growing share of the commercial tenant mix.

Source: LCG

Retail is typically built in a series of standard formats, and while these vary somewhat, they maintain general consistency in terms of anchor tenants, size (square footage), trade area, and other features. Several types of retail centers are summarized in the table below. The 2015 Area Plan described the most appropriate types of retail for Frog Pond as a corner store, convenience center, or neighborhood center.

Table 2. Types of Retail Centers

Retail Center Type	Gross Retail Area (sf)	Dwellings Necessary to Support	Average Trade Area	Anchor Tenants
Corner Store	1,500 – 3,000	1,000	Neighborhood	Corner store
Convenience Center	10,000 – 30,000	2,000	1 mile radius	Specialty food <u>or</u> pharmacy
Neighborhood Center	60,000 – 90,000	6,000 – 8,000	2 mile radius	Supermarket <u>and</u> pharmacy
Community Center	100,000 – 400,000	20,000 +	5 mile radius	Junior department store

Sources: Urban Land Institute, Leland Consulting Group.

## Parking Trends

Parking demand and need depends on a commercial area's tenant mix, its size, its location and how people are likely to travel to it, and the surrounding uses.

The Institute of Transportation Engineers (ITE) Parking Generation Manual compiles peak parking demand rates, typically by gross leasable area (GLA), for various land uses for weekdays and Saturdays. Using data collected from more than 140 surveys at all types of shopping centers ranging in size from 25,000 to 1,400,000 square feet of GLA, ITE found that the average peak parking rate was 3.23 and 3.97 vehicles per 1,000 square feet on weekdays and Saturdays, respectively.

The Urban Land Institute (ULI) has also investigated the impact of many variables including shopping center size, types of uses (retail or non-retail), and shopping center location. The ULI recommendations for providing adequate parking at shopping centers are four (4.0) spaces per 1,000 square feet of GLA for centers between 25,000 and 400,000 square feet.

This ratio may be impacted by a higher-than-average percentage of offices or restaurants.

- Commercial areas with more food service and drinking establishments (i.e., restaurants and bars) tend to have higher parking demand. Small centers and unanchored commercial areas tend to have a greater percentage of restaurants and, therefore, tend to require more parking. Smaller centers may also need more parking to accommodate peak demand.
- Commercial areas with professional, medical, and financial offices typically have slightly lower parking demand (3/1,000 sq. ft.).

Stakeholder interviews suggest a parking ratio of 5 spaces per 1,000 square feet of gross leasable commercial space (GLA), especially for a smaller (i.e., 30,000 to 50,000 square feet) suburban center where most people are likely to drive to and from it.

It should be noted that commercial centers are notoriously overparked and more futuristic trends in automation may diminish demand for traditional parking and increase demand for pick up and drop off zones. By 2035, new technologies, changing consumer behavior, or other factors may greatly impact parking demand and needs.

## Demographic Context

Demographics are fundamental to estimating the market demand for commercial real estate. The types of commercial goods forecasted to be in demand in the future in Wilsonville and Frog Pond will depend on the types of people and households who live there both today and in the future.

Some highlights from the previous demographic analysis and relevant updates based on the most recent available data are described in the table below.

Table 3. Demographic Updates to the 2015 Area Plan

2015 Area Plan (2014 Data)		2021 Data
Age	Wilsonville has a higher percentage of young adult residents (aged 24 to 34) and older residents (aged 65+) than the market area or region. Conversely, a slightly smaller percentage of Wilsonville's population is middle-aged (aged 35 to 64) than the market area or region.	Wilsonville's age demographics have remained similar relative to the region; however, the market area has a much higher percentage of young adult residents (aged 24 to 34), a lower percentage of older residents (aged 65+) than the City and region, and a similar percentage of middle-aged residents (aged 35 to 64) than the market area and region.
Family Households	Fifty-nine percent of Wilsonville's households are "family households"—those with two or more related family members living together—compared with 68 and 64 percent in the market area and region, respectively.	Fifty-nine percent of Wilsonville's households are "family households", compared with 64 and 63 percent in the market area and region, respectively. The biggest change has occurred within the market area, where the percentage of non-family households has been increasing.
Household Size	Wilsonville has a larger share (68%) of one and two-person households than the market area or region.	Wilsonville still has a larger share (68%) of one- and two-person households than the market area (65%) or region (62%).

Source: LCG, ESRI Business Analyst

The following tables summarize demographic, economic, and socio-economic conditions for a series of comparative areas, including 0.5-, 1-, and 2- mile radii, the primary trade area, and the City of Wilsonville. Households in the immediate area are generally more renter-oriented, and younger than the broader Wilsonville market and metro region. While these conditions are generally attractive to retailers, as Frog Pond builds out, households will likely become larger, wealthier, and more owner-occupied.

Table 4. Comparative Demographic Characteristics

	0.5 miles	1 mile	2 miles	PTA	Wilsonville	Metro	USA
Household Size	3.07	2.44	2.25	2.59	2.30	2.53	2.58
% Renter	57.2%	63.8%	60.1%	60.6%	45.6%	37.2%	35.3%
Median Age	33.0	33.8	35.8	33.0	37.4	38.7	38.8
% w Bachelor's + (25+ y/o)	41.4%	47.8%	48.1%	45.0%	48.1%	41.3%	33.6%
Household Income	\$69,954	\$69,228	\$70,246	\$72,578	\$73,923	\$78,432	\$64,730
% HHs Earning <\$35K	12.5%	16.7%	19.7%	12.7%	20.9%	19.7%	26.4%
Per Capita Income	\$38,458	\$41,153	\$41,669	\$39,833	\$43,928	\$40,131	\$35,106

Source: ESRI Business Analyst (Derived from ACS Census Data)

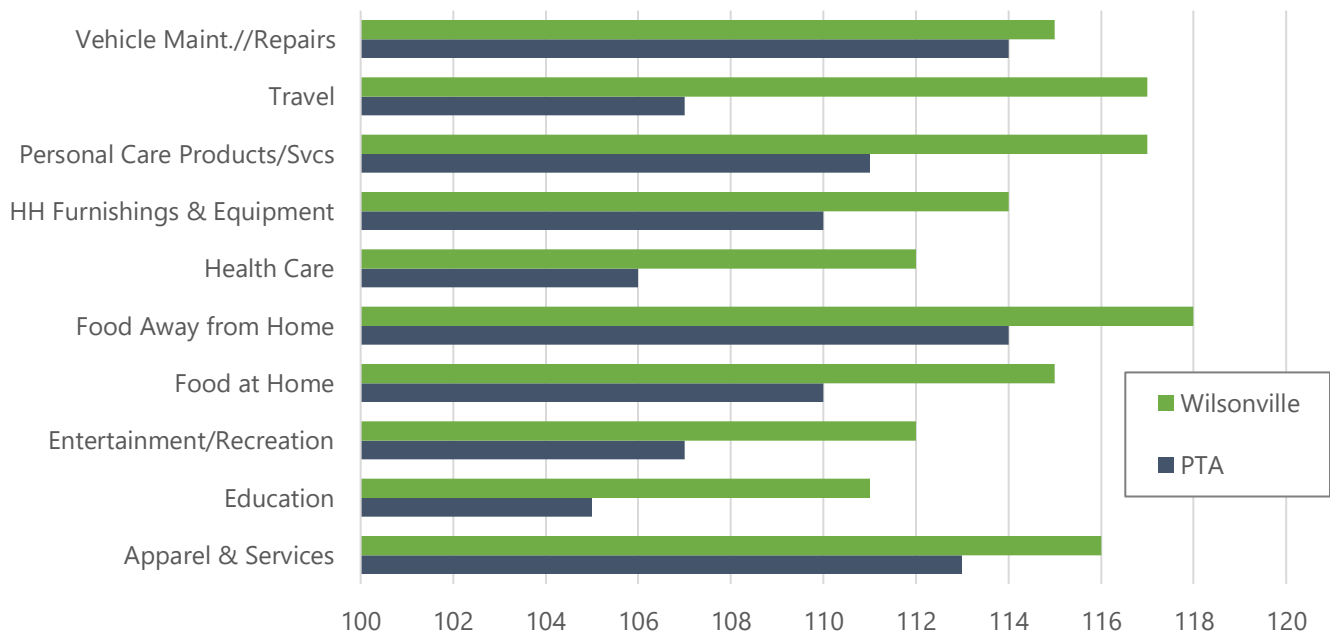
**Table 5. Comparative Age Data**

Age	0.5 miles	1 mile	2 miles	PTA	Wilsonville	Metro	USA
<18	22.2%	22.8%	21.6%	22.9%	20.0%	21.5%	21.7%
18-34	31.2%	29.1%	27.2%	30.4%	26.4%	23.1%	23.2%
35-44	14.1%	14.5%	14.4%	14.5%	14.1%	14.1%	12.8%
45-54	11.0%	11.7%	11.7%	11.4%	11.4%	12.5%	12.1%
55-64	11.5%	11.2%	11.6%	11.1%	11.6%	12.7%	13.0%
65+	10.0%	10.7%	13.5%	9.7%	16.5%	16.1%	17.2%

Source: ESRI Business Analyst (Derived from ACS Census Data)

Households in both the primary trade area and the City of Wilsonville have a higher spending index across all retail categories than the average U.S. household (an index of 100 indicates the average). Every index point above 100 indicates a one percent increase beyond the average. Retail categories with the highest spending index that could translate to commercial square footage include personal care projects/services, food away from home (i.e., restaurants), food at home (i.e., grocery), and apparel and services.

**Figure 2. Spending Index by Retail Category**



Source: ESRI Business Analyst (Derived from ACS Census Data)

### Existing and Future Customer Base

Household growth is a key driver of demand for commercial development. Wilsonville is projected to continue growing quickly. The previous analysis highlighted that the number of households in Wilsonville is projected to grow at a rate of 1.8 percent annually between 2010 and 2035—faster than many of the nearby cities and the region overall. Updated forecasts from Metro (summarized below for Wilsonville and some of the neighboring cities) show slightly more conservative growth estimates through 2030 and significantly slower growth estimates through 2045.

**Table 6. Updated Demographic Forecasts for Wilsonville and the Metro Region**

Jurisdiction	2020	2030	2045	10-Yr Annual % Growth	25-Yr Annual % Growth
Wilsonville	25,945	29,756	30,566	1.4%	0.7%
Tualatin	27,278	27,598	27,565	0.1%	0.0%
Tigard	54,591	63,813	71,611	1.6%	1.1%
Sherwood	19,747	20,118	20,662	0.2%	0.2%
Canby	17,161	19,582	19,681	1.3%	0.5%
West Linn	26,060	26,579	26,990	0.2%	0.1%
Oregon City	36,457	42,665	49,009	1.6%	1.2%
Clackamas County	428,614	493,892	593,665	1.4%	1.3%
Washington County	622,082	718,412	809,312	1.5%	1.1%

Source: Metro 2045 distributed population and household forecasts, adopted Feb. 25, 2021, URL

Wilsonville is projected to grow by about 3,800 households between 2020 and 2030. Much of this growth is expected in peripheral growth areas like Frog Pond and will be the primary driver of commercial demand. Growth in other parts of the City is unlikely to make a significant difference to the development prospects of the future Frog Pond commercial area given the likelihood of the land use mix and program being neighborhood-serving and locally-focused. Frog Pond residential counts are described below.

As the following summary table shows, there are currently approximately 2,250 dwellings within one mile of the main intersection (Stafford, Advance, Boeckman, Wilsonville Rd) in Frog Pond, including about 1,250 single-family households and 1,000 apartments.

The 2015 Area Plan includes plans for 610 households in the West Neighborhood, about 200 of which are currently built or close to completion (including the 2,250 current units described above), and 1,322 units in the East and South Neighborhoods.

Upon the expected buildout of Frog Pond residential development in 2035, the number of households within one mile of Frog Pond (the area including the household customer base most likely to support future Frog Pond commercial development) is likely to total (and may exceed) 4,000 dwelling units. To put this number in context, retail developers will often claim 8,000 households within one mile are needed to support a grocery store.

**Table 7. Estimated Household Counts**

	West	South / East	One-mile Total
Currently Built	200	0	2,250
Total Projected/Planned	610	1,322+	4,000+

Source: ESRI, Frog Pond Area Plan

LCG understands that the total number of dwelling units planned for the may East and South neighborhoods may increase slightly depending on the housing density. Additional multifamily projects and/or mixed-use development may increase the planned total to 1,600 or more, enhancing commercial prospects. In addition to increasing the overall demand for new retail, residents of higher-density departments are less likely to have cars than those living in lower-density, single-family homes and more likely to walk to nearby amenities and services. LCG, therefore, recommends planning higher density residential development near commercial.

## Case studies/Precedents

This section includes brief case studies summarizing different projects whose stories have some relevance to the study areas. All of the projects are greenfield projects (built on land that was mostly previously undeveloped); were built within a surrounding suburban context; were thoughtfully planned with an emphasis on quality of place and community; and were intended as neighborhood commercial centers surrounded by housing, quality streets, open spaces, and other features. While each is unique in its own way, each also has unique and context-specific takeaways for the City to consider for the implementation of commercial development in Frog Pond.

A summary table of several is provided on the following page. LCG selected six commercial developments to study based on stakeholder interview input, industry expertise, and background research. Three of these are smaller, unanchored commercial centers, one is a commercial main street, and two are larger anchored centers with main street elements (provided primarily as points of comparison). The arrows for the rows identifying the housing units and jobs within one mile of each area and the traffic counts on nearby streets indicate whether the numbers are less than (red downward arrow), roughly equal to (blue sideways arrow), or more than (green upwards arrow) the households, jobs, and traffic counts projected for Frog Pond by 2035. A full narrative case study of Northwest Crossing in Bend, Oregon is provided following the summary table.

Specific takeaways from LCG's case study research include:

- Many developers seek to build and lease commercial and employment space within several years of land acquisition; for them, having some vacant land after 20 years of development represents an opportunity cost—the land could have been zoned for another use (typically housing) and been rented or sold in earlier years. Likewise, renters and homeowners could have had homes to live in. However, from a policy point of view, if a city or other authority is seeking to ensure adequate land for commercial and employment development, and associated jobs, this can be seen as a success.
- Creating a strong sense of place is possible with a small amount of commercial development when it is carefully and deliberately built.
- A commercial main street is one important amenity that can make the rest of the community more desirable. While commercial space needs exposure to high-traffic arterials, pedestrian-oriented places should be created on main streets that are perpendicular to the arterials. It is often not comfortable for pedestrians to walk and talk or dine outside, along arterial roads, so creating a pedestrian-friendly environment is easier on perpendicular streets.
- Commercial development takes time in less traditional locations (i.e., those without large populations and traffic counts). Housing was faster to build out at NorthWest Crossing—commercial and employment followed.
- Northwest Crossing emphasizes the placemaking benefits of linking retail with open space. As a master-planned development, the developer could afford to choose this orientation and link the two spaces. Notably, none of the smaller unanchored centers documented below include a larger open space other than seating immediately outside of the storefronts. Larger commercial developments can flexibly design the site to accommodate smaller public gathering and open spaces that provide a community amenity and serves its tenants. A well-designed site that encourages the movement of people on foot between parks/open space and retail development will likely require either a master developer that sees value in this approach or a deliberate decision by the City to acquire and preserve land for these uses.

## le 8. Case Study Summary

	Forest Heights	Village on Scholls	East Padden Square	Northwest Crossing	Central Village	Cascade Summit Town Square
General Location	NW Metro (UGB edge)	Tigard (SW UGB edge)	Vancouver (NE edge of City)	Bend (western edge of City)	West Linn, Highway 43	West Linn, Salamo Road (adjacent to preserved land)
Type	Unanchored convenience center	Unanchored convenience center	Pharmacy anchored n'hood center	Main Street Commercial	Grocery anchored n'hood center	Grocery anchored n'hood center
Tenant Mix	Natural Market, café, salon, cleaners, pizzeria, coffee shop	Café, restaurants, professional offices, Salon	Pharmacy, dental office, H&R Block, fast-casual and sit down restaurants	Bars, salons, restaurants, book store, medical/ prof. offices, bike shop, boutique clothing,	Retailers, restaurants, medical and professional services office space, West Linn Public Library	Safeway, offices, City Hall, banks, liquor store, gym, USPS, other misc., Montessori School
% Non-Retail	15%	50%	15%	26%	15%	30%
Year Built	1994	2008	2006	2006-2021 (ongoing)	2007	2000
1-mi Hsg. Units	4,600 ↻	6,000 🟢	4,000 ↻	2,700 🟡	3,700 ↻	4,100 ↻
1 mile Jobs	1,030 ↻	1,150 ↻	1,200 ↻	2,270 🟢	5,160 🟢	1,530 ↻
Traffic Counts	5,000 🟡	18,900 🟢	19,000 🟢	9,000 ↻	17,000 🟢	8-10,000 ↻
Site Acreage	1.6	2.9	3.2	6.0 (2 acres recently developed)	7.9	12.6
Building Sq Ft	24,000	32,000	31,000	84,600 (33,000 recently added)	104,715	131,660
Floor Area Ratio	0.34	0.25	0.22	0.28	0.30	0.24

Source: LCG

### Northwest Crossing, Bend

Northwest Crossing is a 500-acre master-planned neighborhood in Bend, Oregon, located about 1.5 miles west of downtown. It is composed of a wide variety of housing types (single-family, cottages, townhomes, and apartments), over



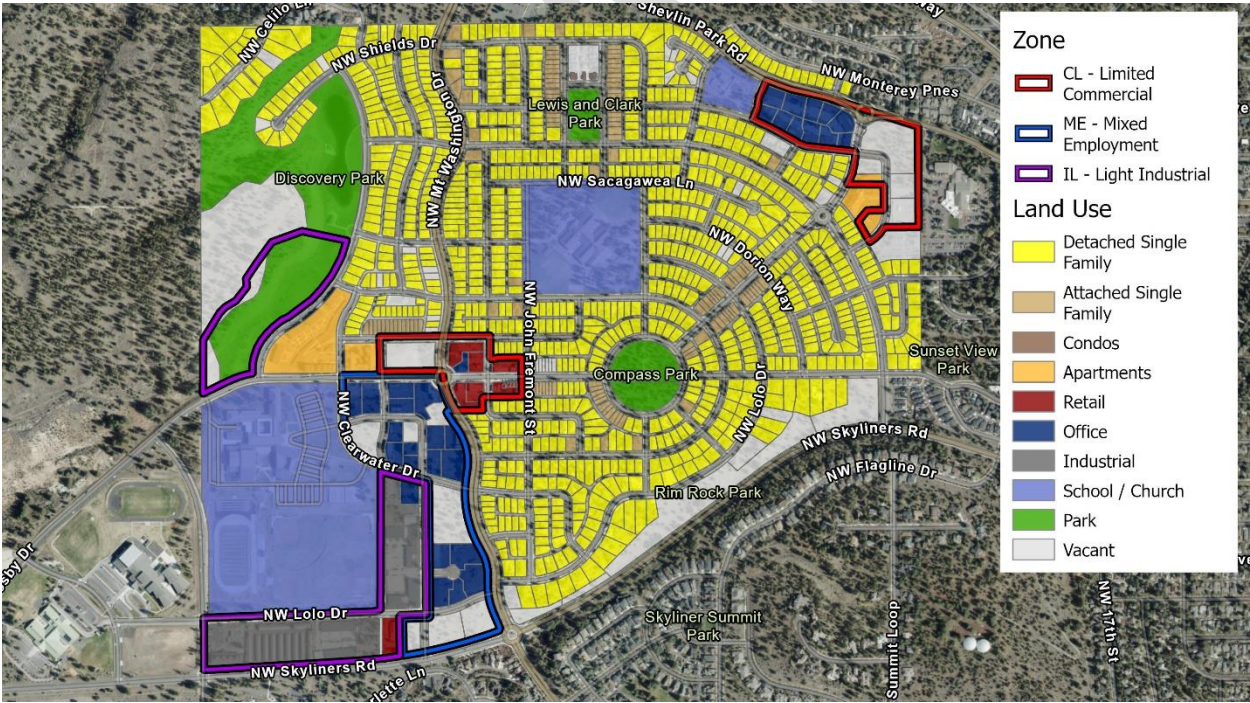
80 businesses representing a range of sectors (retail, medical, professional services, manufacturing), and a highly walkable network of streets and trails.

NorthWest Crossing is one of the best models of a successful neighborhood node or main street development within a master-planned community in the Pacific Northwest. It creates a great sense of place within a small core commercial area (less than 5 acres), and its design shows how a pedestrian-oriented main street can coexist with adjacent high traffic arterials. LCG recommends that Frog Pond consider this model of neighborhood node-scale commercial development, with an emphasis on food, lifestyle, personal and professional services, and other commercial activities that serve as an amenity to residents and create a sense of place.

Commercial uses primarily center along 400 feet of Northwest Crossing Drive (spilling east from Washington Drive). This commercial heart of the town center is approximately three to five acres, depending on the extent to which surrounding roads, sidewalks, and parking lots are included in the count. There is a small amount of retail, yet the project creates a powerful sense of place, with both residents and visitors going out of their way to gather, shop, and stroll on the “main street.” The street is connected to Compass Park, 500 feet to the east.

Northwest Crossing Drive and the park both host a range of events around the year including Saturday Farmers Market, music, tree lighting, movies, and various festivals. Together, the commercial space, park, street network, range of housing, and other features create something distinctive and elusive—community and sense of place. While these attributes may seem conceptual, they drive financial returns, particularly through very strong home sales throughout the community’s twenty-year history, including during the recession, when home sales in other parts of Bend suffered.

Figure 3. Northwest Crossing Land Use Map



Northwest Crossing has had relative success in attracting significant employment development. Capitalizing on Bend’s quality of life characteristics, concentration in outdoor recreation and “maker” industries, and emerging start-up culture, Northwest Crossing has been able to attract several small manufacturing and mid-size headquarters to its employment area. In total, about 16 acres of office development and 15 acres of industrial development have been built. This makes it one of the most successful greenfield communities in Oregon in terms of attracting employment uses.

NorthWest Crossing was led by master developer Brooks Resources, who purchased the entire 500 acres in the 1990s, used a phased buildout approach for the residential component, and was willing to be very patient on the development of commercial and employment sites. LCG cannot say at this point whether this will be the case at Frog Pond. Most of the land, including the proposed site of the commercial center, is currently held in numerous disparate ownerships and no master developer is known. One reason that a master developer is significant is that they are more likely to “over-invest” in amenities such as commercial centers, because, at least in theory, a desirable commercial center will make the entire neighborhood more attractive and desirable and enable the master developer to “internalize” the greater revenue generated by faster home sales and more valuable homes—even if the commercial center is expensive to develop and has a low return on investment. When a property is controlled by many owners, each owner has far less incentive to view commercial and employment areas as loss leaders that drive the success of the overall community.

## Market Analysis

A retail market analysis provides quantitative information about the opportunities for new retail space based on existing and future supply and demand. This section describes the competitive retail environment facing future commercial in Frog Pond and the households expected to drive most of the demand for new space.

The 2015 Area Plan described the most appropriate types of retail for Frog Pond as a corner store, convenience center, or neighborhood center. This analysis reevaluates these assumptions and identifies the most appropriate retail format and size for Frog Pond based on new data and updated information.

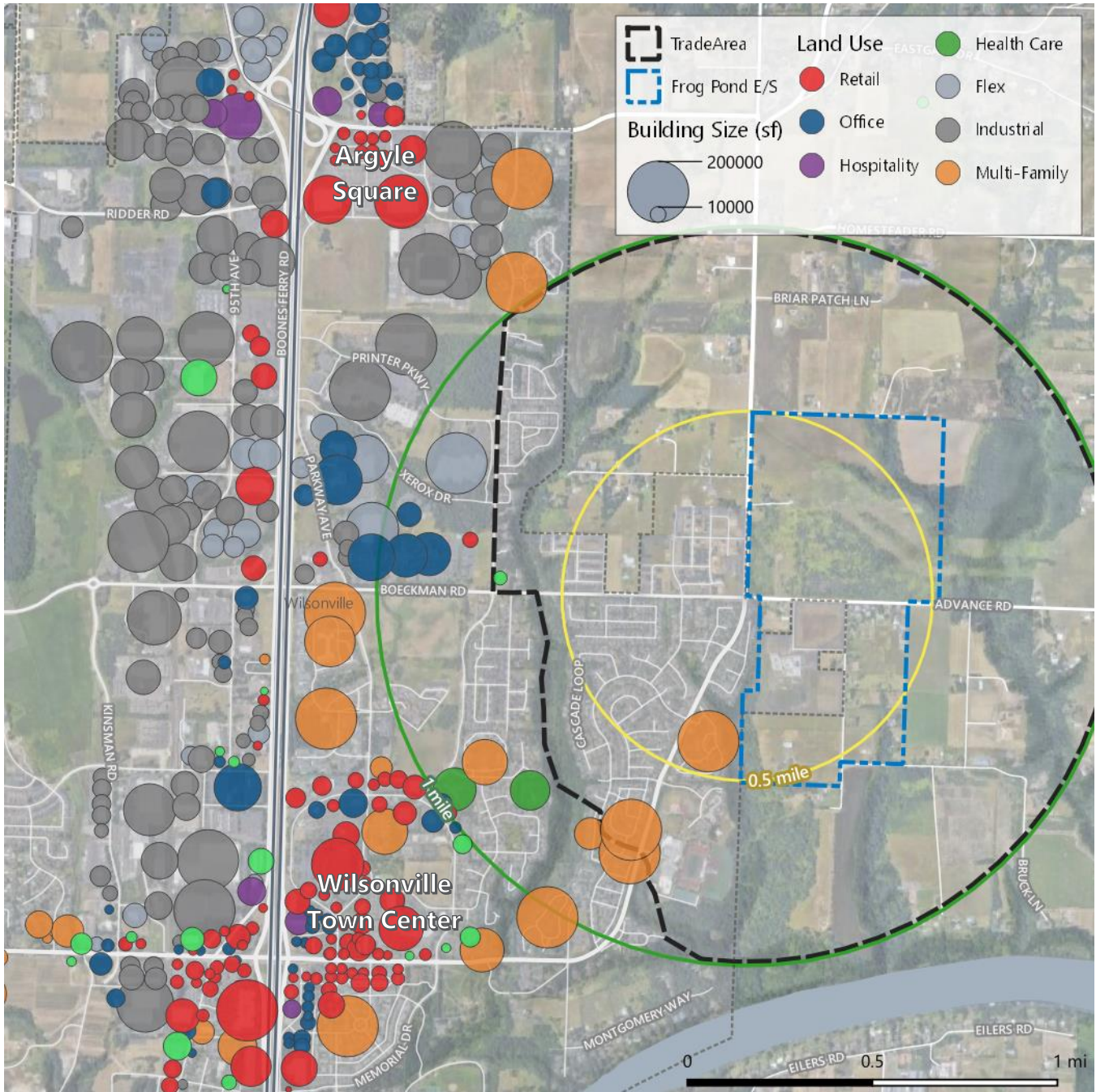
### Primary Trade Area

The primary trade area is the geographic region from which 50 to 80 percent of total demand and sales are expected. Identifying and analyzing this trade area is critical to understanding the demand for retail commercial space and the potential market capture of the Frog Pond area.

The size of the trade area differs based on the type of commercial space. The size of the trade area generally correlates with the size of the commercial center or store and the total square footage occupied by its tenants. For example, tenants offering neighborhood goods and services and food and beverage are typically more locally-focused, occupy smaller store footprints, and have a much smaller trade area than general merchandisers and other larger-format stores that have a more regional draw.

The following map shows the Frog Pond primary trade area in relation to existing commercial and multifamily developments.

Figure 4. Frog Pond Primary Trade Area



Source: LCG

The primary trade area for Frog Pond will likely be within one mile of the future commercial area, consistent with the typical trade area for a convenience center. Future commercial in Frog Pond is unlikely to draw many customers from beyond one mile away unless it becomes a destination that can attract visitors with a unique retail experience. The boundary shifts inward in places that are impacted by:

- Physical and environmental barriers, particularly to the west and south along the wetland/vegetative corridor. New households west of this corridor will more likely be consumers of commercial to the west,

- The proximity of large retail centers, including Argyle Square, Wilsonville Town Center, and others, and
- Major arterials offer quick access to these well-established commercial concentrations.

This trade area excludes approximately 680 dwelling units that are within one mile of the center (330 single-family homes and 350 apartments). These households—and households further afield—will also support Future Frog Pond commercial, but proximity to more established retail in and around the Wilsonville Town Center will likely be a more significant draw.

## Commercial Supply and Competition

This section summarizes the existing and future retailers that are likely to compete for customers with future Frog Pond commercial. Given its location on the eastern edge of Wilsonville, commercial demand and development prospects are most likely impacted by commercial spaces located east of I-5. These spaces include those within the Wilsonville Town Center and the Argyle Square regional shopping center at Elligsen Road; both commercial centers offer a wide variety of goods and services. One benefit that both of these centers have over Frog Pond, as shown in the table below, is the very high traffic, visibility, and access that comes with their location near I-5, and along major high volume arterial roads.

Each of the centers is relatively high-performing despite the challenges facing the retail sector due to ecommerce and the COVID-19 pandemic. Vacancies at Argyle Square continue to be very low (<5%), rents average more than \$30 per square foot, and annual rent growth has exceeded three percent for the past decade. Rents at the Wilsonville Town Center are slightly lower on average at \$25 per square foot, reflecting the older building stock.

The Wilsonville Town Center (WTC) is the focus of a recent master plan that envisions widespread changes over the planning horizon for the Frog Pond Master Plan. Plans include a more pedestrian-oriented environment, additional commercial development, a shift to more experiential retail, mixed-use development, and a greater intensity of uses. Frog Pond Commercial will compete with WTC for experiential retail, including neighborhood goods and services and food and beverage.

Retailers at Frog Pond will need to consider these retail centers and establish an effective role and niche to compete effectively.

Table 9. Property Characteristics of Competing Commercial Centers (East of I-5)

Average/Total	Wilsonville Town Center	Argyle Square Regional Center
Center Type	Community Center	Regional Center
Major Tenants	Safeway, Goodwill, Dollar Tree, Ace Hardware, Regal Cinema, Clackamas Community College	Target, Costco, PetSmart, Office Depot
Leasable Space (SF)	1,091,000 (664,000 sf retail buildings)	370,000
Site Area (SF)	6,332,544	1,850,267
FAR	0.17	0.20
Total Vacant SF	157,000 (includes 146,500 sf building formerly occupied by Fry's Electronics)/	10,500
Avg. Vacancy Percent	15% total / 24% retail only	<1%
Avg. Traffic Counts	27,000	15,000
Households w/in 1 mi	4,711	1,005
Planned Development	1+ million square feet	Nothing planned

Source: ESRI, LCG

## Demand for New Commercial Space

The demand for commercial space, and ultimately land that needs to be planned for future development is a function of many interrelated factors. Each commercial real estate sector—including office, retail, industrial, hospitality, and healthcare—consider certain factors more important than others, as summarized below.

Table 10. Factors Influencing Demand and Development Prospects

Factor & Description	Sector Impacted	Frog Pond Considerations
<b>Spending Leakage.</b> Leakage occurs when locals spend a larger amount of money on goods than the number of sales reported by local businesses. Retail leakage implies that locals are traveling outside of the local market area to buy retail goods and can indicate unsatisfied demand within the PTA.	Retail, medical and professional office, lodging	There is leakage across all retail categories; Frog Pond may recapture spending leakage in neighborhood retail, goods and services. Leakage for the primary trade area is shown in the chart that follows.
<b>Existing and Future Consumer Base.</b> Consumers include shoppers, workers, tenants, and other users. A fast-growing area will create demand for services and development quicker than slow-growing areas because of the needs of new households. High-growth areas will attract development interest.	Retail, office, industrial, lodging	Frog Pond is impacted by household growth primarily, with at least 4,000 units expected by 2035.
<b>Purchasing Power of Base.</b> Households with higher incomes generally have more disposable incomes and, therefore, consume more goods and services and generate demand for more commercial development. Households with certain demographic profiles tend to spend more in certain categories than others. Retailers are interested in targeting clusters of households that fit the goods and services on offer.	Retail	The "Spending Index" for households living in Wilsonville is higher than the metro and U.S. average, indicating strong purchasing power. This index is expected to be similar for the trade area as Frog Pond builds out.
<b>Local Demographics.</b> Characteristics of residents and workers, such as education, household composition, age, and income, play a factor in consumer behavior, employment demands and trends, and hotel use.	Retail, office, industrial, lodging	Frog Pond and the surrounding areas appear to have attracted younger, educated, wealthy families. These demographics support neighborhood-serving retail and other specialized uses, such as daycare.
<b>Unique Differentiators.</b> Placemaking and walkability can create unique destinations that people want to live, work, and play in. These places pull people from outside the typical trade area and generate more development interest than traditional locations.	Retail, office, lodging	In lieu of major differentiators, Frog Pond can drive interest and pull customers to the area by encouraging higher density development near commercial uses, on-street parking, connections to open spaces, and promoting neighborhood-centric tenant mixes.
<b>Access and Visibility.</b> While neither of these characteristics generates demand in itself, highly accessible and visibility areas will be more likely to attract development interest because of the ability to draw from a wider market area and capture passing traffic (auto, pedestrian, tourism, etc.).	Retail, office, industrial, lodging	Stafford Road carries the most traffic, with northbound evening commuters providing opportunities for Frog Pond East. Traffic on Brisband Road and Frog Pond Lane and other east-west connections may arise later.

Source: LCG

As noted above, there is leakage in all retail categories—a positive indicator for commercial prospects. In theory, the total sum of the leakage across all categories could be met with more than 175,000 square feet of new retail development. In reality, only a small fraction of existing leakage might be recaptured within the PTA in the form of new development. This is because most of the retail “gravity” is to the west, with several large centers that draw customers from a much larger trade area because of the substantial range of goods and services on offer. New commercial in the Frog Pond area can expect to see the highest capture rates among neighborhood goods and services (e.g., the categories of food and beverage, health and personal care, and building materials/garden equipment) and low recapture rates in the categories of general merchandisers (such as Target, Walmart), clothing, sporting goods, furniture, and electronics.

Figure 5. Spending Gap Analysis, Primary Trade Area, Current Spending Leakage



Source: LCG

### Demand Analysis

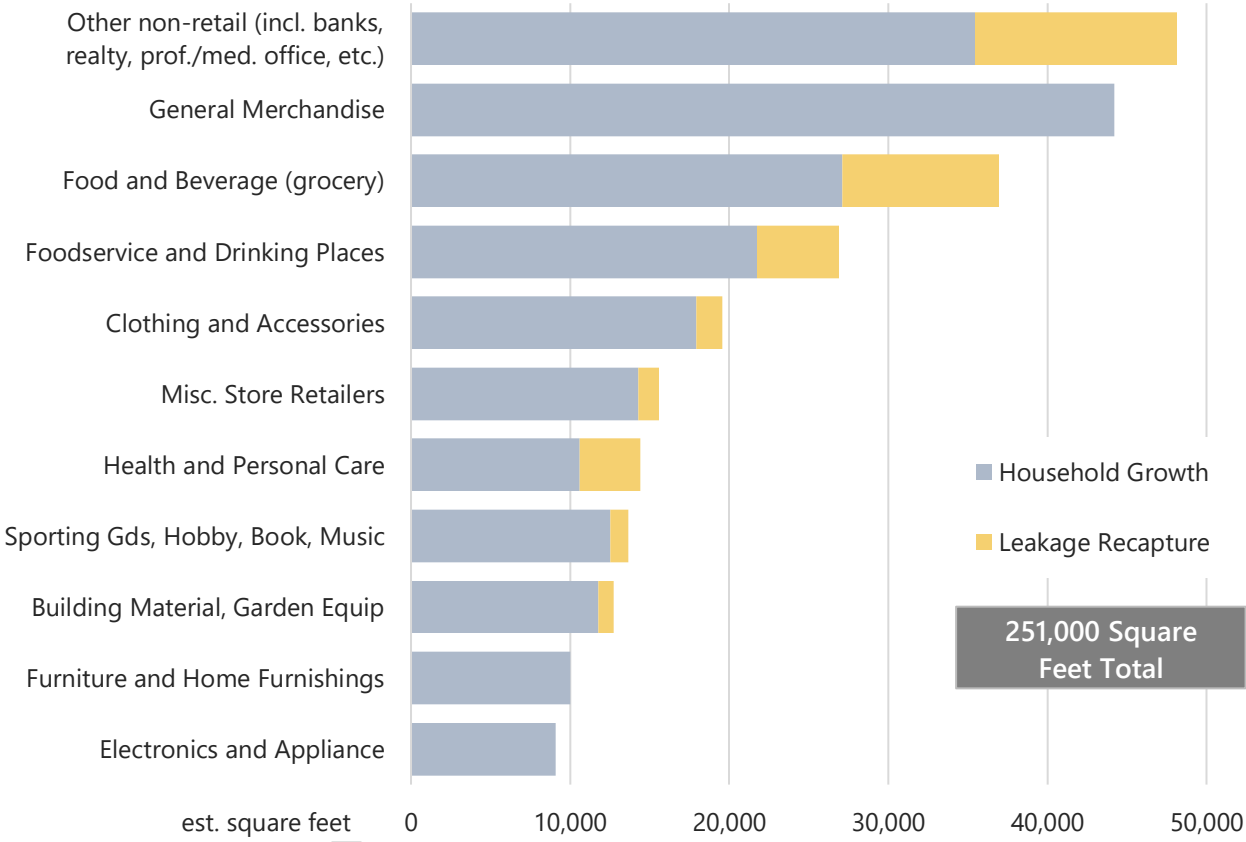
Commercial demand is calculated by applying the following key metrics to existing and future households within the primary trade area.

- **Expenditures by household.** Household expenditures are collected through a survey by a U.S. Bureau of Labor Statistics (BLS) and reported as average and summed expenditures by subcategory.
- **Market Capture.** Capture Rates are the percentage likelihood that the expenditures will be assumed by the development. Analysts assign capture rates as a factor of competition, location, and other market factors.
- **Leakage Recapture.** As noted above, a fraction of existing leakage might be recaptured within the PTA in the form of new development
- **Sales per Square Foot.** Sales per square foot are otherwise known as productivity and enable a calculation of supportable square footage at the product. Each region, neighborhood, and development has a different set of sales figures.

LCG evaluated retail demand using these metrics through 2035 when the Frog Pond area is expected to be near completion. Demand is driven by existing and future households within the primary trade area, as well as spending from drive-by shoppers. Taking into account the existing stock of about 2,250 households and the approximately 1,800 new households likely to ultimately reside at Frog Pond, there will likely be more than 4,000 households in the primary market area at full project build-out in 2035.

Based on these household counts, and the metrics identified above, demand for new retail space from existing and future households totals 226,000 square feet through 2035. Demand does not translate to viable square feet of development, however, and the market capture varies for each retail category. The majority of households will continue to shop in areas outside of the primary trade area and other existing and new retail developments will capture a significant share of total commercial demand. Among these areas is the Wilsonville Town Center—the closest retail concentration—that may add more than one million square feet of new development over the next 20+ years and draw customers from the Frog Pond area.

**Figure 6. Primary Trade Area Retail Demand by 2035, Net New Square Feet**



Source: LCG

**Projected Demand and Potential Market Capture**

This section outlines the possible site program for Frog Pond based on the market capture of the demand totals described above. LCG estimates the market potential for between 31,000 and 56,000 square feet of new commercial space. This would require between 2.8 and 5.1 acres of land at a standard floor area ratio (FAR) of 0.25 (consistent with the case studies documented in the following section). The higher threshold largely depends on the area’s ability to attract a pharmacy or medium-sized grocer, which may not be feasible within the planning horizon.



The following table details the estimated range of gross leasable space (in square feet) for various retail types based on LCG's demand analysis. Future Frog Pond commercial is expected to comprise primarily of food and beverage stores (including grocery, specialty markets, delicatessens, butchers, etc.), health and personal care (including salons, pharmacy, fitness centers), foodservice and drinking places (restaurants, cafes, bars), and other non-retail stores ((banking, realty, financial and medical offices, educational tenants, etc.). As the case studies show, non-retail tenants typically account for between 15 and 30 percent of gross leasable space in commercial areas. This is captured in the table below in the "Other" retail category type.

**Table 11. Primary Trade Area Retail Demand and Supportable Retail Area: 2035**

Retail Category Type	Future Growth in Demand (Retail Potential) \$	2035 New Demand from HH Growth (s.f.)	Leakage Recap- ture (s.f.)	Total New 20- yr Demand (s.f.)	Capture Rate (low)	Capture Rate (high)	Net New Demand Square Feet (low)	Net New Demand Square Feet (high)
Furniture & Home Furnishings	\$2,254,435	10,020	0	10,020	0%	0%	0	0
Electronics & Appliance	\$2,270,950	9,084	0	9,084	0%	0%	0	0
Bldg. Material, Garden	\$4,115,742	11,759	994	12,761	10%	15%	1,300	1,900
Food/Beverage (grocery)	\$11,519,008	27,104	9,837	36,941	15%	50%	5,500	18,500
Health & Personal Care	\$3,969,016	10,584	3,841	14,425	35%	50%	5,000	7,200
Clothing & Accessories	\$3,584,158	17,921	1,626	19,547	5%	10%	1,000	2,000
Sporting Gds, Hobby, Book, Music	\$2,504,784	12,524	1,136	13,660	10%	15%	1,400	2,000
General Merchandise	\$12,151,776	44,188	0	44,188	0%	0%	0	0
Misc. Store Retailers	\$3,213,690	14,283	1,296	15,579	10%	15%	1,600	2,300
Foodservice & Drinking	\$7,612,294	21,749	5,166	26,930	20%	28%	5,400	7,500
Other non-retail (banks, prof./med. office, etc.)	\$5,319,585	35,464	12,683	48,153	20%	30%	9,600	14,400
<b>Total</b>	<b>\$58,515,438</b>	<b>214,680</b>	<b>36,580</b>	<b>251,288</b>	<b>12%</b>	<b>22%</b>	<b>30,800</b>	<b>55,800</b>
<b>Acreage Required</b>							<b>2.8</b>	<b>5.1</b>

Sources: ESRI Business Analyst, LCG

The feasibility of this commercial development will also depend on what if any retail is developed in other locations. For example, a new retail center located to the west of the Frog Pond Area on Boeckman Road would absorb demand from Frog Pond and potentially preclude new development in the study area. However, this analysis assumes that no new retail is built within a one-mile radius of Frog Pond East.

With projected 4,000 households within one mile of the main intersection, Frog Pond will likely support a convenience center at the lower range (around 30,000 square feet), but a larger retail center at the upper range (around 50,000 square feet) may be challenging.

Within two miles, there are *currently* about 6,000 housing units and additional growth in this area will exceed the average number of dwellings necessary to support a neighborhood center. However, such a large trade area is unlikely in this case given this area includes more than 2.0 million square feet of existing competitive retail space.

## Site Location Considerations

This section includes a discussion of potential locations for future commercial development and the advantages and disadvantages of each.

When selecting commercial development sites, several core characteristics attract commercial developers and brokers to certain locations, including access and visibility, traffic counts, and the customer base. The previous pages have described Frog Pond's general competitiveness as a commercial location; this section now provides an overview of the potential internal locations for this commercial development within Frog Pond East and South.

Potential locations are limited to the east side of Stafford Road. Stafford is and will remain the primary route through Frog Pond (with 6,000 average daily traffic counts) and is therefore visible and accessible to the greatest number of people in the area. It should be noted that retail developers typically want ADTs of more than 15,000 for most commercial centers, and while the City's Transportation System Plan forecasts that ADTs on Stafford will reach approximately 10,000 by 2035, reaching the upper 50,000 square feet threshold may not be feasible given these and other challenges. Over a long-term planning horizon (20+ years), other areas in the region will develop, including those to the immediate north, and employment will grow, driving up densities and ADTs to levels that are more likely to support a larger commercial center.

Along the Stafford Corridor, there are three potential locations for commercial development. The first, at the northeast corner of the existing main intersection of Stafford and Advance roads, has been documented in detail and remains an opportunity site. The second potential location is at the planned extension of Brisband Road along Stafford Road. This extension will likely be the primary alternative route through Frog Pond, bringing more customers and traffic past this potential location. Similarly, the third location is at the planned extension of Frog Pond Lane adjacent near the Frogpond Grange. More details about the pros and cons of each location are provided in the table below.

**Table 12. Location and Development Type (Main Street Retail Versus Commercial Centers) Options: Advantages and Disadvantages**

Location	Likely Commercial Type / Location	Advantages	Disadvantages
1. NE Corner of Advance/ Stafford Intersection	Commercial center with access from both Stafford and Advance roads. Large central parking lot.	<p>Most “developer-friendly” option.</p> <p>Best opportunity for a pharmacy on the corner.</p> <p>Likely to develop the quickest.</p> <p>Tried and tested development type.</p> <p>Anchor tenant opportunity.</p>	<p>Least pedestrian-oriented location and development type.</p> <p>Few opportunities to tie into land uses to the south and west.</p> <p>May have the least community support.</p> <p>Commercial centers can age quickly and feel outdated.</p>
2. Brisband Road	“Main Street” with commercial space on the north and south sides of Brisband Road, as well as space fronting Stafford Road. Parking is likely located on street and behind buildings.	<p>Most balanced option (market-driven versus experience/amenity-based).</p> <p>May have the most traffic once Frog Pond residential is complete.</p> <p>Main street retail feels “fresher” for longer, maintaining vibrancy.</p> <p>May have the most community support.</p> <p>Long-term potential to develop a flexible mixed-use program that fully surrounds the commercial area: program may also increase in size with the Elligsen UGB area housing growth to the north.</p>	<p>Typically unanchored; may take longer to build and fill with tenants.</p> <p>May require public subsidy given the greater development complexity, especially if mixed-use (upper stories are not required).</p> <p>Challenging tenant/parking configuration.</p> <p>Power easement through connection may be critical to bringing more local customers to the site.</p>
2. Frog Pond Lane Extension	“Main Street” with commercial space on one or both sides of Frog Pond Lane, as well as space fronting Stafford Road. Parking is likely located on street and behind buildings.	<p>Opportunities to tie into existing community asset at the Frogpond Grange.</p> <p>Main street retail feels “fresher” for longer, maintaining vibrancy.</p> <p>May have the most community support.</p> <p>Long-term potential to develop a flexible mixed-use program that partially surrounds the commercial area: program may also increase in size with the Elligsen UGB area housing growth to the north.</p> <p>More central to both future Frog Pond and Elligsen UGB area households, albeit over a much longer timeframe.</p>	<p>Same as Option 2.</p> <p>North side development may be challenging given the existing location of the Grange.</p> <p>Not centrally location: one-sided market area (most of new residential construction will be constructed to the south) may limit customer base/tenanting opportunities.</p>

Source: LCG

Location number two (and three, to a lesser extent) offers the opportunity to develop a main street retail development type that likely offers the greatest community benefit and experience. However, if the City of Wilsonville chooses to

pursue the Main Street approach, it should be aware of the potential challenges, including parking complexities, site design, building orientation, access, and whether the development will include upper story offices or residential units. If the City and its development partners can address these challenges, a commercial main street can make the rest of the community more desirable. Main streets require slow vehicle speeds, sidewalks, street parking, retail on both sides of the streets, and the streets should ideally go somewhere rather than into an inner neighborhood. Sisters, Oregon is one such example.

**Phasing**

Retail development in edge locations such as Frog Pond is challenging and requires the right mix of pass-by traffic and visibility, a dearth of strong competition in the primary market area, and an adequate population. This also underscores the adage that “retail follows rooftops” and gets developed only when there is sufficient housing to support it. A larger development program may provide more neighborhood amenities, but it will also take longer to develop and land may sit vacant and undeveloped for many years.

Retailer developers may decide to wait until after 2035 to build significant retail, when additional Urban Reserve Areas such as the Elligsen Urban Reserve Area to the north may enter the UGB (although the build-out of these areas will likely take more than 20 years).

Ultimately, the City of Wilsonville will need to decide whether it wants to see commercial development in the shortest timeframe possible or hold the land until a larger program might be feasible or a master developer is interested in developing the site. Alternatively, the City could plan for commercial development in the future Elligsen Urban Reserve as it will have greater access to more households, thereby—at least theoretically—supporting a larger development program.

**Recommended Development Program**

The primary goal of this memo is to recommend a commercial development program that includes site acreage, development square feet, likely tenant mix, parking demands, access requirements, and other considerations.

The market analysis for the 2015 Area Plan found that Frog Pond could potentially support an unanchored neighborhood retail center of approximately 38,000 square feet requiring about 3.5 acres of land at full project build-out in approximately 2035. Tenants would likely include retail, small office, and neighborhood services such as a daycare center.

This updated market analysis finds that a slightly larger development program of **44,000 square feet on 4.0 acres of land** may be feasible. If the City can attract a pharmacy or medium-sized grocer (a full-service grocery store is not likely), this program could be 56,000 square feet on 5.1 acres of land, so flexibility should be incorporated into the plan in order for the City to be able to respond to opportunities as they arise. A summary of LCG’s recommended development program is as follows.

- Bldg. Square Feet**    Up to 44,000 square feet
- Site Acreage**        Up to 4.0 acres
- Tenant Mix**            Commercial development today is flexible and accommodates a wide range of activities, including food and beverage, retail, general commercial, professional services/office, healthcare, fitness, daycare, banks, and more. Specific retail tenants may include cafes and restaurants, a specialty food product store, a pharmacy, and other miscellaneous stores like laundromats, salons, hobby/boutique stores, and medical, professional, and financial offices.

There are few region-wide examples of developers building commercial centers that are smaller than 30,000 square feet and may wait until a center between 30,000 and 55,000 square feet or larger is feasible, especially if the retail market again shifts dramatically in the next decade. Another approach is to encourage a greater percentage of non-retail uses to create a larger and potentially more profitable center. Some of these non-retail tenants include medical/health services (dental offices, veterinary clinics), financial services (banks, real estate brokerage, insurance offices), realtors, personal care (salons, fitness centers), and household services (childcare facilities, education, coworking spaces).

**Development Type**

"Hybrid" Main Street, with buildings on both sides of the planned Brisband Street or Frog Pond Lane extension on the east side of Stafford Road. Buildings can be split up (see Northwest Crossing) to address parking challenges. The corners present an opportunity to attract a pharmacy or larger anchor tenant.

The main street approach, if done correctly, creates an authentic experience that promotes placemaking, creates a community amenity, and can have a positive impact on the surrounding residential uses and other commercial spaces (e.g., driving rent premiums and increasing values, improving the attractiveness of the area for new residents and customers, etc.).

In keeping with other regional centers, initial construction is most likely to be at a 0.25 to 0.30 floor-area ratio (FAR).

**Parking**

Parking ratios of 4.0 to 5.0 per thousand square feet of gross leasable commercial space are common. Most parking in the near term will be at the surface level, though shared parking and on-street parking can reduce the need for large fields of surface parking. A higher percentage of food and beverage-based tenants will create more demand for parking, while a higher percentage of non-retail tenants will likely create less demand.

**Location**

From a pure market perspective, the northeast corner of the Stafford Road and Advance Road intersection makes the most sense. This location requires the least new infrastructure and can be built out independently of the rest of Frog Pond.

However, Main Street retail provides the greatest experience and offers an opportunity for the commercial area to be prosperous over a longer timeframe. Main street retail feels "fresher" for longer than conventional retail centers and would be more accessible to a greater number of people traveling by car, foot, and bike.

A pharmacy or similar small anchor tenant may be possible in either location but would want to locate on street corners, yet with a setback for their customer parking.

**Other Recommendations**

Plan for higher-density residential, including apartments, townhomes, and live/work spaces, surrounding the commercial center. Most case studies of successful commercial areas are surrounded by higher-density housing.

Many desirable communities and commercial centers are mixed-use, and allow housing, live-work, educational, and institutional, within or adjacent to the centers. In the near term, horizontal mixed-use is possible and can create a great sense of place. Opportunities for vertical mixed-use in the near term may be very limited or nonexistent, though possible in the long term (10+ years). While the market for live-work space is modest, stakeholders may want to encourage or incentivize it.

Recognize the constraints imposed by market and development economics related to height, density, and vertical mixed-use.



# RECOMMENDED COMMUNITY DESIGN CONCEPTS

TO: Planning Commission  
FROM: Project Team  
DATE: April 1, 2022

## OVERVIEW

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The purpose of this memorandum is to introduce community design concepts and potential “subdistricts” for the Frog Pond East and South Master Plan. As used here, subdistricts are subareas of the East and South Neighborhoods that will have cohesive building form, public realm features, or other characteristics that give them a particular identity. The subdistricts are an urban design tool to support ongoing community dialogue and Master Plan layout.

This memorandum is the first of several steps in creating Master Plan alternatives. Those steps are:

1. Planning Commission review of this material and guidance (April 13<sup>th</sup> meeting)
2. Community outreach through workshops and focus groups in (April and May)
3. Preparation of alternatives based on community input (late May)
4. Planning Commission review of alternatives and a recommended alternative (June 6<sup>th</sup> meeting)

## THE FROG POND AREA PLAN “FRAMEWORKS”- A STARTING PLACE

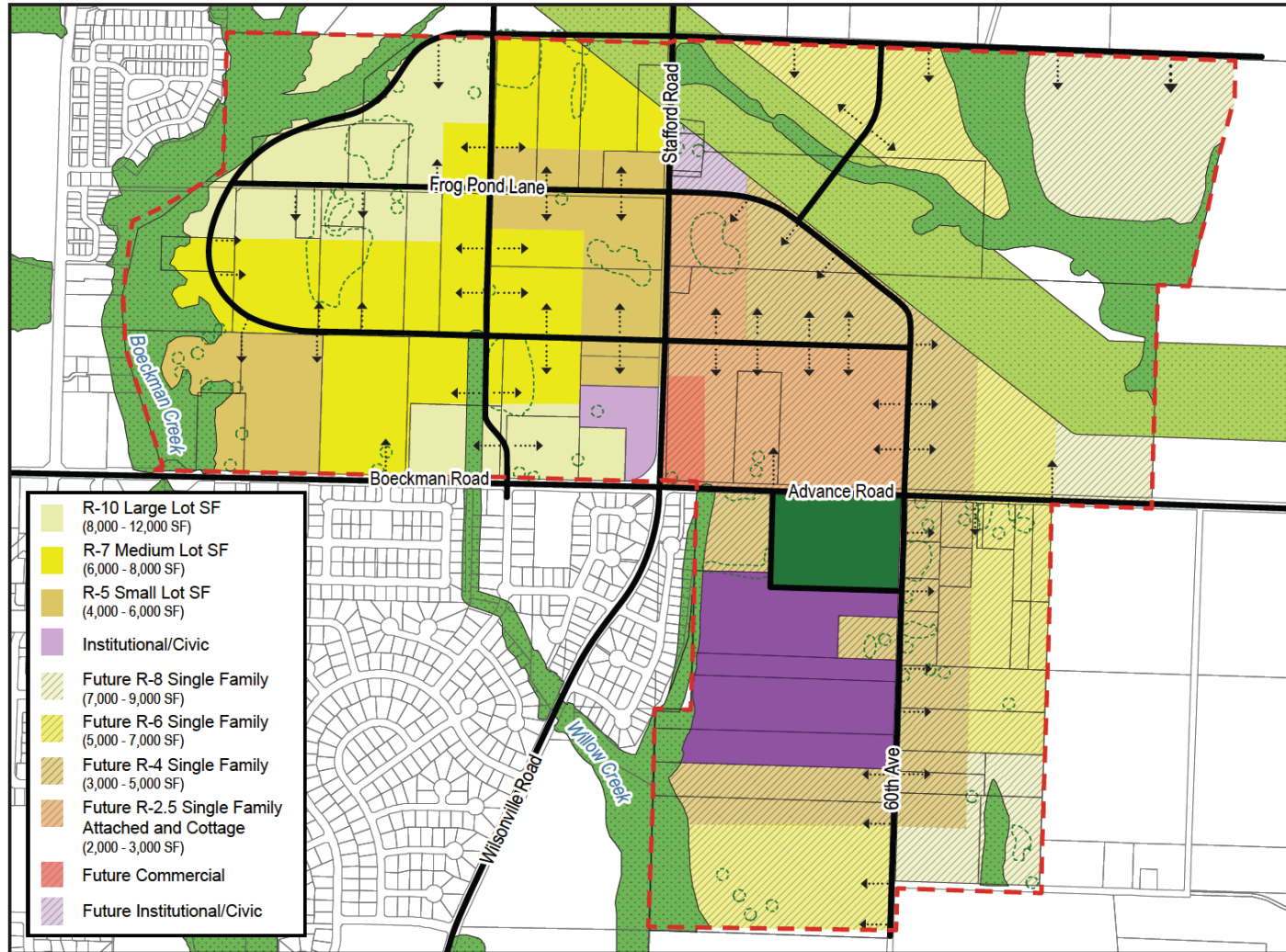
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The Frog Pond East and South Master Plan builds is an outgrowth and refinement of the Frog Pond Area Plan, which was adopted by the City of Wilsonville in 2015. At its core, the Frog Pond Area Plan is a vision and plan for three walkable neighborhoods. The plan uses the term “frameworks” to emphasize its role in defining key design concepts, with few site-specific details. The Area Plan is not a regulatory document; it is a starting point reflecting previous community discussion and decision-making in the Frog Pond area. The current planning effort is expected to involve both reaffirmation of some of the Area Plan’s concepts as well as new ideas. Framework-level design concepts in the East and South Neighborhoods include:

**Land Use** – The plan transitions from higher densities (townhomes and smaller lots) nearer to Stafford Road to lower densities to the east and south. A variety of medium- and smaller-lot housing types were envisioned, grouped into a simplified zoning scheme of three zones. A neighborhood commercial center, serving all three Frog Pond neighborhoods is illustrated in the SW corner of the East Neighborhood. The Frog Pond Grange is noted as a Institutional/Civic node.



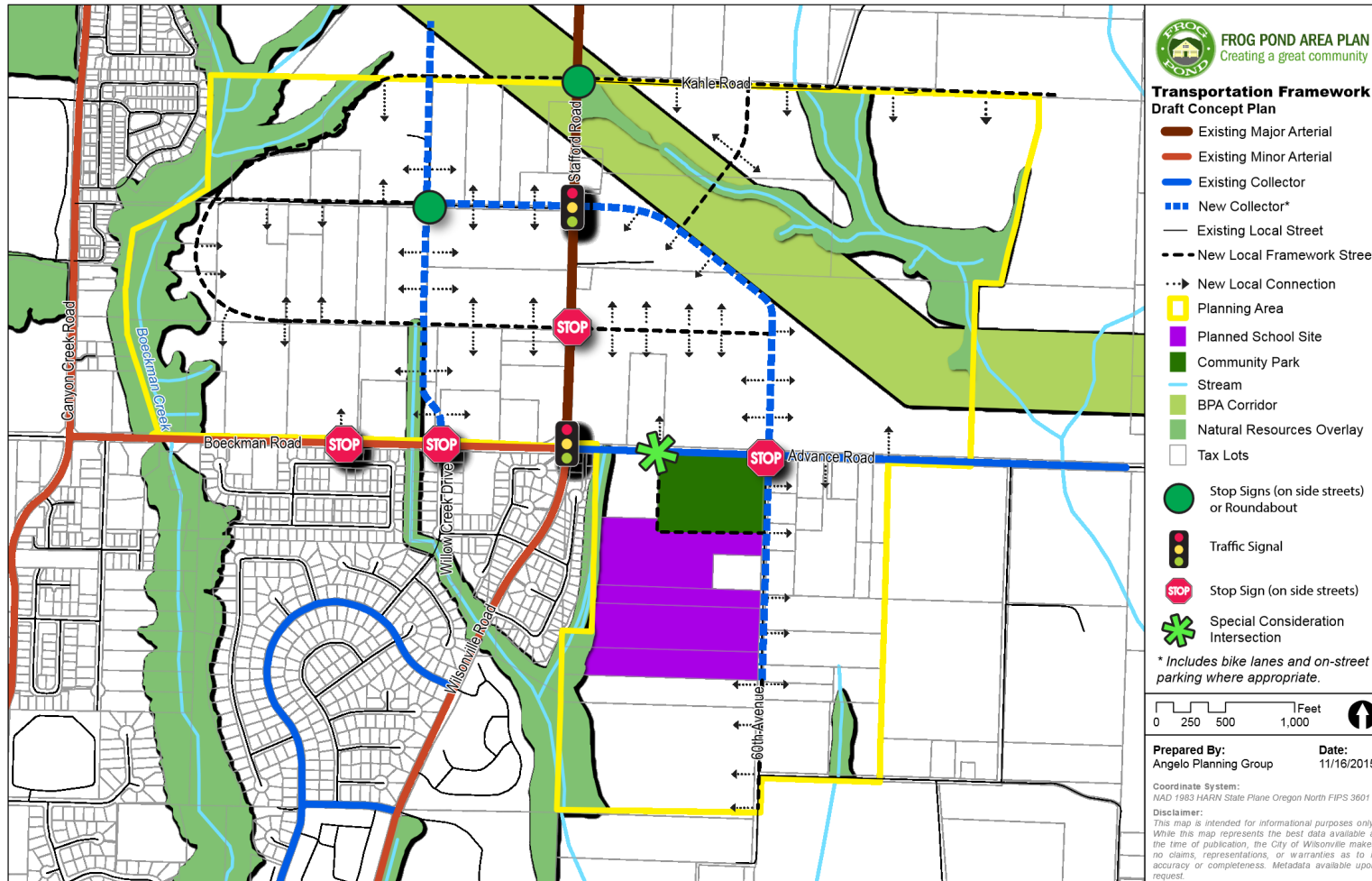
Figure 1. Area Plan Land Use Framework Map





**Transportation** – Key framework-level connections include: Frog Pond Lane to 60<sup>th</sup> Avenue; a new east-west street, now called SW Brisband Street, connecting the West and East Neighborhoods; a connection to SW Kahle Road; and an access street, now called SW Hazel Street, to Meridian Creek Middle School that will connect to SW 60<sup>th</sup> Avenue. Intersection types are shown and a pedestrian tunnel under SW Advance Road was studied.

**Figure 2. Area Plan Transportation Framework**

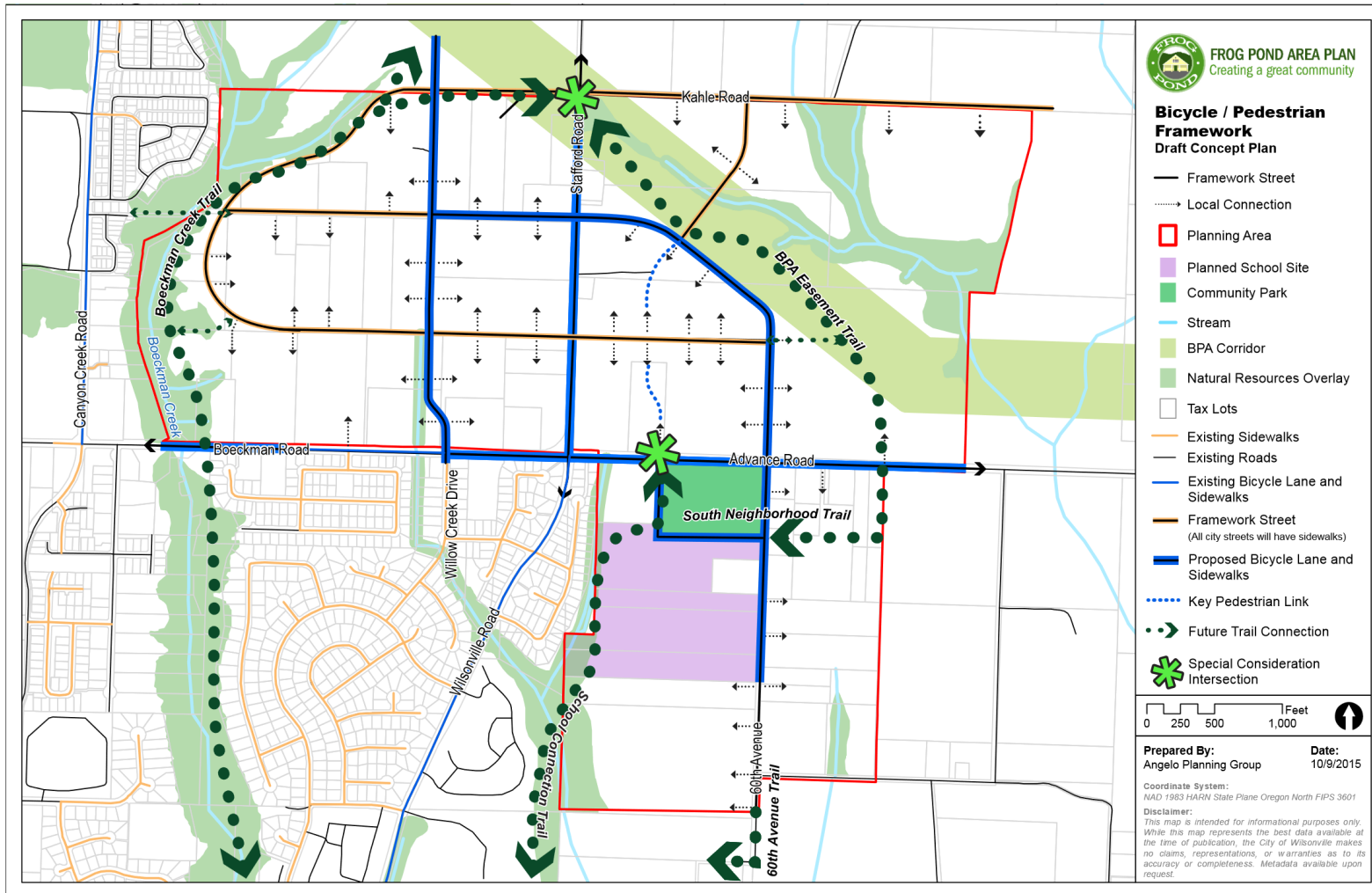






**Bicycle/Pedestrian Framework** – The emphasis of this framework plan is the trail loop from Boeckman Creek to the BPA Easement to the South Neighborhood and Wilsonville High School. On-street and off-street connections are also shown.

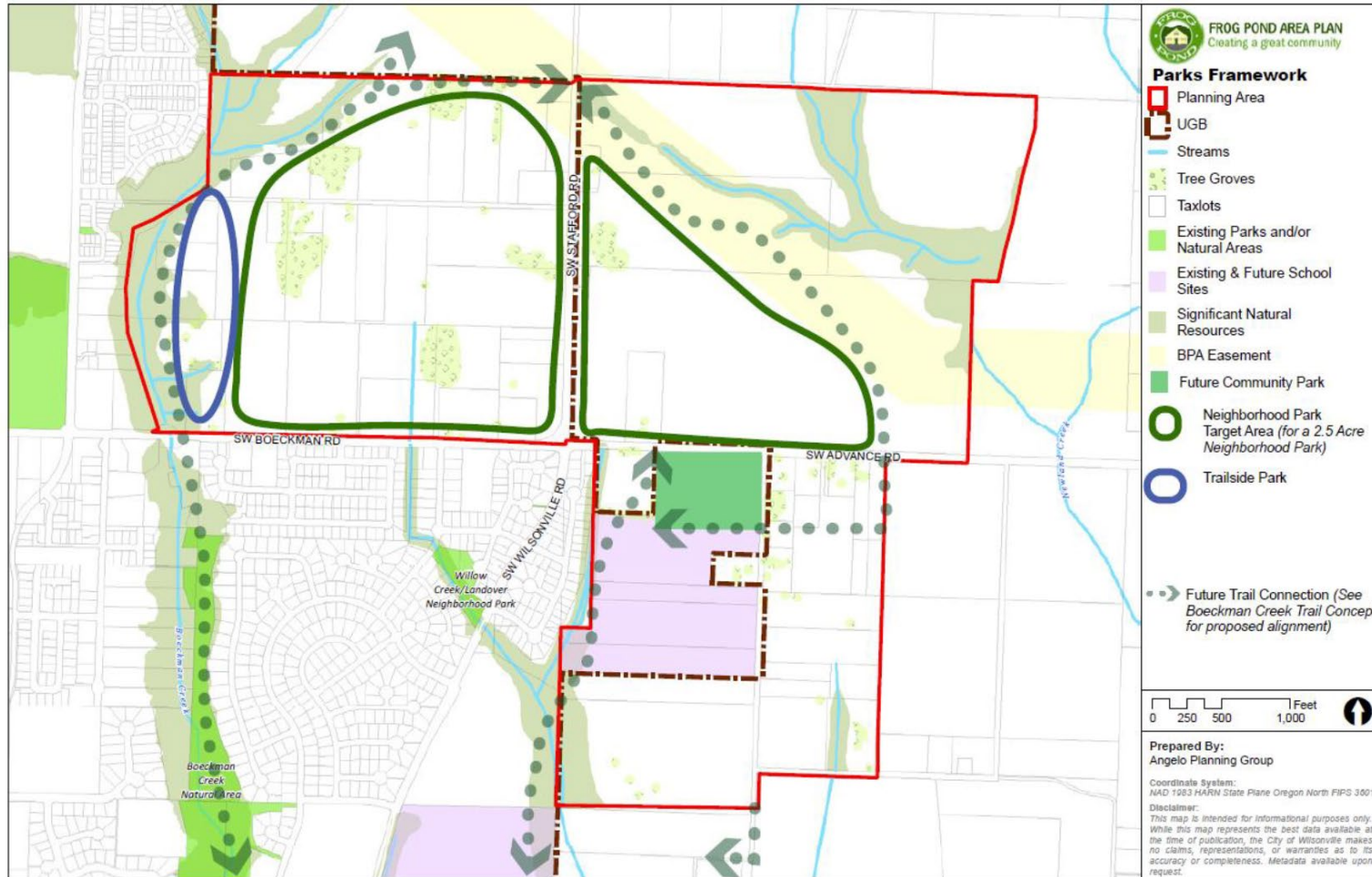
Figure 3. Bicycle and Pedestrian Framework





**Parks Framework** – The Parks Framework recommends one new neighborhood park in the East Neighborhood. The South Neighborhood’s community park and school grounds serve that area. The parks are envisioned to be connected with a robust trail network.

Figure 4. Area Plan Parks Framework





## COMMUNITY DESIGN CONCEPTS

The maps and diagrams on the following pages provide information and conceptual community design concepts that have emerged from discussions and worksessions to date. They include:

- The context around the planning area, both rural and urban
- On-site conditions
- Concepts for community design that identify:
  - Potential “places” within the East and South Neighborhoods
  - Conceptual ways to connect destinations
  - Alignments of framework streets and trails
  - A potential mixed-use center and other centers and nodes
  - Subdistricts

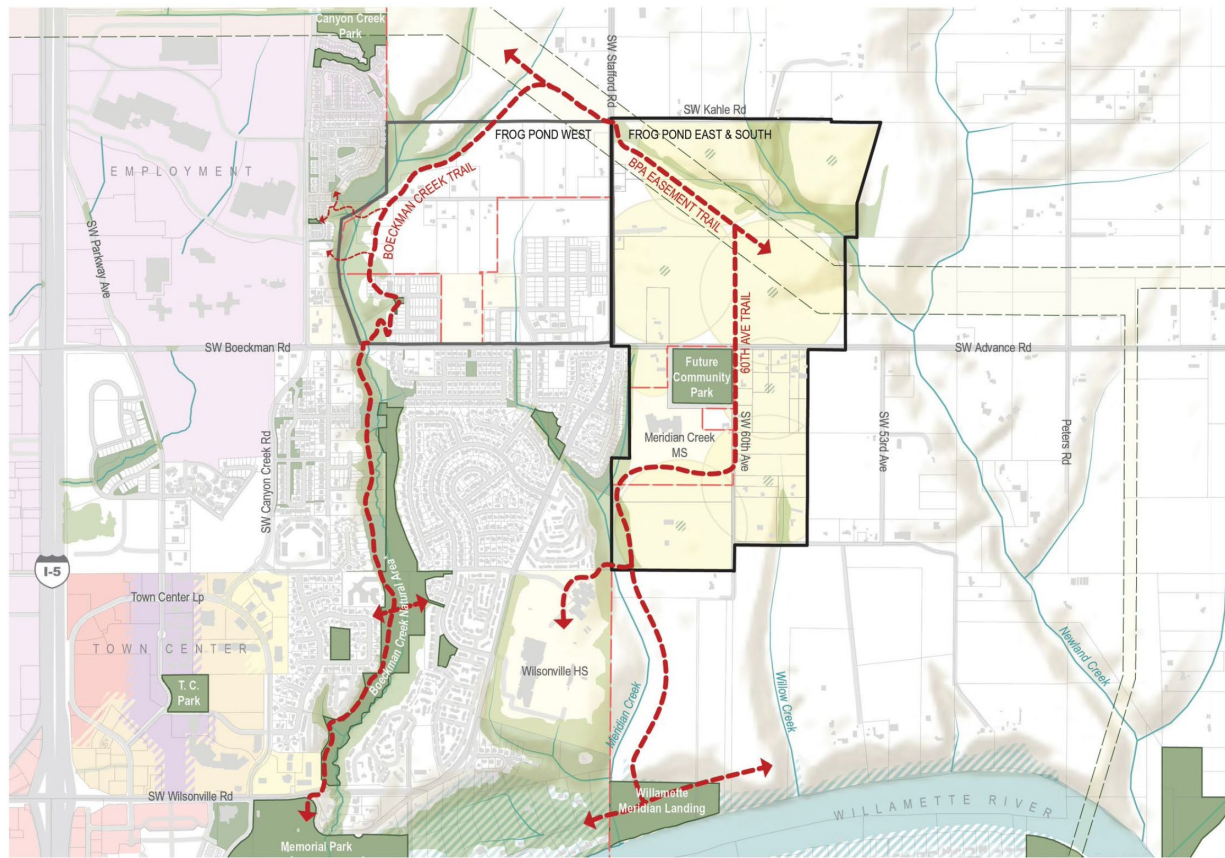
The above concepts will be used to locate plan streets, trails, walkable and connected neighborhoods, housing variety, a neighborhood commercial center and other elements of the plan.

Figure 5. Study Area





Figure 6. Conceptual Trails



CONCEPTUAL TRAILS

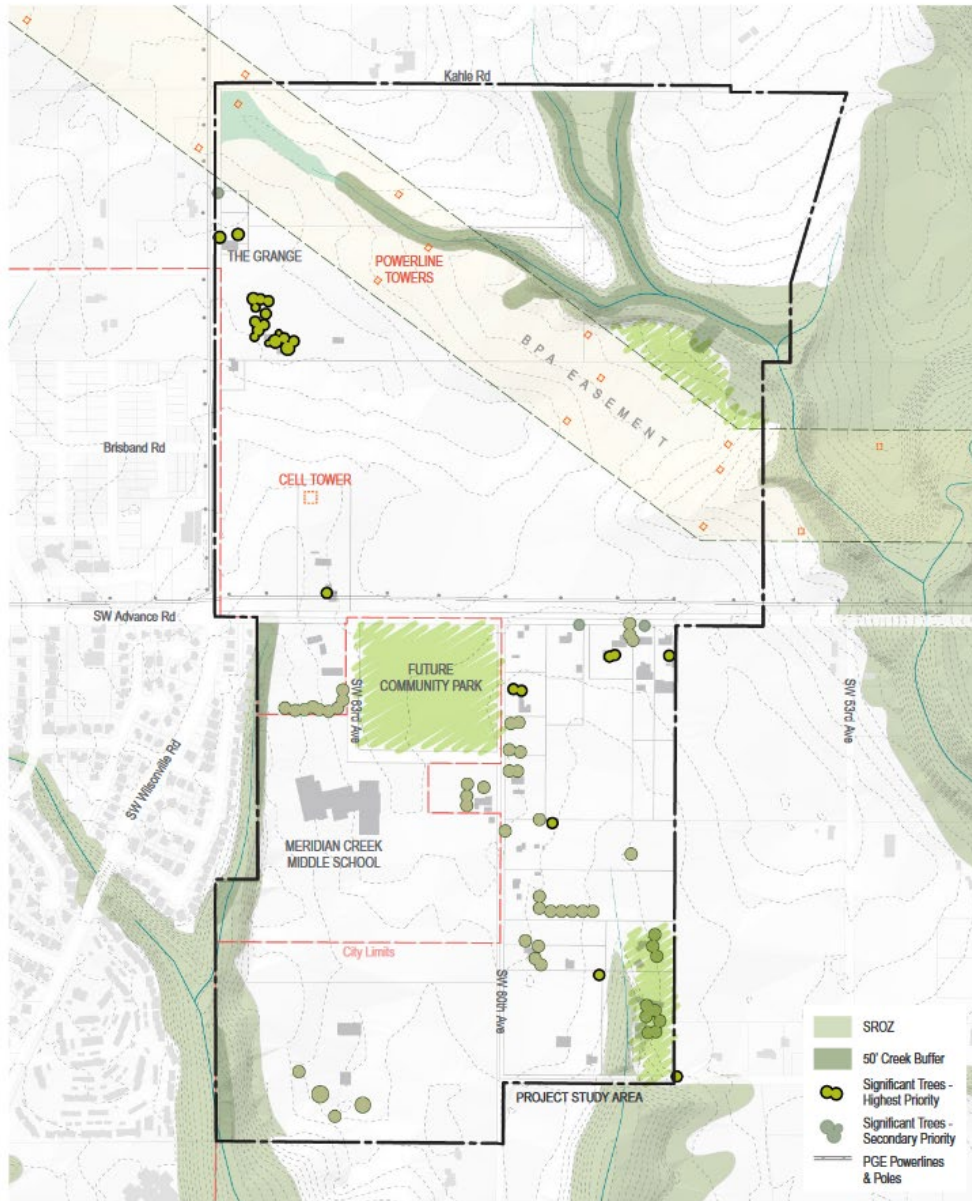
\*Source: Oregon Metro RLIS  
0' 250' 500' 1,000' N

Key points about Frog Pond East and South’s context include:

- **Rural edge** – The planning area is adjacent lands designated “rural reserves” and “undesigned” by Metro. There will be a rural and agricultural edge to the East and South Neighborhoods for many decades to come.
- **Proximity to natural and city open space** – The nearby open spaces – Newland Creek, Meridian Creek, the BPA easement (see below), a future neighborhood park, a future community park, Meridian Creek Middle School – are great amenities. Future residents in the East and South neighborhoods will always be “just a block or two” from the nearest open space.
- **A significant barrier and/or opportunity of the BPA Easement** – On the plus side, the BPA easement is open area and can be used for recreation, community gardens, parking and other uses. Negatives include the towers, electrical “buzz”, and limitations for planting and structures.
- **Connectivity to adjacent areas of Wilsonville** – Street connectivity to adjacent parts of Wilsonville is extremely limited. The Frog Pond area is very reliant on SW Boeckman Road, SW Wilsonville Road, and SW Stafford Road. Existing and new trails, shown on the above map, will help supplement the street network and increase connectivity by foot and bike.
- **Potential for internal connectivity** – There is excellent potential for safe, direct and convenient street and path connectivity within and between the three Frog Pond neighborhoods.



Figure 7. Base Map

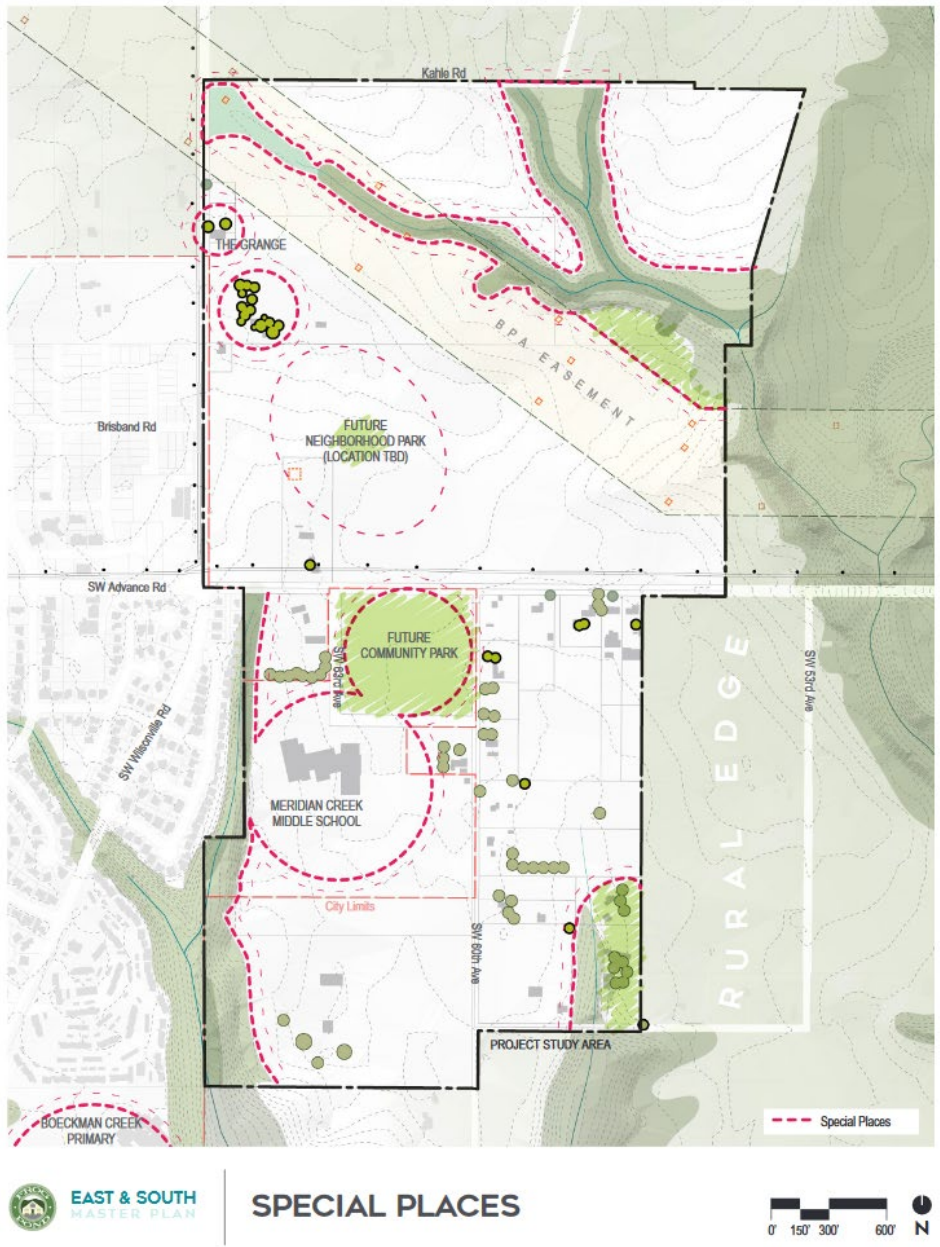


Key points from the Base Map include:

- Total acreage = 255 acres
- 31 parcels, 20 existing homes
- Unbuildable areas include developed sites, natural resources, the BPA Easement, and existing right-of-way. After deducting for developed areas and future streets, the net buildable area is estimated to be 138.5 acres (54% of the total area).
- Significant trees have been inventoried (supplemental work is in-progress)



Figure 8. Special Places

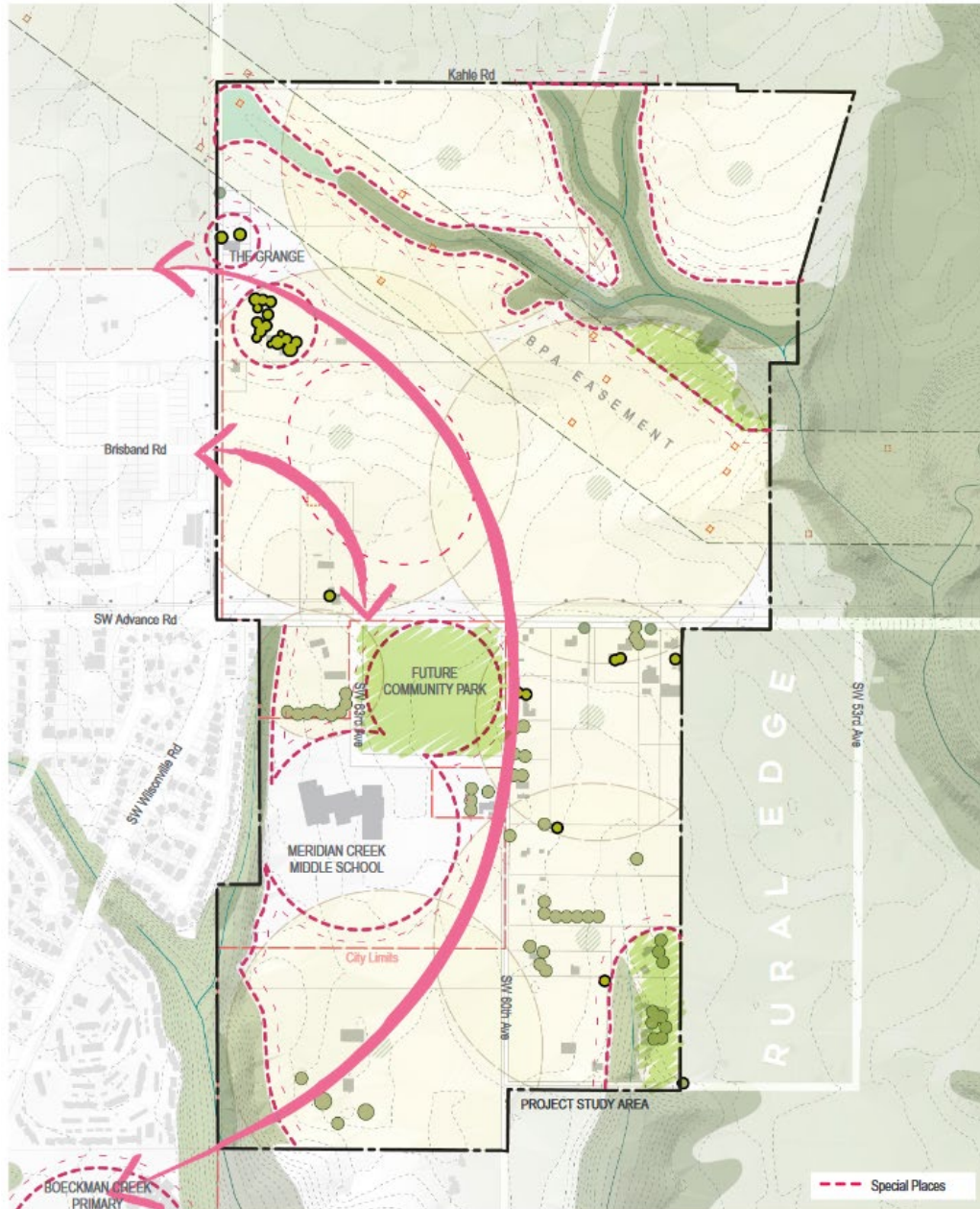


This diagram shows “Special Places” within the planning area, which are existing and future locations that are potential community destinations or key visual amenities, or both. They include:

- The Frog Pond Grange
- Newland Creek and Meridian Creek
- Significant tree groves
- A future neighborhood park in the East Neighborhood
- Meridian Creek Middle School and the future community park
- Boeckman Creek Primary School and Wilsonville High School (just off the map)



Figure 9. Connecting Destinations



This conceptual diagram illustrates the area’s potential for connected neighborhood destinations, including the Special Places. The Master Plan is an opportunity to organize and coordinate land use, transportation, and open space to support these connections.

The diagrams on the following pages show ideas for creating connected destinations with framework-level streets and trails.



Figure 10. Connections - Idea 1

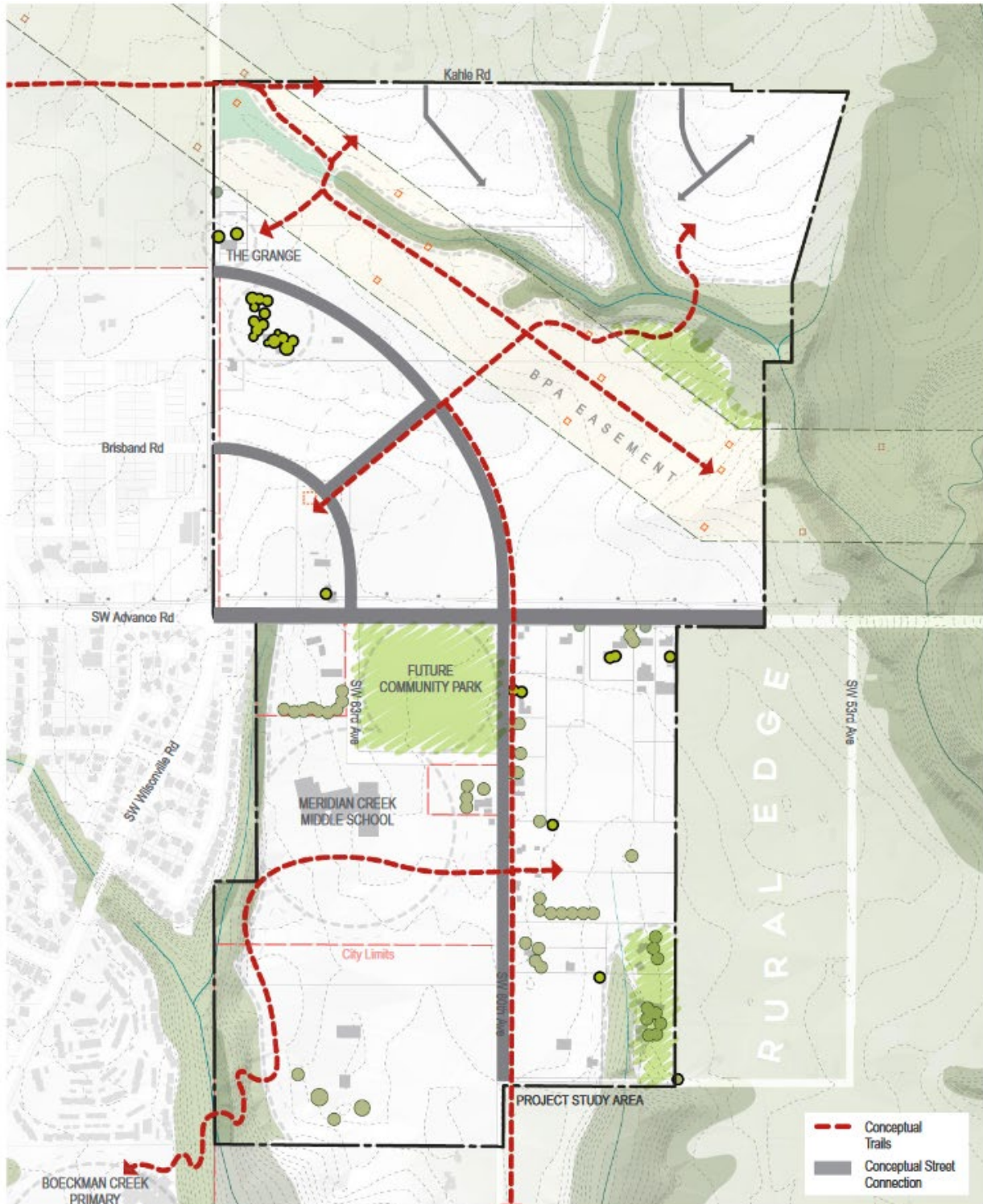






Figure 11. Connections - Idea 2

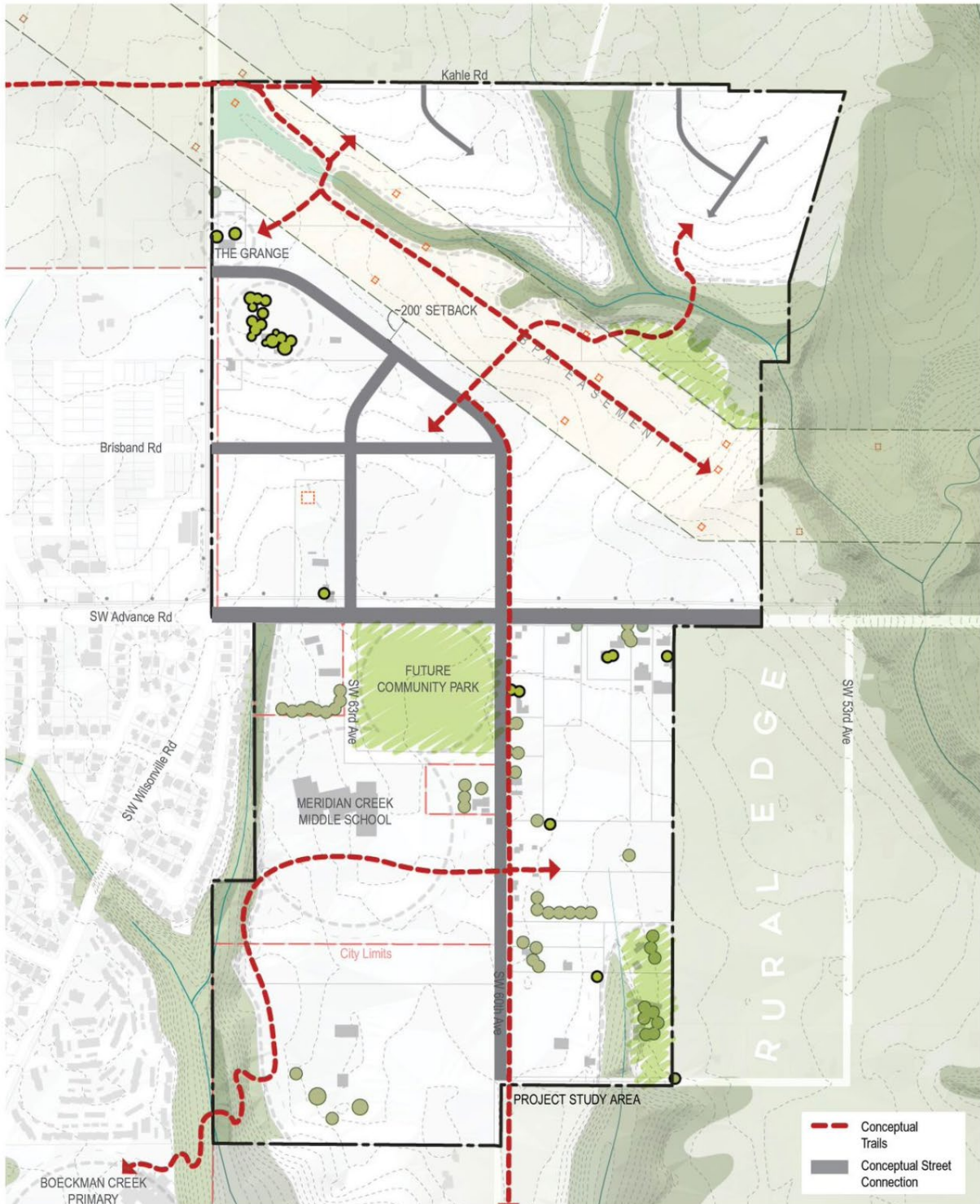




Figure 12. Conceptual Centers



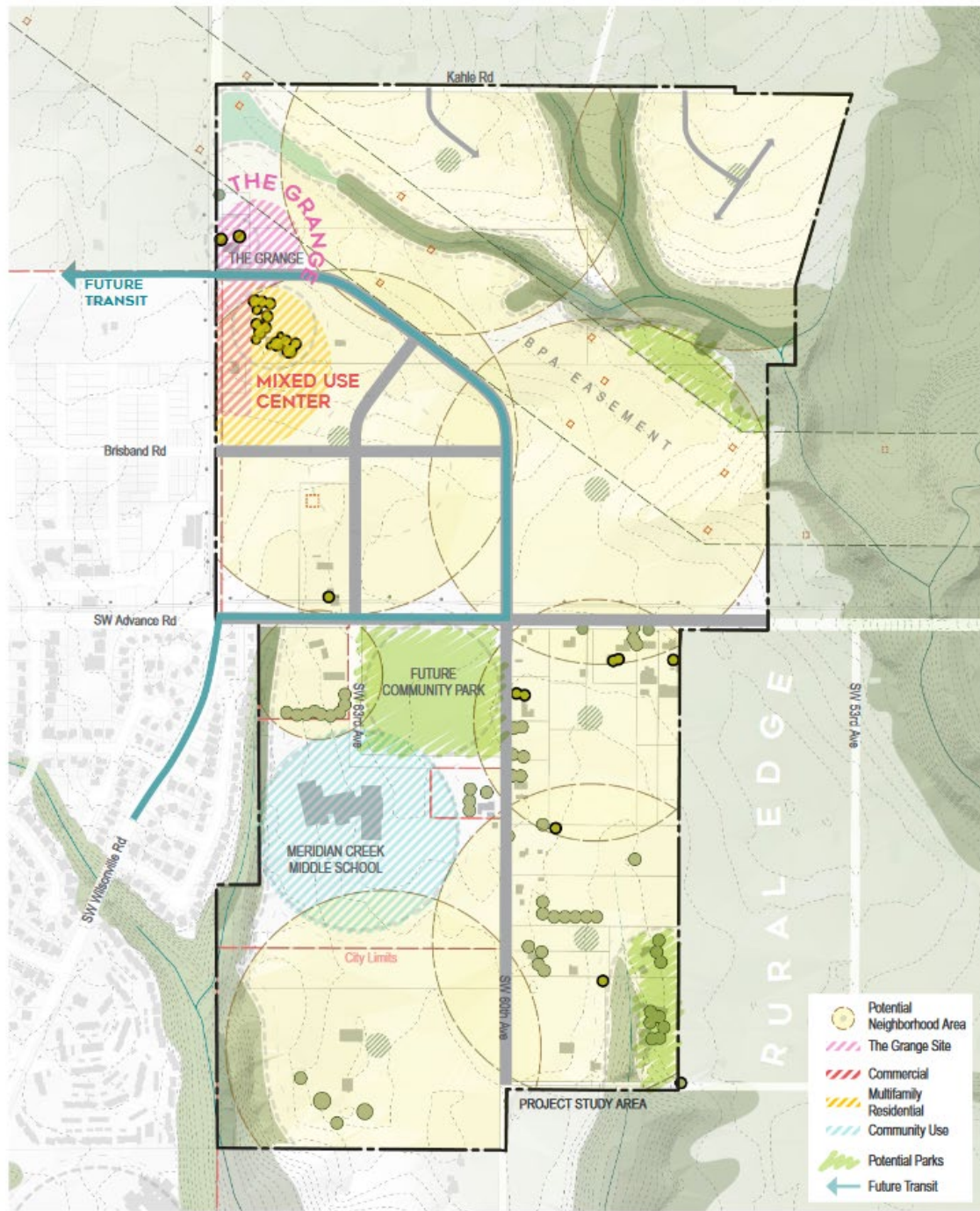
This diagram illustrates the idea of centers within the planning area. There are three types shown, each with their unique scale and role within the plan:

- Mixed Use Center – A potential 3- to 5-acre commercial center with shops, restaurants, local services and community gathering spaces. Residential uses would be allowed within mixed –use buildings. Whether mixed use will be vertically or horizontally located is yet to be determined.
- Frog Pond Grange – A location for a civic or community use.
- Small neighborhood nodes – These are yet to be fully defined, but the concept is to have small open spaces between the Special Places. They might be a signature tree, a viewpoint, a storm water facility, or a small open space that is part of a development.

Note that the diagram includes a potential loop for SMART transit service.



Figure 13. Conceptual Centers - 2



This diagram has the same hierarchy of centers but places the Mixed-Use Center just south of the Grange.



Figure 14. Conceptual Centers - 3



This diagram has the same hierarchy of centers but places the Mixed-Use Center along the extension of SW Brisband Street. It would be developed as a “Main Street”: wide sidewalks, pedestrian scale lighting and benches, parking located behind or to the side of shops, buildings oriented to the street, public art, etc.



Figure 15. Conceptual Subdistricts



### CONCEPTUAL SUB-DISTRICTS



This diagram shows “subdistricts” - subareas of the East and South Neighborhoods that will have cohesive building form, public realm features, or other characteristics that give them identity. The subdistricts will be used in the next step of the design process to evaluate the types and locations for various residential uses.



## ASSUMPTIONS FOR THE ALTERNATIVES

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Based on the community design concepts and conceptual sub-districts presented, the project team recommends a set of guiding assumptions for the Master Plan alternatives. The assumptions will be shared with the community and integrated into the workshops and outreach discussions in April and May. Using the community's feedback, the assumptions will be illustrated in the plans brought back for Planning Commission review in June. The project team looks for the Planning Commission's support or further guidance on these assumptions.

The suggested land use assumptions are:

1. **One neighborhood commercial center** – All alternatives will include a neighborhood commercial center generally consistent with the guidance from Leland Consulting Group and the Planning Commission. Participants may of course suggest new and innovative ideas to be considered for the center.
2. **Affordable housing** –
  - a. At least one alternative will include affordable housing fully consistent with affordable housing “targets” described by ECONorthwest and guided by the Planning Commission.
  - b. Other alternatives may include various types and amounts of affordable housing, considering the housing forms described in the Affordable Housing Analysis.
3. **Variety** – All alternatives will include an approach to creating a wide variety of housing types in the East and South Neighborhoods.
4. **Density Transect** – The density transect from the Area Plan will continue to be shown. However, in the context of middle housing rules and the variety assumption above, it will be more of an urban design concept than an actual numerical density transect.
5. **Neighborhood Park** – All alternatives will include at least one neighborhood park in the East neighborhood.
6. **Framework streets, trails, and open space** – The alternatives will illustrate the framework streets, trails, and open spaces intended for their plans.

Using the community feedback, the team will prepare plan alternatives, a recommended alternative and supporting information for housing mix, amount, and density as part of the reporting in June. Density will be estimated based on assumptions for the implemented housing types, recognizing that the City's middle housing regulations provide flexibility in what can ultimately be developed.



# PLANNING COMMISSION

## WEDNESDAY, APRIL 13, 2022

### INFORMATIONAL

4. City Council Action Minutes (March 7 & 21, 2022) *(No staff presentation)*

City Council Meeting Action Minutes  
March 7, 2022

**City Council members present included:**

Mayor Fitzgerald  
Council President Akervall  
Councilor Lehan  
Councilor West – Arrived at 7:02 p.m.  
Councilor Linville

Barbara Jacobson, City Attorney  
Kimberly Veliz, City Recorder  
Jeanna Troha, Assistant City Manager  
Beth Wolf, Senior Systems Analyst  
Dan Pauly, Planning Manager  
Katherine Smith, Assistant Finance Director  
Dustin Schull, Parks Supervisor  
Zoe Mombert, Assistant to the City Manager

**Staff present included:**

Bryan Cosgrove, City Manager

AGENDA ITEM	ACTIONS
<b>WORK SESSION</b>	<b>START: 5:02 p.m.</b>
A. Frog Pond East and South Master Plan	Council discussed how the affordable housing analysis might affect the Frog Pond East and South Master Plan.
<b>REGULAR MEETING</b>	
<u>Mayor’s Business</u> A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.
<u>Communications</u> A. Tualatin Valley Fire & Rescue’s State of the District  B. Arbor Villebois CEP Presentation	Tualatin Valley Fire & Rescue (TVF&R) staff shared the ‘state of the district’ report, which summarized recent activities.  Arbor Villebois Homeowner Association (HOA) representatives summarized how the HOA spent funds received from the Community Enhancement Program (CEP) to mitigate damage from the February 2021 ice storm.
<u>Consent Agenda</u> A. <b><u>Resolution No. 2954</u></b> A Resolution Of The City Of Wilsonville Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Autumn Park Apartments, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc.	The Consent Agenda was approved 5-0.



**B. Resolution No. 2955**

A Resolution Of The City Of Wilsonville Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Charleston Apartments, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc.

**C. Resolution No. 2956**

A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Creekside Woods Limited Partnership, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc.

**D. Resolution No. 2957**

A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Rain Garden Limited Partnership, A Low-Income Apartment Development Owned And Operated By Caritas Community Housing Corporation.

**E. Resolution No. 2958**

A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Wiedemann Park, A Low-Income Apartment Development Owned And Operated By Accessible Living, Inc.

**F. Resolution No. 2960**

A Resolution Of The City Of Wilsonville Supporting A 2022 Grant Application To The Oregon State Parks, Local Government Grant Program For The Trail At The Park At Merryfield Rehabilitation.

G. Minutes of the February 24, 2022 City Council Meeting.

New Business

A. None.

Continuing Business

**A. Ordinance No. 854**

An Ordinance Of The City Of Wilsonville Annexing Approximately 9.74 Acres Of Property Located On The West Side Of SW Stafford Road North Of SW Frog Pond Lane Into The City Limits Of The City Of Wilsonville, Oregon; The Land Is More Particularly Described As Tax Lots 100, 300 And 302, And A Portion Of SW Stafford Road Right-Of-Way, Section 12D, Township 3 South, Range 1 West, Willamette

Ordinance No. 854 was adopted on second reading by a vote of 5-0.

<p>Meridian, Clackamas County, Oregon. Paul C. Chaney, Janene P. Chaney, Petitioners.</p> <p><b>B. <u>Ordinance No. 855</u></b> An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 8.46 Acres On The West Side Of SW Stafford Road North Of SW Frog Pond Lane; The Land Is More Particularly Described As Tax Lots 100, 300 And 302, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Venture Properties, Inc., Applicant.</p>	<p>Ordinance No. 855 was adopted on second reading by a vote of 5-0.</p>
<p><u>Public Hearing</u> A. None.</p>	
<p><u>City Manager's Business</u></p>	<p>Provided an update on the status of the City's process to hire a new City Attorney. The Council scheduled to meet in Executive Session on Friday, November 11, 2022 at 6:00 p.m. to evaluate finalists for the position.</p>
<p><u>Legal Business</u></p>	<p>Announced Governor Kate Brown planned to lift the COVID-19 Emergency Declaration.</p>
<p><b>ADJOURN</b></p>	<p>8:23 p.m.</p>

City Council Meeting Action Minutes  
March 21, 2022

**City Council members present included:**

Mayor Fitzgerald  
Council President Akervall  
Councilor Lehan  
Councilor West  
Councilor Linville

Barbara Jacobson, City Attorney  
Kimberly Veliz, City Recorder  
Jeanna Troha, Assistant City Manager  
Andrea Villagrana, Human Resource Manager  
Beth Wolf, Senior Systems Analyst  
Zoe Mombert, Assistant to the City Manager  
Delora Kerber, Public Works Director  
Martin Montalvo, Public Works Ops. Manager  
Miranda Bateschell, Planning Director

**Staff present included:**

Bryan Cosgrove, City Manager

AGENDA ITEM	ACTIONS
<b>WORK SESSION</b>	<b>START: 5:02 p.m.</b>
A. Emergency Preparedness Campaign Update	Due to time constraints, this item was moved to the Communications portion of the City Council agenda.
<b>REGULAR MEETING</b>	
<u>Mayor's Business</u>	
A. State of the City	A video of the State of the City was played for the audience.
B. City Attorney Recruitment	Council moved that Amanda Guile-Hinman be appointed as Wilsonville City Attorney, subject to final employment agreement approval set for the April 4, 2022 City Council meeting, with a work start date to be determined. Passed 5-0.
C. Arts, Culture, and Heritage Commission Liaison	Council approved the recommendation that the Mayor be the City Council liaison to the Arts, Culture, and Heritage Commission for a 1-year term. Passed 5-0.
D. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.
<u>Communications</u>	
A. Emergency Preparedness Campaign Update	Staff shared details of the Wilsonville Ready campaign.
B. Oregon Tech Presentation by Dr. Nagi Naganathan, President, Oregon Institute of Technology (OIT)	Dr. Naganathan presented to City Council on the happenings at OIT.

C. Willamette Falls and Landings Heritage Area Coalition	Willamette Falls and Landings Heritage Area Coalition (WFLHAC) staff provided an update on the coalition's work.
<p><u>Consent Agenda</u></p> <p>A. <b><u>Resolution No. 2959</u></b> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement Contract With Cummings Management Group, Inc. For Owner's Representative And Construction Management Services For The Public Works Complex Project (Capital Improvement Project # 8113).</p> <p>B. <b><u>Resolution No. 2966</u></b> A Resolution Of The City Of Wilsonville Authorizing The City Manager Or His Designee To Appoint Audit Firm.</p> <p>C. Minutes of the March 7, 2022 City Council Meeting.</p>	The Consent Agenda was approved 5-0.
<p><u>New Business</u></p> <p>A. None.</p>	
<p><u>Continuing Business</u></p> <p>A. None.</p>	
<p><u>Public Hearing</u></p> <p>A. None.</p>	
<p><u>City Manager's Business</u></p>	The City Manager congratulated Barbara Jacobson on her retirement and appreciated all the work she had done for the City.
<p><u>Legal Business</u></p>	The City Attorney updated City Council on the ongoing negotiation with Tualatin Valley Water District regarding the Willamette River Water Treatment Plant.
<p><b>ADJOURN</b></p>	9:01 p.m.



# PLANNING COMMISSION

## WEDNESDAY, APRIL 13, 2022

### INFORMATIONAL

5. 2022 PC Work Program (*No staff presentation*)

# 2022 DRAFT PC WORK PROGRAM SCHEDULE

Item 5.

Updated 04/04/2022

AGENDA ITEMS			
Date	Informational	Work Sessions	Public Hearings
<b>JANUARY 12</b>	CANCELLED		
<b>January CCI Frog Pond East and South Community Forum 1</b>			
<b>FEBRUARY 9</b>	•	• Frog Pond East and South MP	
<b>MARCH 9</b>	•	• Boeckman Road Corridor Overview	
<b>APRIL 13</b>	•	• Airport Related Comprehensive Plan Amendments • Frog Pond East and South MP	
<b>MAY 11</b>	• Town Center Implementation Update • Annual Housing Report	• Outreach Framework	
<b>May CCI Frog Pond East and South Community Forum 2</b>			
<b>JUNE 8</b>		• Frog Pond East and South MP • Outreach Framework	
<b>JULY 13</b>	• I-5 Bike/Pedestrian Bridge	• Transit Center TOD	
<b>AUGUST 10</b>		• Frog Pond East and South MP	
<b>SEPTEMBER 14</b>		• Frog Pond East and South MP	
<b>OCTOBER 12</b>		• Frog Pond East and South MP	
<b>NOVEMBER 9</b>			• Frog Pond East and South MP
<b>DECEMBER 8</b>			
<b>JAN. 11, 2023</b>			
<b>2022 Projects</b>		<b>Future/Potential Fill In Projects</b>	
<ul style="list-style-type: none"> <li>• TC Programming Plan</li> <li>• TC Ec Dev/Business Retention</li> <li>• TC Finance Plan</li> <li>• Frog Pond East and South</li> <li>• Airport Comp Plan Element</li> </ul>		<ul style="list-style-type: none"> <li>• Recreation in Industrial Zones</li> <li>• Mobile Food Vendor Standards</li> <li>• Basalt Creek Zoning</li> <li>• Basalt Creek Infra.</li> </ul>	

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