

AGENDA

**WILSONVILLE CITY COUNCIL MEETING
NOVEMBER 7, 2016
7:00 P.M.**

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

Mayor Tim Knapp

Council President Scott Starr
Councilor Susie Stevens

Councilor Julie Fitzgerald
Councilor Charlotte Lehan

CITY COUNCIL MISSION STATEMENT

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

Executive Session is held in the Willamette River Room, City Hall, 2nd Floor

- | | | | |
|------------------|--|-----------|----------|
| 5:00 P.M. | EXECUTIVE SESSION | [20 min.] | |
| A. | Pursuant to ORS 192.660 (2)(e) Real Property Transactions
ORS 192.660(2)(f) Exempt Public Records
ORS 192.660(2)(h) Litigation | | |
| 5:20 P.M. | REVIEW OF AGENDA | [5 min.] | |
| 5:25 P.M. | COUNCILORS' CONCERNS | [5 min.] | |
| 5:30 P.M. | PRE-COUNCIL WORK SESSION | | |
| A. | Boones Ferry Road to Brown Road Connector Update
(Adams) | [45 min.] | Page 1 |
| B. | Parking Permit Program (Jacobson) | [20 min.] | Page 117 |
| C. | Equitable Housing Grant Update (Gail) | [5 min.] | |
| 6:50 P.M. | ADJOURN | | |
-

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, Monday, November 7, 2016 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on October 18, 2016. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

7:00 P.M. CALL TO ORDER

- A. Roll Call
- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

7:05 P.M. MAYOR'S BUSINESS

- A. Upcoming Meetings Page 128

7:15 P.M. COMMUNICATIONS

- A. Metro Councilor Dirksen – Update on Metro Activities

7:30 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

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

7:40 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

- A. Council President Starr – (Park & Recreation Advisory Board Liaison)
- B. Councilor Fitzgerald – (Development Review Panels A & B Liaison)
- C. Councilor Stevens – (Library Board and Wilsonville Seniors Liaison)
- D. Councilor Lehan – (Planning Commission, CCI and Tourism Promotion Committee Liaison)

7:50 P.M. CONSENT AGENDA

- A. Minutes of the October 3, and October 17, 2016 Council Meetings. Page 129
(staff – King)

7:55 P.M. CONTINUING BUSINESS

- A. **Ordinance No. 800** – 2nd reading Page 148
An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 7 By Adding A New Section 7.570 To Impose Time, Place, And Manner Regulations On Medical Marijuana Processors And Dispensaries And Recreational Marijuana Retailers, Wholesalers, Producers, And Processors Within The City. (staff – Jacobson)
- B. **Ordinance No. 799** – 2nd reading Page 163
An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Public Facility (PF) Zone To The Village (V) Zone On Approximately 1.29 Acres Located In The Villebois Village Center At The Northeast Corner Of SW Costa Circle West And SW Barber Street. Comprising Tax Lot 3300 Of Section 15AC, T3S, R1W, Clackamas County, Oregon, RCS-Villebois LLC, Applicant. (staff – Pauly)

8:20 P.M. CITY MANAGER'S BUSINESS

8:25 P.M. LEGAL BUSINESS

8:30 P.M. ADJOURN

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:-Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or king@ci.wilsonville.or.us



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: November 7, 2016		Subject: <u>UPDATE</u> – Boones Ferry Road to Brown Road East-West Corridor Plan	
		Staff Member: Steve Adams, PE, Development Engineering Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Staff will update Council on the Boones Ferry Road to Brown Road East-West Connector Corridor Plan.			
Recommended Language for Motion: n/a			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Project RE-04A	<input checked="" type="checkbox"/> Adopted Master Plan(s) 2016 TSP Update	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

To become informed about the progress of the project and what the project team has learned since the September 19 Council meeting.

EXECUTIVE SUMMARY:

In response to Council Goals and historic and current Wilsonville Transportation System Plans, Community Development staff has progressed on the Boones Ferry Road to Brown Road East-West Connector Corridor Plan. This update will provide the City Council with information from

technical analysis and public involvement to consider in selecting a preferred alignment for the new roadway and its terminus at Boones Ferry Road (Bailey Street or 5th Street). The Council will be asked to decide on the preferred alignment and terminus at their December 5, 2016 meeting.

Based on information and feedback from stakeholders, including ODOT Rail, Portland & Western Railroad, citizens and businesses, the consulting team and City staff eliminated four of the preliminary alignment alternatives, leaving one alignment with two terminus options – one connecting to Bailey Street and one connecting to 5th Street. See Attachment B.

This update is meant to provide current project information to the City Council – attached to this staff report. Included is an evaluation matrix that was developed to summarize technical analysis of the two terminus options.

TIMELINE:

Staff plans to return to Council on December 5th with our final presentation and recommendations for the corridor alignment and terminus at Boones Ferry Road. Upon receiving Council approval, staff will proceed with hiring a consultant to lead the design and permitting of the project. Preliminary design is expected to be completed in spring 2017. Upon reaching 50% design plans, federal and state environmental permitting applications will be prepared and submitted for crossings over Coffee Lake Creek. Permit approvals could likely stretch into 2018. Right-of-way acquisition is anticipated to occur in 2018. Final roadway design and construction is expected to occur in 2018-19.

CURRENT YEAR BUDGET IMPACTS:

The City's current consulting contract with Otak, Inc. is for \$237,540 and was approved by Council on May 16, 2016. The adopted City of Wilsonville 2016-17 Budget includes \$550,000 for CIP project #4196 for design and overhead. Budget estimates for roadway construction are provided in Attachment C; presently the City plan is to only fund and construct Phase 1.

COMMUNITY INVOLVEMENT PROCESS:

Multiple stakeholder meetings have been held with the landowners whose property the roadway alignment could impact and serve, residents of the Old Town Neighborhood, owners of the apartments located on Brown Road (south of Wilsonville Road) and on Bailey Street, and business owners and managers in the Old Town area (basically all businesses along or that access via Boones Ferry Road south of Wilsonville Road and north of 4th Street).

The project is posted on the City of Wilsonville's Capital Projects webpage with a link for more information to a webpage the Consultant has set up: <http://www.boonesferrytobrownroad.org/>.

A public workshop was held on Wednesday, September 21, with at least 23 citizens in attendance. Over 600 mailers were sent out to properties, residents and businesses within 300 feet of the Arrowhead Creek Planning Area; additional information publicizing the workshop was posted on line, and emails sent out to all stakeholders we had met with (72 on the list). In addition to the workshop a public survey was posted on line for over two weeks in late September to gather additional feedback from the community.

Another public open house was held on Wednesday, October 26, with at least 39 citizens in attendance. The same methods for public notification as for the workshop were used with the open house, with the addition of notification being posted in the October Boones Ferry Messenger.

In addition several emails and/or letters from citizens and businesses commenting on the project have been received. Public feedback and attendance at the workshop and open house are presented in Attachments D and E.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The project will provide additional connectivity in south Wilsonville and will reduce traffic on Wilsonville Road, including the intersection with Boones Ferry Road. Parcels of land will be impacted by right-of-way acquisition and construction of the new roadway, once the alignment has been determined. This project will also open up much of this land for potential industrial and residential development. The project team has chosen to call this block of land the Arrowhead Creek Planning Area – approximately bordered by Moreys Landing, Wilsonville Road and the railroad.

Along with constructing the roadway, both water and sanitary sewer will be extended within the road right-of-way. The project will extend the Tonquin Ice Age Trail providing bicycle and pedestrian connectivity between the residential neighborhoods in southwest Wilsonville to commercial businesses along Boones Ferry Road, to Boones Ferry Park and Memorial Park, and to the neighborhoods east of I-5 and south of Wilsonville Road. The corridor study recognizes the need to preserve freight access to existing industrial properties and create a safe environment for all travel modes.

ALTERNATIVES:

For 25+ years the biggest question and unsolved issue with this project has been whether the roadway extension from Brown Road should connect to Boones Ferry Road at 5th Street or Bailey Street. The consulting team and City staff looked at six possible alternative routes across the Arrowhead Creek Planning Area, narrowed these down to two final routes with a terminus at either 5th Street or Bailey Street.

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. Arrowhead Creek Planning Area Map
- B. Project Area Map with Route Options
- C. Engineer’s Estimate
- D. Workshop and Survey Summary Report
- E. Public Sign-In Sheets
- F. Four Options Presented in September
- G. Comp Plan and Existing Land Use
- H. Old Town Neighborhood Plan - Comp Plan exhibits (not formally adopted)

- I. Connectivity (Intersection) Diagrams for Bailey and 5th Street
- J. Traffic Study Existing Conditions
- K. Traffic Study Alternatives Analysis
- L. Geotechnical Memo
- M. Natural Resources Memo
- N. Cultural Resources Memo
- O. Wilsonville Evaluation Criteria Open House Handout
- P. Railroad Memo (**To be distributed to Council separately**)
- Q. Open House Summary Report (**To be distributed to Council separately**)
- R. Key Findings List (**To be distributed to Council separately**)

Attachment A



ARROWHEAD CREEK
PLANNING AREA

Willamette River

Boones Ferry Road to Brown Road Connector



PROJECT TRAFFIC CONSIDERATIONS

- PROJECT AREA OF STUDY INCLUDES 8 INTERSECTIONS
- INTERSECTION OF BOONES FERRY RD AND WILSONVILLE RD EXPERIENCES HEAVY DELAYS DUE TO CONGESTION RELATED TO I-5 INTERCHANGE
- FUTURE AVERAGE DAILY TRAFFIC ON WILSONVILLE RD: 18,300
- FUTURE AVERAGE DAILY TRAFFIC ON PROPOSED NEW CONNECTOR: 4,000
- NEW CONNECTOR WILL OPERATE MORE EFFICIENTLY WITH 5TH ST CONNECTION
- IMPROVE RESPONSE TIMES FOR EMERGENCY RESPONDERS

CREEK CROSSINGS

- COFFEE CREEK WILL REQUIRE TWO PERMITTED BRIDGE CROSSINGS REGARDLESS OF CHOSEN ALTERNATIVE
- NO CULTURAL ARTIFACTS ARE EXPECTED
- 5TH ALT CREEK CROSSING REQUIRES LONGER STRUCTURE

AT-GRADE RAIL CROSSINGS

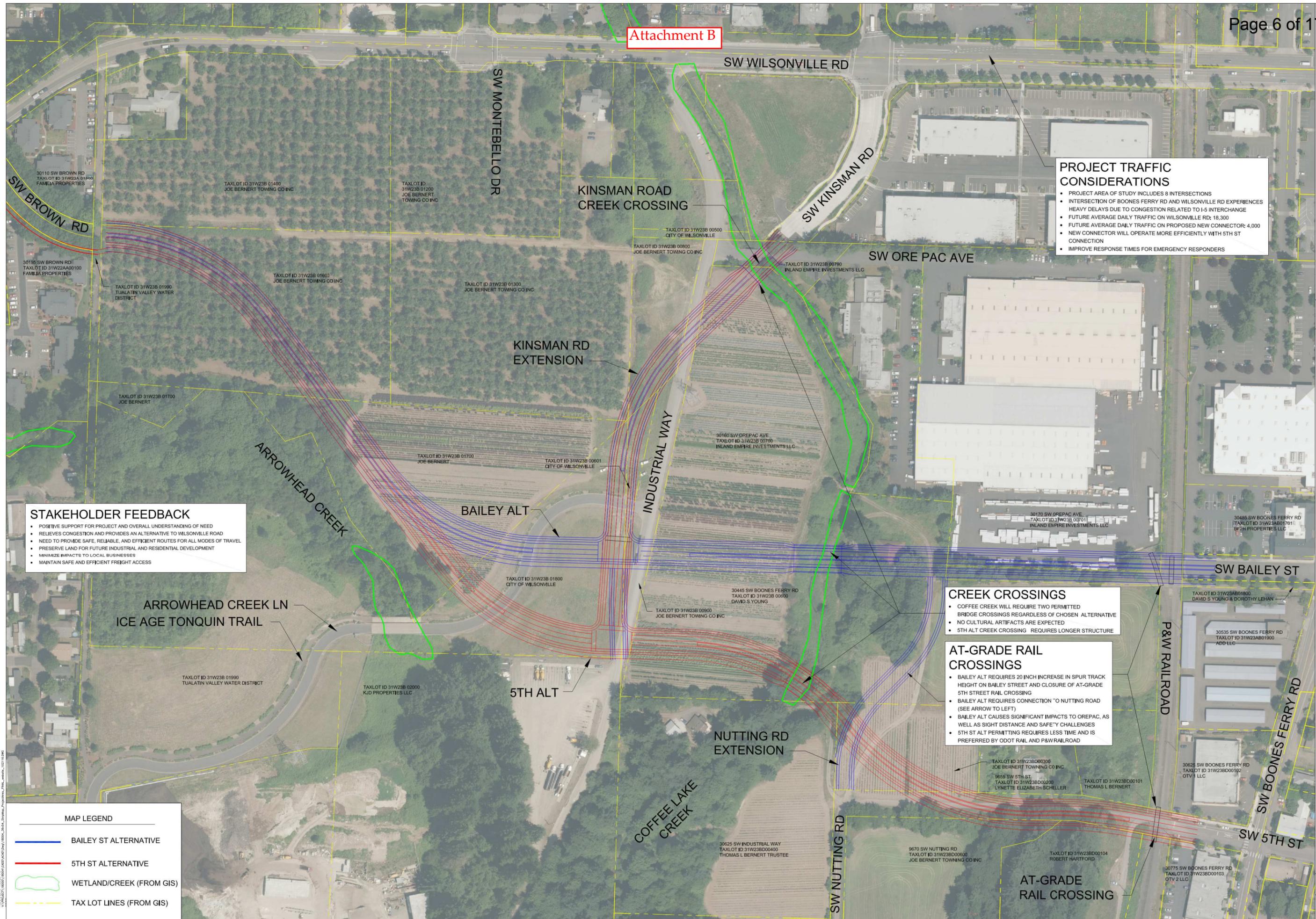
- BAILEY ALT REQUIRES 20 INCH INCREASE IN SPUR TRACK HEIGHT ON BAILEY STREET AND CLOSURE OF AT-GRADE 5TH STREET RAIL CROSSING
- BAILEY ALT REQUIRES CONNECTION TO NUTTING ROAD (SEE ARROW TO LEFT)
- BAILEY ALT CAUSES SIGNIFICANT IMPACTS TO OREPAC, AS WELL AS SIGHT DISTANCE AND SAFETY CHALLENGES
- 5TH ST ALT PERMITTING REQUIRES LESS TIME AND IS PREFERRED BY ODOT RAIL AND P&W RAILROAD

STAKEHOLDER FEEDBACK

- POSITIVE SUPPORT FOR PROJECT AND OVERALL UNDERSTANDING OF NEED
- RELIEVES CONGESTION AND PROVIDES AN ALTERNATIVE TO WILSONVILLE ROAD
- NEED TO PROVIDE SAFE, RELIABLE, AND EFFICIENT ROUTES FOR ALL MODES OF TRAVEL
- PRESERVE LAND FOR FUTURE INDUSTRIAL AND RESIDENTIAL DEVELOPMENT
- MINIMIZE IMPACTS TO LOCAL BUSINESSES
- MAINTAIN SAFE AND EFFICIENT FREIGHT ACCESS

MAP LEGEND

- BAILEY ST ALTERNATIVE
- 5TH ST ALTERNATIVE
- WETLAND/CREEK (FROM GIS)
- TAX LOT LINES (FROM GIS)



Attachment C



Boones Ferry Road to Brown Road Connector Corridor Plan

Oct. 13, 2016

Project	Roadway	Stormwater	Railroad	Bridge	Utilities	Traffic	Landscaping	Construction (Subtotal)	Contingency (30%)	ROW	Preliminary Engineering (10%)	Construction Administration (7.5%)	Total
Bailey Alternative, Phase 1	\$ 2,513,000	\$ 761,000	\$ 853,000	\$ 2,185,000	\$ 187,600	\$ 766,100	\$ 110,500	\$ 7,375,400	\$ 2,212,700	\$ 1,395,580	\$ 959,000	\$ 720,000	\$ 12,664,000
Bailey Alternative, Phase 2	\$ 1,017,000	\$ 407,500	\$ -	\$ -	\$ 198,800	\$ 171,500	\$ 84,000	\$ 1,879,000	\$ 563,700	\$ 527,180	\$ 245,000	\$ 184,000	\$ 3,399,000
TOTAL	\$ 3,530,000	\$ 1,168,500	\$ 853,000	\$ 2,185,000	\$ 386,400	\$ 937,600	\$ 194,500	\$ 9,254,400	\$ 2,776,400	\$ 1,922,760	\$ 1,204,000	\$ 904,000	\$ 16,063,000
5th Alternative, Phase 1	\$ 2,434,000	\$ 693,750	\$ 516,200	\$ 2,330,000	\$ 198,800	\$ 538,850	\$ 108,400	\$ 6,820,400	\$ 2,046,120	\$ 1,163,300	\$ 887,000	\$ 666,000	\$ 11,583,000
5th Alternative, Phase 2	\$ 1,062,000	\$ 431,500	\$ -	\$ -	\$ 210,000	\$ 172,000	\$ 89,200	\$ 1,964,900	\$ 589,470	\$ 434,000	\$ 256,000	\$ 192,000	\$ 3,437,000
TOTAL	\$ 3,496,000	\$ 1,125,250	\$ 516,200	\$ 2,330,000	\$ 408,800	\$ 710,850	\$ 197,600	\$ 8,785,300	\$ 2,635,590	\$ 1,597,300	\$ 1,143,000	\$ 858,000	\$ 15,020,000

Development Summary

Bailey St. Alternative

Study area (gross ac.)	Connector Road R/W (ac.)	Right of way (ac.)	Net Development Area (ac.)	Open Space	% open space
28.12	2.15	5.91	20.06	5.28	26.3%
Alley Load SF Detached Lots 60	Front Load SF Detached Lots 80		Total SF Lots 140	du/gross ac. 5.0	Usable open space (ac.) 0.91

Development Summary

5th St. Alternative

Study area (gross ac.)	Connector Road R/W (ac.)	Right of way (ac.)	Net Development Area (ac.)	Open Space	% open space
28.12	2.17	5.91	20.04	5.28	26.3%
Alley Load SF Detached Lots 60	Front Load SF Detached Lots 80		Total SF Lots 140	du/gross ac. 5.0	Usable open space (ac.) 0.91



Community Workshop and Survey Summary Report

Public Outreach Overview

In September, 2016, the City of Wilsonville hosted a public workshop and online survey to share information with the community about the Boones Ferry to Brown Road Corridor Connector Plan, evaluation process, and the alignment alternatives being considered. Input was gathered from the participants about the project goals and alternatives. Community feedback generated from the workshop and survey was intended to help develop and refine the evaluation criteria that will be used to establish a preferred alignment for the Boones Ferry Road to Brown Road Corridor Connection.

Outreach Methods

Community members were invited to attend the public workshop or participate in the online survey in a number of ways, including:

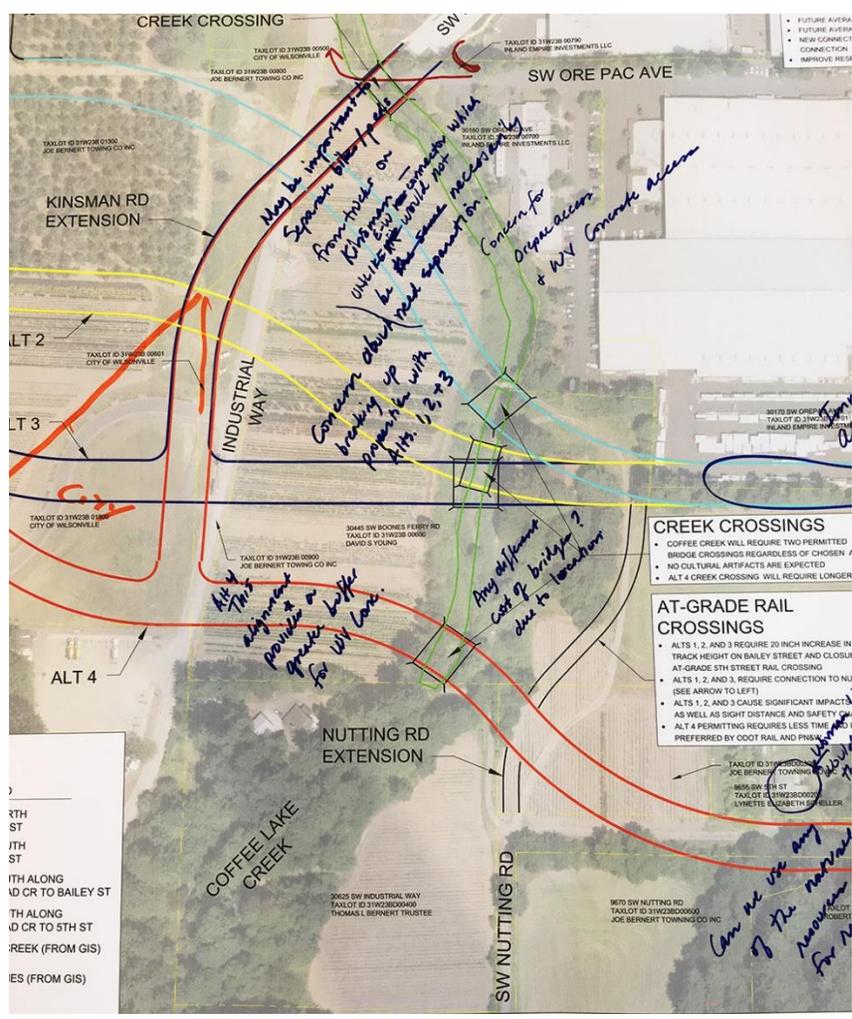
- E-mail distributed to the project stakeholders list (53 people) on September 14.
- Announcement posted on the City's website on September 9.
- Postcard mailing sent to approximately 800 area residents and businesses on September 9.
- Press release distributed to local media on September 9.

Public Workshop

The City of Wilsonville held a public workshop for the Boones Ferry Road to Brown Road Corridor Connector on Wednesday, September 21, 2016 from 5:00 to 6:30 p.m. at City Hall, located at 29799 Town Center Loop E, Wilsonville, OR. Approximately 30 people attended, as well as staff from the City and the consultant team.

The meeting was a workshop format with a presentation beginning at approximately 5:15 p.m. The presentation provided an overview of the project purpose and need, preliminary findings from planning and engineering analysis, and an estimated timeline for completion. Prior to the presentation, members of the public had the opportunity to visit informational displays, review project handouts, and chat with the project team. Following the presentation, participants were asked to join small group discussions around three separate tables. Discussions were facilitated by members of the project team.

Participants provided feedback on the Alignment Alternatives with comments that were recorded by meeting facilitators on the project area map



Prior to and after the presentation and discussion session, attendees were encouraged to participate in a “dot” exercise indicating their priority preference for the project goals and evaluation criteria categories. Comment forms were also provided for other written comments, but none were completed.

Online Survey

An online survey was made available to the public from September 9 through September 25.

The survey provided information about the project goals and explained that these goals would inform the development of the evaluation criteria that would be used to establish a preferred alignment for the Boones Ferry Road to Brown Road Corridor Connection. For each of the six goals, the public was asked to weigh in on the level of importance for that goal. Respondents were also asked to rank all six goals in priority order. There was also an opportunity to provide additional open-ended comments and to sign up for the email list. Respondents were asked if they lived or worked in the project area or if they would use the future roadway when built.

Fifty-three (53) people responded to the online survey. Following are the response summaries, including feedback that was collected at the open house during the workshop and the dot exercise.

Summary of Public Input

Overall

Overall, most respondents seemed to favor improved travel options and increased connectivity to the area as the most important goal for the project. At the public workshop, this goal received 20 dots and 34 Wilsonville Boones Ferry to Brown Road Corridor Connector Plan Community Workshop and Survey Summary Report – October 2016

out of 48 people ranked it as their top priority in the online survey. Traffic congestion in Wilsonville was one of the most-often cited concerns among workshop participants and survey responders.

In terms of the alignment alternatives, opinions were divided. Many of the reasons for supporting the alternatives connecting to Bailey Street centered on concerns about increased traffic in and around the Old Town neighborhood and providing direct access to retail services. For those that supported 5th Street as a connection point to Boones Ferry Road, preservation of developable land, maintaining access to residential property, and providing safe freight access were some of the reasons given.

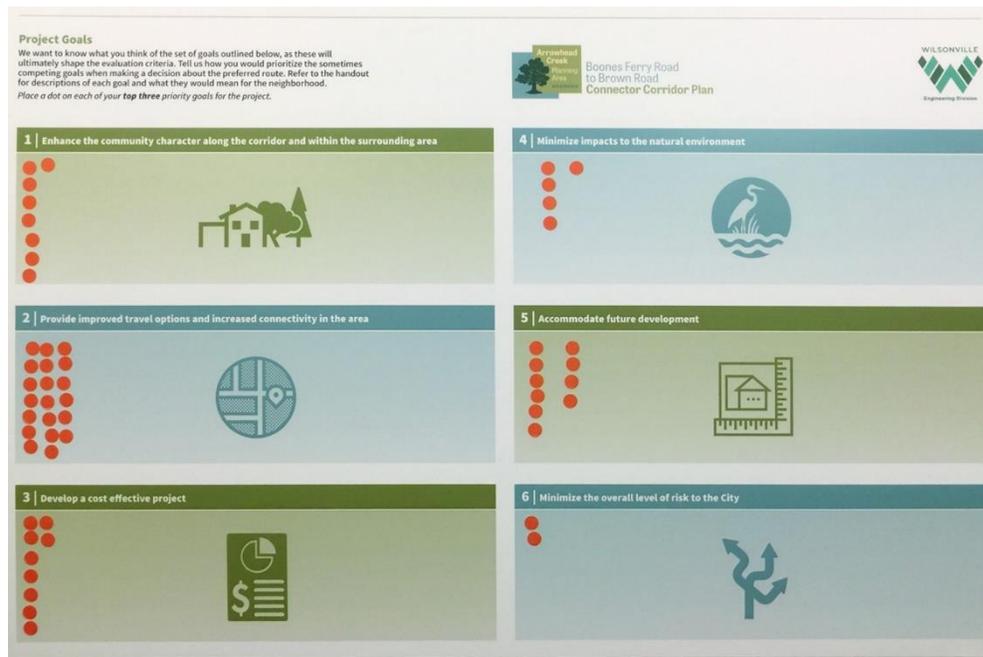
Other concerns raised were related to providing safe pedestrian and bike connections, and consideration of emergency access and the loss of on-street parking at Brown Road. Current issues with traffic congestion in Wilsonville were a commonly heard theme of the workshop discussions and survey responses. A few people did not feel that the project would do enough to alleviate traffic concerns.

Most online survey respondents indicated that they live or work near the project area, or travel through it frequently. Many expressed hope that a new road would improve their commute or access to the shopping area near Fred Meyer; others were concerned that it would bring more traffic to their neighborhood.

Full Workshop Response Summary

Project Goals Prioritization

Prior to and after the workshop presentation and discussion session, attendees were encouraged to participate in a “dot” exercise indicating their priority preference on the project goals/evaluation criteria categories.



Participants were asked how they would prioritize the sometimes competing goals when making a decision about the preferred route by placing a dot on the poster board for each of their top three priority goals for the project. The following are the results of their responses:

Project Goals	# of dots (responses) received
Provide improved travel options and increased connectivity to the area	20

Accommodate future development	10
Develop a cost effective project	9
Enhance the community character along the corridor and within the surrounding area	8
Minimize impacts to the natural environment	5
Minimize overall level of risk to the City	2

Small Group Discussions

Participants were asked to join small group discussions around three separate tables. Discussions were facilitated by members of the project team. Participants were asked to share their concerns and ideas for the corridor connector project. Their input was documented on large project area maps and is summarized below in three main areas:

Preferred options

- Bailey is preferred because it provides direct access to retail services.
- Bailey is preferred because the 5th Street connection will adversely impact the character of the Old Town neighborhood.
- 5th Street is preferred to allow for development of industrial land and to keep parcels contiguous.
- Prefer option D; concerned about breaking up property parcels with alternatives A, B and C.
- Prefer 5th Street connection due to safety concerns at OrePac. It's important to have more space (breathing room) between Wilsonville Road and the new corridor connector.
- Alternative D provides a greater buffer for Wilsonville Concrete.
- Prefer 5th Street connection option for improved residential access.
- Northern alignment is better for bike and pedestrian path.

Key concerns

- Need to consider emergency access to apartments on Brown Road.
- Need to consider loss of on-street parking at apartments on Brown Road.
- Do not put in street trees. They require too much maintenance and cause damage.
- Bike paths should be separate from roadway.
- Need a bigger easement than 69'.
- Consider the local economy and providing connections to jobs.
- Need to alleviate congestion on Boones Ferry to Old Town. Don't want to exacerbate the issue.
- Uncertain that the Boones Ferry to Brown Road Corridor will provide any relief for gridlock in the area.
- Consider impacts to the Grange (Historic Property).
- Concerned with increased traffic to the Old Town neighborhood.
- Concerned about the increase in freight traffic.
- May be important to separate bikes and pedestrians from trucks on Kinsman – unlike the east-west connector which would not necessarily need separation.
- Currently experiencing gridlock at intersection of Wilsonville Road and Boones Ferry Road.
- Cars and trucks currently turn around in neighborhood on 5th.
- Need to address turn-arounds.

- Concerned about increased traffic in the area near 5th Street; daycare and dance studio at that location. Need to address safety concerns.
- Concerned about freight access for Wilsonville Concrete and OrePac.
- Important to have attractive route for bikes to get to Fred Meyer and Walgreens. Desire comfortable, low risk routes where there is less competition with cars.
- Can the curb (barrier) be removed for bike entry to Fred Meyer?
- Make better connection to Boones Ferry Park.
- Concerned about families and children at apartment complex on Brown Road. Need to address potential safety issues.
- Check legal agreement regarding bike/ped conflicts with industrial uses.
- Need to allow left turn lanes and truck turning radius.
- Kinsman changes from private to public road.
- Private vs public crossing at railroad.

Other input and questions

- Traffic going eastbound on Wilsonville Road is a concern that this project will not resolve.
- Go under freeway to alleviate traffic congestion.
- Bridge is a bottle neck.
- Is there a difference in cost for the creek crossings between the two locations?
- What is the cost difference with the two different rail crossings?
- What are the traffic counts for Boones Ferry (between 5th and Bailey)?
- Where is access provided to properties to the south of 5th Street?
- Will on-street parking on 5th Street be removed?

Full Survey Response Summary

Feedback on Project Goals

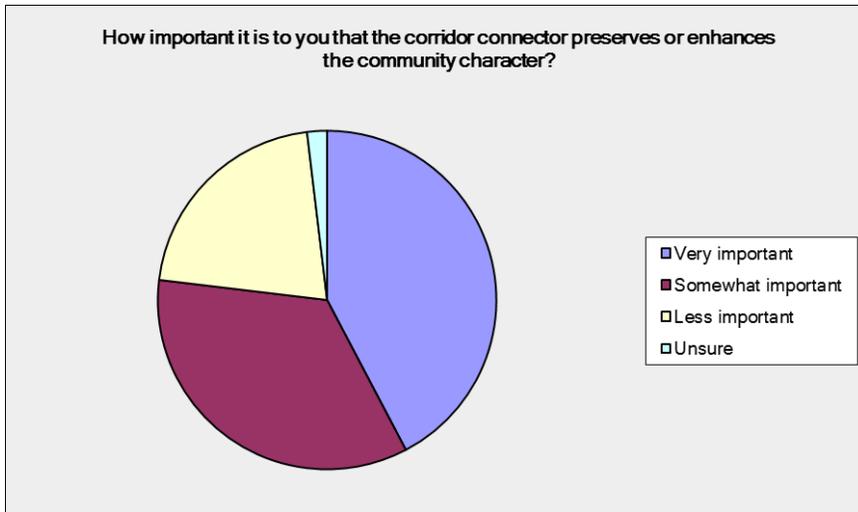
Respondents were asked how important each of the six project goals were by indicating whether they were: very important, somewhat important, less important, or unsure. The six project goals on which respondents were asked to provide feedback are:

- Goal #1: Enhance the community character along the corridor and within the surrounding area
- Goal #2: Provide improved travel options and increased connectivity in the area
- Goal #3: Develop a cost effective project
- Goal #4: Minimize impacts to the natural environment
- Goal #5: Accommodate future development
- Goal #6: Minimize the overall level of risk to the City

After weighing in on the individual goals, respondents were asked to rank the goals in order of importance.

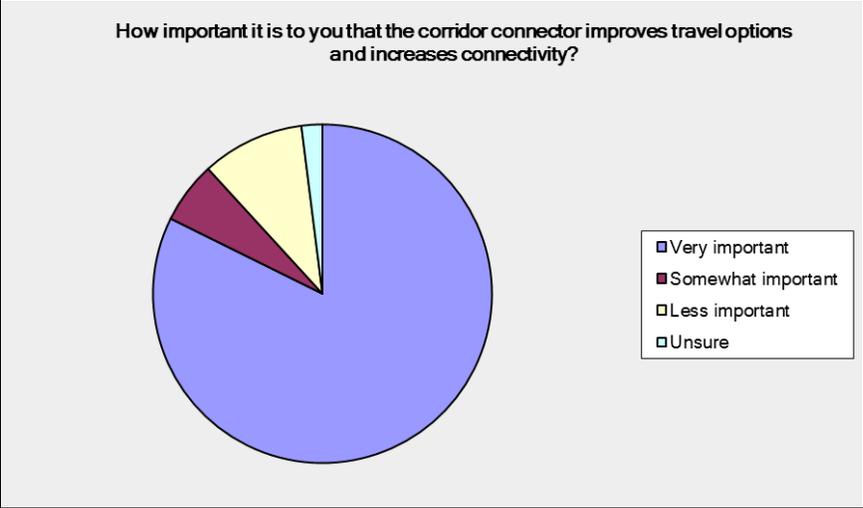
Community Character

When asked how important it is that the corridor connector preserves or enhances the community character, 42.3% (22 out of 52) felt it was very important, 34.6% (18 out of 52) felt it was somewhat important, 21.2% (11 out of 52) felt it was less important and 1 person was unsure.



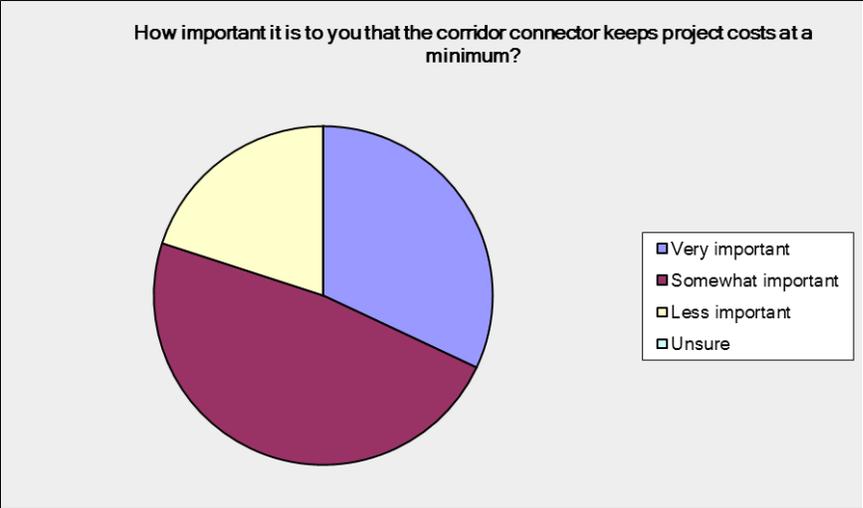
Travel options and Connectivity

When asked how important it is that the corridor connector improves travel options and increases connectivity, 82.4% (42 out of 51) felt it was very important, 5.9% (3 out of 51) felt it was somewhat important, 9.8% (5 out of 51) felt it was less important and 1 person was unsure.



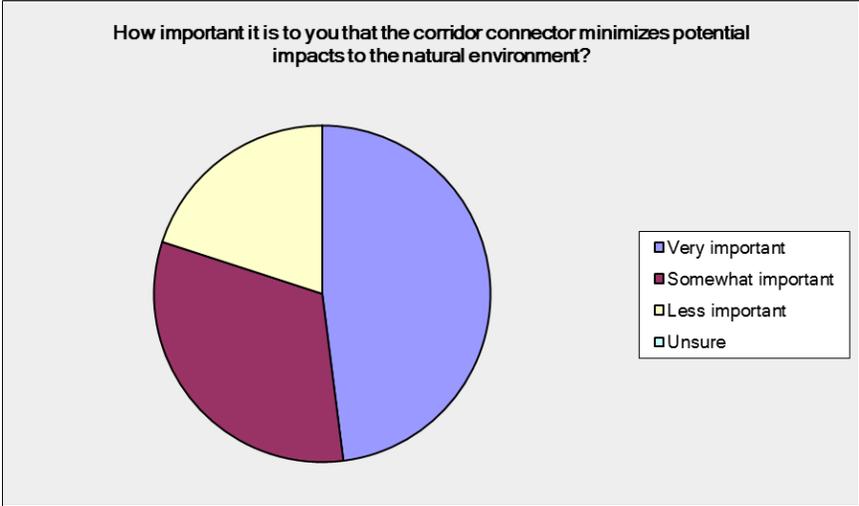
Cost

When asked how important it is that the corridor connector keeps project costs at a minimum, 32% (16 out of 50) felt it was very important, 48% (24 out of 50) felt it was somewhat important and 20% (10 out of 50) felt it was less important. No respondents indicated they were unsure.



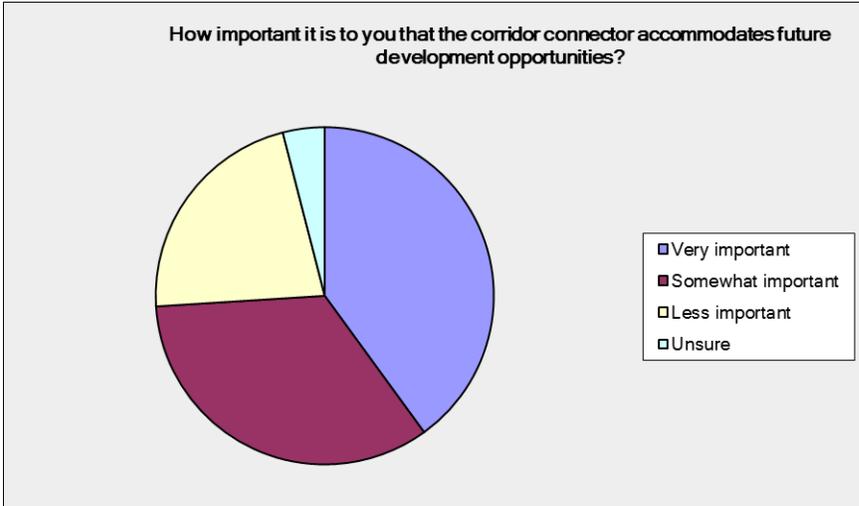
Natural Environment

When asked how important it is that the corridor connector minimizes potential impacts to the natural environment, 48% (24 out of 50) felt it was very important, 32% (16 out of 50) felt it was somewhat important, and 20% (10 out of 50) felt it was less important). No respondents indicated they were unsure.



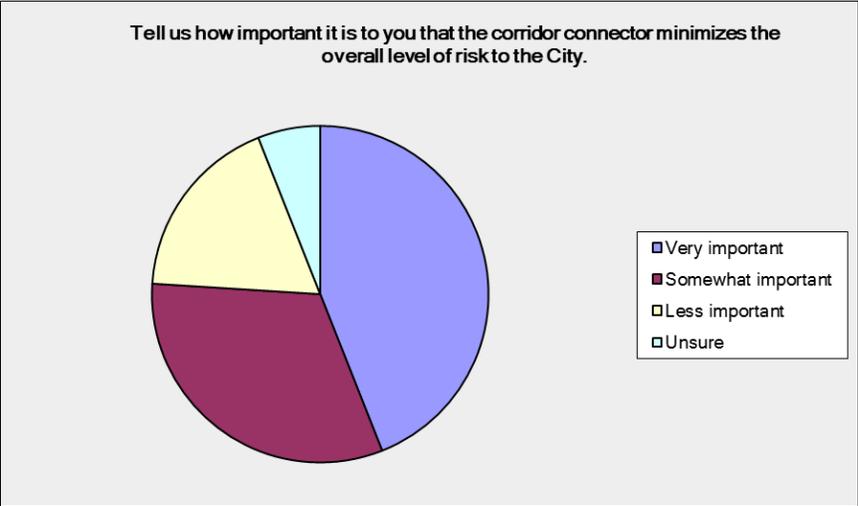
Future Development Opportunities

When asked how important it is that the corridor connector accommodates future development opportunities, 40% (20 out of 50) felt it was very important, 34% (17 out of 50) felt it was somewhat important, 22% (11 out of 50) felt it was less important and 4% (2 out of 50) were unsure.



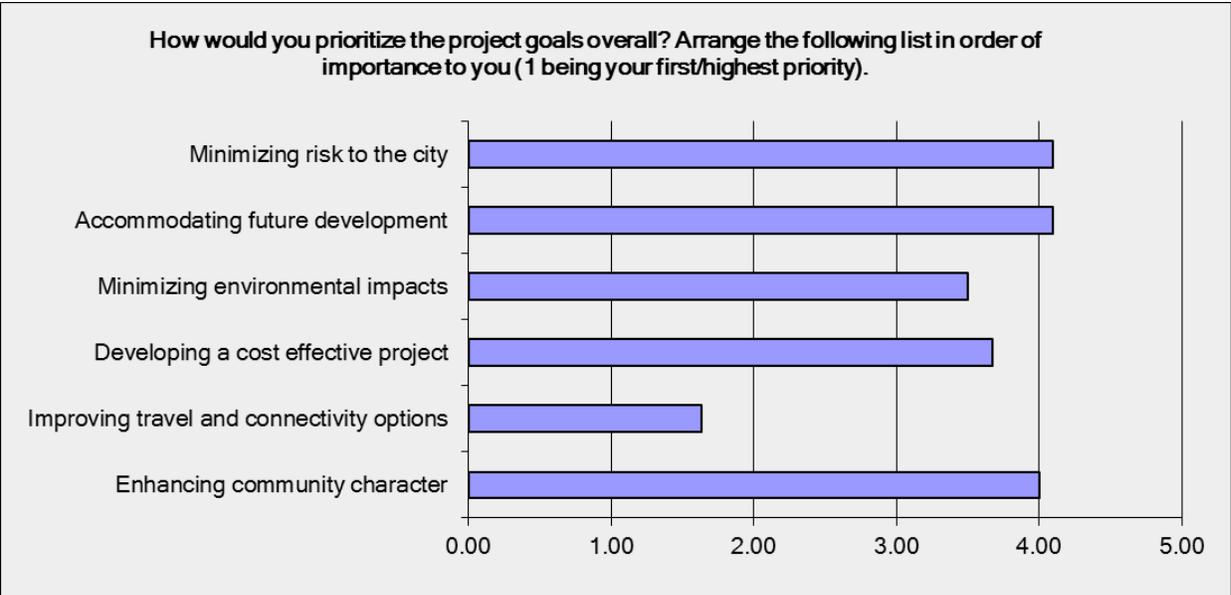
Risk

When asked how important it is that the corridor connector minimizes the overall level of risk to the City, 44% (22 out of 50) felt it was very important, 32% (16 out of 50) felt it was somewhat important, 18% (9 out of 50) felt it was less important and 6% (3 out of 50) were unsure.



Prioritizing the Project Goals

When asked to prioritize the project goals overall by ranking them in order of importance (1 being the first/highest priority), improving travel and connectivity options ranked the highest with an average rating of 1.63 (34 out of 48 ranked it number 1). Minimizing environmental impacts ranked second with an average rating of 3.50. Developing a cost effective project ranked third with an average ranking of 3.67. Enhancing community character ranked fourth with an average ranking of 4.00. Both minimizing risk to the City and accommodating future development had an average ranking of 4.10.



Comparison between Old Town and Villebois

Among respondents who indicated where they live or work (in response to open-ended questions or based on contact information they provided), 10 of them live, work, or own property in Old Town and 6 live in Villebois.

Responses from both of these sub-groups were similar to the overall responses. All Villebois respondents and eight out of ten Old Town respondents ranked “Improving travel and connectivity options” as their top priority. Villebois respondents ranked “Enhancing community character” and “Minimizing risk to the city” as their second priorities, tied with an average ranking of 3.5, and “Developing a cost effective project” came last with an average ranking of 4.8. For Old Town respondents, “Minimizing environmental

impacts” was second priority with an average ranking of 3.1, and “Minimizing risk to the city” came last with an average ranking of 4.7.

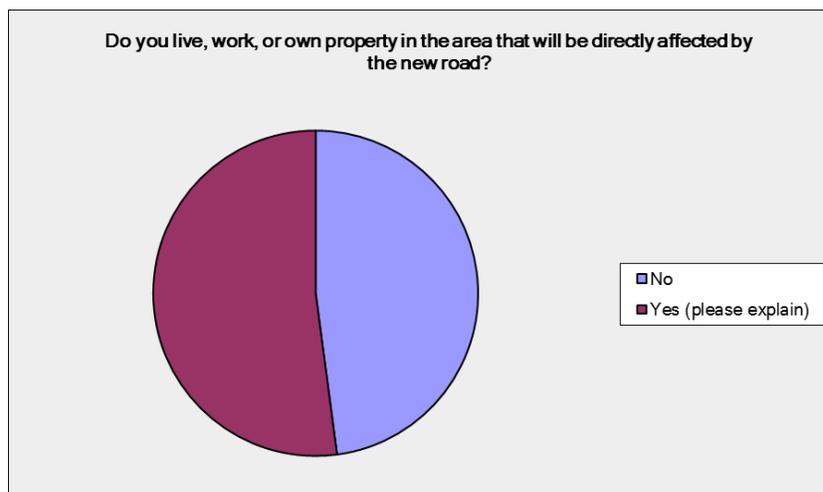
Other Input

Respondents were asked if they had any closing thoughts or comments you would like to share with the City. Twenty-nine people provided responses to this question. A complete list of their responses can be found in Appendix A attached to this report.

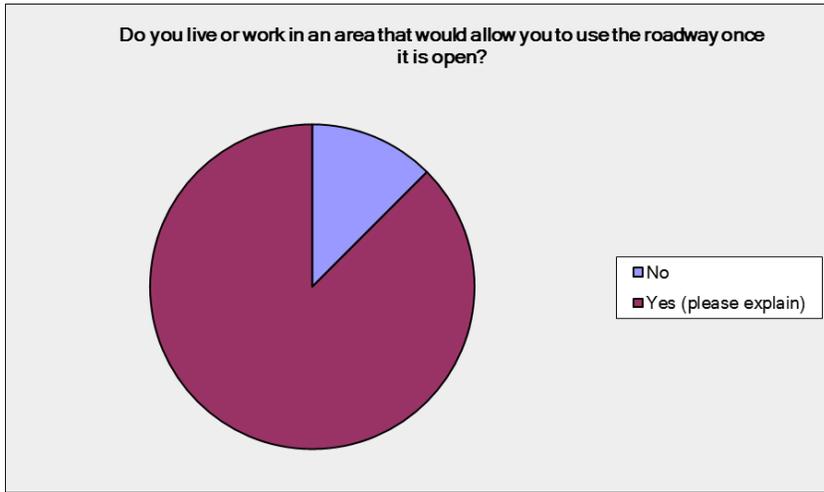
Many of the concerns heard were centered on the current problems with traffic congestion. A few people indicated they felt the project would not resolve these issues. Some respondents stated their support for one alternative over the other. Reasons for supporting Bailey were mainly to avoid increased traffic in and around the Old Town neighborhood and to provide direct access to retail services. The reasons stated for supporting 5th were to preserve development opportunities and avoid complications with the rail crossing.

Geography

When asked if respondents live, work, or own property in the project area that will be directly affected by the new road, 47.9% (23 out of 48) indicated no, they do not. 52.1% (25 out of 48) indicated that they do and explained how they would be affected. The complete listing of responses can be found in Appendix B attached to this report.



When asked if respondents live or work in an area that would allow them to use the roadway once it is opened, 12.5% (6 out of 48) responded no, they did not. 87.5% (42 out of 48) indicated that, yes, they did live or work in an area that would allow them to use the roadway once built and explained why. The complete listing of responses can be found in Appendix C attached to this report.



Respondents were asked if they would like to receive project updates via e-mail. A total of 23 people indicated they would and provided their contact information.

Appendix A

Verbatim responses

Note: with these responses Options A & B were more northerly routes to Bailey that have both now been eliminated. Option C is the current alternative connecting to Bailey and Option D is the alternative connecting to 5th Street.

Question: Do you have any closing thoughts or comments you would like to share with the City?

- Keep the RR crossing at 5th.
- Use the existing RR crossing.
- I think option C is the best.
- Stupid idea to begin with to connect to Brown Rd. Why drop more traffic off on an already busy residential street/school zone area that already has speeders and drivers who do not stop at crosswalks with pedestrians and children present? How is this going to help anything except getting in/out of Fred Meyer in the late afternoon? Or the landowner(s) of the property it is going through? It is not going to help the backup on Wilsonville Rd. The City should be spending all of this money on THAT issue with I-5 and not this. What a waste.
- I don't see where a connection from Brown Rd to Old Town will help anything. It won't alleviate congestion, unless they go back out the way they came in, because Boones Ferry to Wilsonville Rd. can't take more traffic
- Ideally, having another Willamette crossing, or extending I-205 south of Wilsonville could possibly help more.
- Glad to see the City is taking steps to provide new travel options in and out of the Old Town Area.
- Although 5th St is the current crossing, it makes more sense that Bailey St is the proposed crossing. Having a heavily used road go further south into the Old Town neighborhood is going to make a nice quiet part of town into a busy intersection where it won't be safe for kids to walk, etc. Bailey St connector is already built to handle that type of traffic on the Fred Meyer side of the road and would make the most sense for the connector.
- I prefer option C; 2nd option D.
- We live in Old town and deal with the issues of traffic on Wilsonville Rd and Fred Meyer on a daily basis. It doesn't seem that these options will help the issue because there is no additional highway access being suggested. And what is proposed would be just dumping everyone off in old town, why?! It will make all the issues at the intersection of Wilsonville Rd and Boones Ferry way worse! We worry we will never be able to get out of our home!
- The road should be configured where it would be easy to incorporate a bridge across the Willamette in the future when opportunity arises. This will relieve even more pressure on Wilsonville Rd for I-5 access.
- If the city could figure out the traffic issue, that would satisfy most of the Wilsonville citizens. It's horrible.
- The sooner the better.
- Our TAXES ARE TOO HIGH. More residents should mean more to callry to tax burden. The City HAS to find alternatives to funding other than BONDS or TAX INCREASES. OR STOP BUILDING !!!!!!! This is going to make it IMPOSSIBLE for us to resell our homes.
- What about more access to I-5 and solving the traffic issue from 205S to Wilsonville Road
- I prefer option D. Given that the map shows multiple options, why didn't the survey ask my option preference?

- The Ice Age Trail will not work with current routing and the city should not support this trail system. The trail is not compatible with current zoning for Industrial usage and the current proposal make no sense.
- This road connection is long past due.
- I would like to minimize impact on the residents of Old Town. I would also like to minimize traffic on Wilsonville Road between Brown Road and Willamette Way West. If it gets any worse, a traffic signal will be necessary at the intersection where Guiss Way and SW Orchard Drive feed onto Wilsonville Road.
- As Old Town homeowners, we prefer the Bailey Street option. Traffic should be kept as far away from our neighborhood as possible.
- Minimize impact to already overcongested roadways. If this road is built with the thought to develop all that land, it will negate ease of travel and actually add to the traffic congestion problems.
- The questions do not facilitate feedback I want to give. Yes/no options are extremely ever helpful. Definitions of words leave the answer to most questions concerning.
- How about running Kinsman so that you only have to do one bridge
- D is the best plan! I worry about the livability of the folks who live in the apartments on the south side of Wilsonville road at Brown Rd... Will children have a safe place to play if a major road goes through their neighborhood? Or would that apartment area be relocated?
- Given our current traffic issues in the area, it seems like an important project that should be expedited.
- The Bailey option makes best use of the existing infrastructure already paid for and would have the least impact on Old Town.
- Bailey Street would be the best option and provide a natural turn-around for buses and keep them out of Old Town!
- Adding a new road would still have the same mess we are dealing with on Wilsonville Road. A few cars would use it thinking that they can get to the I-5 easier, but with Barber street bridge already open hardly anyone uses it during peak hours of traffic. So having another east west street would not help with the flow of traffic.
- Nothing is going to alleviate the congestion at Boones Ferry Road and Wilsonville Road because of the close proximity to I-5 and the Fred Meyer shopping mall. This connector project from Boones Ferry Road to Brown Road will help those who live on the west side of town get to the Fred Meyer shopping mall and other businesses in Old Town without going on Wilsonville Road and dealing with the traffic mess at Boones Ferry Road.

Appendix B

Verbatim responses

Question: *Do you live, work, or own property in the area that will be directly affected by the new road?*

- I travel from East side to take my son to Boones Ferry Primary. In a few years I will be taking him to Wood Middle school
- will have more traffic, vehicles, industry in resident area
- I live on Boones Ferry, this may give an alternate route out of Old Town but that is it
- business owner on 5th
- Commuting to/from Salem, this could help the mess of getting on I5. It takes just as long to leave Wilsonville as it does to get to Salem, once I'm on the freeway.
- Homeowner
- Work
- Reside on Boones Ferry Road between 4th and 3rd Sts
- We live in Old Town on Magnolia Ave and are highly worried about how this project will completely impact our area. We chose to live here because of the dead end and how it is isolated.
- If the connection is from 5th, I think it will increase traffic on Otto Lane.
- Maybe in a roundabout way, we live in Villebois
- I live in Villebois and work at Fred Meyers
- I live directly off Brown Road
- I live on the corner of Brown. I fear the traffic is insane and unsafe now, it will only get worse. Why don't you just widen Wilsonville Rd?
- Work in Wilsonville and Own property
- I manage a business on 5th Street.
- work and own property
- It could potentially add traffic on Wilsonville Road, west of Brown Road
- All Old Town residents will be impacted by this new road. We own a home in Old Town.
- I live in Old Town
- 4th Street in Old Town
- I live & work on Wilsonville road and its already hard enough to get onto Wilsonville road during peak hours. Having a new road that no body will use is a waste of tax payers money!

Appendix C

Verbatim responses

Question: *Do you live or work in an area that would allow you to use the roadway once it is open?*

- If I need to get to Fred Meyers and I am not able to get through traffic...?
- could use it to go to/from Fred Meyer; not worth it
- only in emergency traffic jams
- need an option to get out of old town
- Live in west Wilsonville.
- Yes property on 5th st
- This road would allow us to exit out of our neighborhood (Old Town) if there is an emergency
- I do not live or work in that area, but would use the road
- We live in Old Town and own Jewarts Gymnastics NW
- Better accessibility to Fred Meyer at rush hour.
- I would use it to access East Wilsonville and also to avoid traffic when it backs up onto Boones Ferry from I-5.
- Live in Villebois
- This road would become my preferred route to work.
- I live off Grahams Ferry Rd
- I live on Brown and travel on it everyday
- I live in Villebois. It can take 30 minutes or more to travel to Fred Meyer (or other shops in the same area) during peak traffic times.
- I expect it would be more bike safe than Wilsonville Road.
- Villebois
- I commute from the Villebois to Old Town for appointments several times per week
- I live near
- easier access to Fred Meyer Center from Villebois during high peak traffic
- I use Brown Rd and Kinsman St to drive to 5th St and the shopping centers
- work at property location on the Brown Rd side of the connector
- I will not be able to use the roadway but it will benefit my commute to and from work.
- work and own property
- NA
- During times of busy traffic it will be a nice way to leave the Fred Meyer area.
- Easier access to Fred Meyer from West Wilsonville
- I work across the street from the access to Wilsonville road
- It would allow me to get to and from Fred Meyer without using Boones Ferry Road
- We are Old Town homeowners.
- live off Tooze road
- But I don't expect the need of using it much. It is a waste of money!
- I live off Brown Rd. and it would make easier to go to Fred Meyers
- Live on SW Jackson Way, work at Lowrie Primary
- We would use the road as an alternative to getting to the area via Boones Ferry.
- Depending on chosen option, this could give us a more direct entry to the shopping area.

- Currently very difficult to get to Fred Meyer etc from the north
- Old town to that side of Wilsonville would be much easier

Appendix D

Additional comments received

After the online survey closed, the following email comments were received by City staff:

COMMENT #1:

To me, Option A, is the clear choice.

Bailey Road connection is most appropriate (not 5th St)... this disqualifies Option D.

I don't like Option C due to the severe topographical challenges as it intersects with Arrowhead Creek Ln.

Option B is okay, but it causes an intersection with Kinsman very close to the intersection with Arrowhead Creek Ln.

Only Option A, provides safe distance between intersections along Kinsman, avoids topographical challenges, and terminates at Bailey Street.

COMMENT #2:

As you know, I own the property on 5th Street just west of the Railroad tracks. Sanitary sewer is available to serve my property on the east side of the Railroad tracks at the intersection of 5th and Boones Ferry. I met with City representatives in 2013 to discuss extending it through the existing Railroad crossing on 5th and they were supportive. Water is also available at the crossing. The availability of sewer and water obviously impacts my property, as well as others.

I have not heard or read any discussion of how those currently available utilities would be able to serve my property if the crossing is moved to Bailey. Please let me know if any thought has been put into that, and what those plans are.

COMMENT #3:

The following comments related to the Arrowhead Planning issue in general.

1) It was said at the last meeting that the City projects that the new extension from Brown Road over to Boones Ferry will reduce the traffic on Wilsonville Road by 15%.

Is that 15% figure based on a 2015 traffic count (or maybe even older)? 2016 traffic count? Or is it a projection of the 20-year planning period?

COMMENTS:

a) The 'projections' around the traffic on Boones Ferry Road were seriously flawed back during the passage of the Fred Meyer development plans. Old Town resident concerns about traffic were ignored. Thus we are starting this process with mistrust already in our minds.

- b) The mistrust issue is only magnified with the denial that we have received so far about the Arrowhead Planning Area/Brown Road Extension having no intention of impact of traffic between Boones Ferry/Wilsonville Road intersection and the freeway!
- c) If these are current projections, we need at least a good faith attempt of an idea of how long it will be until all the new traffic created by the Arrowhead Planning Area (and any other projects waiting out there) will place us right back to the place we are now. At that point, those west side shoppers will have an easier way to get to spend their money, but Old Town residents will only have the additional issues in doing the same thing, BUT ALSO THOSE SAME ISSUES every time we attempt to go ANYWHERE!!

2) It was said that a benefit to Old Town will be that safety vehicles (namely fire engines) will be able to get into Old Town quicker with the new route.

COMMENTS:

- a) It is interesting that this is an identical point that Old Town made in the fight against the Fred Meyer approval – that the Fred Meyer development would make it more difficult for emergency responders to get into Old Town. Now the City is using our argument in an attempt to resolve the issue that should have been listened to back then!
- b) I’m supposing that the 15% of traffic that is diverted from Wilsonville Road (which the Spokesman reported to be about 4000 vehicle trips a day) is based on ‘current’ 2016 numbers. Projecting a few years out – won’t they have the same problem getting to us on this new road as they do now? What will the difference be?
- c) Thus, it feels like this comment is only a ‘stop gap’ dynamic. Thus my suggestion is that the City needs to step back and take a more comprehensive look at this issue and not spend millions of dollars as merely a stop gap!

3) In counseling terms, it is called “an elephant in the living room that everybody avoids”. This refers to the denial that the Arrowhead Planning Area development will have any impact what-so-ever on the traffic between the Wilsonville Road/Boones Ferry intersection and the Freeway.

COMMENTS:

- a) I’ve explained elsewhere that this is a totally impossible position to support. Also, it is a factor leading to mistrust.
- b) Additional traffic provided by Arrowhead Planning Area will only make all the traffic issues in the Wilsonville Road/Boones Ferry intersection to the freeway that much more difficult – and they are almost untenable already! This was seen at the recent City Council meeting when some of the Council members couldn’t get to the meeting due to traffic issues to talk about “the traffic issues”! And this did not refer to EAST side traffic issues!!
- c) Old Town will be specifically hit by any increase in these traffic issues.
- d) Permitting processes were halted in the past because of traffic issues in this area. It feels that we are seriously close already to that level again. So it seems really weird that the City is trying to move ahead with this planning.
- e) Referencing Steve Adams email, it appears that the City is working on the freeway issue – supposedly for two years already! However, we don’t know what that means. It is easy, however, to read between the lines in Mr. Adam’s email to see that there is no solution in sight. THEREFORE whatever problems we currently have, **AND** whatever additional problems the development of the Arrowhead Planning Area brings with it, have no solution whatsoever or even any hope of a solution.
- f) So this “elephant” is something I guess we are supposed to just keep tiptoeing around and pretending doesn’t exist – but supposedly we need to keep on planning anyway like the problems don’t exist!
- g) It just seems that without making some progress on the existing issues that we are simply getting the cart before the horse in proceeding with planning of this area at all.

~~~~~

In short, I feel strongly that the whole project needs to be put on the shelf for a while until other issues are worked out. It is ridiculous to be pushing a project that is going to singularly aggravate already insurmountable existing problems. One project goal of the Arrowhead Planning Area project is to increase the livability of Wilsonville. With the issues raised above, I think that the project will achieve exactly the opposite! We have quite a number of friends from outside of Wilsonville that are already complaining about “Wilsonville” and its traffic problems. Jokes are beginning to be made with the City as the butt of them. Thus, I really do not understand the need to keep pushing this project that has the single big picture benefit of making all matters worse! Why? Why right now?

Another issue coming up that will impact this area – and is another reason to postpone further planning on this area is how the bicycle-pedestrian bridge will hook up to the Tonquin Trail and/or the WES Train Station. That traffic will cross the area somewhere but we don’t know where yet.

In the interim (while the plan is on the shelf) a task force should be appointed to identify a number of options to deal with all traffic-related issues on Wilsonville Road between the Freeway and Wood Middle School. I am unfamiliar with any comprehensive effort ever having been placed on this “ongoing problem area”. It might be surprising what could come out of such an effort with a little foresight and positive planning. This could avoid spending millions on a stop gap project!

Finally, I’d like to state that I wish there would have been an opportunity to voice these kinds of issues before the City had gotten this far. None-the-less, I look forward to hearing what the City will present at the meeting later this week.

#### **COMMENT #4**

I apologize that it has taken me so long to get back to you from your very “quick” return e-mail to me before that last meeting on the Brown Road Extension. You did good – but I’ve been slow!!! I have made three renditions of this reply as there is so much that I’d like to say. But to keep it simple, I’ll use this e-mail to respond simply to your email. If I can get time/chance, I hope to make specific replies regarding the project in a separate response.

You were very perceptive in your comment about my strong opinions on the subject. Having lived in Old Town for nearly 30 years and seeing Wilsonville grow from 4700 to nearly 23,000 - I’ve seen a lot. I’ve seen the City succeed in a lot of projects, and frankly not do so well in others. This is one where I see some grave concerns.

Regarding your e-mail, you stated ...

**1. “The intention of the project is not to bring additional traffic to the Wilsonville Road/Boones Ferry/I-5 area, but to provide an alternate route for ... and avoid existing and future increases to traffic in the Wilsonville road/Boones Ferry Road/I-5 area.”**

a) This comment was made at the last meeting, as well, and in all honesty it left me literally totally aghast and shaking my head.

b) The pure purpose of the Brown Road Extension (thankfully is no longer the joke of being an “Old Town Escape Route”) is to get the west side residents into the commercial area more easily to spend their money at Fred Meyers. Okay, fine – but that is an extremely narrow view of the domino effects the project creates.

c) How can there possibly be a sizable jump in the number of homes on the west side (namely in the Arrowhead Planning Area) PLUS a number of new businesses in the same area, plus any other growth on

the West Side area – and there NOT be ANY increase in traffic “to the **Wilsonville Road/Boones Ferry I-5 area**”? That would be a total impossibility! Yes, the new road will/could take some of the traffic away, but I have a strong hunch those new residents and new businesses will from time to time be making their way on over to the freeway and/or to the east side of town – **THUS INCREASEING TRAFFIC IN THE SPECIFIC AREA YOU SAY YOU ARE NOT GOING TO IMPACT!!!!**

d) Thus the whole Arrowhead Planning Area project spells nothing but increased doom and gloom for the traffic problems we already have. For us in Old Town specifically, more traffic issues in this area means more problems simply getting out of/into our homes in Old Town, more problems at the maligned intersection of Wilsonville Road/Boones Ferry, more problems to getting to the freeway, and more problems trying to get onto/off the freeway.

e) I can understand that it is not your “intention” to create more problems in our adjoining area, but it is unutterably undeniable that development of the Arrowhead Planning Area without corresponding (or even preceding – what a novel idea!!!) solution to the already existing problems will do nothing but aggravate further existing problems!!! This could drive business AWAY from Wilsonville; make new potential residents think twice before moving here; **AND** leave Old Town with nothing but the added new problems to what we already have – which is already nearly intolerable!! (It was an interesting note when City Counselors couldn’t make it to that recent council meeting in time to talk about traffic issues because they were stuck in traffic!!!! Hmmm??? And the City Engineers want to further ADD to these issues with the development of the Arrowhead Planning Area without doing corresponding planning on the existing problems??? Oh, boy!!! Government!!!)

**2) “In regards to congestion on I-5 and the impacts it has on traffic on Wilsonville Road and Boones Ferry Road ... and we have been working with ODOT for over two years now on what options are available to mitigate ...”**

a) This is the kind of statement that makes me totally lose confidence in government. It comes across to me as a totally empty, bureaucratic comment because I have no information what-so-ever to back it up. There’s simply your statement. I’ve read nothing in the paper about it, or heard anything about two years of work with ODOT by the City.

b) I don’t know if this means that somebody from the City happened to make a brief mention of the issue over cocktails two years ago (thus “we have been working with ODOT for over two years”) - or whether this means that dedicated, weekly meetings with ODOT have been happening for two years specifically on the topic.

c) It seems that if ongoing meetings have been happening, we would have heard about the efforts, and information regarding what the roadblock is that is holding things up would have come out sometime during these two years. So without any such info, and for it to come up in this manner, the comment is just an empty comment with no meaning what-so-ever.

d) I find it very interesting that with the situation at a nearly critical status already, the City wants to go ahead and proceed with increasing those same problems further with, reading into your statement, no hope of mitigation anywhere even on the horizon with the State. Thus, in short, lets increase the problems and just make the citizens have to live with it that way! And the goals are to ‘enhance the livability’ of Wilsonville! I would suggest that I think there is a STRONG contradiction here!!!!

**3) “However, just because it is taking time to work with ODOT on the I-5 issues does not mean that you abandon all other transportation projects in the City.”**

a) I think this is a little over-generalizing! I don’t believe anybody said anything about “abandoning all other transportation projects in the City.”

b) I find the statement interesting from the standpoint that the City of Wilsonville indeed halted building permits projects on the west side for a lengthy time based pretty much solely on TRAFFIC ISSUES related specifically to Wilsonville Road and the freeway. That is a primary reason Fred Meyers was not built a number of years earlier!

c) So, yes, development can be stopped when the infrastructure to serve it can’t handle it. We’ve/The City has done it! And that can be a very intelligent move! With the current traffic problems, I believe we

are at that same point again where we were prior to Fred Meyers some years back! ~~But~~ because you should prudently chose to hold up on the Arrowhead Planning area planning does not – and I agree, should not have any impact on ‘other transportation issues in the City’!!!

~~~~~

Without even getting into my comments about the specifics of 5th Street versus Bailey Street, for me the above three issues alone are significant enough to recommend that the City hold up on it’s whole planning effort on the Arrowhead Planning area until at least SOME of the existing traffic issues are addressed within the Wilsonville Road/Boones Ferry/I-5 area. This study should include the projected traffic increase resulting from the Arrowhead Planning Area and any other projects waiting in the wings out there. Thus a comprehensive approach could be taken rather than a narrow view not recognizing domino effects one project has on other issues.

Another option would be to put a planning team together to study specifically Wilsonville Road traffic west of the freeway to Wood Middle School. I believe some interesting results could come out of this kind of a study to simply make Wilsonville Road itself work better for this entire stretch. With efforts thus made, a more sensible and far-sighted approach could really be made that would benefit everyone (not just the west side Fred Meyer shoppers!!!).

A third thought, which hasn’t officially hit the boards yet, is the new traffic that the bicycle-pedestrian bridge is going to create. With a strong connection between the bridge and the WES Train Station, strong thought needs to be given to how/where that traffic will flow and thus affect/cross this same stretch of Wilsonville Road.

Thank you for this chance to respond. I hope to give specific comments on the 5th Street versus Bailey as soon as I can. See you at the meeting!

COMMENT #5:

The following are specific comments related to the 5th Street versus the Bailey Street Connection on the Brown Road Extension.

1) I originally estimated 1500 vehicle trips to be the 15% of the traffic diverted from Wilsonville Road to the new street – and that was totally unacceptable! But the Spokesman then said the 15% would equal 4000 vehicle trips a day! **All this traffic would go on a simple, two-lane street between Bailey and 5th if that option is selected.**

COMMENTS

a) 4000 vehicle trips per day – plus the usual Old Town traffic – on a simple two lane street ... and Old Town residents aren’t supposed to be hopping mad? This would be on top of hte existing issues of backed up traffic on Boones Ferry Road from Wilsonville Road past the McMenamins at times! I can’t begin to imagine what this would be like to try to simply get through to go to – well, say, City Hall! Or to go to work! Or to a Trailblazer game! Or to anywhere else we all go to! This is a absurd situation to force on us!

b) The additional 4000 trips a day we would have to content with obviously would not be divided between all 24 hours! Thus, they will be more concentrated in a lot fewer hours – when we are trying to get in/out of Old Town.

c) 4000 trips is only a 2016 figure. **It unfortunately will grow and increase from there!!!!**

d) Granted, we could join that 4000 trips and go miles out of our way to avoid some of the congestion, but that would be worse than suffering through the 3/10 mile of congestion!

2) **5th Avenue would create a huge awkward jog.**

COMMENTS

a) Traffic coming out of the Fred Meyer parking lot onto Bailey would be very weirdly forced to make a huge jog south down to the 5th Street crossing.

b) Besides being extremely awkward, it would be time consuming, gas wasting, and totally useless – when they could just zip right across Boones Ferry and go straight to their destination via continuing on Bailey.

3) **4000 vehicle trips added to existing traffic on a residential street**

COMMENTS

a) There are private homes on the jog to the south from Bailey Street to 5th.

b) There are historic buildings on this stretch

c) There are youth serving businesses on the corner where all this traffic would be turning (one particularly has been expanding in recent years) – this makes this corner a particularly dangerous place to arbitrarily put that much traffic. Is the City open to law suits for child injuries for choosing 5th Street?

4) **City code**

COMMENTS

a) Old Town went through a two year process a while back with the City's lead to determine what we wanted our neighborhood to look like. It was put into the resulting plan, AND SIGNED BY CITY COUNCIL that there would be no sidewalks, curbs, gutters, etc. in the Old Town area. It seems that there would be some rules broken if this residential street were now upgraded to facilitate the traffic level that is expected (and that traffic level is only the initially beginning traffic amount – not future!!!!). But to do so will break City Code for Old Town. It may be the 'corner' of Old Town, but it is still part of Old Town!

b) Residents do not want ANY further commercialization of Old Town – which includes this strip of Boones Ferry Road!!! Thus, upgrading of the street is not in the offing! (Especially if there is a simple and more realistic option to go straight across on Bailey and not even get into Old Town!)

c) The purpose of the City Code amendments for Old Town was to help preserve the historical sense of the neighborhood. The quiet neighborhood, with people walking around in the middle of the street to say hi to neighbors is a huge, unique characteristic of the neighborhood. The huge traffic influx would utterly destroy the sense of neighborhood AND the historical characteristic that we are trying to preserve!

d) I can say that the overwhelming feeling of the neighborhood is that we want the historical nature of Boones Ferry to remain as it is. This was, as stated, concurred with by City Council when it was put into City Code. So there are issues around this problem other than just adding 4000 additional daily vehicle trips on the lifeline we have to get out of our neighborhood. Thus, it just isn't acceptable (and that's working with only 2016 numbers of traffic!)

5) **Probable addition of two stoplights**

3 stop lights in under 3/10 of a mile is very excessive!!!! (Plus the one at Wilsonville Road!)

COMMENTS

a) We used to simply turn on Boones Ferry Road and simply drive up to Wilsonville Road and head towards the freeway. Now we have to stop at a stoplight. Granted, the one stoplight has not been too

much of a problem. However, if the 5th Street option is chosen, I would expect that a second light would have to be added at Bailey to allow that traffic out, and furthermore a third light would have to be added at the 5th Street corner because of the Old Town traffic attempting to get out of our homes – and the church traffic on Sundays. This light would also be necessary for safety reasons due to the dance studio and preschool already on that corner. So now we not only have to put up with 4000 additional vehicle trips, the existing traffic to get out of Boones Ferry Road, the current and additional traffic woes from the intersection to the freeway, and getting onto the freeway, now we will also have to put up with three traffic lights? And there is a much better, much preferred option that would avoid so much of all these hassles?

b) The additional lights would be a hindrance to the traffic flow you are trying to facilitate to get west side residents easily into the Fred Meyer complex to spend their money. The straight shot of just heading west on Bailey doesn't present the jog or the extra light!!! (AND PLEASE DO NOT EVEN THINK OF PUTTING IN ANY OF THOSE ROUNDABOUTS DOWN HERE!!!! WE HAVE TO PUT UP WITH THEM ELSEWHERE. KEEP OUR AREA ROUNDABOUT FREE!!! THANK YOU!)

6) Not choosing the Bailey Street option presents ethic questions

COMMENTS

- a) I feel for OREPAC since they just purchased the property south of Bailey down to 5th/west of the railroad tracks. I had not heard prior to the first meeting of that having occurred. Granted, the use of Bailey does put them in a bad spot with their new expansion plans. However, the flip side of the coin is that it was purchased with the knowledge of many years that a street could be coming from Bailey west to Brown Road.
- b) Many questions can be asked as to why ORPEC went ahead and purchased the property with the prior full knowledge that the City could well be putting the Brown Road Extension through it via hooking up with Bailey Street.
- c) A variety of questions could be asked here, but I would prefer to not have to get into them at this time.
- d) I am very sorry for a bad business decision on behalf of OREPAC. But they made it knowing the potential.

7) The numbers I believe are to be brought out at the meeting this week, but it seems like **the extra cost for the railroad crossing at Bailey is more than offset by the cost of the bridge building required in the 5th Street scenario.**

~~~~~

In light of so many factors, and for the benefit of the whole neighborhood (rather than just one business) **it is clear that if the connection needs to be made to Boones Ferry Road, Bailey is the single, ONLY, real option.**

As you astutely observed, I indeed do have some strong feelings – and I feel some pretty good arguments. Unfortunately, the structure of the first meeting or the structure of the web site option neither allowed for a lot of this kind of feedback. The meeting also did not allow any dialogue or answers for anything. So all this feedback is indeed made with the hope that the decision is not final yet. City processes don't usually see much variance from a chosen course once it is this far. So not only do I have strong feelings, but I am ultra-concerned as well and feeling a bit helpless. It is my life and my home that is going to be so negatively impacted if 5<sup>th</sup> Street is selected. So please do not take me as some 'bad guy' going on and on! I am simply standing up for things that, indeed, are very important to me.

---

#### COMMENT #6 (see attached)



October 20, 2016

VIA EMAIL [kraushaar@ci.wilsonville.or.us](mailto:kraushaar@ci.wilsonville.or.us); [adams@ci.wilsonville.or.us](mailto:adams@ci.wilsonville.or.us)

Ms. Nancy Kraushaar  
Community Development Director / City Engineer  
29799 SW Town Center Loop E  
Wilsonville, OR 97070

Mr. Steve Adams  
Development Engineering Manager  
29799 SW Town Center Loop E  
Wilsonville, OR 97070

**Re: Input on Location for Brown Road Extension;**

Dear Nancy & Steve,

As you are aware, OrePac has been headquartered in Wilsonville for many years. We currently employ over two hundred people locally and over 900 companywide. Due to several significant opportunities, we anticipate having to expand our local operations in the near future and have begun taking steps to accomplish that. Our goal is to remain in the City of Wilsonville if possible. I am writing to provide our thoughts on the City of Wilsonville's proposed extension of Brown Road, as this will have a direct and immediate impact on our operations. If done appropriately, we believe this will be a significant improvement in Wilsonville.

We understand there are two proposals being considered, one that would route the extension to Bailey Street, and the other that would route the extension through to Fifth Street. For the reasons discussed below, OrePac has a very strong preference for the extension being routed to Fifth Street. As we will discuss, we believe that routing the Brown Road extension through to Fifth Street is the far better alternative. It will be more cost effective for the City and will provide greater opportunity for future long-term growth on the parcels of land involved, it will provide safer routes for cars/trucks, and it will facilitate the planned future expansion of OrePac's operations in the City of Wilsonville.

In the past few years, we have been fortunate and seen OrePac's business grow to the point that we have begun looking to expand our operations. It is our true preference to expand our operations in Wilsonville if possible. As a first step toward accomplishing this, OrePac, through an affiliated entity, recently acquired tax lots 100, 300, and 600 in Wilsonville.

• **DISTRIBUTORS OF MILLWORK & BUILDING PRODUCTS** •  
30170 SW OrePac Avenue • Wilsonville, OR 97070 • (503) 685-5499 • Fax (503) 682-1965  
www.orepac.com • e-mail: [info@orepac.com](mailto:info@orepac.com)

Ms. Nancy Kraushaar/Mr. Steve Adams  
October 20, 2016  
Page 2

These parcels are located adjacent to OrePac's existing facility on our western and southern boundaries. These parcels will be ideal to accommodate our future expansion, and potentially other industrial development as well. The routing of the Brown Road extension, however, will have significant impact on these potential future plans. As will be discussed, OrePac believes that the routing of the Brown Road extension should be done to Fifth Street, not through Bailey.

**I. Routing The Extension Through to Fifth Is More Cost Effective, and Provides For Greater Long-Term Growth**

a. Fifth Street Is More Cost Effective

Under both routes being considered, the City will be required to acquire private property in order to extend Brown Road through to SW Boones Ferry. Based on our understanding of the current proposed locations for both routes, extending Brown Road through to Bailey Street will require the City to purchase significantly more private property than if the extension is routed through to Fifth Street. Routing the proposed expansion through to Bailey will require the City to purchase not only more land to accomplish the expansion of Brown Road itself, it will also require the City to purchase more private property to facilitate the connection of Nutting Road. Our preliminary estimate for the additional land costs is approximately \$400,000.

In addition to the increased land acquisition costs associated with routing the extension through to Bailey Street, we believe there will be added costs to address the railroad crossing at that location. Routing the extension through to Bailey Street will require a 20" increase in the height of the rail spur on Bailey Street and additional associated expenses relating to the spur as it enters the OrePac facility, costs which we believe the City would have to bear. We have been advised that the costs to accomplish this could also approach approximately \$400,000. Additionally, the attendant work on the railroad spur will require OrePac to reduce business operations during the construction period, resulting in lost profits. OrePac would certainly look to the City to be reimbursed for these business losses.

In short, it will likely cost the City in excess of \$1 million more in the immediate future if the City elects to route the Brown Road extension through to Bailey Street as opposed to Fifth Street. Please know that these figures would need to be substantiated through the appropriate request for proposal process.

b. Fifth Street Provides More Long-Term Growth

The area through which the Brown Road extension will run is zoned Industrial, and we are not aware of any proposals to change that zoning designation (nor would that be appropriate in light of the existing businesses that are presently there). As a result, we believe the routing decision should take into account how best to maximize future development opportunities, which would redound to the City's benefit in the form of more jobs, increased

Ms. Nancy Kraushaar/Mr. Steve Adams  
October 20, 2016  
Page 3

property tax revenues, and increased economic activity in the area. Routing the extension through to Fifth Street will provide for greater long-term growth opportunities for the City by leaving more land available for future industrial development. Specifically, we understand that the route being considered for extending Brown Road through to Fifth Street will run along the south western portion of lot 600, then drop down across the western portion of lot 300, and then along the southern border of lots 200 and 100. This route will leave the vast majority of lot 600 undisturbed and available for future redevelopment, including OrePac's anticipated expansion of its operations, and permit some development on lot 300.

By contrast, routing the Brown Road extension through to Bailey Street will unnecessarily reduce by a significant amount the potential land that could be available for future industrial development. It would essentially bisect the western portion of lot 600 and further bisect the southern portion of lot 600 to accommodate the Nutting Road connection. This would reduce a single large, attractive industrial property, into approximately no less than three relatively small industrial lots. Adding in the undevelopable area of land surrounding the existing BPA Tower, the resulting property would, in our estimation, be significantly less attractive to future industrial development. This reduced development potential will result in fewer jobs, long-term lower property tax revenue to the County and the City, and significant loss of potential future economic activity in the area.

## **II. Routing To Fifth Street Is Safer For Traffic**

Routing the Brown Road extension through to Fifth Street will also be safer. At present, OrePac is able to route its truck traffic, which includes approximately 20 or more maximum size tractor trailers per day, by entering our facility via Wilsonville Road and Industrial Way. Extending Brown Road through to Fifth Street will allow us to continue to operate this way. Routing the extension through to Bailey Street will not.

Because of the length of many of our trucks, many of which are double trailers, they cannot effectively be backed up. As a result, they need sufficient room to be able "to loop" our facility to enter and exit the property. Routing the extension through to Bailey Street, we believe, will take away the space at our property that currently allows for our trucks to enter and exit by driving in the forward direction. Without this space, we will be required to use local streets to create our "loop." Routing the extension through to Bailey Street will mean significant increased truck traffic on local streets, including SW Boones Ferry Road and Bailey Street, in order to us to be able to unload and load our shipments. We believe this would be a significantly more dangerous traffic pattern for all concerned. This would likely be avoided if the Brown Road extension is routing through to Fifth Street, as OrePac expects to be able to continue to use the Industrial Way access as the primary access point to its facility.

Ms. Nancy Kraushaar/Mr. Steve Adams  
October 20, 2016  
Page 4

### III. Routing To Fifth Will Facilitate OrePac's Expansion In Place

On a personal level, routing the extension through to Bailey Street will likely eliminate OrePac's ability to expand its operations in Wilsonville. The ability to expand our operations onto the immediately adjacent parcel would enable us to expand our operations in one location. This is a very cost effective way for us to expand. If we cannot expand our operations onto the adjacent parcels, it is highly likely that OrePac would have to consider relocating its entire operations to a different location, including a different city, so that all of our local operations could be in one location. It is not our desire to relocate our business from Wilsonville, but our ability to remain will certainly be impacted by our ability to expand our operations.

The reasons set forth above are not the only issues we see with regard to where the Brown Road extension gets located, but they are very significant to us. Other issues include, but are not limited to, our belief that placing the crossing at Fifth will provide for less traffic congestion on the extension itself, as it will allow cars to enter SW Boones Ferry Road further away from Wilsonville Road. Cars entering SW Boones Ferry Road from Fifth Street should also allow for greater traffic flow into Fred Meyers and into the soon to be built Subaru Dealership, again because there will be greater spacing between intersections feeding traffic onto SW Boones Ferry Road.

OrePac is happy to discuss these issues with the City. However, we would request that these concerns be taken into account and made part of the official record as the City considers this issue. Should you have any questions in this regard, please do not hesitate to call me. I can be reached directly at 503-685-5499.

Very truly yours,



Brad Hart  
President & CEO

DAR/kmb

**COMMENT #7:**

I apologize for not being able to attend tonight's meeting. For those of you who are unfamiliar with me, I became active in the Old Town Wilsonville community when my family moved here in 1987. In the location of what is now Lowries Marketplace Plaza, there was a very small shopping center, the post office, library, and Wilsonville Primary school. Wilsonville was just coming out of its rural existence.

Today, Wilsonville is a bustling suburban city, with traffic to go along with the growth. Do to growth in business, traffic has increased in Old Town. This situation was foreseen by the Wilsonville West Side Task Force, which lasted from 1994 to 1996. The work done by the Task Force led to the development of the West Side Master Plan. I was a member of the task force, along with Tim Knapp and Charlotte Lehan. One of the issues we tackled was traffic impact from development within the west side of Wilsonville, including development in Old Town.

We could only speculate as to what would be built on the site of Square 76, which is now occupied by Fred Meyer, other businesses, and the Bell Tower Apartments. The Bailey Street Apartments and the Subaru dealership are the only current businesses included in the original Square 76 plan; the primary school was predicted to be a continuous fixture.

As we explored different development models for Old Town and areas west of the railroad tracks, we tried to develop traffic models to address the different types of development that could possibly come to these areas of Wilsonville and especially Old Town.

We considered many options including a bridge over I-5. However, we eventually realized that routing heavy traffic through the intersection of Boones Ferry and 5th Street wasn't feasible. Due to the narrow intersection, and to accommodate additional traffic and sidewalks, Boones Ferry and 5th Street would need to be widened. There is not room for sidewalks on the east side of Boones Ferry Road without demolishing the historic Feed Store, Young's Garage, and the three historical buildings north of the feed store, two of which are over 50 years old and one of which is over 100 years old.

The other location the task force considered was the intersection of Boones Ferry Road and Bailey Street. Today, it is at Boones Ferry and Bailey where traffic backs up; it has become a choke point. Bailey was and is still considered the best option for a connector to Brown Road. In fact, when the Lowries property was developed, a road extension was included on the south end of the property.

The best option is to put a traffic light at the intersection of Boone Ferry Road and Bailey Street and to extend Bailey to Brown Road. It will benefit not only Old Town residents and businesses, but also future development along Wilsonville Road west of the railroad tracks. It was the best option we looked at in the 1990s, and it is the best option today.

As a resident of Old Town for 29 years, I have witnessed the growth of Wilsonville from a rural community to a suburban city. I participated in the West Side Planning Task Force to develop the best guidelines, based on the available information, to address future growth and development. Although much has changed, the Task Force's recommendation of connecting

Bailey Street to Brown Road has not, and it remains the best option for solving Old Town's traffic woes.

Notes:

WILSONVILLE WEST SIDE MASTER PLAN

[https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/8775/Wilsonville\\_West\\_Side\\_Subarea\\_Plan.pdf?sequence=1](https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/8775/Wilsonville_West_Side_Subarea_Plan.pdf?sequence=1)

RESOLUTION NO. 1597

<http://www.ci.wilsonville.or.us/DocumentCenter/Home/View/4166>

---

#### **COMMENT #8:**

As a long time resident of Wilsonville, Old Town, I was very disturbed by the news I heard of a proposed Extension of Brown Road connecting with 5<sup>th</sup> Street at Boones Ferry Road. My home is arguably the oldest essentially unchanged building in the city and that corner with my building and the Wagner property across the street is the only remaining visual Historic reference as to what the town used to look like. I would refer you to the photographic mural displayed in our Public Library.

Even the newer building construction across the street from me was designed and constructed in such a way as to reflect the charm of an older community. The businesses in Wilsonville also support the concept of "Old Town" with their support of a Trolley that circles through the area during the summer months to pick up passengers and take them throughout Wilsonville. It was no accident that they chose a means of transport that reflects the concept of an old neighborhood.

I am talking here of the visual aspect of this proposal but I feel there is something greater at stake here. The proposed Extension of Brown Road at 5<sup>th</sup> Street would also effectively divide Old Town in half, bisecting an existing neighborhood and bringing substantial traffic to a part of town already under siege with speeding busses and traffic. I invite you to sit on the bench under my front porch for a little while, let's say between 7:00 and 9:00 in the morning and witness the speeding traffic, and the noise, smells, pollution and dust that fill the air.

Perhaps a traffic survey could be done that would give us an informed opinion of the impact the increased traffic would be but I'm sure none of us needs a study to tell us what we already know, i.e. that it is an area of potentially high risk. One could say even dangerous because of the many children that "people" our town here. It is already a serious problem and will only get worse with the increase of traffic that would descend on the area. The School of Dance, the Day Care Center, and the children's school bus stop are all right there. Many children walk to the various bus stops and it always concerns me because of the existing traffic. Many feel that this would only be exacerbated by the proposed extension.

Would Bailey Street be a better solution? In some ways yes, it is a more natural border to the perimeter of the Old Town neighborhood. However I speak as advocate of the children there too. There are sidewalks that border the apartments and the Fred Meyer property and that is some help in insuring their safety but still the problem remains -- the traffic. Traffic and children do not mix.

I feel the solution is to not consider that Brown Road Loop at all and rather concentrate on constructing a parallel access road on the other side of the railroad tracks that would service any planned businesses in that area. I do not see why there has to be a connection from Brown Road to Bailey Street or 5<sup>th</sup> Street

anyway, other than make convenient a passage for folks coming off the hill and down Brown Road to get to Fred Meyers.

I speak for the livability of our neighborhood and feel that it is in great jeopardy with the consideration of these proposed extensions and feel further that the issue of safety and the quality of our environment is at stake as well. So I urge to you to hold these concerns close to your heart for in point of fact, your charge is to serve and protect not just the commercial concerns of the area but also the livability for its citizens.

Thank you for taking the time to read this letter. I am sorry that I cannot attend the meeting to present my views to you personally but I have been out of town taking care of my mother who has just passed away last week.

---

**COMMENT #9:**

Please find attached a rundown of my comments that relate to the listed Project Goals and Desired Outcomes.

In short, I am very opposed to this whole project. The on-line survey doesn't allow for any input of that type. The overall reason I am opposed to this project is that it doesn't really serve any purpose. Additionally, it severely compounds already problematic traffic issues along the commercial section of Boones Ferry Road, adds significant new traffic to the maligned intersection of Boones Ferry and Wilsonville Road, put more traffic on the section of Wilsonville Road to the freeway, and therefore just makes the existing issues with the I-5 on-ramps and freeway traffic even worse! The goals that the project put out are not met at all! In short, the only thing the project does is that it makes existing problems worse! For example: "Helps the economy" – by making existing problems bigger? Helps "quality of life" – for who? "Minimize environmental impact"? By the destruction and conversion of a riparian, gullied wild land into industrial use. That's a hard case to make! "Support existing businesses and residents" – that's a total falsehood!

If you have any questions, please feel free to contact me. Thank you for allowing me to provide input!

CITIZEN COMMENTS RELATED TO THE BROWN ROAD "Project Goals and Desired Outcomes." LISTED ON THE INTERNET SITE.

The first comment states that the project will "Create the foundation for a great place to live, work, and enjoy."

1) The comments under this heading are basically 'stock', current-day verbiage that do not really bring any light to the specific project. As such, the comment tries to make it sound like a really good thing but ends up not saying anything. They are words that can be picked up and used most anywhere in this kind of arena in an effort to make things sound good and positive, and needed.

2) While trying to sound good, it puts a pretty face on the project while simultaneously utterly ignoring the negative impacts on 50% of the project – the east end!

3) It goes on to state “...that enhances Wilsonville’s vibrant economy and quality of life.” This paints a picture that this connector road will be a great (or “vibrant”) asset to the area of Wilsonville around Costco, and the industrial area in NW Wilsonville, and to the area around the high school, and maybe even Frog Pond. OR maybe even the Ace Hardware area. Again, this is ‘stock’ language that is used solely for the purpose of making it sound flowery, fancy, and therefore automatically ‘right on’! It is a totally erroneous statement used for City PR purposes only.

If it is referring to a “great place to live work and enjoy” as simply the new area I guess it could be said that ANY improvements would live up to that goal since there is nothing there now! Thus, it is pretty weak as it tries to focus the spotlight solely on the new area and very pleasantly ignores the havoc and issues it creates.

Next it says, “Support existing residents and businesses.”

#### FIRST PARAGRAPH

1) The page says, “The Connector will serve and enhance the residential and commercial development in the Old Town neighborhood, east of the railroad tracks.” Oh, boy – this one really can’t be much further off base or it would be out in the Pacific Ocean! First of all, “Enhance the residential ...development in the Old Town neighborhood” – did the person writing this, or those who approved it, stop to think that there ARE NOT too many empty lots in Old Town left to “enhance”? And if there are no lots available, what is this statement trying to say? The reality clearly demonstrates that this statement is empty rhetoric, it says nothing, and that it is merely a PR wording-ploy to try to somehow put a pretty face on the project that the City has wanted to do for years. The City has been stymied for probably over 25-years because the whole thing ultimately serves very little to no purpose – outside of making the City map look good and spending a lot of our tax dollars.

It also brings in “...commercial development in Old Town”. Does the City not look at its written records and codes? It was just a few years ago that the City itself helped Old Town residents put together a whole zoning package and development plan for Old Town. The purpose was to preserve what we have in the historical, original part of Wilsonville. We went through a whole process where we identified that we don’t want sidewalks; we don’t want smaller lots; we don’t want gutters; etc. All this was put into City Code, and passed by City Council. For one person, I don’t remember putting ANYTHING in there about enhancing commercial development in Old Town. Has anybody ever noticed that 90% (or probably more!) of Old Town is indeed RESIDENTIAL and NOT COMMERCIAL? There are, indeed, empty business store fronts in Old Town – and I’m sorry that they were put in along side of nothing but residential ‘development’. I think that the city officials’ thinking back then was that a lot of Old Town would be converted into commercial development. Thanks to the codes that are now in place we are not supposed to lose more Old Town to commercial development. So for the City to put the “purpose” of a project is to enhance the commercial development in Old Town doesn’t go along with city code, neighborhood desires, or anything but either 1) empty rhetoric or 2) ongoing efforts of the City to overpower the Old Town residents desires.

---

The next part states, “ The alignment should improve access, economic, and livability for the study area. Let me address each of these three parts.

IMPROVE ACCESS.....what does this mean? Improve access for whom and for what? The project was originally titled, the OLD TOWN ESCAPE. I notice that the City has finally dropped that title because after 25 years it finally realized that what they wanted to build indeed was no 'escape' for Old Town residents. It took them that long to finally realize that the current traffic problems (and the past ones before Fred Meyer was built) are with Old Town traffic trying to get to the Freeway – not to NEWBERG!). Thus the whole concept of an 'ESCAPE' has been totally invalid from the beginning. It would take an idiot to think that that would a real option for Old Town residents!

Back to the improved access – the only improved access that this project is going to provide is for far eastside residents to get INTO the Old Town area to get to Fred Meyers, etc. Thus, the new project would ONLY SERVE TO BRING MORE/ADDITIONAL traffic into a quiet, residential area. That is not even close to any kind of picture that I would guess any Old Town residents would want!

Thus, the concept of 'IMPROVED ACCESS' is an utter misnomer to begin with and is thus useless, empty, and only serves as a PR ploy on the City's behalf.

ECONOMIC GROWTH.....As stated above, Old Town doesn't really offer much 'economic growth' potential to the City of Wilsonville being basically residential – residential with City codes in place to help keep it that way!. I believe the residents like it that way and would want to keep it that way. I don't believe many Old Town residents would be in favor of bulldozing their homes to make way for some commercial ventures. So the concept of promoting 'economic growth' in Old Town is dead in its tracks before it even begins!

As for economic development on the west side of the tracks – granted, the proposed new road would probably encourage new businesses over there. This would be done at the expense of the existing woodland there, the current residents, the wildlife and 'four-legged critters' living there (that were pushed out with development of Fred Meyer and the newly developing car lot). There are a lot of environmental concerns that will have to be addressed, if not overcome to develop this area. There will be people that will be forced to relocate because of City wants more businesses to enhance City tax coffers in this area.

Of primary concern, however, is for the City to demonstrate that this statement (improve economic growth) can actually happen because of this costly new project. Permitting for anything put into this area (Arrowhead Creek Planning Area) may well be delayed like Fred Meyers was for many years – due to exactly the same issue/problem as they faced back then with Fred Meyers – the traffic at Wilsonville Road/Boones Ferry Road Intersection and the capacity of the street between there and the underpass itself, – as well as the capacity of the I-5 on-ramps which we all know is already a HUGE issue!) ALL TRAFFIC WILL STILL BE FUNNELED ONTO EXISTING INFRASTRUCTURE THAT IS ALREADY INADEQUATE! Old Town residents tried to bring this problem up back during the Fred Meyer approval process but everyone was enthralled by the little computer graphics of little lights representing proposed traffic. Sure, it looked good then because it satisfied the problem then, but it was not designed for even the CURRENT traffic – let alone adding considerable new traffic from the Arrowhead Creek Planning Area. The new traffic will ring a death bell to traffic regardless of whether it simply goes to Wilsonville Road in its efforts to get to the freeway (or to the eastside of town), or whether it

clogs Old Town streets and negatively affects further the bad infrastructure issues to get to Wilsonville Road via that commercial section of Boones Ferry!

So indeed, how does this project improve anything – let alone economic growth when it needs to be halted until some solutions are found? We are obviously still stuck with a traffic issue, that would only be made worse, with NO HELP ANYWHERE ON THE FARTHEST HORIZON. Old Town brought this up back in the process of clearing the way for Fred Meyer. The City didn't pay attention to resident input then – and it obviously isn't paying attention now by pushing this project again – and doing so apparently without any thought to the problems the project will create. This is part of the reason the whole concept hit the graveyard-of-ideas back when (meaning that the whole project was appropriately eliminated and take off the table totally). Nothing has changed since that time. However now we find that obviously some 'new blood' has looked at the surface of the project and brought it back like at "good idea" again and have simply tried to repackage it. However you dress up a dog, it is still a dog! And we are still left fighting the same old battle!

Why is it not totally obvious that "new economic development" in this area should NOT be even be encouraged until the issues with the State over I-5 connections, and the other intersection and street infrastructure issues, have been worked out so we don't automatically worsen the current problems by empty PR rhetoric about improving economic growth! Indeed, it could put a cloud on some of the economic viability of Wilsonville because of not really thinking this thing through before it started!

The third claim was to IMPROVE LIVABILITY..... Again, I ask WHO FOR? Greatly increased traffic into the Old Town area is supposed to INCREASE "our" livability? Further traffic issues added to the current ones in terms of getting out of our neighborhood are supposed to increase our livability – and maybe even property values? I don't think so!!!! Improve livability in terms of getting out of Old Town and getting on our way up/down the freeway – again I don't think so!!!!!! Improve the livability of the folks that currently live in the study area – I don't think so!!!! Who would want to get rid of their isolation, quiet, and beauty with nearness of the city – all reason why they probably live there in the first place - to have a whole bunch of traffic – trucks, cars, and whatever - going through their front yards? Improve the livability of folks EAST of the freeway – hey, no affect on them whatsoever – so wrong yet again. The single only group that this statement could possibly be good for would be the people who live on the far east side of the City wherein they would be given an extra method to get to somewhere they are already getting to anyway just fine! But they couldn't get to the freeway any quicker even if they used the new road – in fact it would probably increase their time. So this single benefit would be only for the convenience of Fred Meyer shoppers! Therefore, maybe if this project should proceed, Fred Meyers should be made to pay for their customers' convenience rather than the taxpayers of the whole City!!!!

So IMPROVED LIVABILITY would be ultra-restricted to a small minority of citizens for pretty minute reasons. I would question the advisability of spending all this kind of money simply for this reason alone!!!! That would be considered reckless use of public funds!!!!

Support existing residents and businesses.

1) “Existing residents” you say!!! What is there, 10 maybe 15 that live in the affected area? A large, multi-million dollar investment, at huge expense to ALL city residents, specifically designed to help a dozen or so residents? That seems rather extravagant! And, indeed, does it really help those few residents in any significant, real way? OR is it really an invasion into their homeland and property with some stock PR wording that is supposed to make it sound positive designed to get them off their property?

Furthermore, I might suspect that the current landowners/residents in the area might well prefer for a whole bunch of people to NOT be traipsing through their currently private abode. That’s probably a huge reason they live there in the first place. On the other hand, maybe this is just a positive sounding PR approach by the City that nicely masks the City’s genuine aim to actually oust the current residents from their homes so that the City can develop their property and thus enlarge the City coffers with new tax money?

If “EXISTING RESIDENTS” means Old Town – I think I’ve already explained above how that is an erroneous statement – additional traffic INTO Old Town and yet more problems for us to get out of Old Town along does NOT “Support existing residents

If “EXISTING RESIDENTS” means the far east side residents – as explained above, I think such an expense for a road of questionable gain (except for maybe some Fred Meyer customers) is an expense that we do NOT NEED TO FUND!!!!

As for EXISTING BUSINESSES-I’m not at all convinced how this new ‘infrastructure’ would really support them in ANY way! The major businesses all depend on traffic to and from the freeway – truck traffic, etc., up and down Wilsonville Road. How would a road into residential Old Town help them? They would still have to go through a maligned intersection, traverse a hugely crowded section of Wilsonville Road, and still use the same freeway underpass and existing freeway on ramps with existing freeway traffic! I really have no clue at all how this project “supports existing businesses”! And any NEW business resulting from this project will only serve to hinder the existing predicament even further!

IF “EXISTING BUSINESSES” means current Old Town businesses, then I’d like to see the studies where is show that the State Farm Insurance office business would be positively influenced with the addition to this new road. I really think that it would be hard to present any such convincing evidence that would change any minds.

So I don’t see any real benefit to any existing business – and thus more points for the wording being nothing more than stock language used merely to promote City desires and not any real purpose!

“The alignment should provide mobility and access for trucks serving the existing businesses in the Industrial Way area.” Is this referring to prospective north/south truck traffic between new businesses in the study area and existing businesses north of Wilsonville Road? It would be really interesting to see what this would be referring to. I can’t imagine this scenario being really needed or occurring!

If this is referring to new truck traffic FROM the purported new businesses that will occur in the study area, then I have to ask -what route will they be taking to access I-5 to bring supplies to

their businesses or to conduct business with anybody outside of Old Town? With or without the millions of dollar for this new road, as stated above, ALL THIS NEW TRUCK TRAFFIC WILL STILL HAVE TO UTILIZE THE CURRENTLY EXISTING UNDERPASS UNDER I-5, USE THE SAME ON/OFF RAMPS TO THE FREEWAY, DEAL WITH THE SAME FREEWAY TRAFFIC ISSUES, AND GO THROUGH THE SAME WILSONVILLE ROAD/BOONES FERRY ROAD INTERSECTION (and if it comes to Boones Ferry and heads north to get to the freeway WILL HAVE TO USE AN ALREADY OVERBURDENED COMMERCIAL SECTION OF BOONES FERRY)! They will still have to deal with EVERY ONE of those problems! So the result of any new business development in this area leads ONLY TO COMPOUND EXISTING PROBLEMS. From this perspective alone, I have to question the City's ongoing push (for 25-years) to build this worthless waste of taxpayer money!

The concept of providing mobility and access for trucks as a purpose of this project can be only described as statements made by city officials that have not ever really sat down and considered the issues they are creating with this boondoggle!

THE NEXT SECTION IS .... "Multi-modal corridor."

This section adds nothing to the City's argument – outside of saying they are going to do it. What similar construction projects these days do not include this kind of stuff – these features are probably something simply required by some law for them to include. So no big deal here because of these wonderful, positive, meaningless PR words.

THE NEXT SECTION IS... "Accommodate redevelopment of the land according to the Comprehensive Plan."

I'm not sure what to say about this section. I know the City has wanted to get its hands on this property for almost 3 decades. I would at least raise the question of whether 'industrial use' is the best plan for this property if indeed the City kicks the current owners off their land. Have any of the developers of this land actually left their air conditioned offices with their maps and their tables to actually see the land. With the rough topography of deep gullies that even this plan states will require two bridges to be built to accommodate this new project, maybe the area needs to be protected in some way for all to enjoy – rather than being destroyed with industrial use and promotion of mobility of trucks! Indeed, with that topography, it should be an easy jump to wonder what percentage of the land there would even really be able to be 'industrially' developed anyway! Is that amount of land worth the destruction of the current owners lives, businesses, and existence as well as the entire current environment itself? I know that a park was once planned for the area north of the water treatment plant – new soccer fields, etc. Sounds like those plans have hit a death bed.

NEXT IT SAYS THAT THE PLAN WILL "Minimize environmental impacts."

Minimize impacts to Coffee Creek and other natural resources related to sensitive lands.

This is an interesting concept in terms of THE TOTAL CONVERSION a rugged riparian, gullied area into 'industrial' land! Minimize environmental impacts indeed!

Also, I would also bring up a question of this project and its necessary environmental study. Does this study include only environmental impacts of the new street itself, or does it include

the potential environmental impacts of all the new development this new street will bring on this area that they are pushing to be developed? For example, with the new development of the new car lot next to the freeway, there has been a huge increase in the number of skunks and raccoons this summer in the Old Town area. As a result, I have chosen to NOT sleep outside or to allow my daughter to do so during the recent hot summer nights because of the skunks in the area. I'm sure that many animals have moved in recent years from the Fred Meyer and the new car lot areas into the study area – and are now living there along with those that were already there. There are a lot of simply environmental issues and questions this project creates.

The only thing I can see where this project can boast “Minimize environmental impacts” is via construction processes – which again is most likely required by various laws. Thus, yet again we have empty, polished words in an attempt to make things look good to the unthinking reader!

THE NEXT SECTION IS ... “Consider the Ice Age Tonquin Trail.”

This, frankly, is the single only section that I can agree with. Several years ago this was proposed in some written material put on the internet – along with a proposal to connect the Wilsonville WES Station via Kinsman Road with the new bicycle pedestrian bridge. My salute to the people who included this concept into the plan!

However, I would also put out that the trail connections (from both the Tonquin Trail and the WES Train Station to the new bicycle pedestrian bridge) should NOT connect via EITHER 5th Street or Bailey. I totally support the written proposal on-line of a separated path through the same area to cross at Otto Lane underpass or indeed a totally new underpass south of Otto Lane. The trail traffic, too, should be kept OUT of the residential Old Town area. I firmly believe that the pedestrian bridge will be used more than anyone out there is really anticipating – and thus putting that kind of pressure on a residential section of an area is preposterous! This is especially so when such a great alternative is available! Any plan to include the trail connected to either 5th Street or to Bailey should be well vetted with local Old Town residents before putting anything ‘in cement’! Sure, that would be the easy way – and no extra effort is therefore required to put it all in. But it also represents very “small thinking”!

In conclusion, I, for one, do NOT support this project in any way! Maybe years down the road when infrastructure issues OUTSIDE THE PLANNING AREA are adequately addressed (issues with ODOT and the freeway, as well as the Wilsonville Road/Boones Ferry Intersection) and when no MORE TRAFFIC would thus be added to Old Town, it might look different. But for now with the same issues facing it as the was facing the whole project when it was scrapped off the books totally – and with nothing really changed since that time, there is no way possible that this project should be proceeding!

We are just fighting the same battle as we did some years ago!

## **Boones Ferry Road to Brown Road Connector Corridor Plan Stakeholder Interview Summary Report**

Prepared by JLA Public Involvement

August 31, 2016

### ***Summary Overview***

Between July 25<sup>th</sup> and August 23<sup>rd</sup>, 2016 JLA, Otak and the City of Wilsonville interviewed twelve key stakeholders identified by the project team. These stakeholders either own property, or manage businesses within the project area. Each individual or stakeholder group was asked the same set of questions. The main purpose of the interviews was to learn about their concerns and preferences for the planned corridor connection between Boones Ferry and Brown Road. The feedback received will be used to shape the evaluation criteria that will help narrow the corridor alignment alternatives to a preferred option.

This report is a compilation of individual responses. The first part of the report summarizes the key themes and most commonly heard comments. The second part of the report provides a list of individual responses from each stakeholder meeting.

### *Stakeholders interviewed:*

1. *Orepac (Alan Kirk and Darin Coder)*
2. *Tim Knapp*
3. *Wilsonville Concrete (David Bernert, Eric Vermillion and Angie Hannon)*
4. *Sheri Young*
5. *Bob Hartford*
6. *Old Town Neighborhood (Doug Muench and Monica Keenan)*
7. *Kim A. McAvoy, Timber Creek Village Apartments/KWDS LLC*
8. *Barbara Eave*
9. *Lynette Scheller*
10. *Curran Coil Spring (Chad)*
11. *Fred Meyer (Alisa Shaver and Pam Knuth)*
12. *Sherlock Self Storage (Amanda Johnson)*

### ***Key Themes***

Several themes emerged. It is important to note that these themes are not universally accepted points of view, but simply those that were raised by multiple interviewees.

The summarized responses are organized into three main areas: *Key Points of Concern, Preferred Options, Future Opportunities, and Study Process and Next Steps*. The following paragraphs explain those key themes in more detail.

### *Key Points of Concern*

There were many concerns raised in the conversations with stakeholders. Some of the most common points of view were:

- Provide a safe, reliable and efficient route for vehicular traffic, freight, and bicyclists and pedestrians.
- Preserve land for future industrial development.
- Preserve the Old Town neighborhood.
- Preserve access to residential and industrial properties.
- Minimize impacts to area businesses due right of way acquisition.

### *Preferred Options*

When asked about the various alignment options, there was no clear favorite. Many of the concerns voiced about the route were centered on providing continuity of developable land parcels; not segmenting them. Several stakeholders indicated support for the southern alignment because they felt it preserved the most developable land. One person supported the “blue” middle alignment for the same reason. Another person showed support for the “yellow” middle alignment because it seemed the shortest and most direct route. A couple of stakeholders noted the increased cost of the creek crossing if the southern alignment was chosen.

In terms of the connection point at Boones Ferry Road, opinions were also divided; although more people seemed to favor the Bailey connection than the 5<sup>th</sup> Street connection. One of the most common reasons for supporting Bailey Street as the connection point seemed to be because it would provide the most direct route to retail services. Several stakeholders also voiced concerns about the adverse impacts to the neighborhood and businesses in the area if 5<sup>th</sup> Street was selected.

The most common reason for supporting 5<sup>th</sup> Street as the connection point seemed to be in the interest of keeping the existing public rail crossing which provides access to several homes in the area. If Bailey was chosen as the preferred route, the public rail crossing at 5<sup>th</sup> would be eliminated and residential access would have to be re-routed. It was also noted by two stakeholders that the process of transferring to the public rail crossing would be too costly and time consuming.

There was a lack of agreement on which option would best resolve congestion since both Bailey and 5<sup>th</sup> Street received support related to this issue. At least two stakeholders indicated that future traffic modeling data would be needed to determine which route would be best for alleviating traffic problems.

### *Future Opportunities*

Nearly all of the stakeholders interviewed felt the project area would benefit from improved bike and pedestrian access through the area to reach nearby retail services, parks and trails. At least two stakeholders indicated the need to resolve potential conflicts with large freight trucks when planning bike and pedestrian facilities and to avoid Kinsman Road.

There was support for a new transit loop through the project area along the corridor connector. This transit loop could serve area businesses by providing employees with an alternate mode to get to and from work, as well as connect people to neighborhoods and other services.

One person stated that when completed, the Corridor Plan would provide the certainty that is needed for area property owners to be able to move forward with plans for their property.

At least two people indicated that the roadway, when built, could serve as a natural buffer between residential development and industrial development.

#### *Study Process and Next Steps*

Everyone interviewed was aware of the project and most indicated that they had been engaged in previous studies.

None of the stakeholders who were asked about the project area name and logo had any concerns about it, although most weren't familiar with Arrowhead Creek.

All of the stakeholders indicated that e-mail was the best way to keep them informed about the project.

A few people noted that there were other area stakeholders that should be consulted, such as the Grange Hall owner, Old Town Neighborhood Association, D&M Glass Shop and the Mini Storage.

In closing, several stakeholders noted that they would like to see the land south of the project area developed as residential or mixed use with residential rather than industrial development to take advantage of the river views and access.

#### ***Complete Summary of Input***

The following is a full compilation of the comments received during the interviews, organized by interview question.

***1. Were you aware of the plans for the Boones Ferry to Brown Road corridor connector project prior to me contacting you? If so, how did you hear about it? Do you have any questions about the project?***

- Aware of the project plans.
- Aware of the project plans.
- Yes, aware of the project.
- Yes, aware of the project.
- Yes, aware of the project.
- Yes, aware of the project and didn't have any questions.
- Yes, aware of the project. Inquired about the project timing in terms of construction and funding.
- Yes, were aware of the project and didn't have any questions.
- Yes, they were aware of the project and didn't have any questions.

**2. When considering the various alignment alternatives, which do you prefer?**

- Prefer the “yellow” middle alignment because it seemed to be the most straightforward and direct route.
- No preference on the alignment options.
- Continuity of industrial land parcels identified for future development should be maintained; however, the Bailey Street connection is preferred.
- The “blue”/middle alignment is preferred since it avoids segmenting and devaluing industrial land parcels identified for future development. However, the “red” route would be best if the southern alignment is selected since it seems to have the least impact to property owners on the south side of the project area. The bridge/crossing at Coffee Lake Creek will also be more expensive with the southern alignment because the creek is wider further south.
- Prefer the southern alternative because it has the least impacts to private property – keeps parcels contiguous for the most part. The “pink, purple, green and blue” alignment options don’t seem feasible based upon the decreased property value they would create by segmenting private property parcels.
- Prefer the southern alternative. Least impact to developable property.
- Alignment should optimize City owned property and not orphan private property parcels. Consider that the Coffee Lake Creek crossing (bridge) will be more expensive with the southern alignments than the northern alignment alternatives. Southern options also impacts private homes/property.
- Prefer the southern alternative.

**3. Do you have a preference for a connection point for Boones Ferry Road; either at Bailey Street or 5th Street?**

- Prefer the Bailey Street connection based upon previous studies and discussions. Bailey provides the most direct route to Fred Meyer and other retail operations on Boones Ferry and would better serve Wilsonville residents and alleviate congestion. Also have concerns about the impacts to businesses on 5th and Boones Ferry if 5<sup>th</sup> Street was chosen. However, will need to determine how local access would be achieved if Bailey is chosen.
- 5th Street would be the best connection because of the direct access/route to their property.
- Bailey is preferred as the connection because of the direct access it would provide to retail businesses and to alleviate current problems with congestion in that area. However, would like to see the future traffic analysis to determine the best route/connection to alleviate congestion.
- Bailey is preferred since it would enhance the current aesthetic condition of the road, but there are concerns about the potential impacts to area businesses (loss of the self-storage building due to railroad sight lines). Also concerned about the 5th Street connection and the impacts it could cause to property owners with the widening of the road.
- No preference between Bailey and 5th Street. Based upon the past discussions and information, it seemed to make the most sense to use Bailey as the connection due to the direct access it would provide to retail services. But knowing the constraints with the railroad, 5th might be a better alternative.

Brown Road will create major impacts with the apartments but that seems a long ways off from now. Widening will take away on street parking which isn't a huge issue since they didn't have it before and it's not really allowed, it's just not enforced. There are different options for accommodating the sidewalk. If the trees have to be removed, they won't be unhappy about it since they create maintenance issues.

- Bailey is the preferred connection due to the traffic impacts the 5th Street connection would create for the Old Town neighborhood. Bailey is identified in the Old Town Neighborhood Plan as the preferred connection. 5th Street would also create impacts to area businesses and historic buildings due to right-of-way acquisition. The turning radius needed for intersection would be problematic at 5th. Bailey provides better retail connection, traffic circulation.
- Bailey Street is the preferred connection for better access to retail (Fred Meyer) and because it would provide more relief of congestion on Wilsonville Road (since it's a shorter route). If Bailey is chosen and the public crossing at 5th is eliminated, a new access road, potentially Nutting, would have to be built for residents to the south. Sewer utilities would also need to be extended along Nutting or 2nd. This may create the need for a pump station. A connection at 5th would likely negatively impact businesses on that corner to due right-of-way acquisition (loss of on-street parking and planting strips).
- Prefer 5th street for safety reasons (sight line distance issues with Bailey) and for maintained access to private properties along 5th Street. Also the cost and potential complications/delay for creation of a new public rail crossing at Bailey seems problematic.
- 5th Street is preferred because the public access across the railroad is already at 5th Street and access to the residential properties to the south needs to be maintained. It would be less costly to provide sewer access as well. Abandoning the public rail crossing at 5th and establishing a new public crossing at Bailey would create a significant delay in the process.
- Prefer connection at Bailey because of existing easement owned by the City and this connection supports the redevelopment fees that were used for Fred Meyer. The connection at 5th Street is problematic due to the impact it would have to nearby property values. Nutting Road could provide access to residential properties to the south if Bailey served as the connection and the public crossing was removed at 5th.
- 5th Street is preferred since it would create the least amount of impact to private property parcels identified for future industrial development.

**4. *What are your thoughts about alternative modes of transportation, such as buses for access to retail and shopping on the east side of town?***

- Not a lot of employees in the area currently use the bus, but there seems to be high ridership based upon the number of people seen at the stop on Boones Ferry.
- Transit it great and is widely used by apartment tenants.
- Transit it great – having a new loop that changes the current route through Old Town would be advantageous.

- Transit (and infrastructure in general) is needed to support future development.
- SMART could benefit from a loop route option along the new corridor connection.
- A transit loop along the new corridor connection would be of value.
- It seems appropriate to establish a bus route through the area; some employees use the bus to get to work.

**5. *The City's master plans include the Tonquin Trail, a bike/ped pathway, through this area connecting residential areas and schools on the west side of Wilsonville to parks and businesses on the east side of Wilsonville and along Boones Ferry Road. What are your thoughts on how best to accommodate bicyclists and pedestrians through this area?***

- Improved bike/ped trails and overall connectivity would be a benefit to area retail businesses. No one currently bikes due to the unsafe conditions on Wilsonville Road.
- Bike lockers are beginning to be a requirement at some apartment complexes, which provides a lot of advantages. The lockers encourage people to use their bikes by giving them added space for storage. Access to retail shopping, parks and trails via a pedestrian and bike paths in the project area would be another added bonus.
- A bike/ped connection that travels south on Otto Lane and the 2nd Street underpass would be beneficial.
- The Bailey connection and the middle alignment provides a better Bike/Ped route because its shorter and flatter. It's a more direct connection to retail services. The rail crossing does create an issue for bikes that would need to be addressed. Making a connection to the parks and the river to the south via Otto Lane and the 2nd Street undercrossing is a good idea.
- Keep bike/ped paths on the south side to connect with the Tonquin Trail. Crossings should be made at a right angle for safety (prevent conflicts with truck traffic). Bike/ped connections to Fred Meyer and other retail on Boones Ferry (east side) need to be established. Need to keep bike/ped off Wilsonville Road and provide safe routes to school. Get people out of their cars.
- Avoid conflicts with trucking operations on Industrial Way. Maintain bike/ped access on northern side of roadway and on Kinsman to avoid conflicts with trucks.
- Would prefer to see a bike/ped trail south to Tonquin Trail to avoid conflicts with truck traffic. Keep bike/ped use off of Kinsman Road.

**6. *Do you think roundabouts could be a potential solution in this area? Why or why not?***

- Roundabouts are nice.
- Roundabouts may not be functional in an industrial area (conflicts with truck traffic).
- Roundabouts take out a lot of developable land but work well to minimize collisions.
- Roundabouts wouldn't work because of the needed size (footprint) would take out too much developable land.
- More information is needed, such as traffic counts to be able to determine if roundabouts are feasible.

**7. What do you think are the key issues to be considered and that will need to be addressed when examining the alternatives?**

- Preserve Old Town neighborhood and the transition to residential/housing by making the connection at Bailey rather than 5th. Also for safety reasons – there are daycare and dance lesson facilities on 5th and Boones Ferry Road.
- Look at intersections and access points for the property parcels when considering the alignments and connection at Boones Ferry.
- There are safety issues with sight distance and the grade for the rail road crossing at Bailey.
- Access to private property off of 5<sup>th</sup> Street must be maintained if Bailey becomes a public rail crossing rather than 5th Street.
- Impacts to businesses on 5th Street are a concern due to ROW acquisition, as well as any increased truck traffic– do not want it to be a truck route. Over-building the roadway will lead to it being a truck route. The corridor should be a neighborhood to neighborhood connection. Kinsman should be the truck route. 5th is the preferred connection, but minimize impacts to area businesses on both sides. On street parking should be maintained. Preserving the utility of residential and industrial land is critical. The Montebello Road connection is important for bike/ped access.
- There are issues with industrial uses and bike/ped conflicts currently, so this needs to be taken into consideration.
- Maintain truck access on Industrial Way to allow left hand turns for trucks with signalized intersections due to timing and spacing. Wilsonville Concrete business office access is also off of Industrial Way, which also needs to be maintained. Reconfiguring the parking lot at Wilsonville Concrete would be problematic.
- Having an adequate turn radius for trucks on Kinsman road is important.

**8. What opportunities and benefits do you see for this project?**

- The Corridor Plan, once completed, will provide some certainty for property owners to move forward with.
- Northern most alignment allows for SDCs to pay for construction on either side with residential development. The roadway could serve as a natural buffer between residential and industrial development.
- If the preferred alignment was adjacent to SRO zones (natural areas), the property to the north of Wilsonville Concrete could be developed as a park to provide an additional buffer between industrial and residential uses.

**9. The project team has prepared a draft logo (refer to project fact sheet) and propose to refer to the general project area as the Arrowhead Creek Planning Area. How does that resonate with you?**

- Arrowhead Creek planning area is fine. Didn't know Arrowhead Creek existed.
- Arrowhead Creek planning area is fine. No concerns with it.
- The name and logo didn't raise any red flags, but it wasn't familiar. Previously referred to the project as the section G planning area.

- No issues with the name “Arrowhead Creek”. Previously referred to this area as Section G Planning Area. Although Arrowhead Creek is a drainage ditch that dries out and terminates at the cement plant.
- The name and logo didn’t raise any red flags, but it wasn’t familiar. Had previously referred to the project as the Brown Road Westside Bypass.

**10. Are there any events, activities, plans, conditions, or anything else that we should be aware of?**

- There is a gully at the Hartford property on 5th that should be looked at.
- Already queueing that takes place on Boones Ferry. Bailey won’t accomplish the pressure relief.
- The deep gully at the Hartford property doesn’t have any water in it.
- Current interest with northern properties along Wilsonville Road is for high density residential development. All vacant lands are for sale.
- 6:30 to 7 a.m. is the peak traffic time for trucking operations at Wilsonville Concrete. Wilsonville concrete could potentially operate 24/7 in the future.
- The frequency and timing of rail cars in and out of Orepac is fairly unpredictable; more than 2 per month on average, sometimes more.

**11. How can we best keep you informed throughout the project?**

- E-mail
- E-mail
- E-mail
- E-mail. Can share information with the neighborhood through newsletters and upcoming block party.
- E-mail
- E-mail – please invite to open houses and other public meetings.
- E-mail
- E-mail progress reports and other info.
- Email

**12. Is there anyone one else you feel we should keep informed or we need to hear from?**

- Grange owner
- Old Town neighborhood association
- D&M Glass shop
- Grange Hall
- Mini Storage

**13. Do you have any parting thoughts you would like to share with me?**

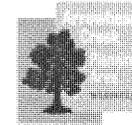
- Look at Old Town Master Plan to see desired uses for Boones Ferry Road. Pedestrian and human scale is important.
- The Grange building is currently a problem with cats and homeless people living there.
- Bailey seems to be the best option based on the direct access it provides to retail services; however would like to see future traffic modeling analysis.

- Would like to see railroad eliminate dinner stops in Old Town area. It's noisy because they keep the trains running. Would also like to see mixed use development south of 5th street to maximize river views and access rather than industrial development.
- Would like to see traffic modeling results for future growth projections to see if 5th or Baily would be better in terms of traffic routes (alleviating congestion on Wilsonville Road and Boones Ferry).
- Would like to see mixed use, including residential, to the south nearest the river. Should maximize the views and river use.
- Would like to see the southern parcels develop as residential due to the proximity to the river.
- Refer to planning area criteria included in Section G Planning Area document.
- Maintain access for trucking operations. Compatible uses near industrial operations is most important. Safety, minimizing truck and pedestrian/cyclist conflicts is most important.



## Boones Ferry Road to Brown Road Workshop

**Wednesday, September 21, 2016**  
**5:00 – 6:30 p.m.**



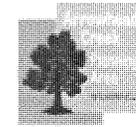
Boones Ferry Road  
to Brown Road  
Connector Corridor Plan

Please PRINT the following information:

| YOUR NAME:      | YOUR ADDRESS, CITY, ZIP:                            | EMAIL ADDRESS:       | RECEIPT OF INFORMATION LIST:                                   |
|-----------------|-----------------------------------------------------|----------------------|----------------------------------------------------------------|
| ALAN KIRK       | 30170 S.W. ORE PAC<br>WILSONVILLE, OR 97100         | AKIRK@OREPAC.<br>COM | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Don Sheckel     | 30865 SW Boones Fry                                 |                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Steve VanWechel | P.O. Box 652 Wilsonville<br>30730 SW Magnolia 97100 | stavevw.55@gmail.com | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Bob Hufford     | 26940 Grahams Ferry<br>Shrewood 97140               | bobhuff@gmail.com    | <input type="checkbox"/> I don't want to receive BF2BR updates |
| PAT REHBERG     | 11702 SW JAMAICA                                    |                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
|                 |                                                     |                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
|                 |                                                     |                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
|                 |                                                     |                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
|                 |                                                     |                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
|                 |                                                     |                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
|                 |                                                     |                      | <input type="checkbox"/> I don't want to receive BF2BR updates |

# Boones Ferry Road to Brown Road Workshop

**Wednesday, September 21, 2016**  
**5:00 – 6:30 p.m.**

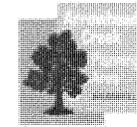


Boones Ferry Road  
to Brown Road  
Connector Corridor Plan

Please PRINT the following information:

| YOUR NAME:      | YOUR ADDRESS, CITY, ZIP:                      | EMAIL ADDRESS:                         | RECEIPT OF INFORMATION LIST:                                              |
|-----------------|-----------------------------------------------|----------------------------------------|---------------------------------------------------------------------------|
| CHRIS KALETKILO | 32033 SW GUISSE WAY<br>WILSONVILLE 97070      | CKALETKILO@<br>WESTVALECONSULTANTS.COM | <input checked="" type="checkbox"/> I don't want to receive BF2BR updates |
| Claire Colby    | Wilsonville Spokesman                         |                                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Barbara Eave    | 30995 SW OTO LN                               | b.eave@frontier.com                    | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Maribel Duran   | 30110 SW Brown Rd #23<br>Wilsonville OR 97070 | maribelldmc@gmail.com                  | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Ben ALTMAN      | 24515 SW SERENITY Way<br>97020                | ben.altman47@gmail.com                 | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Phyllis Miller  |                                               |                                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Suzanne Eilers  | 9655 SW 5th                                   |                                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                 |                                               |                                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                 |                                               |                                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                 |                                               |                                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                 |                                               |                                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |

# Boones Ferry Road to Brown Road Workshop



Wednesday, September 21, 2016

5:00 – 6:30 p.m.

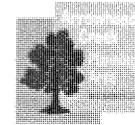
Please PRINT the following information:

| YOUR NAME:       | YOUR ADDRESS, CITY, ZIP:                             | EMAIL ADDRESS:         | RECEIPT OF INFORMATION LIST:                                              |
|------------------|------------------------------------------------------|------------------------|---------------------------------------------------------------------------|
| Barbara Bergmans | 9250 SW 4 <sup>th</sup> St <sup>Wilsonville</sup> OR | b.bergmans@fontana.com | <input checked="" type="checkbox"/> I don't want to receive BF2BR updates |
| Darin Coder      | 30170 SW Orelec Ave                                  | d                      | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Jerry Greenfield | Planning Commission                                  |                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Kate Greenfield  | 7698 SW Emery Cir. <sup>Wilsonville</sup>            | gv33kat@yahoo.com      | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| AL LEUIT         | 11702 SW JAMAICA                                     | -                      | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                  |                                                      |                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                  |                                                      |                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                  |                                                      |                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                  |                                                      |                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                  |                                                      |                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |
|                  |                                                      |                        | <input type="checkbox"/> I don't want to receive BF2BR updates            |



# Boones Ferry Road to Brown Road Workshop

**Wednesday, October 26, 2016**  
**5:00 – 6:30 p.m.**

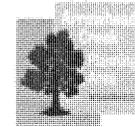


Please PRINT the following information:

| YOUR NAME:             | YOUR ADDRESS, CITY, ZIP:                       | EMAIL ADDRESS:                            | RECEIPT OF INFORMATION LIST:                                   |
|------------------------|------------------------------------------------|-------------------------------------------|----------------------------------------------------------------|
| Don & Theresa Sheckler | 30865 SW boones fry                            | tdsheckler@comcast.net                    |                                                                |
| Catherine Bergman      | 9250 SW 4 <sup>th</sup> St                     | b.bergman@frontier.com                    | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Amanda Johnson         | Sherlock Self Storage<br>30535 SW Boones Ferry | sherlockselfstorage<br>@nwselfstorage.com | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Paul Inmi              | 9463 SW TAUCH MTS ST.                          |                                           | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Darin Coder            | 30170 SW OrePac Ave                            | dcoder@orepac.com                         | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Eric Winters           | 30710 SW Magnolia                              | eric@ericwinters.com                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Doris Wehler           | 6855 SW Boeckman                               | _____                                     | <input type="checkbox"/> I don't want to receive BF2BR updates |
| ALAN RUDIS             | 11425 SW FRENCH<br>GUEN CT                     | a.rudis@frontier.com                      | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Simon Springall        | 7577 SW VLAKOS                                 | simon@springall.com                       | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Julie Liddle           | 9205 SW 5 <sup>th</sup> St.                    | bizmgr@steyrilparish.org                  | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Monica Keenan          | 9460 SW 4th St                                 | mkkeenana@gmail.com                       | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Jerry Greenfield       | Planning Commission                            |                                           | <input type="checkbox"/> I don't want to receive BF2BR updates |

# Boones Ferry Road to Brown Road Workshop

**Wednesday, October 26, 2016**  
**5:00 – 6:30 p.m.**



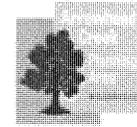
Boones Ferry Road  
to Brown Road  
Connector Corridor Plan

Please PRINT the following information:

| YOUR NAME:           | YOUR ADDRESS, CITY, ZIP:                          | EMAIL ADDRESS:                | RECEIPT OF INFORMATION LIST:                                              |
|----------------------|---------------------------------------------------|-------------------------------|---------------------------------------------------------------------------|
| Mary Brown           | Magnolia 97070<br>Wilsonville OR                  | _____                         | <input checked="" type="checkbox"/> I don't want to receive BF2BR updates |
| Kim McAvoy           | Baily Street<br>Wilsonville                       |                               | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Dave Bennett         | 31200 TRANSMISSION WAY<br>Wilsonville, OR 97070   |                               | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Joshua Smith         | 30605 SW Magnolia<br>Wilsonville, 97070           |                               | <input checked="" type="checkbox"/> I don't want to receive BF2BR updates |
| Michele Dempsey      | 30999 SW Boones Ferry Rd<br>Wilsonville, OR 97070 |                               | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| David Farrell        | 32600 SW Arbor Lake DR<br>Wilsonville 97070       |                               | <input checked="" type="checkbox"/> I don't want to receive BF2BR updates |
| Steve Nauwkecht      | 30730 SW Magnolia                                 | steve.nauwkecht@gmail.com     | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Mary Joyce Nauwkecht | 30730 SW Magnolia                                 | maryjoyce.nauwkecht@yahoo.com | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Susan & John Schenk  | 11010 SW Morey Ct 97070                           | schenk.susan3@gmail.com       | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| Mark Joseph          | 30935 SW Magnolia Ave                             | markj8507@gmail.com           | <input type="checkbox"/> I don't want to receive BF2BR updates            |
| DREW TESSERA         | 30910 SW Boones Ferry                             |                               | <input type="checkbox"/> I don't want to receive BF2BR updates            |

# Boones Ferry Road to Brown Road Workshop

**Wednesday, October 26, 2016**  
**5:00 – 6:30 p.m.**



Boones Ferry Road  
to Brown Road  
Connector Corridor Plan

Please PRINT the following information:

| YOUR NAME:              | YOUR ADDRESS, CITY, ZIP:      | EMAIL ADDRESS:            | RECEIPT OF INFORMATION LIST:                                                                 |
|-------------------------|-------------------------------|---------------------------|----------------------------------------------------------------------------------------------|
| KEVIN FERRASCI O'Malley | Wilsonville Oregon            |                           | <input type="checkbox"/> I don't want to receive BF2BR updates<br>Kevin@wilsonvilleclerk.com |
| Daniel Brown            | Wilsonville OR 97070          | crush1@gmail.com          | <input type="checkbox"/> I don't want to receive BF2BR updates                               |
| Chelby Stoeklen         | 9355 SW 5th St<br>Wilsonville | Chelbystoeklen@yahoo.com  | <input type="checkbox"/> I don't want to receive BF2BR updates                               |
| MARY-ELIZABETH HARPER   | 30605 SW<br>MAGNOLIA AVE      | mharpes01@gmail.com       | <input type="checkbox"/> I don't want to receive BF2BR updates                               |
| Randal Wortman          | 11568 SW Pealeness            | randal.wortman@gmail.com  | <input type="checkbox"/> I don't want to receive BF2BR updates                               |
| STEVE SCHOPP            | 10475 SW HELENIS              | STEVE.SCHOPP@AOL.COM      | <input type="checkbox"/> I don't want to receive BF2BR updates                               |
| Kristie Reeves          | 9455 SW 4th St                | Kristiereeves3@gmail.com  | <input type="checkbox"/> I don't want to receive BF2BR updates                               |
| Ben West                | 11072 SW Palermo St           | benjamin.bjwest@gmail.com | <input type="checkbox"/> I don't want to receive BF2BR updates                               |
| Scott Tiedtke           | 4120 N. Locust St.            | arinn@emsu.com            | <input type="checkbox"/> I don't want to receive BF2BR updates                               |
| Bob Hufford             | T.O. Box 4365                 | bobhufford@gmail.com      | <input checked="" type="checkbox"/> I don't want to receive BF2BR updates                    |
| Lynn Scheller           | 9655 SW 5th                   | -                         | <input type="checkbox"/> I don't want to receive BF2BR updates                               |

Attachment F

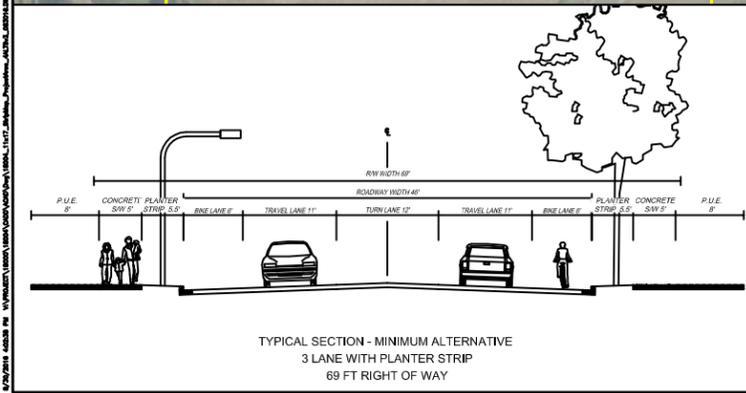
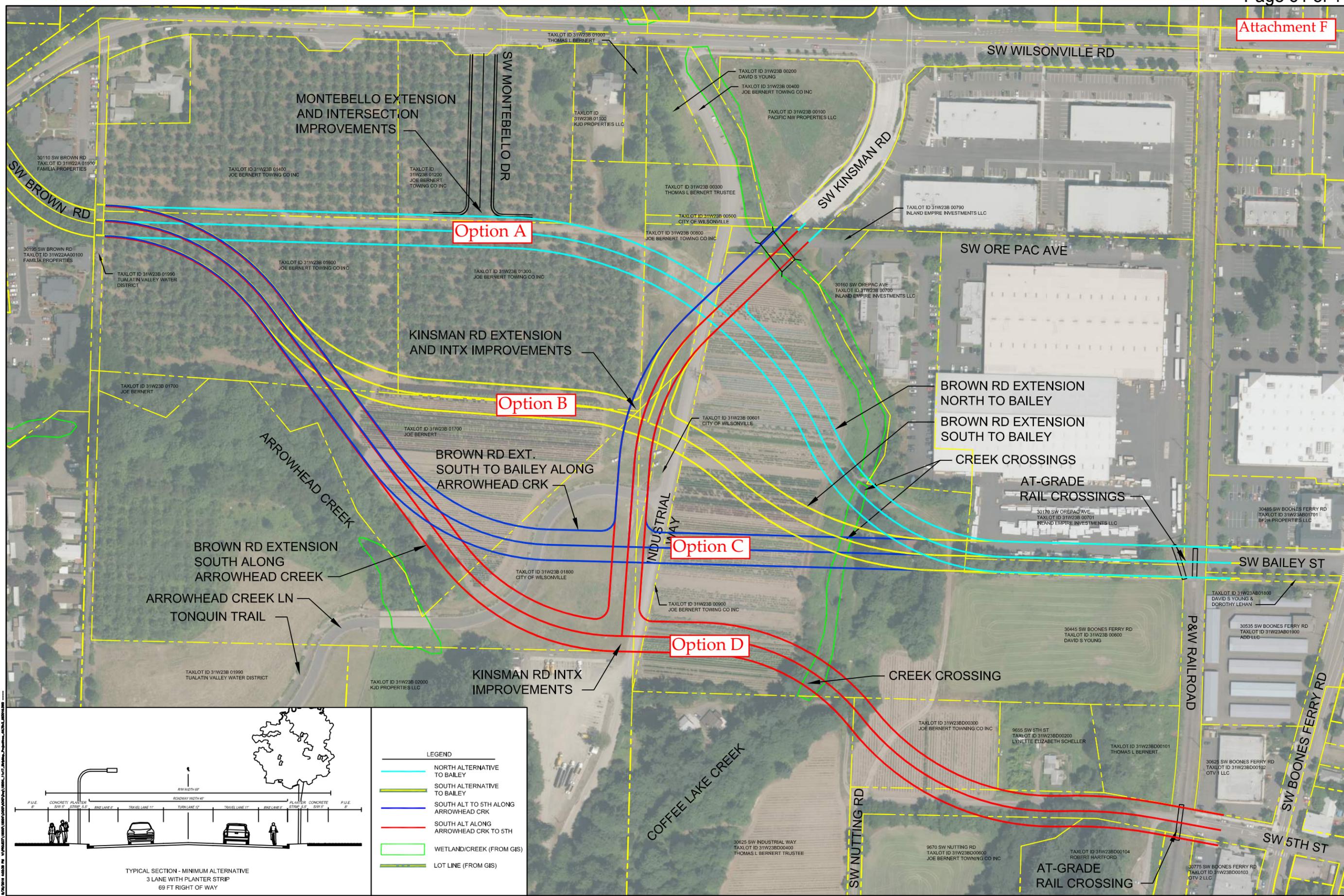


BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN  
City of Wilsonville  
Clackamas County, Oregon  
PROJECT AREA MAP



HammiGlobal Partner  
808 SW 3rd Ave, Ste. 300  
Portland, OR 97204  
Phone: (503) 287-6825  
FAX: (503) 415-2304  
www.otak.com

Project No. 18004  
8/30/2016  
Date  
Copyright 2016 ©

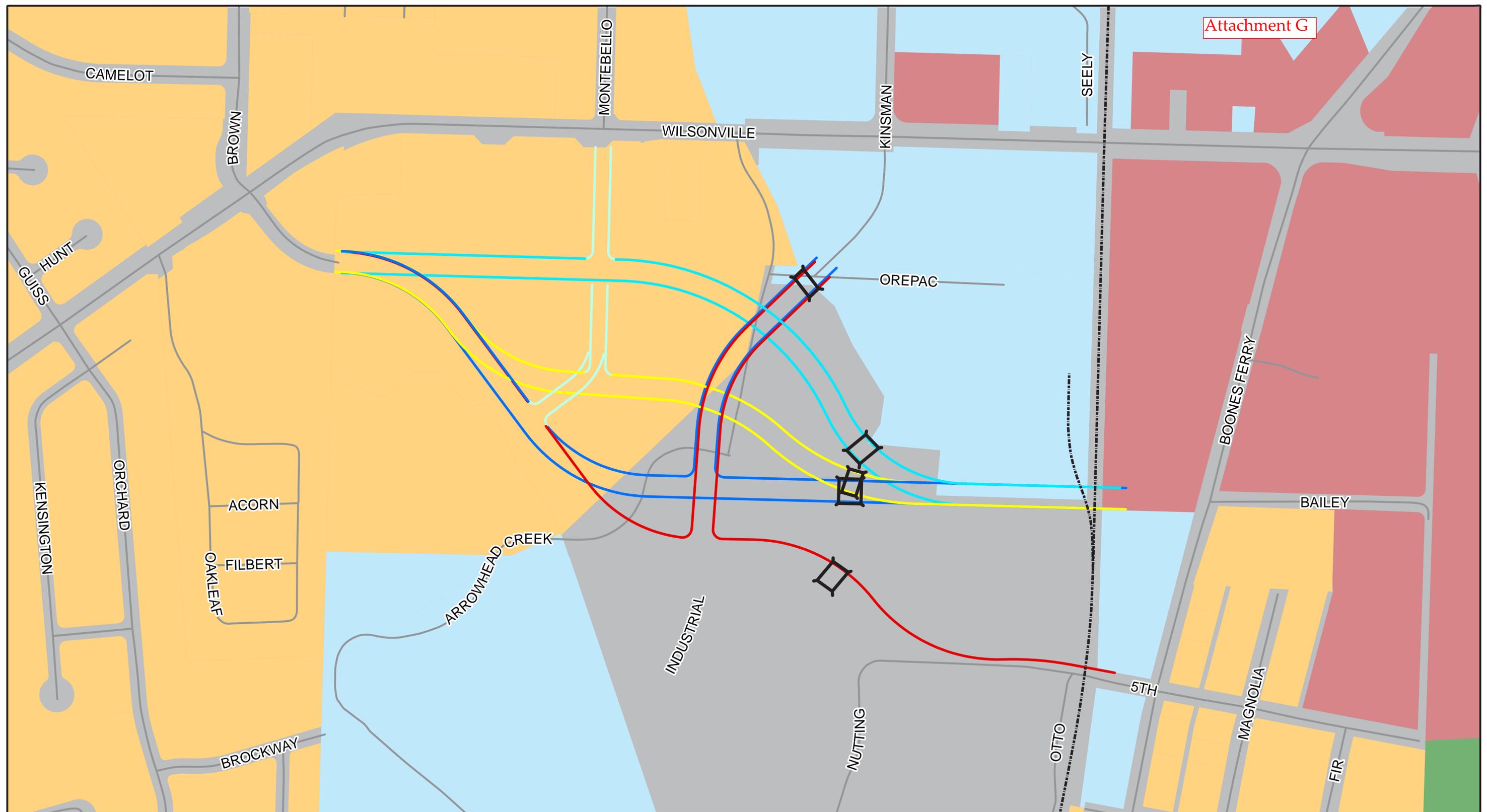


LEGEND

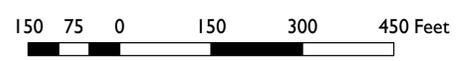
- NORTH ALTERNATIVE TO BAILEY
- SOUTH ALTERNATIVE TO BAILEY
- SOUTH ALT TO 5TH ALONG ARROWHEAD CRK
- SOUTH ALT ALONG ARROWHEAD CRK TO 5TH
- WETLAND/CREEK (FROM GIS)
- LOT LINE (FROM GIS)

TYPICAL SECTION - MINIMUM ALTERNATIVE  
3 LANE WITH PLANTER STRIP  
69 FT RIGHT OF WAY

Attachment G



**Boones Ferry Road to Brown Road Connector Corridor Plan**  
**City of Wilsonville Comprehensive Plan: Long-term plan for development**



SEPTEMBER 2016

**Alternative**

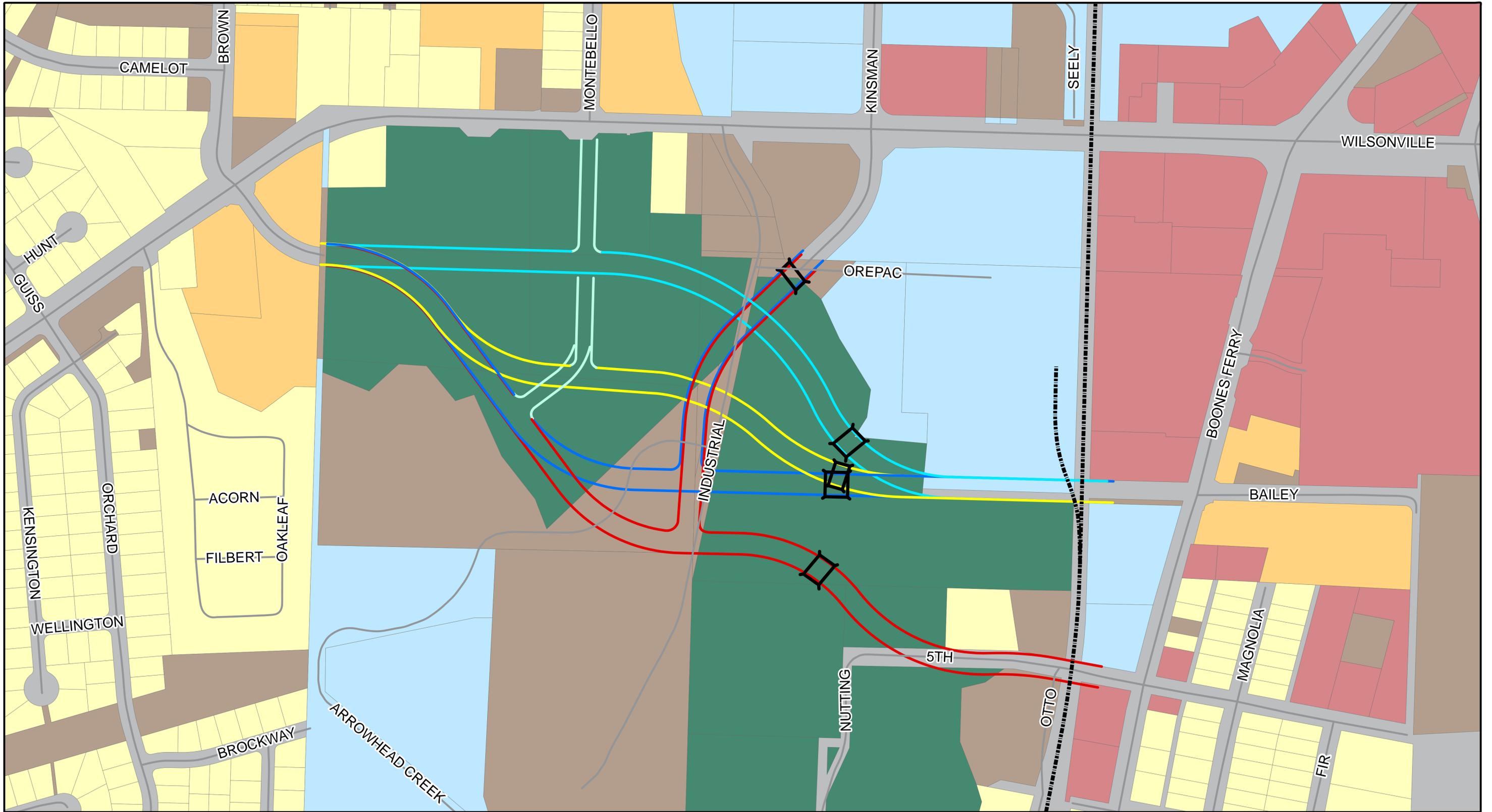
- Alt. 1 - North to Bailey
- Alt. 2 - South to Bailey
- Alt. 3 - South Arrowhead to Bailey

- Alt. 4 - South Arrowhead to 5th
- Montebello Extension
- Bridge structures over Coffee Creek
- Railroad

**Comprehensive Plan**

- Commercial
- Industrial
- Public
- Residential





# Boones Ferry Road to Brown Road Connector Corridor Plan

## How the land is used today

150 75 0 150 300 450 Feet

SEPTEMBER 2016

### Alternative

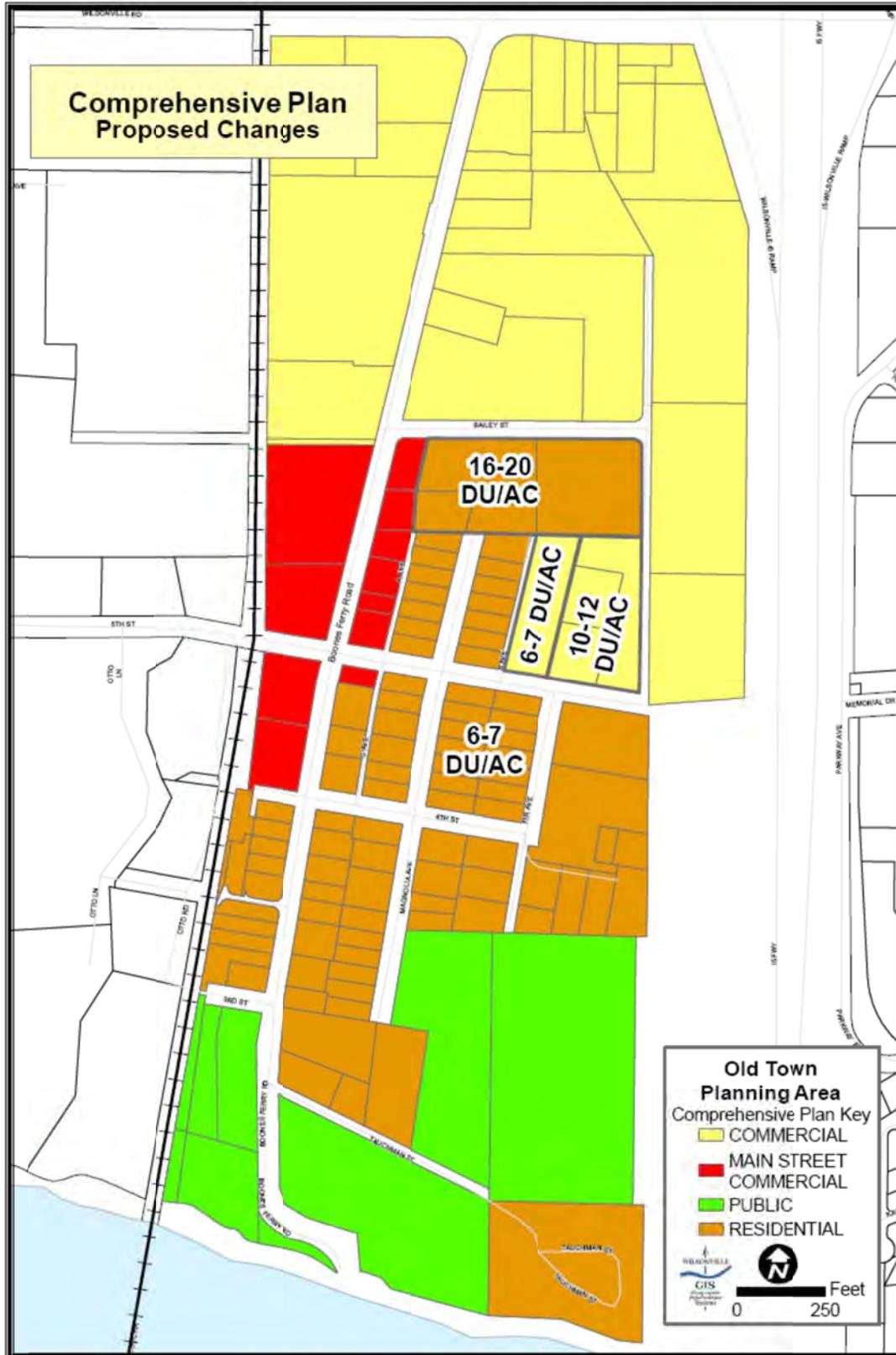
- Alt. 1 - North to Bailey
- Alt. 2 - South to Bailey
- Alt. 3 - South Arrowhead to Bailey

- Alt. 4 - South Arrowhead to 5th
- Montebello Extension
- Bridge structures over Coffee Creek
- Railroad

### Land Use

- Agriculture
- Commercial
- Industrial
- Multi-family Residential
- Rural
- Single-family Residential
- Vacant





Map 6.3. Comprehensive Plan – Proposed Changes

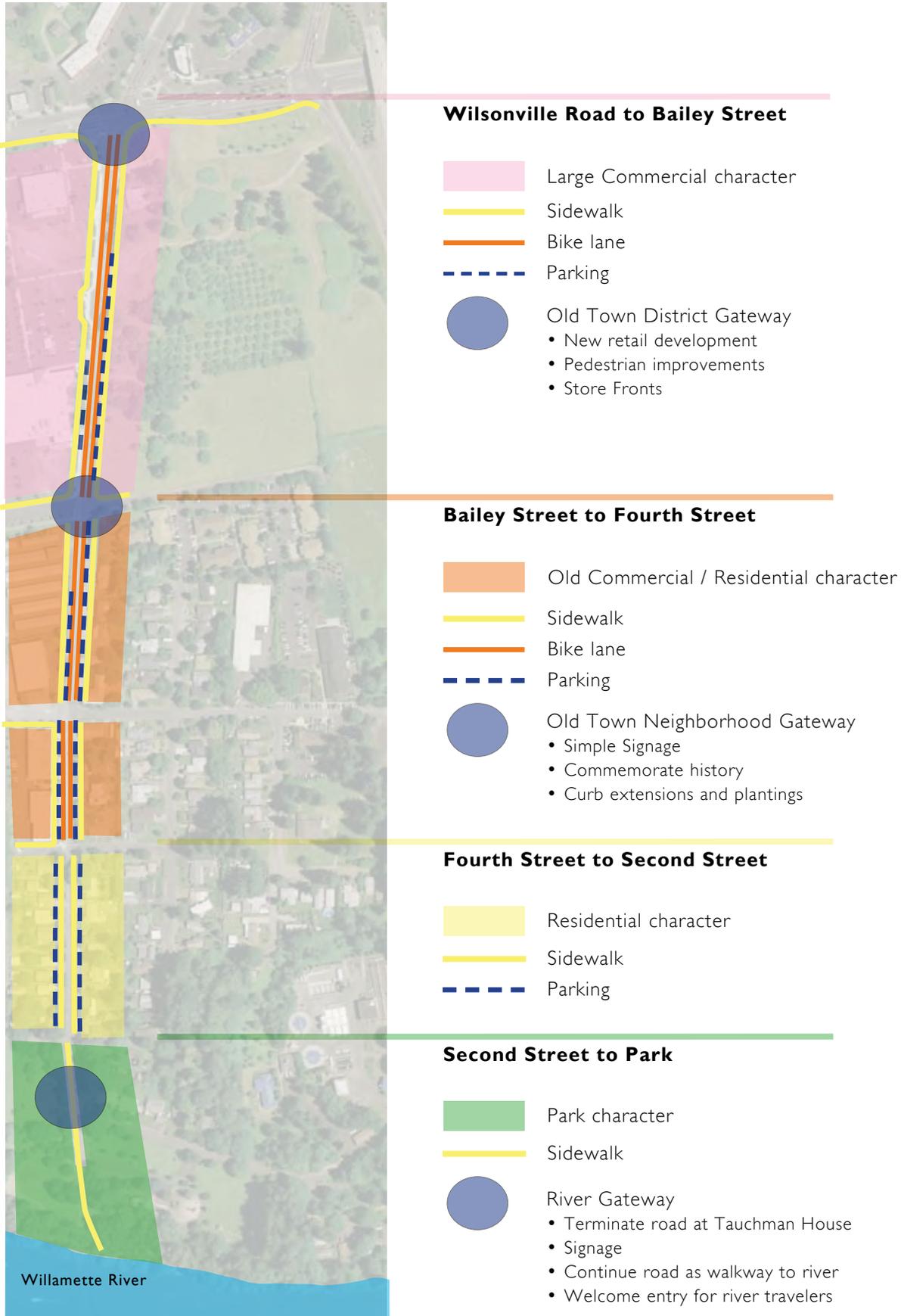


Figure 3: Diagram of Proposed Concept

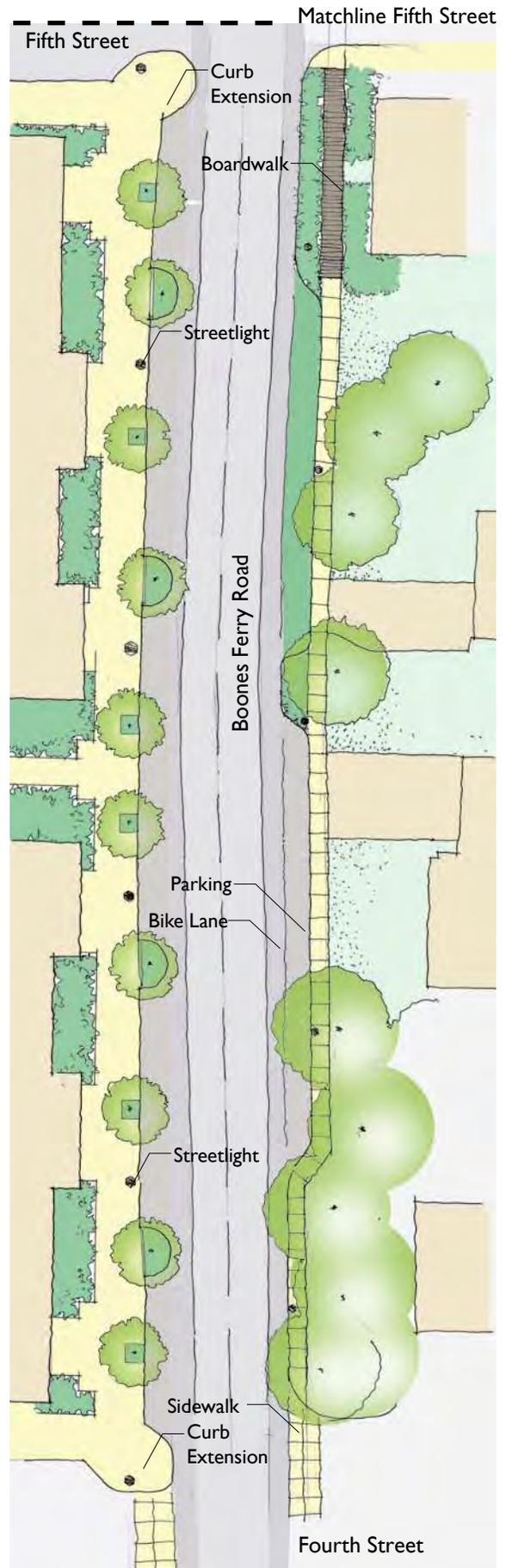
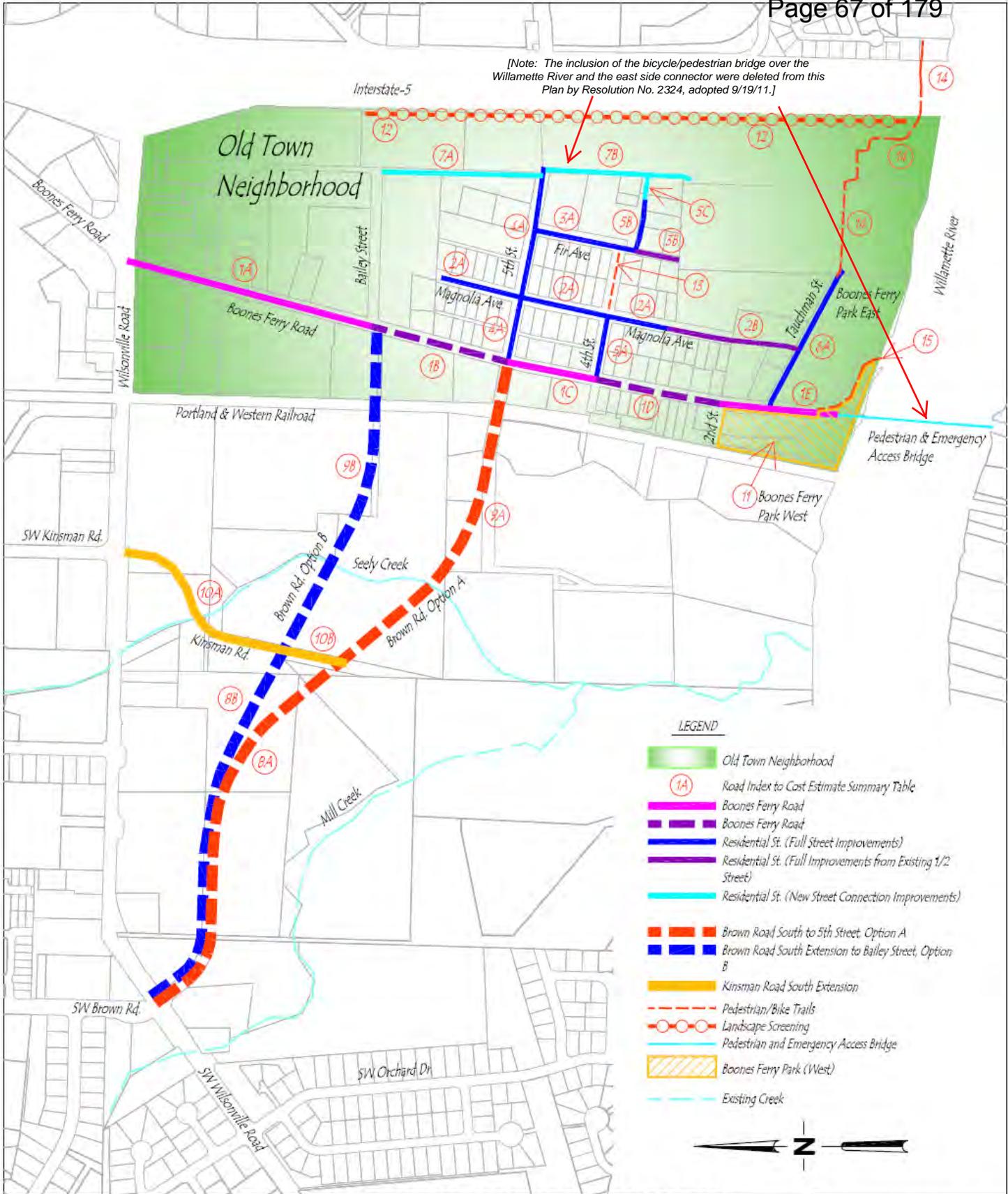


Figure 12: Bailey Road to Fourth Street Proposed Plan  
 Page 19

[Note: The inclusion of the bicycle/pedestrian bridge over the Willamette River and the east side connector were deleted from this Plan by Resolution No. 2324, adopted 9/19/11.]



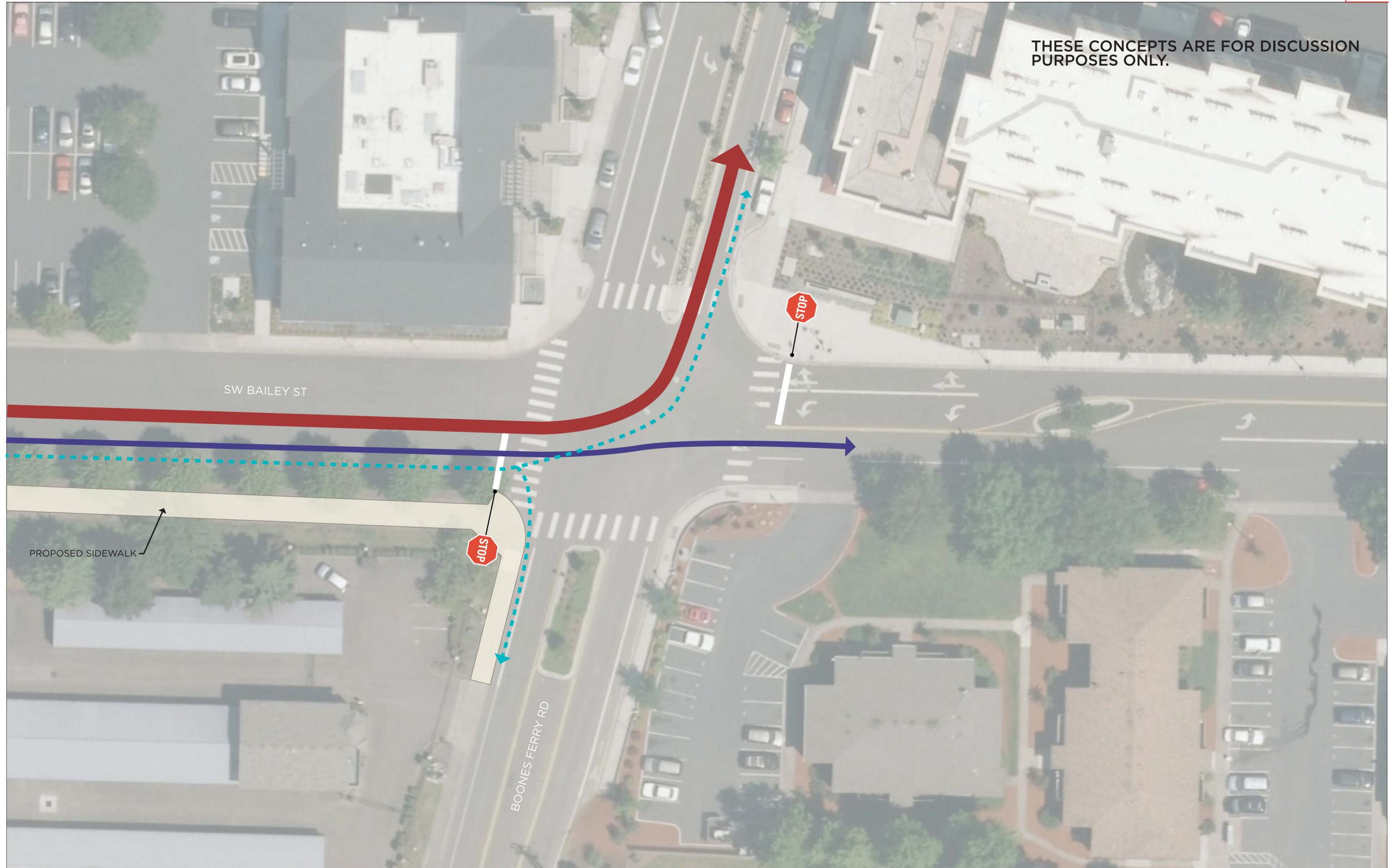
**OLD TOWN PRELIMINARY COST ESTIMATES**  
**OLD TOWN NEIGHBORHOOD**  
**IMPROVEMENTS PLAN AND POTENTIAL**  
**ROAD EXTENSION** Scale: 1" = 600'

M&S PROJECT #: 14892  
 DRAWN BY: EH/MW  
 CHECKED BY: RP  
 DATE: 06/18/08  
 SHEET NO. A1



Mackay & Sposito, Inc.

THESE CONCEPTS ARE FOR DISCUSSION PURPOSES ONLY.



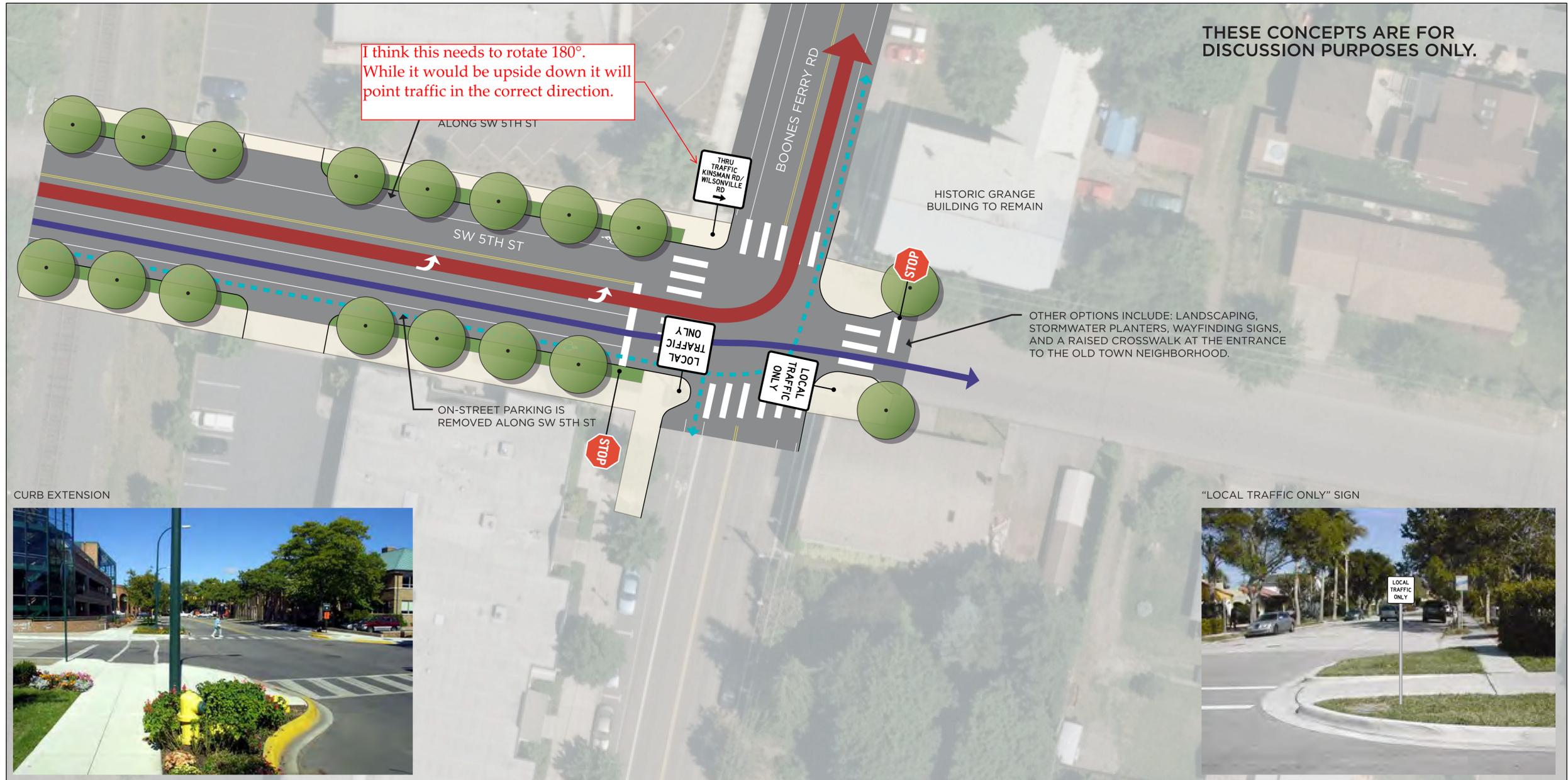
### BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN

City of Wilsonville Clackamas County, Oregon

Intersection Plan: Boones Ferry Road at Bailey St.

- CONNECTIVITY
- Primary direction of travel
  - - - Bike
  - Local access





CURB EXTENSION



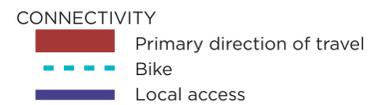
"LOCAL TRAFFIC ONLY" SIGN



### BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN

City of Wilsonville Clackamas County, Oregon

Intersection Plan: Boones Ferry Road at 5th St.





117 Commercial Street NE  
Suite 310  
Salem, OR 97301  
503.391.8773  
www.dksassociates.com

# TECHNICAL MEMORANDUM



**DATE:** October 27, 2016  
**TO:** Steve Adams, P.E., City of Wilsonville  
**FROM:** Scott Mansur, P.E., PTOE  
Jordin Ketelsen, EIT

**SUBJECT:** Boones Ferry to Brown Road Connector Study – Existing and Future Conditions P16112-000

Existing and future conditions analysis was performed to set the stage in the comparison for two east-west connector alternatives located between Brown Road (to the west) and Boones Ferry Road (to the east) in Wilsonville, Oregon. This memorandum documents the related background information, existing traffic conditions, and future network conditions. A summary of the memorandum findings is then provided.

## Background

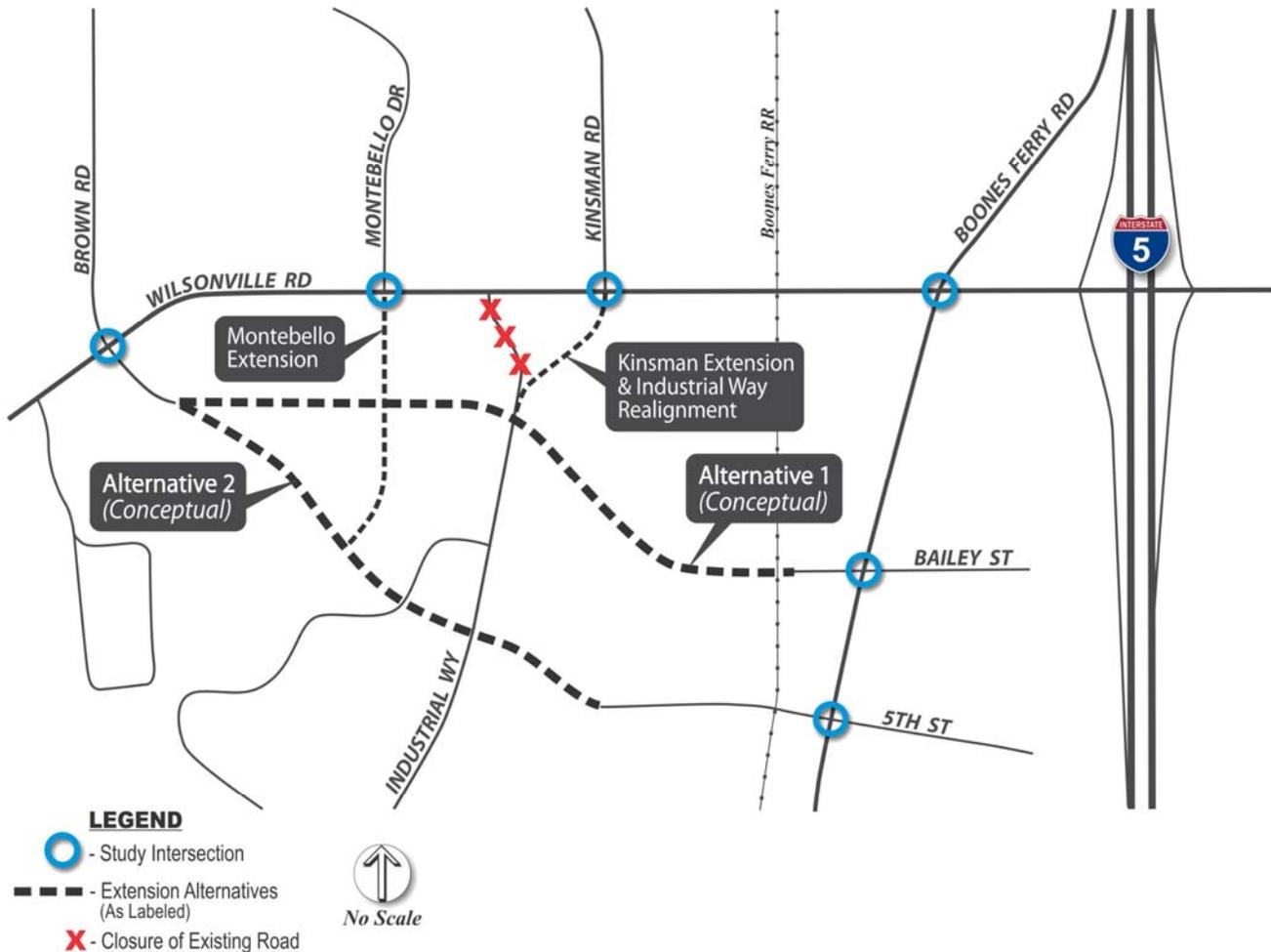
Brown Road runs north-south and is located on the west side of the City of Wilsonville. North of Wilsonville Road, Brown Road provides connectivity to the Villebois development and several other residential areas and is classified as a Collector. It extends a few hundred feet south of Wilsonville Road and provides access to existing apartment complexes. The east-west connector alignments would be south of Wilsonville Road and connect the south end of Brown Road to Boones Ferry Road, but would connect to Boones Ferry Road at either Bailey Street or 5<sup>th</sup> Street as shown Figure 1 at the top of the next page.

Both connection options are included in the City’s Transportation System Plan (TSP) and are identified as Project RE-04A. <sup>1</sup> The TSP indicates that the Boones Ferry Road to Brown Road connector will provide north to south street connections at both Kinsman Road and Montebello Drive. It will be a two-lane roadway and classified as a collector. The extension will be approximately one-half mile in length and passes through existing undeveloped properties.<sup>2</sup> This new roadway is important because it will provide a parallel route to Wilsonville Road that will relieve congestion (particularly at the Wilsonville Road/Boones Ferry Road intersection), provide a secondary access to Old Town, and accommodate new development south of Wilsonville Road.

The northern segment of Industrial Way that currently intersects Wilsonville Road (classified here as a minor arterial) does not meet City access spacing standards and will be removed or may be converted into a bicycle and pedestrian path once the southern Kinsman Road extension is completed. The existing Wilsonville Road/Kinsman Road intersection is signal controlled and the south leg was recently constructed and serves as the main access to the industrial development south of Wilsonville Road.

<sup>1</sup> City of Wilsonville Transportation System Plan, Adopted June 17, 2013.

<sup>2</sup> The City of Wilsonville Comprehensive Plan currently designates these properties as residential and industrial uses.



**Figure 1: East-West Connector Alignment Alternatives Concept Drawing**

The Montebello Drive extension will run north-south and connect Wilsonville Road to the Boones Ferry Road to Brown Road connector. The existing Wilsonville Road/Montebello Drive intersection is signal controlled and has three existing active legs and an inactive south leg stub, which were constructed as part of the Wilsonville Road Phase 2A construction.

### Existing Traffic Conditions

Key roadways in the study area are summarized in Table 1 at the top of the next page along with their existing roadway characteristics. The following sections include discussion on the existing traffic volumes and operations.

**Table 1: Study Area Roadway Characteristics**

| Roadway           | Classification                             | Number of Lanes | Posted Speed | Sidewalks                                                                          | Bike Lanes                                                                  |
|-------------------|--------------------------------------------|-----------------|--------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Wilsonville Road  | Minor Arterial/Major Arterial <sup>a</sup> | 2-4             | 25-35        | Yes                                                                                | Yes                                                                         |
| Boones Ferry Road | Collector                                  | 2-4             | 25           | West side only from 4 <sup>th</sup> St to Bailey St, Both sides north of Bailey St | West side only from Tauchman St to Bailey St, Both sides north of Bailey St |
| Brown Road        | Collector                                  | 2               | 35           | Yes                                                                                | No                                                                          |
| Montebello Drive  | Local Road                                 | 2               | 25           | Yes                                                                                | No                                                                          |
| Kinsman Road      | Minor Arterial/Collector <sup>b</sup>      | 2               | 40           | Yes                                                                                | Yes                                                                         |
| Bailey Street     | Collector                                  | 2               | None         | Yes <sup>c</sup>                                                                   | No                                                                          |
| 5th Street        | Local Road/Collector                       | 2               | None         | West of Boones Ferry Rd                                                            | West of Boones Ferry Rd                                                     |

<sup>a</sup> Minor arterial west of Kinsman Road, Major arterial east of Kinsman Road

<sup>b</sup> Minor Arterial north of Wilsonville Road, Collector south of Wilsonville Road

<sup>c</sup> There are no sidewalks west of Boones Ferry Road on south side

### **Existing Traffic Volumes**

Existing 2016 PM Peak Hour traffic volumes were collected from intersection turn movement counts conducted on June 7, 2016 at the following study intersections:

- Wilsonville Road/Brown Road
- Wilsonville Road/Montebello Drive
- Wilsonville Road/Boones Ferry Road
- Wilsonville Road/Kinsman Road
- Boones Ferry Road/Bailey Street
- Boones Ferry Road/5<sup>th</sup> Street

The existing volumes utilized for the existing conditions analysis can be seen in Figure 2. Also shown in this figure are the existing condition volumes from a previous alignment study<sup>3</sup> conducted by OBEC in 2009.<sup>4</sup> A comparison between the 2016 motor vehicle volumes and the 2009 motor vehicle volumes can also be found in Figure 2.

This comparison shows the changes that have occurred on Wilsonville Road and Boones Ferry Road since 2009.

Since traffic counts were taken in 2009, the Fred Meyer development, several Villeboise neighborhoods, Coca Cola expansion, and Wilsonville Business Park were constructed. Other developments in the study area include the SMART/TriMet Transit/WES Commuter Rail Center, Fred Meyer Gas conversion (from Chevron), Wilsonville Endodontics, Sherlock Mini Storage, and Wilsonville Self-Storage.

<sup>3</sup>OBEC *Alternative Analysis Summary*, April 16, 2009

<sup>4</sup> Wilsonville Road/Boones Ferry Road intersection traffic volumes were from 2008 as part of the 2009 Fred Meyer Transportation Impact Study

Constructed alongside these developments were road extensions that diverted some east-west traffic from Wilsonville Road. Tooze Road was extended to Boeckman Road and opened to traffic in June 2008; this made Boeckman Road an available east-west route option. Later, Villebois Drive was extended north to Tooze Road/Boeckman Road and likely decreased east-west traffic on Wilsonville Road even further. The Barber Street extension was completed in 2015, which created an additional connection to Villebois.

These changes present themselves in predictable ways; less through traffic on Wilsonville Road due to the Tooze Road extension, Villebois Drive extension, and Barber Street extension, as well as greater vehicle volumes on Boones Ferry Road due to the Fred Meyer development and other developments along that road. As shown, motor vehicle volumes near 5<sup>th</sup> Street and Bailey Street remain relatively similar from 2009 to 2016.

### **Existing Intersection Operations**

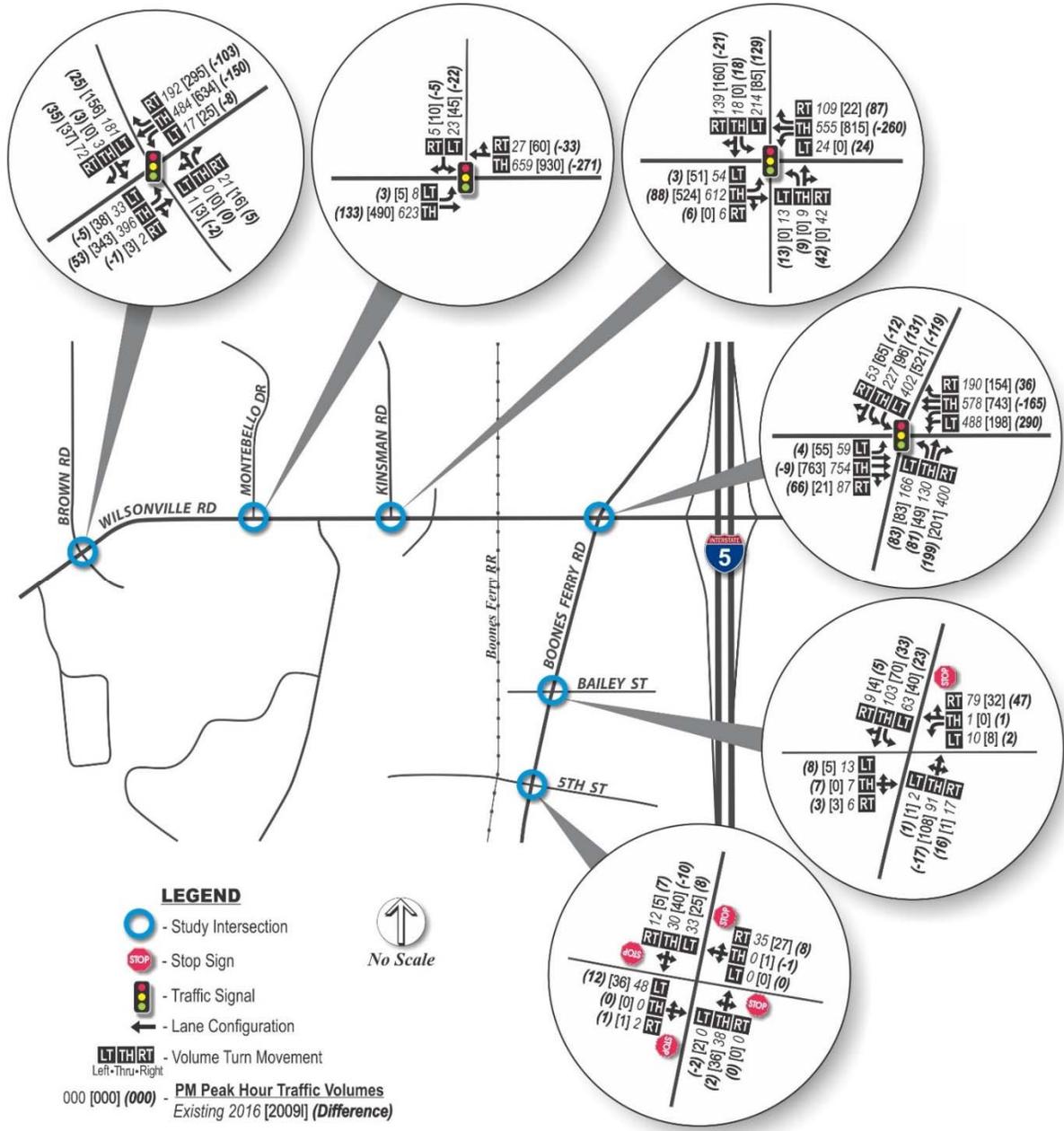
Existing traffic conditions at the study intersections were analyzed to understand existing study area traffic operations and to provide a baseline for comparing the future Boones Ferry Road to Brown Road connector alternatives. The existing PM Peak Hour traffic operations at the study intersections were determined based on the *2000 Highway Capacity Manual* methodology<sup>5</sup> for signalized intersections and *2010 Highway Capacity Manual*<sup>6</sup> methodology for unsignalized intersections. The estimated average delay, level of service (LOS), and volume to capacity (v/c) ratio of each study intersection are shown in Table 2. As shown in the table, all intersections currently meet the City of Wilsonville LOS D operating standard.

**Table 2: 2016 Existing PM Peak Hour Study Intersection Operating Conditions**

| Intersection                                    | Operating Standard | PM Peak Hour                                                      |     |      |
|-------------------------------------------------|--------------------|-------------------------------------------------------------------|-----|------|
|                                                 |                    | Delay                                                             | LOS | V/C  |
| <i>Signalized</i>                               |                    |                                                                   |     |      |
| Wilsonville Rd/Brown Rd                         | LOS D              | 19.2                                                              | B   | 0.45 |
| Wilsonville Rd/Montebello Dr                    | LOS D              | 6.1                                                               | A   | 0.46 |
| Wilsonville Rd/Kinsman Rd                       | LOS D              | 24.6                                                              | C   | 0.63 |
| Wilsonville Rd/Boones Ferry Rd                  | LOS D              | 40.1                                                              | D   | 0.81 |
| <i>Unsignalized</i>                             |                    |                                                                   |     |      |
| Boones Ferry Rd/Bailey St                       | LOS D              | 12.8                                                              | A/B | 0.10 |
| Boones Ferry Rd/5 <sup>th</sup> St              | LOS D              | 10.3                                                              | A/B | 0.08 |
| Signalized Intersections:                       |                    | Unsignalized Intersections:                                       |     |      |
| Delay = Average Stopped Delay per Vehicle (sec) |                    | Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement |     |      |
| LOS = Level of Service of Intersection          |                    | LOS = Level of Service of Major Street/Minor Street               |     |      |
| V/C = Volume-to-Capacity Ratio of Intersection  |                    | V/C = Volume-to-Capacity Ratio of Worst Movement                  |     |      |

<sup>5</sup> *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

<sup>6</sup> *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2010.



**Figure 2: 2016 Existing PM Peak Hour Traffic Volumes**

It is important to note that when traffic incidents occur on I-5 and I-205 such that the additional traffic exceeds the existing ramp meter capacity or the I-5 mainline falls below the threshold required to accommodate the existing levels of traffic, the I-5/SW Wilsonville Road interchange area (which includes the Wilsonville Road/Boones Ferry Road intersection) is significantly impacted and vehicles experience traffic delays similar to level of service “F” (greater than 80 seconds of delay).



**Access Spacing**

To improve traffic flow and safety, the City of Wilsonville limits access to higher classification roadways to reduce conflicts between vehicles on the roadway and vehicles entering or exiting the roadway. Table 3-2 in the TSP lists the City’s desired and minimum spacing for a Minor Arterial road as 1,000 feet and 600 feet, respectively. Spacing between Brown Road, Montebello Road and Kinsman Road along Wilsonville Road are all above the City’s minimum spacing standards. However, it is recommended that the City remove the curb cut just west of Montebello Road intersection because it is only approximately 350 feet away from the Montebello Road intersection and therefore does not meet access spacing requirements. Furthermore, spacing for a Collector Road such as Boones Ferry Road is 300 feet.

**Table 3-2. Access Spacing Standards**

| Functional Classification | Access Spacing Standards <sup>a</sup> |          |
|---------------------------|---------------------------------------|----------|
|                           | Desired <sup>b</sup>                  | Minimum  |
| Near Interchanges         | ODOT Requires 1,320 ft                |          |
| Major Arterial            | 1,320 ft                              | 1,000 ft |
| Minor Arterial            | 1,000 ft                              | 600 ft   |
| Collector                 | 300 ft                                | 100 ft   |
| Local Street              | Access Permitted to Each Lot          |          |

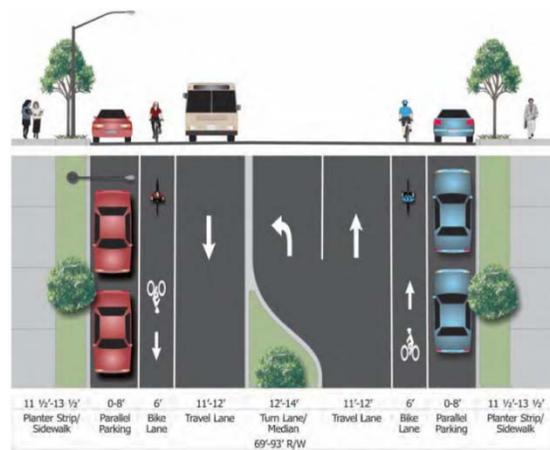
**Pedestrian and Bicycle Facilities**

Currently, there are 5-foot bicycle lanes and sidewalks present in both the eastbound and westbound directions on Wilsonville Road from Brown Road to Boones Ferry Road. Boones Ferry Road also has standard 6-foot bicycle lanes and sidewalks in both directions from Wilsonville Road to Bailey Street. At Bailey Street, there is only a bicycle lane and sidewalk in the southbound direction.



**Ice Age Tonquin Trail in Study Area**

The City plans to build a network of bicycle lanes and shared-use paths within the study area which will provide important connections to destinations throughout the city. Planned shared-use facilities in the study area include the Ice Age Tonquin Trail continuation. As shown in the figure to the right, the Tonquin Trail currently terminates at the bridge on Arrowhead Creek Lane but is planned to run along the new Boones Ferry Road to Brown Road Connector to SW Boones Ferry Road. The City is currently looking for funding to upgrade or replace the bicycle/pedestrian path under the I-5 bridge connecting Kalyca Terrace subdivision to Boones Ferry Park. The proposed extension of the Tonquin Trail is anticipated to connect to this crossing.



**Collector Street Cross-Section Standards**

The Boones Ferry Road to Brown Road connector will be a Collector roadway that includes bicycle lanes and sidewalk (see Collector Street Standards figure from the City’s TSP). However, the existing portion of Brown Road just south of Wilsonville Road does not include bicycle lanes, lacks sufficient width to accommodate three lanes and two bike lanes, and will require modification to include bicycle facilities.



## Future Traffic Conditions

The following sections include discussion on the future 2035 traffic volumes and operations.

### Future Traffic Volumes

Future traffic forecasts were performed for a 2035 horizon year based on the Metro Gamma Model that was refined for the City of Wilsonville. Within the study area, the model used HCM node delays at the intersections and travel times on the roadway links to perform the traffic assignment. The raw model volumes were post-processed to estimate 2035 turn movement volumes at the future study intersections which are shown in Figure 3 on the next page. As shown, the majority of traffic growth between 2016 and 2035 is expected to occur at the Boones Ferry Road/Wilsonville Road intersection with moderate traffic volume increases at the remaining study intersections.

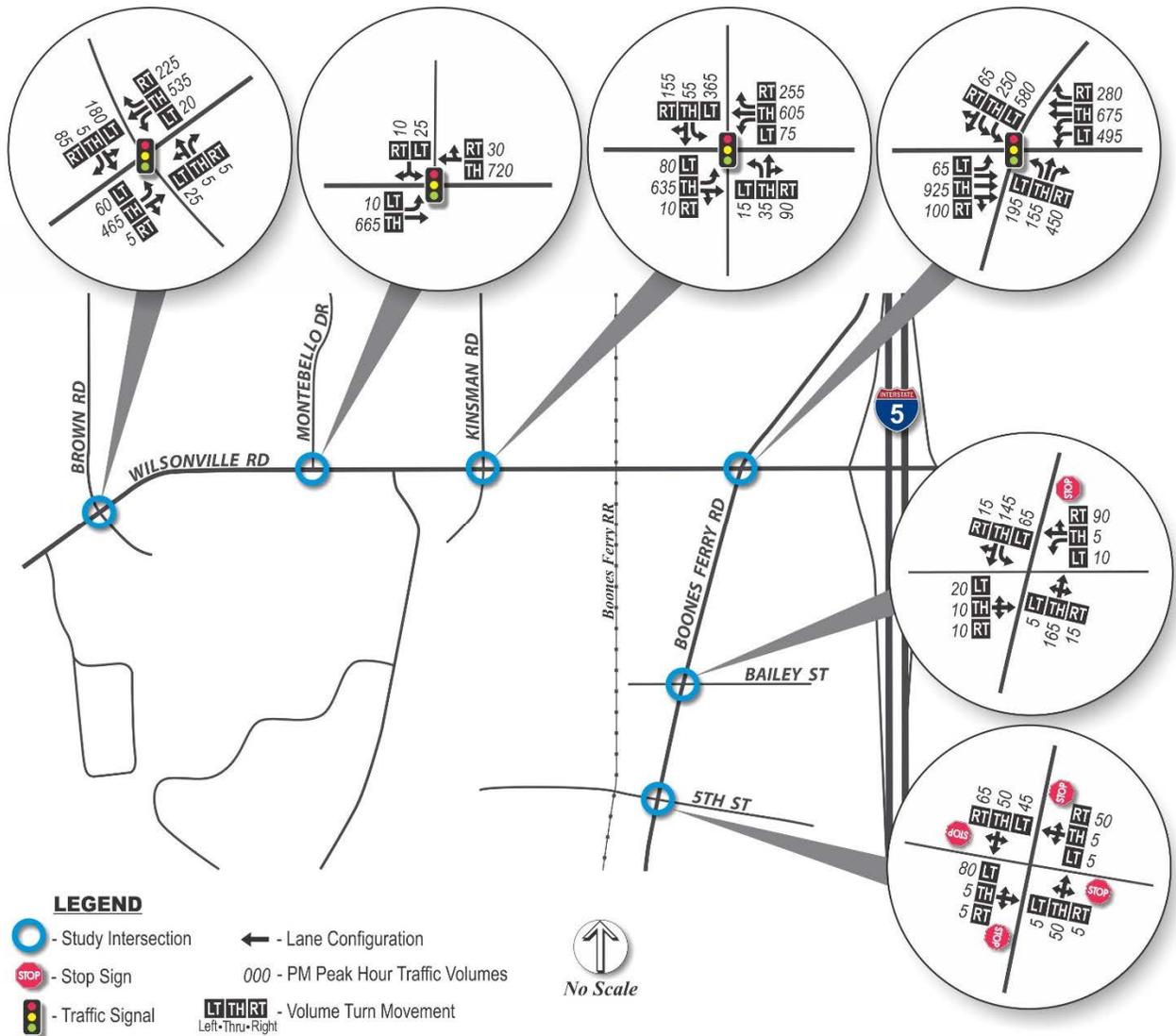
### Future Intersection Operations

Transportation demand modeling of the future roadway network in the vicinity of the east-west connector was performed for the 2035 horizon year for a no build scenario. The purpose of the modeling was to estimate the future traffic volumes under the existing road network.

The future no build PM Peak Hour traffic operations at the study intersections were determined based on the *2000 Highway Capacity Manual* methodology for signalized intersections and *2010 Highway Capacity Methodology* for unsignalized intersections. The estimated average delay, level of service (LOS), and volume to capacity (v/c) ratio of each study intersection are shown in Table 2. As shown in the table, all intersections currently meet the City of Wilsonville LOS D operating standard but have higher delays and v/c ratios than the existing operating conditions. However, if congestion issues caused by traffic incidents and the capacity of I-5 across the Boone Bridge are not resolved, it is important to note that the interchange area LOS and V/C will continue to degrade as traffic demand increases and vehicles are likely to more often experience traffic delays similar to level of service "F" (greater than 80 seconds of delay).

**Table 3: 2035 Future No Build PM Peak Hour Study Intersection Operating Conditions**

| Intersection                                                                                                                                                             | Operating Standard | PM Peak Hour                                                                                                                                                                                                |     |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|
|                                                                                                                                                                          |                    | Delay                                                                                                                                                                                                       | LOS | V/C  |
| <i>Signalized</i>                                                                                                                                                        |                    |                                                                                                                                                                                                             |     |      |
| Wilsonville Rd/Brown Rd                                                                                                                                                  | LOS D              | 23.2                                                                                                                                                                                                        | C   | 0.53 |
| Wilsonville Rd/Montebello Dr                                                                                                                                             | LOS D              | 7.3                                                                                                                                                                                                         | A   | 0.50 |
| Wilsonville Rd/Kinsman Rd                                                                                                                                                | LOS D              | 33.2                                                                                                                                                                                                        | C   | 0.75 |
| Wilsonville Rd/Boones Ferry Rd                                                                                                                                           | LOS D              | 56.5                                                                                                                                                                                                        | E   | 0.91 |
| <i>Unsignalized</i>                                                                                                                                                      |                    |                                                                                                                                                                                                             |     |      |
| Boones Ferry Rd/Bailey St                                                                                                                                                | LOS D              | 13.9                                                                                                                                                                                                        | A/B | 0.12 |
| Boones Ferry Rd/5 <sup>th</sup> St                                                                                                                                       | LOS D              | 11.2                                                                                                                                                                                                        | A/B | 0.10 |
| Signalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec)<br>LOS = Level of Service of Intersection<br>V/C = Volume-to-Capacity Ratio of Intersection |                    | Unsignalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement<br>LOS = Level of Service of Major Street/Minor Street<br>V/C = Volume-to-Capacity Ratio of Worst Movement |     |      |



**Figure 3: Future 2035 PM Peak Hour Traffic Volumes**

**Corridor Travel Times on Wilsonville Road**

The corridor travel times for Wilsonville Road were observed to be approximately 2 minutes and 15 seconds in both directions under existing conditions. These travel times are expected to increase an average of 10 seconds going eastbound and an average of 35 seconds traveling westbound in the year 2035. The implementation of either alternative is expected to alleviate much of the travel time increase from existing conditions to 2035 no-build conditions. However, when incidents and congestion on I-5 impact Wilsonville Road, the east-west travel times will be affected. A Boones Ferry Road to Brown Road connector south of Wilsonville Road will provide an alternative route from the Boones Ferry Road commercial districts to residential areas in west Wilsonville.



## Summary

Below is a summary of the findings in this technical memorandum:

- An east-west connector between Brown Road to Boones Ferry Road is being considered in order to alleviate congestion on Wilsonville Road create access to new development south of Wilsonville Road, and provide a secondary route to access the Old Town neighborhood. This connector would satisfy the City of Wilsonville’s goal to improve connectivity by constructing parallel facilities spaced at regular intervals to provide alternative routes and choices for all modes even where significant barriers exist such as the Willamette River and I-5.
- The PM peak hour traffic operations for the existing conditions meet the City of Wilsonville operating standard of LOS D when not influenced by congestion or an incident on I-5.
- The proposed Boones Ferry Road to Brown Road connector would meet the access spacing standards outlined in the City’s TSP. The future intersection on the south side of Wilsonville Road approximately 350 feet west of Montebello Road should be removed as it would not meet access spacing standards.
- The PM peak hour traffic operations for the future no-build conditions also meet the standard LOS D, but indicate increased congestion in the six study intersections.
- When traffic incidents occur on I-5 and I-205 such that the additional traffic exceeds the existing ramp meter capacity or the I-5 mainline cannot deliver the existing traffic flow, the I-5/SW Wilsonville Road interchange area (which includes the Wilsonville Road/Boones Ferry Road intersection) is significantly impacted and vehicles experience traffic delays similar to level of service “F” (greater than 80 seconds of delay).



117 Commercial Street NE  
Suite 310  
Salem, OR 97301  
503.391.8773  
www.dksassociates.com

# TECHNICAL MEMORANDUM

**DATE:** October 27, 2016  
**TO:** Steve Adams, P.E., City of Wilsonville  
**FROM:** Scott Mansur, P.E., PTOE  
Jordin Ketelsen, EIT



EXPIRES: 12-31-2016

**SUBJECT:** Boones Ferry Road to Brown Road Connector Alternatives Analysis

PL16142-000

## Background

This memorandum expands upon the *Existing and Future Conditions Memorandum* which included existing and future conditions analysis on the proposed Boones Ferry Road to Brown Road Connector in Wilsonville, Oregon.<sup>1</sup> That analysis was performed to set the stage for the comparison of two Boones Ferry Road to Brown Road Connector alternatives, both of which will extend from the existing south end of Brown Road but differ on where they will connect to Boones Ferry Road. The Bailey Street



**Congestion on Wilsonville Road**

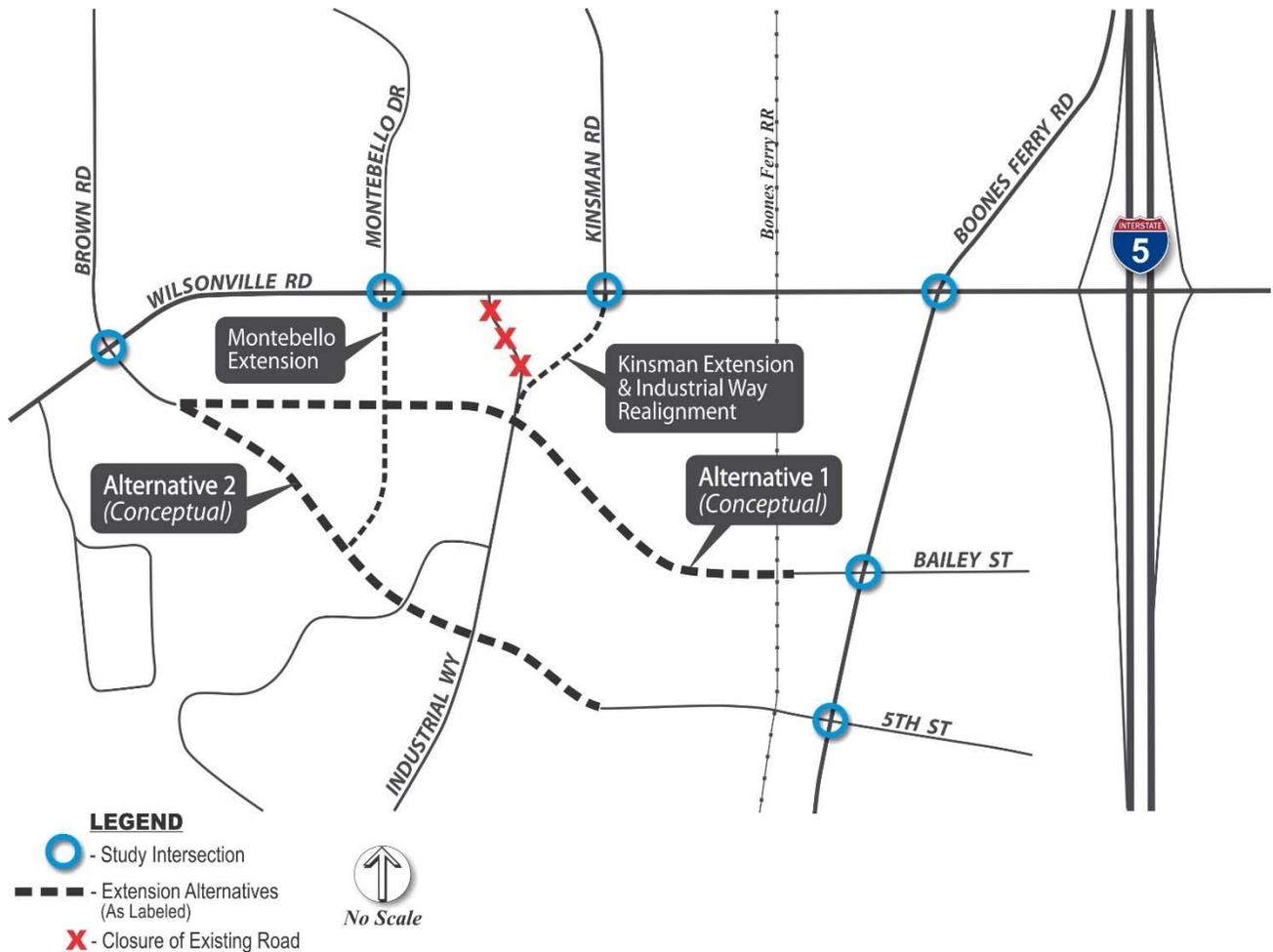
Alternative will connect to Boones Ferry Road at Bailey Street and the 5th Street Alternative will connect to Boones Ferry Road at 5<sup>th</sup> Street. This memorandum documents the comparison of the two alternatives and provides a summary of the findings.

<sup>1</sup> Boones Ferry Road to Brown Road Connector Study - Existing and Future Conditions, DKS Associates, August 2016, 2016



## Comparison of Alternatives

The following section includes discussion on the comparison of the two Boones Ferry Road to Brown Road Connector alternatives. Figure 1 below shows the two alternatives (conceptually) and the study area. Factors such as traffic volumes, intersection operations, corridor travel times, lane configuration needs, and transit service are considered for the two alternatives, and are detailed in the rest of the memorandum.



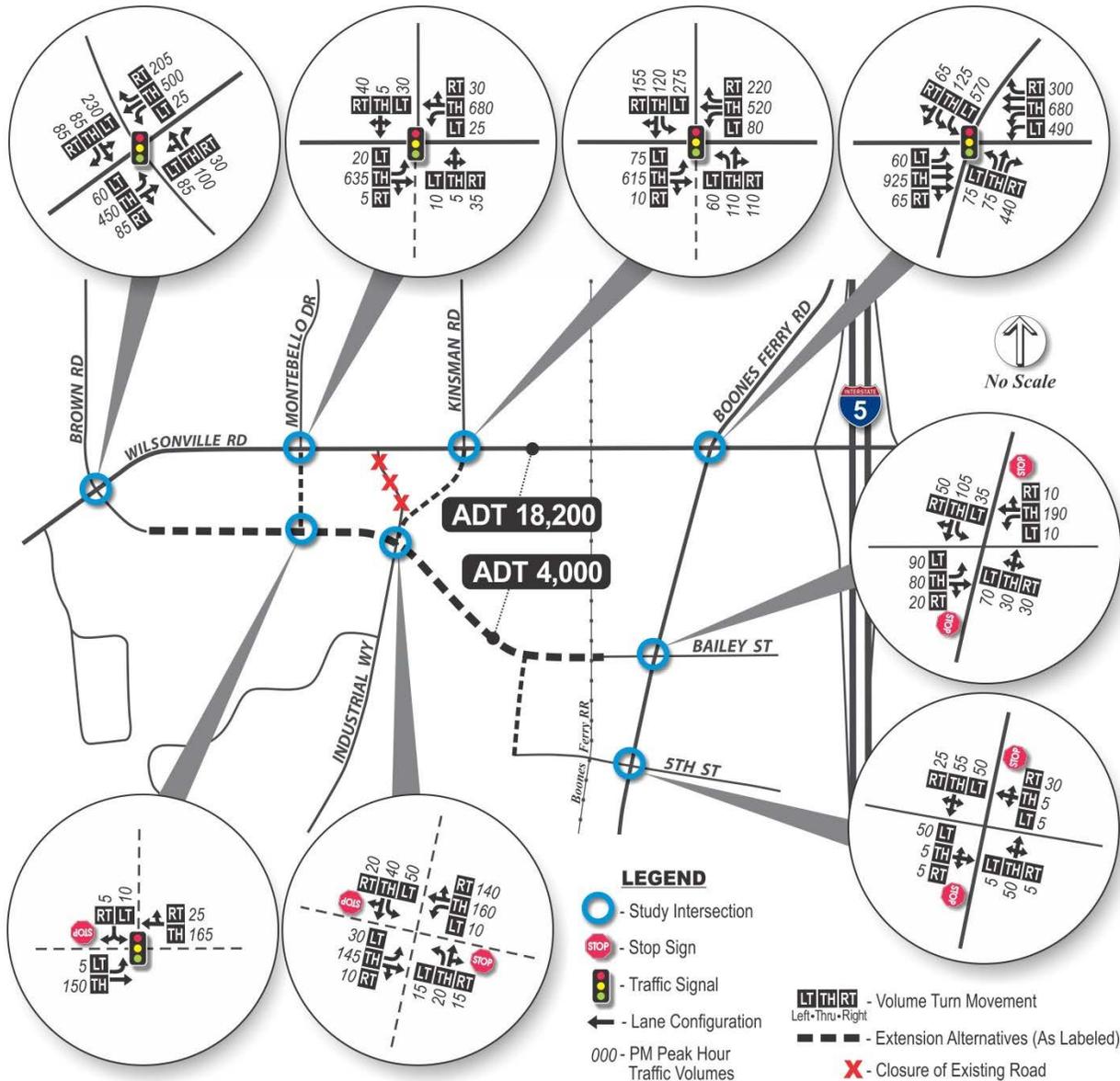
**Figure 1: Boones Ferry Road to Brown Road Connector Alignment Alternatives Conceptual Drawing**

### Traffic Volumes

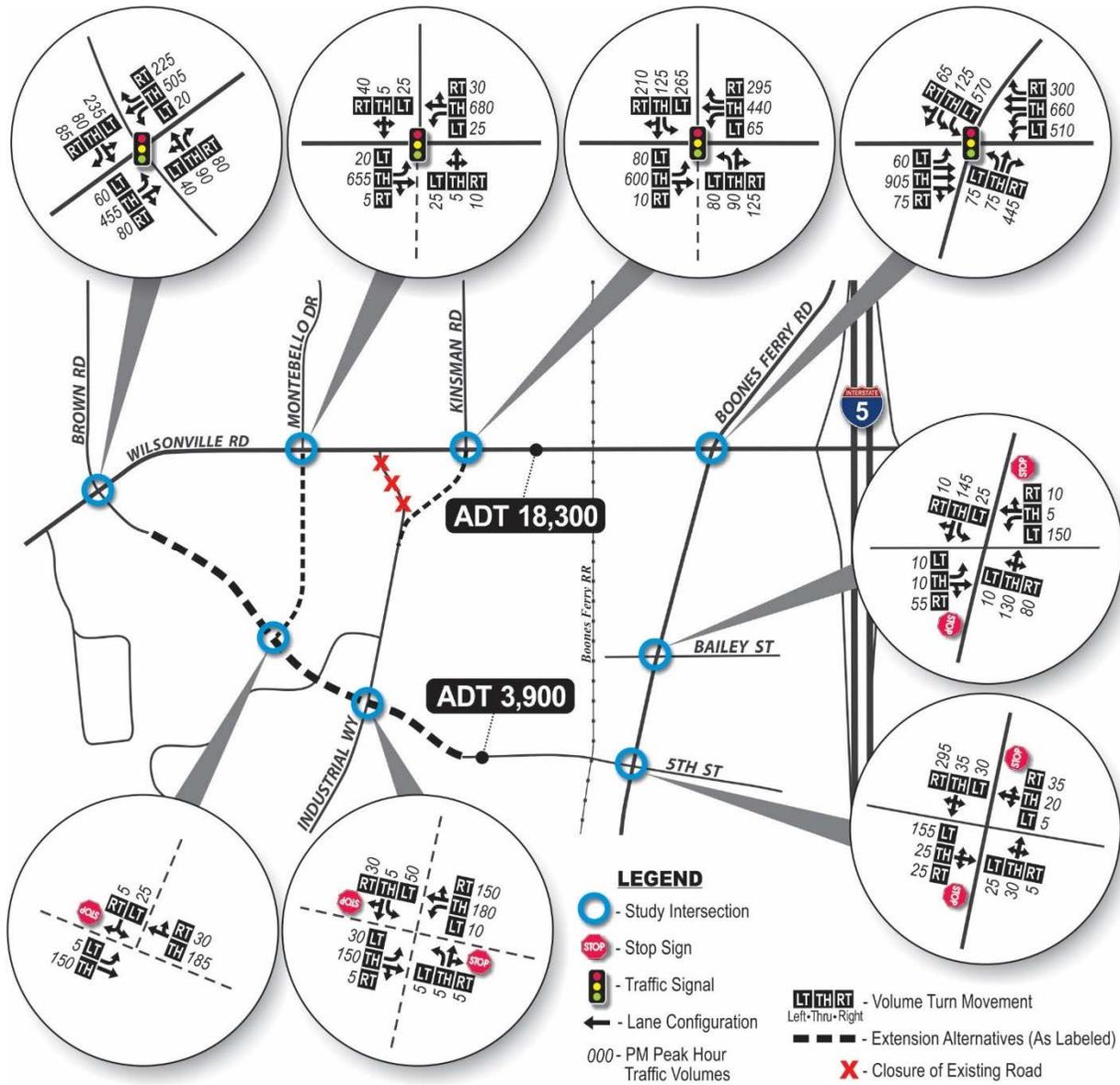
Future traffic forecasts were performed for a 2035 horizon year based on the Metro Gamma Model that was refined for the City of Wilsonville. This model assumes the full buildout of the current land use zoning in the comprehensive plan (even if currently vacant) as well as full buildout of the higher priority transportation projects documented in the TSP such as the Kinsman Road extension, Villebois Drive extension, Barber Street extension, and many more.



Within the study area, the model used Highway Capacity Manual node delays at the intersections and travel times on the roadway links to perform the traffic assignment. The raw model volumes were post-processed to estimate 2035 turn movement volumes as well as the assumed lane configurations at the future study intersections which are shown in Figure 2 (Bailey Street Alternative) and Figure 3 (5th Street Alternative) on the following pages.



**Figure 2: Brown Rd to Bailey St Alternative – 2035 Future PM Peak Hour Traffic Volumes**



**Figure 3: Brown Rd to 5th St Alternative – 2035 Future PM Peak Hour Traffic Volumes**

As shown, traffic volumes are similar between the two alternatives although the Bailey Street Alternative is projected to divert slightly more vehicles per day off of Wilsonville Road with an approximate Average Daily Traffic (ADT) of 4,000 vehicles per day whereas the 5th Street Alternative is projected to divert approximately 3,900 vehicles per day off of Wilsonville Road.

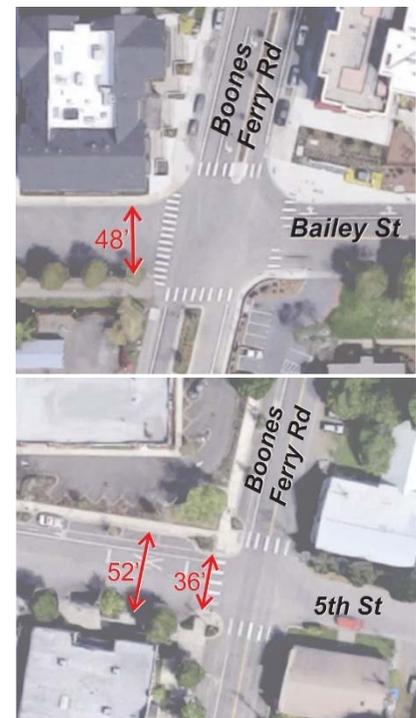
However, the volumes expected on Boones Ferry Road between Bailey Street and 5<sup>th</sup> Street are expected to change significantly from existing conditions under the implementation of the 5<sup>th</sup> Street Alternative (5<sup>th</sup> Street Connection). Currently, the average daily traffic (ADT) on Boones Ferry Road between 5<sup>th</sup> Street and Bailey Street is approximately 2,100 vehicles per day. Under the future Bailey Street Alternative scenario, the ADT is expected to increase to 2,300 vehicles per day, and under the future 5<sup>th</sup> Street Alternative scenario, the ADT is expected to increase to 5,300 vehicles per day. The area between 5<sup>th</sup> Street and Bailey Street is currently fronting residential on the east side and a mix of commercial and industrial uses on the west. An increase of approximately 3,200 vehicles per day from existing conditions in that area would be a significant change for the residents. However, the Old Town Neighborhood Plan (September 2011) proposes a change to the Comprehensive Plan to establish a Main Street Commercial zone on both sides of Boones Ferry Road north of 5<sup>th</sup> Street.

### ***Alternative Lane Configurations***

Based on estimated traffic volumes and a review of intersection operations, recommended lane configurations were determined for the planned intersection approaches of Bailey Street, 5<sup>th</sup> Street, and Montebello Drive as well as for the two new intersections where the proposed connector intersects with Montebello Drive and Kinsman Road roadway extensions.

The two Boones Ferry Road to Brown Road Connector alternatives connect to Boones Ferry Road at different locations. Therefore, the lane configurations for the new or improved intersection approaches to Boones Ferry Road are different depending on the Boones Ferry Road connection location. Although the street has not been striped, the west leg at the Boones Ferry Road/Bailey Street intersection has been constructed to accommodate two 6-foot bike lanes, two 11-foot travel lanes and a 14-foot left-turn lane, and thus, could provide a left turn pocket due to the existing width. With the current curb extensions, the lane configuration on the west leg of the Boones Ferry Road/5<sup>th</sup> Street intersection lacks the existing width to include a left turn lane on 5<sup>th</sup> Street west of Boones Ferry Road. However, if the existing curb extensions are removed along with on-street parking a left turn lane could be provided. It is important to note that the Bailey Street Alternative would require a new local road that extends south of the connector to provide access to residences that are currently only accessed by 5<sup>th</sup> Street. It is also important to note that a new local road connecting the new connector to Nutting Road would be required under the Bailey Street Alternative to access residences currently accessed off of 5<sup>th</sup> Street due to the proposed removal of the railroad crossing at 5<sup>th</sup> Street.

Since curb cuts, crosswalks, and sidewalks already exist on the south leg of the Wilsonville Road/Montebello Drive intersection, it is suggested to utilize the existing roadway width and create a



**Figure 4: Approximate Lane Widths at Bailey Street and 5<sup>th</sup> Street**

single lane approach similar to the north approach. As development occurs, the cross-section of Montebello Drive south of Wilsonville Road should be reevaluated to determine the appropriate cross-section. The lane configuration for this intersection remain the same for both alternatives.

The Kinsman intersection is proposed to have four legs and is proposed to be a signalized intersection. The City will need to confirm signal warrants are met prior to construction of the signal. All four approaches are recommended to be single lane with a left-turn pocket although a continuous left turn lane is likely not necessary for either Kinsman Road or the connector and should be reevaluated as development occurs. The new Montebello Drive roadway extension will terminate at the Boones Ferry Road to Brown Road Connector intersection with each of the three approaches also recommend to be single lane. The lane configurations for the new intersections remain the same under either alternative. Additionally, the new driveway connection to OrePac Way needs to have a sufficient radius to handle the existing truck traffic. Should the Bailey Street Alternative be implemented, a new local road connecting the new connector to 5<sup>th</sup> Street and Nutting Road would be required.

### ***Intersection Operations***

Future 2035 PM Peak Hour traffic operations at the study intersections were estimated for the two Boones Ferry Road to Brown Road Connector alternatives based on the *2000 Highway Capacity Manual* methodology<sup>2</sup> for signalized intersections and the *2010 Highway Capacity Manual* methodology<sup>3</sup> for unsignalized intersections. The projected average delays, levels of service (LOS), and volume to capacity (v/c) ratios of the study intersections under each alternative are listed in Table 1 at the top of the next page. As shown in the table, all intersections under both alternatives will meet the City of Wilsonville level of service D operating standard and each study intersection operates similarly for both the Bailey Street and 5<sup>th</sup> Street Alternatives.

Under the Bailey Street Alternative, higher delays are experienced at the Boones Ferry Road/Bailey Street intersection due to the higher Bailey Street approach traffic; however, the intersection would still operate at acceptable levels. Because no additional traffic is routed to the south, the section of Boones Ferry Road south of Bailey Street (including the Boones Ferry Road/5<sup>th</sup> Street intersection) remains relatively unchanged from existing conditions. Therefore, there are expected to be minimal impacts to Old Town and the residential area south of Bailey Street under the implementation of the Bailey Street Alternative.

The 5<sup>th</sup> Street Alternative, on the other hand, routes traffic through the Boones Ferry Road/5<sup>th</sup> Street intersection and along Boones Ferry Road between 5<sup>th</sup> Street and Bailey Street. This creates less congestion and lower delays at the Boones Ferry Road/Bailey Street intersection, but it causes greater impacts to the nearby Old Town residential area, especially to the residences along Boones Ferry Road and 5<sup>th</sup> Street. However, it will also provide more traffic volume adjacent to the existing commercial and

---

<sup>2</sup> *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

<sup>3</sup> *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2010.

industrial businesses on the west side of this segment of Boones Ferry Road. Additionally, the Wilsonville Old Town Neighborhood Plan envisions a Boones Ferry Road frontage road from 5<sup>th</sup> Street to Bailey Street planned as Main Street Commercial. In the TSP the desired facility spacing for a Collector street from an Arterial street is listed as a half of a mile. The distance from Wilsonville Road to Bailey Street is 1,170 feet (0.22 mile); the distance from Wilsonville Road to 5<sup>th</sup> Street is 1,820 feet (0.35 mile). The 5<sup>th</sup> Street Alternative complies better with the desired facility spacing.

Queuing at the intersections along Wilsonville Road was evaluated under the existing conditions, future no build conditions, and for the two alternatives. From the 2035 future no build conditions to either of the alternatives, the intersection queues on Wilsonville Road were shown to improve, similar to what is experienced today. The connecting intersections onto Boones Ferry Road for both alternatives provide adequate queuing space under typical operating conditions when congestion on I-5 is not impacting Wilsonville Road. However, the 5<sup>th</sup> Street Alternative would provide the most desirable major intersection (Wilsonville Road to Fred Meyer Signal to connector) spacing on Boones Ferry Road.

**Table 1: 2035 PM Peak Hour Study Intersection Operating Conditions (Both Alternatives)**

| Intersection                                                                                                                                                             | Operating Standard | Boones Ferry Road to Brown Road Connector to Bailey Street |     |                                                                                                                                                                                                             | Boones Ferry Road to Brown Road Connector to 5 <sup>th</sup> Street |     |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------------------------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|-----|------|
|                                                                                                                                                                          |                    | Delay                                                      | LOS | v/c                                                                                                                                                                                                         | Delay                                                               | LOS | v/c  |
| <i>Signalized</i>                                                                                                                                                        |                    |                                                            |     |                                                                                                                                                                                                             |                                                                     |     |      |
| Wilsonville Rd/Brown Rd                                                                                                                                                  | LOS D              | 36.5                                                       | D   | 0.70                                                                                                                                                                                                        | 31.3                                                                | C   | 0.71 |
| Wilsonville Rd/Montebello Dr                                                                                                                                             | LOS D              | 11.1                                                       | B   | 0.52                                                                                                                                                                                                        | 8.5                                                                 | A   | 0.54 |
| Wilsonville Rd/Kinsman Rd                                                                                                                                                | LOS D              | 39.8                                                       | D   | 0.76                                                                                                                                                                                                        | 30.5                                                                | C   | 0.71 |
| Wilsonville Rd/Boones Ferry Rd                                                                                                                                           | LOS D              | 35.0                                                       | D   | 0.74                                                                                                                                                                                                        | 35.6                                                                | D   | 0.74 |
| Bailey St/Kinsman Rd                                                                                                                                                     | LOS D              | 11.7                                                       | B   | 0.34                                                                                                                                                                                                        | -                                                                   | -   | -    |
| 5 <sup>th</sup> St/Kinsman Rd                                                                                                                                            | LOS D              | -                                                          | -   | -                                                                                                                                                                                                           | 11.5                                                                | B   | 0.31 |
| <i>Unsignalized</i>                                                                                                                                                      |                    |                                                            |     |                                                                                                                                                                                                             |                                                                     |     |      |
| Bailey St/Montebello Dr                                                                                                                                                  | LOS D              | 10.2                                                       | A/B | 0.02                                                                                                                                                                                                        | -                                                                   | -   | -    |
| Bailey St/Boones Ferry Rd                                                                                                                                                | LOS D              | 22.4                                                       | A/C | 0.43                                                                                                                                                                                                        | 16.3                                                                | A/C | 0.33 |
| 5 <sup>th</sup> St/Montebello Dr                                                                                                                                         | LOS D              | -                                                          | -   | -                                                                                                                                                                                                           | 10.8                                                                | A/B | 0.05 |
| 5 <sup>th</sup> St/Boones Ferry Rd                                                                                                                                       | LOS D              | 10.9                                                       | A/B | 0.09                                                                                                                                                                                                        | 14.7                                                                | A/B | 0.37 |
| Signalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec)<br>LOS = Level of Service of Intersection<br>v/c = Volume-to-Capacity Ratio of Intersection |                    |                                                            |     | Unsignalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement<br>LOS = Level of Service of Major Street/Minor Street<br>v/c = Volume-to-Capacity Ratio of Worst Movement |                                                                     |     |      |

### **Corridor Travel Times**

The corridor travel times for Wilsonville Road from Boones Ferry Road to Brown Road were simulated for future 2035 conditions as well as for each of the alternatives to provide a better understanding of how the corridor operations along Wilsonville Road would be impacted by the alternatives. Existing



travel times were measured by driving the corridor during ordinary p.m. peak period conditions on a weekday.<sup>4</sup>

As shown in Table 2, travel times are expected to increase an average of 53 seconds going eastbound and an average of 17 seconds traveling westbound in the year 2035. The implementation of either alternative is expected to alleviate some of the travel time increase from existing conditions to 2035 no-build conditions. When compared to the future 2035 travel times, either alternative is projected to improve the eastbound travel time by 13 seconds and the westbound travel time by seven seconds.

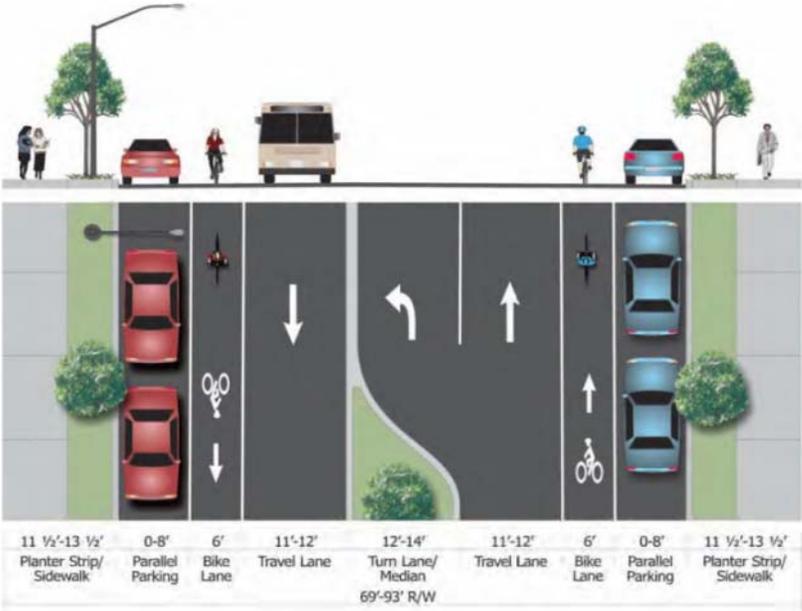
**Table 2: Approximate P.M. Peak Travel Times along the Wilsonville Road Study Corridor**

| Scenario                                | Travel Time (From Brown Rd to Boones Ferry Rd) |                          | Net Impact from Existing       |
|-----------------------------------------|------------------------------------------------|--------------------------|--------------------------------|
|                                         | Eastbound                                      | Westbound                |                                |
| Existing Conditions                     | 2 minutes and 15 seconds                       | 2 minutes and 19 seconds | -                              |
| 2035 No Build                           | 3 minutes and 8 seconds                        | 2 minutes and 36 seconds | +53 seconds EB, +17 seconds WB |
| 2035 Bailey Street Alternative          | 2 minutes and 55 seconds                       | 2 minutes and 26 seconds | + 40 seconds EB, +7 seconds WB |
| 2035 5 <sup>th</sup> Street Alternative | 2 minutes and 55 seconds                       | 2 minutes and 26 seconds | + 40 seconds EB, +7 seconds WB |

During times of congestion on I-5, travel times on Wilsonville Road can be unreliable. Either of the proposed Boones Ferry Road to Brown Road connector will provide more reliable alternatives for east and west travel in the area other than Wilsonville Road.

**Bicycle and Pedestrian Connections**

As stated in the *Existing and Future Conditions Memorandum*, the City plans to build a network of sidewalks, bicycle lanes and shared-use paths within the study area which will provide important connections in this area of the city.



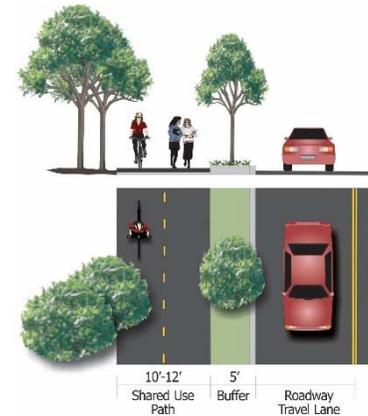
**Figure 5: Collector Street Cross-Section Standard**

<sup>4</sup> Existing corridor travel times were measured by driving the corridor several times in both directions during the p.m. peak hour on Wednesday, August 17<sup>th</sup>, 2016.

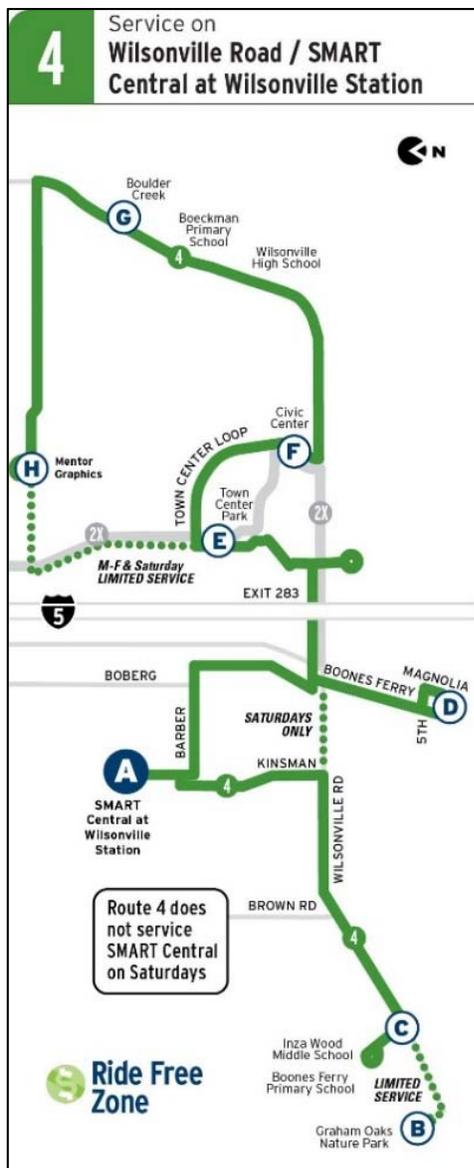


Both alternatives of the Boones Ferry Road to Brown Road connector will be a Collector roadway that will include either on-street bicycle lanes and sidewalk (see Collector Street Standards figure from the City's TSP) or an adjacent shared-use trail that would also be consistent with TSP standards for separated shared-use paths (see Figure 6 to the right).

Note that on-street parking is not proposed to be included in the cross-section for the connector. The existing portion of Brown Road just south of Wilsonville Road does not include bicycle lanes, lacks sufficient width to accommodate three lanes and two bike lanes, and will require modification to include bicycle facilities for either alternative.



**Figure 6: Shared Use Path Cross-Section Standard**



**Figure 7: SMART Transit Route 4**

**Transit Service**

Existing transit routes in the study area are provided by South Metro Area Regional Transit (SMART). Route 4 travels along Wilsonville Road and Boones Ferry Road with 30 minute headways Monday through Friday and one hour headways on Saturday and Sunday.

Through coordination with SMART, it is clear that both alternatives present opportunities to improve the efficiency of Route 4 and that both alternatives would alleviate some of the congestion at the Wilsonville Road/Boones Ferry Road intersection which would create more predictable travel times, especially during the peak periods.

Whichever alternative is implemented, it is important to consider accessibility and connectivity to the Arrowhead Creek Planning Area for transit service.

**Neighborhood Connectivity**

The Bailey Street Alternative connects to Boones Ferry Road one block north of the 5<sup>th</sup> Street Alternative. Since commercial land uses are located to the north and to the south is Old Town residential land uses, the 5<sup>th</sup> Street Alternative will provide slightly better connectivity from neighborhoods to the west to the Old Town neighborhood.

However, the Bailey Street Alternative will provide slightly more direct connectivity from neighborhoods to the west to commercial land uses such as Fred Meyer and Albertsons as well as various other businesses and restaurants.



## Summary

Key findings from the comparison of the two Boones Ferry Road to Brown Road Connector alternatives in Wilsonville, Oregon are shown in Table 3 below. From a transportation planning perspective, both alternatives are relatively similar with no significant differences.

**Table 3: Alternatives Transportation Impact Summary**

| Transportation Component  | Transportation Impact Comparison                                                                                            |                                                                                                                                   |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
|                           | Bailey Street Alternative                                                                                                   | 5th Street Alternative                                                                                                            |
| Traffic Volumes           | Slightly more traffic expected to divert from Wilsonville Road (100 more vehicles per day)                                  | Slightly less traffic expected to divert from Wilsonville Road (100 less vehicles per day)                                        |
| Neighborhood Impacts      | No added traffic to Old Town residential, commercial, and industrial segments                                               | Additional added traffic to Old Town residential, commercial, and industrial segments                                             |
| Lane Configurations       | Existing width could support left turn pocket on west leg                                                                   | Existing width does not support left turn pocket on west leg without making modifications to curbs and removing on-street parking |
| Intersection Spacing      | Would exceed standards, but provide slightly less desirable major intersection spacing on Boones Ferry Road                 | Would provide the most desirable major intersection spacing on Boones Ferry Road                                                  |
| Intersection Operations   | Negligible difference when compared to the 5th Street Alternative                                                           | Negligible difference when compared to the Bailey Street Alternative                                                              |
| Travel Times              | Same travel times when compared to the 5th Street Alternative                                                               | Same travel times when compared to the Bailey Street Alternative                                                                  |
| Transit                   | Provides opportunity to improve existing SMART Route 4                                                                      | Provides opportunity to improve existing SMART Route 4                                                                            |
| Bicycle and Pedestrian    | Same bicycle and pedestrian connections                                                                                     | Same bicycle and pedestrian connections                                                                                           |
| Neighborhood Connectivity | Provides better neighborhood to commercial development connectivity when compared to the 5 <sup>th</sup> Street Alternative | Provides better neighborhood to neighborhood/park connectivity when compared to the Bailey Street Alternative                     |



ALASKA  
CALIFORNIA  
COLORADO  
FLORIDA  
MISSOURI  
OREGON  
WASHINGTON DC  
WASHINGTON STATE  
WISCONSIN

August 17, 2016

Mr. Allen Hendy, PE  
Otak, Inc.  
700 Washington Street, Suite 401  
Vancouver, Washington 98660

**RE: DRAFT PRELIMINARY GEOTECHNICAL NARRATIVE  
BOONES FERRY ROAD TO BROWN ROAD  
EAST-WEST CONNECTOR CORRIDOR PLAN  
WILSONVILLE, OREGON**

Dear Mr. Hendy:

This letter report presents the results of our preliminary review and conceptual geotechnical recommendations for use in planning the proposed Boones Ferry Road to Brown Road Connector Corridor project in Wilsonville, Oregon. The locations of the proposed alignment alternatives are shown on Figure 1, Site Plan. Our services are being performed under a Subconsultant Agreement between Otak, Inc. (Otak), and Shannon & Wilson, Inc. (S&W), dated June 6, 2016.

### **SCOPE OF SERVICES**

At the request of the City of Wilsonville, the Otak team is performing an alternative selection process and providing a final recommendation for the preferred alignment of an extension of Brown Road to either Bailey Street or 5<sup>th</sup> Street. The new roadway will cross Coffee Lake Creek. Shannon & Wilson's task is to summarize general soil conditions in the project area and provide conceptual foundation recommendations for the creek crossing structure.

### **EXISTING INFORMATION REVIEW**

#### **Regional Geology**

The project site is located in the Willamette Lowland, at the northern end of the Central Willamette Valley (Gannett and Caldwell, 1998). The Willamette Lowland is a structural depression created by complex faulting and folding of Miocene (approximately 17 to 6 million

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 2 of 9

SHANNON & WILSON, INC.

years old) Columbia River Basalt Group (CRBG) basalt flows and older underlying basement rock.

In the Willamette Valley, the CRBG is generally overlain by Upper Miocene (approximately 10 to 5 million years old) deposits consisting of fine-grained micaceous fluvial and lacustrine sediments derived from the Columbia and Willamette Rivers that are collectively termed the Sandy River Mudstone (Orr and Orr, 2000). The Sandy River Mudstone is described by Gannett and Caldwell as a micaceous arkosic siltstone, mudstone, and claystone. Overlying the Sandy River Mudstone is the Pliocene (approximately 5 to 1.8 million years old) Troutdale Formation, which is described as a quartzite-bearing basaltic conglomerate, vitric sandstone, and micaceous sandstone (Gannett and Caldwell, 1998). Composition and thicknesses of the two units vary with location. Mapping at the project location by Schlicker and others (1967) includes the Sandy River Mudstone with the Troutdale Formation and describes the overall unit as poorly indurated silt, clay, and silty sand with occasional pebble conglomerate beds. Locally, the Troutdale Formation is concealed beneath younger sediments and is exposed only in the bottom of steep ravines.

During the late stages of the last great ice age, between about 18,000 and 15,000 years ago, a lobe of the continental ice sheet repeatedly blocked and dammed the Clark Fork River in western Montana, which then formed an immense glacial lake called Lake Missoula. The lake grew until its depth was sufficient to buoyantly lift and rupture the ice dam, which allowed the entire massive lake to empty catastrophically. Once the lake had emptied, the ice sheet again gradually dammed the Clark Fork Valley and the lake refilled, leading to 40 or more repetitive outburst floods at intervals of decades (Allen and others, 2009). These repeated floods are collectively referred to as the Missoula Floods. During each short-lived Missoula Flood episode, floodwaters washed across the Idaho panhandle, through eastern Washington's scablands, and through the Columbia River Gorge. When the floodwater emerged from the western end of the gorge, it spread out over the Portland Basin and pooled to elevations of about 400 feet, depositing a tremendous load of sediment. Boulders, cobbles, and gravel were deposited nearest the mouth of the gorge and along the main channel of the Columbia River. Cobble-gravel bars reached westward across the basin, grading to thick blankets of micaceous sand and silt (Allen and others, 2009). Ma and others (2012) divided the Missoula Flood Deposits into four groups:

- Silt Colluvium consisting of sand and silt colluvium, generally along stream channels
- Fine-Grained Deposits consisting of sand and silt

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 3 of 9

SHANNON & WILSON, INC.

- Coarse-Grained Deposits consisting mostly of gravel with cobbles and boulders
- Channel Deposits consisting of interlayered and variable silt, sand, and gravel

The Tonquin Scablands Channels, north of the Wilsonville area, constricted flows from the Missoula Floods, creating a high-energy water surge from the Tualatin Basin in the north emptying into the Central Willamette Valley to the south. The high-velocity water flowing through the gap entrained coarse gravels, cobbles, and boulders that were dropped out of suspension when the surge lost energy opening up into the Central Willamette Valley near the I-5 Boone Bridge in Wilsonville (Thompson, 2012). As a result, much of the Wilsonville area is underlain by coarse-grained Missoula Flood Deposits. In more recent times, rivers and streams, such as the Willamette River and Coffee Lake Creek, have deposited alluvial sediments in and along their channels and floodplains (Ma and others, 2012; Smith and Roe, 2015).

### **Seismic Setting**

Earthquakes in the Pacific Northwest occur largely as a result of the collision between the Juan de Fuca plate and the North American plate. These two tectonic plates meet along a mega thrust fault called the Cascadia Subduction Zone (CSZ). The CSZ runs approximately parallel to the coastline from northern California to southern British Columbia. The compressional forces that exist between these two colliding plates cause the denser oceanic plate to descend, or subduct, beneath the continental plate at a rate of about 1.5 inches per year. This process leads to volcanism and contortion and faulting of both crustal plates throughout much of the western regions of southern British Columbia, Washington, Oregon, and northern California. Stress built up between the colliding plates is periodically relieved through great earthquakes at the plate interface (CSZ) (Goldfinger and others, 2012).

Within our present understanding of the regional tectonic framework and historical seismicity, three broad earthquake (seismogenic) sources have been identified. These three types of earthquakes and their maximum plausible magnitudes are as follows.

- **Subduction Zone Interface Earthquakes** originate along the CSZ, which is located 25 miles beneath the coastline. Paleoseismic evidence and historic tsunami studies indicate that the most recent subduction zone thrust fault event occurred in the year 1700, probably ruptured the full length of the CSZ, and may have reached magnitude 9.
- **Deep-Focus, Intraplate Earthquakes** originate from within the subducting Juan de Fuca oceanic plate as a result of the downward bending and contortion of the plate in the CSZ.

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 4 of 9

SHANNON & WILSON, INC.

These earthquakes typically occur at a depth of 28 to 38 miles. Such events could be as large as magnitude 7.5. Examples of this type of earthquake include the 1949 magnitude 7.1 Olympia earthquake, the 1965 magnitude 6.5 earthquake between Tacoma and Seattle, and the 2001 magnitude 6.8 Nisqually earthquake. The highest rates of CSZ intraslab activity are beneath the Puget Sound area, with much lower rates observed beneath western Oregon.

- **Shallow-Focus Crustal Earthquakes** are typically located within the upper 12 miles of the continental crust. The relative plate movements along the CSZ cause not only east-west compressive strain, but dextral shear, clockwise rotation, and north-south compression of the leading edge of the North American Plate (Wells and others, 1998), which is the cause of much of the shallow crustal seismicity of engineering significance in the region. The largest known crustal earthquake in the Pacific Northwest is the 1872 North Cascades earthquake with an estimated magnitude of about 7. Other examples include the 1993 magnitude 5.6 Scotts Mill earthquake and 1993 magnitude 6 Klamath Falls earthquake.

Shallow crustal faults and folds throughout Oregon and Washington have been located and characterized by the United States Geological Survey (USGS). Mapped fault locations and detailed descriptions can be found in the USGS Quaternary Fault and Fold Database (USGS, 2006). The database defines four categories of faults, Classes A through D, based on evidence of tectonic movement known or presumed to be associated with large earthquakes during Quaternary time (less than 1.8 million years ago). For Classes A and B, there is geologic evidence that demonstrates the existence of Quaternary deformation. However, for Class B faults, evidence of Quaternary faulting or slip is more equivocal or may not extend deep enough to be a source of significant earthquakes.

According to the USGS Fault and Fold database, the closest Class A fault to the project site is the Canby-Molalla Fault. It is mapped approximately 4.5 miles east of the site and is believed to have deformed within the past 15,000 years. Additionally, the Newberg fault is mapped about 8.5 miles west of the site and the Mount Angel Fault is mapped about 11 miles southwest. The Newberg fault is believed to have deformed within the past 1.6 million years and the Mount Angel Fault within the past 15,000 years. The CSZ itself is approximately 130 miles west of the site, with a slip rate of approximately 40 millimeters (1.5 inches) per year and the most recent deformation occurring about 300 years ago (Personius and Nelson, 2006). Based on the mapped

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 5 of 9

SHANNON & WILSON, INC.

fault locations from the USGS database, the potential for fault rupture or near-fault effects at the site is low.

### **ANTICIPATED SUBSURFACE CONDITIONS**

We reviewed published geologic maps and logs of explorations completed for previous projects in the vicinity of the proposed alignments. The locations of the past projects and the proposed alignments are shown on a geologic map in Figure 1. Based on this information, we expect that the western ends of the alignments will be underlain by at least 25 feet of Fine-Grained Missoula Flood Deposits consisting of nonplastic to low plasticity silt to fine silty sand. Moving east from the western end, we expect that this layer of fine-grained deposits will thin and that the majority of both alignments, including the crossing of Coffee Lake Creek, will be underlain by near-surface Coarse-Grained Missoula Flood Deposits. All explorations for previous projects that encountered Coarse-Grained Missoula Flood Deposits in this vicinity noted cobbles and/or boulders with a maximum reported dimension of 18 inches. The eastern ends of the alignments are mapped in or near either Missoula Flood Deposits, Channel Deposits (Ma and others, 2012) or Alluvium of Smaller Streams (Smith and Roe, 2015). Based on the logs for previous nearby test pits and borings, we anticipate that at the eastern ends of the alignments Coarse-Grained Missoula Flood Deposits will be overlain by a relatively thin (about 5 to 10 feet) layer of sandy silt and that cobbles and boulders will be encountered below this layer.

### **GEOLOGIC AND SEISMIC HAZARDS**

#### **Slope Stability**

Based on a review of available LiDAR data for the project vicinity, about 300 linear feet of the proposed Alignment Alternative 2 east of SW Morey Lane appears to be at or near the top of the slope above Arrowhead Creek. We expect that this portion will be underlain by Fine-Grained Missoula Flood Deposits and that the static and seismic stability of the slope above the creek will be a concern.

#### **Liquefaction and Lateral Spread**

We expect that the fine-grained sand and silt near the western ends of the alignments will be susceptible to wide-spread liquefaction and liquefaction-induced settlement. We also anticipate

Mr. Allen Hendy  
 Otak, Inc.  
 August 17, 2016  
 Page 6 of 9

SHANNON & WILSON, INC.

that there may be layers of liquefaction-susceptible sand and silt interbedded with the Coarse-Grained and Channel Deposits.

Evaluations for lateral spread will be required for the slopes above Arrowhead Creek and Coffee Lake Creek. We expect that the fine-grained material along Arrowhead Creek will be more susceptible to lateral spread than the coarse-grained material along Coffee Lake Creek.

### CONCEPTUAL GEOTECHNICAL OPINIONS

Based on the local geology and anticipated subsurface conditions described above, Alignment 1 (A and B) is preferred from a geotechnical perspective because the alignment is further away from Arrowhead Creek and also because the majority of the alignment is within the area mapped as Coarse-Grained Missoula Flood Deposits.

Northern light  
 blue route to  
 either Bailey or  
 5th Street

We understand that the project may involve the construction of two new bridges: one for the SW Kinsman Road extension overcrossing Coffee Lake Creek, the other for the proposed Brown Road extension overcrossing Coffee Lake Creek. We have considered three foundation alternatives: spread footings, driven piles, and drilled shafts. The spread footing alternative may not be preferred because the spread footing construction may require overexcavation of near-surface fine-grained soil, dewatering, and temporary shoring, which may be more expensive than deep foundation construction costs. The bridges can be supported by deep foundations, including driven piles or drilled shafts. Due to the anticipated presence of shallow Coarse-Grained Missoula Flood Deposits, the deep foundations would be designed as end-bearing piles or shafts. The bearing resistances of the deep foundations are dependent on the pile or shaft diameters and embedment depths. In our current opinion, driven pile foundations may be the most cost-effective foundation alternative.

### LIMITATIONS

The conclusions and recommendations contained in this letter are based on the site conditions as they reportedly exist and assume that the subsurface conditions are not significantly different from those inferred from the published maps and previous explorations.

This letter report is prepared for the exclusive use of the Boones Ferry Road to Brown Road Connector Corridor project team. It should be made available for information of factual data only, and not as a warranty of subsurface conditions, such as those interpreted from published

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 7 of 9

**SHANNON & WILSON, INC.**

maps and reports for nearby projects, and discussions of subsurface conditions included in this letter.

Please note that our scope of services did not include any environmental assessment or evaluation regarding the presence or absence of hazardous or toxic materials in the soil, surface water, groundwater, or air, on or below the site.

Shannon & Wilson has prepared the attached, “Important Information About Your Geotechnical/Environmental Report,” to assist you and others in understanding the use and limitations of our reports.

Sincerely,

**SHANNON & WILSON, INC.**

Aimee E. Holmes, PE, CEG  
Senior Engineer / Engineering Geologist

Risheng (Park) Piao, PE, GE  
Vice President

AEH:RPP/

Enc: Figure 1 – Site Plan  
Important Information About Your Geotechnical/Environmental Report

Mr. Allen Hendy  
 Otak, Inc.  
 August 17, 2016  
 Page 8 of 9

SHANNON & WILSON, INC.

## REFERENCES

- Allen, J.E., Burns, M., and Burns, S., 2009, Cataclysms on the Columbia: The Great Missoula Floods (2nd ed.): Portland, Oreg., Ooligan Press, 204 p.
- Burns, W.J. and Watzig, R.J., 2014, Statewide Landslide Information Database for Oregon, release 3 (SLIDO-3): Oregon Department of Geology and Mineral Industries.
- Gannett, G.W. and Caldwell, R.R., 1998; Geologic Framework of the Willamette Lowland Aquifer System, Oregon and Washington: U.S. Geological Survey Professional Paper 1424-A, 32 p., 8 pls.
- Goldfinger, C. and others, 2012, Turbidite Event History – Methods and Implications for Holocene Paleoseismicity of the Cascadia Subduction Zone: U.S. Geological Survey Professional Paper 1661-F, 184 p.
- Ma, Lina, Madin, I.P., Duplantis, S., and Williams, K.J., 2012, Lidar-Based Surficial Geologic Map of the Greater Portland Area: Clackamas, Columbia, Marion, Multnomah, Washington, and Yamhill Counties, Oregon and Clark County, Washington: Oregon Department of Geology and Mineral Industries, Open-File Report O-12-02, scale 1:63,360.
- Orr, Elizabeth L. and Orr, William N., 2000, Geology of Oregon: Fifth Edition: Dubuque, Iowa, Kendall/Hunt.
- Personius, S.F., and Nelson, A.R., compilers, 2006, Fault number 781, Cascadia subduction zone, in Quaternary fault and fold database of the United States: U.S. Geological Survey website, <http://earthquakes.usgs.gov/hazards/qfaults>, accessed May 18, 2015.
- Schlicker, H.G. and Deacon, R.J., 1967, Engineering Geology of the Tualatin Valley region, Oregon: Oregon Department of Geology and Mineral Industries Bulletin B-60, 103 p., 5 app., 45 figs., 5 tables, 4 pls. incl. 1 geologic-hazards map and 1 depth-to-basalt map [all 1:48,000].
- Shannon & Wilson, Inc., 1972, Subsurface Investigation, Proposed Relocation Oregon Electric Railway Bridge OE 43.4, Wilsonville, Oregon: Report prepared by Shannon & Wilson, Inc., Portland, Oreg., O-639, for Burlington Northern, Portland, Oreg., August, 27 p.
- Shannon & Wilson, Inc., 1988, Geotechnical Investigation, Wilsonville School Addition, Wilsonville, Oregon: Report prepared by Shannon & Wilson, Inc., Portland, Oreg., O-2010-01, for West Linn School District 3J, West Linn, Oreg., February, 6 p.

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 9 of 9

SHANNON & WILSON, INC.

Shannon & Wilson, Inc., 1988, Pavement Investigation, Wilsonville School, Wilsonville, Oregon: Report prepared by Shannon & Wilson, Inc., Portland, Oreg., O-2018-01, for West Linn School District 3J, West Linn, Oreg., February, 5 p.

Shannon & Wilson, Inc., 2010, Final Updated Geotechnical Design Report, I-5: Wilsonville Road Interchange, Wilsonville, Oregon: Report prepared by Shannon & Wilson, Inc., Lake Oswego, Oreg., 24-1-03528-002, for Otak, Inc., Lake Oswego, Oreg., May, 40 p.

Shannon & Wilson, Inc., 2015, Draft Geotechnical Report, Willamette River Water Treatment Plant 2015 Master Plan Update, Wilsonville, Oregon: Report prepared by Shannon & Wilson, Inc., Lake Oswego, Oreg., 24-1-03928-005, for Carollo Engineers, Inc., Portland, Oreg., October, 36 p.

Smith, Rachel L. and Roe, Warren P., 2015, Oregon Geologic Data Compilation Release 6 (OGDC-6): Oregon Department of Geology and Mineral Industries.

Squier Associates, "Project Memorandum, Wilsonville Water Treatment Plant (WWTP), Assessment of Boulders Encountered at Finished Water Pipeline Undercrossing," Prepared for Montgomery/Watson, 2001.

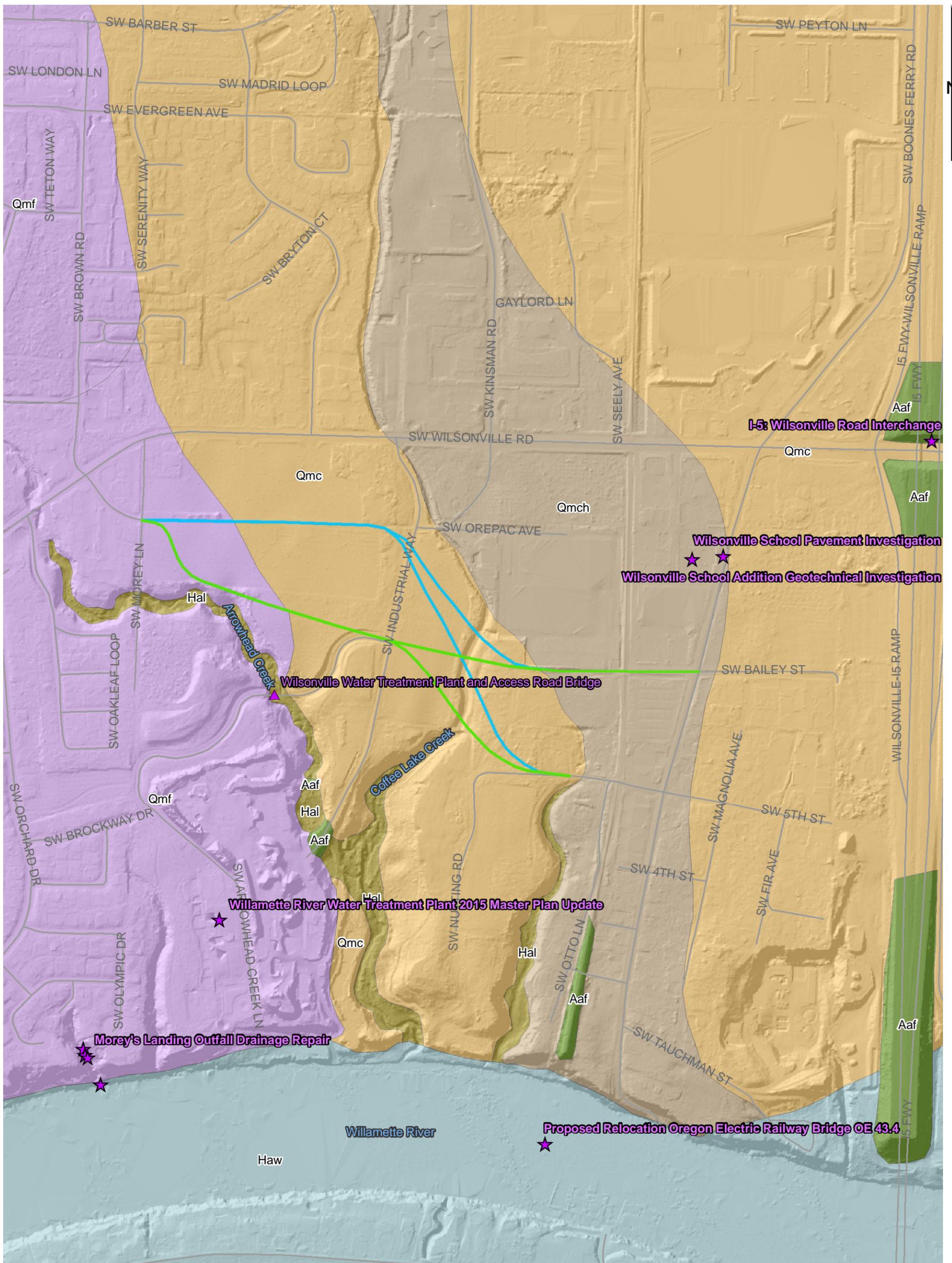
Squier Associates, "Project Memorandum, Wilsonville Water Treatment Plant (WWTP), Geotechnical Analyses and Recommendations in Support of 30 Percent Design Effort," Prepared for Montgomery/Watson, 2000.

Squier Associates, "Project Memorandum, Wilsonville Water Treatment Plant (WWTP), Evaluation and Recommendations of East Abutment Foundations in Support of 30 Percent Design Effort of Entrance Road Bridge," Prepared for Montgomery/Watson, 2000.

Thompson, Rick, 2012, The Tualatin and Yamhill Valleys in Northwest Oregon: The Pleistocene Post, Newsletter of the Ice Age Floods Institute, Spring 2012, p. 6-11.

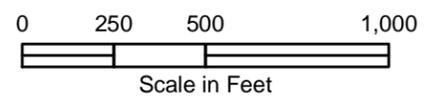
U.S. Geological Survey, 2006, Quaternary fault and fold database for the United States, accessed April, 23, 2014, from USGS web site: <http://earthquake.usgs.gov/hazards/qfaults/>.

Wells, R. E., Weaver, C. S., and Blakely, R. J., 1998, Fore arc migration in Cascadia and its neotectonic significance; *Geology*, v. 26, p. 759-762.



**LEGEND**

- |                 |                                                        |      |                                                |
|-----------------|--------------------------------------------------------|------|------------------------------------------------|
| ★               | General Location of Previous Shannon & Wilson Project  | Hal  | Alluvium of lowland streams                    |
| ▲               | General Location of Previous Squier Associates Project | Haw  | Alluvium of the Willamette River               |
| — (Blue)        | Alignment Alternative 1A (North)                       | Aaf  | Artificial fill                                |
| — (Light Blue)  | Alignment Alternative 1B (South)                       | Qmch | Missoula flood deposits, channel facies        |
| — (Green)       | Alignment Alternative 2A (North)                       | Qmc  | Missoula flood deposits, coarse-grained facies |
| — (Light Green) | Alignment Alternative 2B (South)                       | Qmf  | Missoula flood deposits, fine-grained          |



Boones Ferry Road to Brown Road  
East-West Connector Corridor Plan  
Wilsonville, Oregon

**SITE PLAN**

August 2016

24-1-04041-001

**SHANNON & WILSON, INC.**  
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

**FIG. 1**

**NOTES**

1. Geologic mapping from Open-File Report O-12-02 by DOGAMI.

**FIG. 1**



**Pacific Habitat Services, Inc.**  
9450 SW Commerce Circle, Suite 180  
Wilsonville, Oregon 97070

Telephone number: (503) 570-0800 Fax number: (503) 570-0855

### **Memorandum**

**Date:** September 15, 2016

**To:** Steve Adams, P.E.  
City of Wilsonville

**From:** Fred Small

**RE:** SW Boones Ferry to SW Brown Road Corridor Plan: Natural Resource Concerns  
(PHS #5929)

---

The City of Wilsonville is implementing a study to determine the best alignment for a proposed new road connection linking SW Boones Ferry Road with SW Brown Road to the west. This new east-west connection will increase connectivity in this area of Wilsonville and help relieve traffic congestion on Wilsonville Road near the Interstate-5 interchange. The new alignment will also improve alternative modes of transportation in the area, as well as enhance the local economy by filling a gap in the road network.

Four route variations are currently proposed, each of which converge at the west end to connect with SW Brown Road, and also intersect with a southward extension of SW Kinsman Road. However, in order to connect with SW Boones Ferry Road, a single route converges with SW 5<sup>th</sup> Street while the other three routes converge at SW Bailey Street, all before crossing the P & W Railroad right-of-way (Figure 1).

As part of this study, it is imperative that any potential natural resource impacts from the potential alignments be examined in order to rank the least to most viable alternatives. As such, the following discussion describes current conditions within the study area, assesses their significance in terms of local, state, and federal regulations, and then addresses which elements are most likely to influence the project design.

### **EXISTING CONDITIONS**

The study area includes several distinct and current land uses, including agricultural production (primarily hazelnut orchards and a variety of row crops), dispersed and multi-family residential, mixed manufacturing/ commercial (Wilsonville Concrete and OrePac most notable among other businesses), and municipal use (City of Wilsonville water treatment plant). The Coffee Lake Creek riparian corridor roughly divides the study area into primarily agricultural (west of creek) and industrial/urbanizing (east of creek) areas, there are undeveloped open spaces scattered throughout.

Relatively few of the undeveloped areas are comprised of particularly notable vegetation communities. The short length of SW Brown Road that adjoins the alignments is bordered by an overstory of mature non-native oaks (*Quercus* sp.), while the remainder of all the alignments west of the Coffee Lake Creek riparian area primarily pass through hazelnut orchards, cultivated fields, or existing roadways. However, both of the southern alignments run parallel with and may potentially encroach into a portion of the Arrowhead Creek riparian/SROZ buffer.

East of the Coffee Lake Creek riparian area, the alignments primarily pass through small stands or individuals of common street tree plantings. Exceptions include the southernmost alignment connecting to SW 5<sup>th</sup> Street, which will closely pass, and possibly impact, the northern edge of a mixed forest stand containing the riparian area for an unnamed tributary to the Willamette River. The mixed forest includes mature bigleaf maple (*Acer macrophyllum*), Douglas fir (*Pseudotsuga menziesii*), and sweet cherry (*Prunus avium*). In addition, the three SW Bailey Street alignments could impact several mature Douglas fir trees within the OrePac property.

### ***Regulated Waterways***

Of particular note from a natural resource perspective, Coffee Lake Creek flows roughly north to south through the study area. Its central location will necessitate a new crossing for the primary east-west road alignment, as well as a reconstructed crossing for the southward Kinsman Road extension (the existing SW OrePac Avenue will be redesigned to connect to Kinsman Road north of the new crossing).

Coffee Lake Creek is a perennial stream that originates in the Tonquin Scablands to the north of the City between Tualatin and Sherwood. Its course has been highly modified for much of its length, particularly where it has been straightened and channelized within the broad Coffee Lake Creek wetlandssouth of SW Boeckman Road. However, it is confined to a relatively narrow channel from the basin southward to its confluence with the Willamette River. Anadromous fish, including Upper Willamette River (UWR) Chinook salmon and UWR steelhead, have both been documented in the lower reach of Coffee Lake Creek; however, a barrier to upstream travel by anadromous fish has been documented on the Wilsonville Concrete property below the project area.

There are two other waterways in the project vicinity: Arrowhead Creek, which is southwest of the proposed southern alignments; and an unnamed seasonal drainageway located within a forested area west of the SW 5<sup>th</sup> Street railroad crossing. Both south alternative routes run parallel to the Arrowhead Creek buffer in the western portion of the project. In addition, the unnamed drainageway may or may not be sufficiently south of the 5<sup>th</sup> Street alignments to avoid all impacts; as such, further investigation will be necessary to determine the need for any permits.

### ***Regulated Wetlands***

PHS reviewed the available documentation of area soils, the City's Natural Resource Inventory and Significant Resources Overlay Zone (SROZ) mapping, and other online sources to determine the likelihood of encountering any potentially regulated wetlands within the study area. The Natural Resources Conservation Service (NRCS) has not mapped any hydric soils in the study area. In addition, the City's SROZ mapping, which includes both the previously inventoried resources and required buffers, does not indicate any water resources besides the riparian areas

described above. As such, it is highly unlikely that any significant wetlands are present within the study area, particularly outside of the mapped SROZ boundaries (Figure 2).

### ***Regulated Wildlife Habitat Areas***

In addition to regulated water resources and their buffers, the City's SROZ boundaries typically include those contiguous upland habitats that have high wildlife value. The outer SROZ boundary, as a consequence, can be wider than the required water resource buffer in order to include a forested wildlife habitat area. For instance, the riparian boundary near the confluence of Coffee Lake Creek and Arrowhead Creek is significantly broader than slightly upstream on either drainage, which may reflect a deeper and wider ravine associated with the combined streams, while also including the contiguous upland forested wildlife habitat. Likewise, the previously described forested stand near the SW 5<sup>th</sup> Avenue connection provides the required riparian buffer to the unnamed seasonal drainageway, while also providing high quality upland wildlife habitat within the City's SROZ mapping (note: this capital project will be exempt from SROZ buffer requirements).

## **POTENTIAL CONSTRAINTS BY ALIGNMENT**

The primary concern with each of the alignments is the crossing of Coffee Lake Creek, since constructing a new bridge is necessary in all cases. Figure 2 depicts the SROZ resource areas potentially impacted by each alignment. Although there are likely to be significant advantages to a more northerly crossing of the channel (the southerly alignments will impact a generally wider, less impacted riparian area), the channel morphology and substrate conditions of each alignment cannot be assumed without further geotechnical studies. As such, obtaining the necessary federal and state permits may be more or less complicated by the varying structural requirements at each location.

### ***Necessary Resource Permits***

Any fill or removal of material below the Ordinary High Water line of Coffee Lake Creek (or in wetlands if any are encountered) will require permits from the US Army Corps of Engineers and the Oregon Department of State Lands. The federal permit addresses Section 404 of the federal Clean Water Act (CWA), while the state permit addresses its Removal-Fill rules (OAR 141-085). Other regulatory agencies that review and provide input to this permitting process include the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) Fisheries, as well as the Oregon Department of Fish and Wildlife (ODFW). Potential water quality impacts are reviewed by the Oregon Department of Environmental Quality (ODEQ), which acts on behalf of the federal Environmental Protection Agency (EPA) to assure that federal CWA requirements are met by regulating all stormwater generated from new impervious surfaces, as well as any construction-related runoff. A cultural resources study will also be required, as both state and federal agencies mandate that tribal and historic preservation interests be addressed and that significant resources not be disturbed.

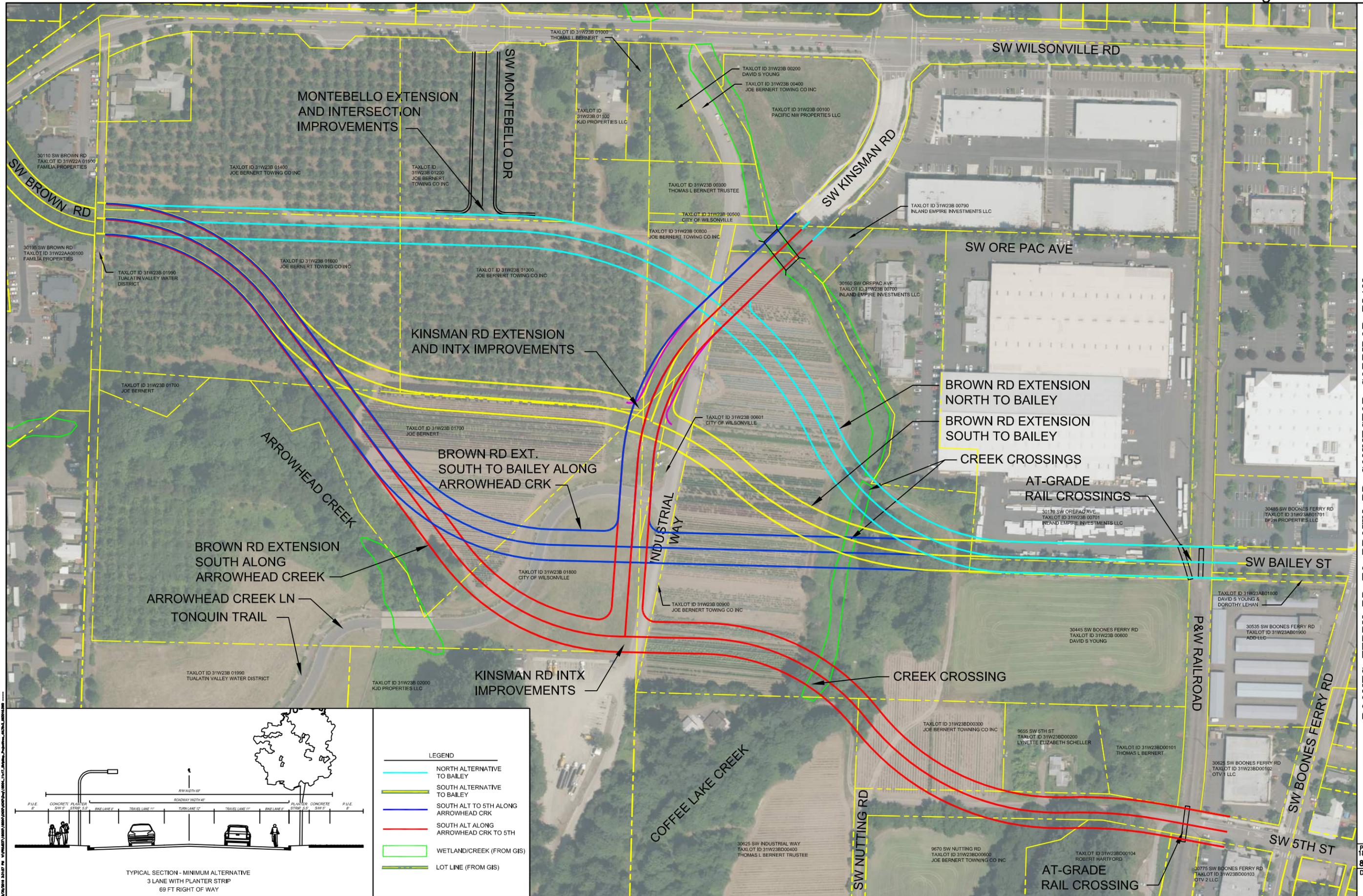
The bridge crossing will potentially impact a stream with documented salmonid habitat relatively close to its confluence with the Willamette River; however, a barrier to upstream travel by anadromous fish has been documented on the Wilsonville Concrete property below the project area. Nevertheless, since the fisheries agencies will be influential in bridge authorization at this location, the City should assure that the bridge design meets all applicable conditions of the

Steve Adams, P.E., City of Wilsonville  
SW Boones Ferry to SW Brown Road Corridor Plan: Natural Resource Concerns /PHS #5929  
September 15, 2016  
Page 4

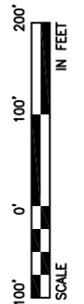
SLOPES programmatic biological opinion for Stormwater, Transportation or Utilities which specifically address Endangered Species Act (ESA) fisheries issues.

Compensatory mitigation for any stream impacts will likely be required in order to gain agency approval; this may take the form of riparian enhancement or restoration activities within the same stream or nearby in the same watershed. If any wetlands are encountered and cannot be avoided, the resulting impacts are likely to be very minor and readily mitigated through purchase of mitigation bank credits. The closest mitigation bank is the Mud Slough Wetland Mitigation Bank, which currently sells credits (at a 1:1 ratio of impact to mitigation) for approximately \$85,000 per credit.

Please feel free to contact us with any questions or concerns.



**BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN**  
 City of Wilsonville  
 Clackamas County, Oregon



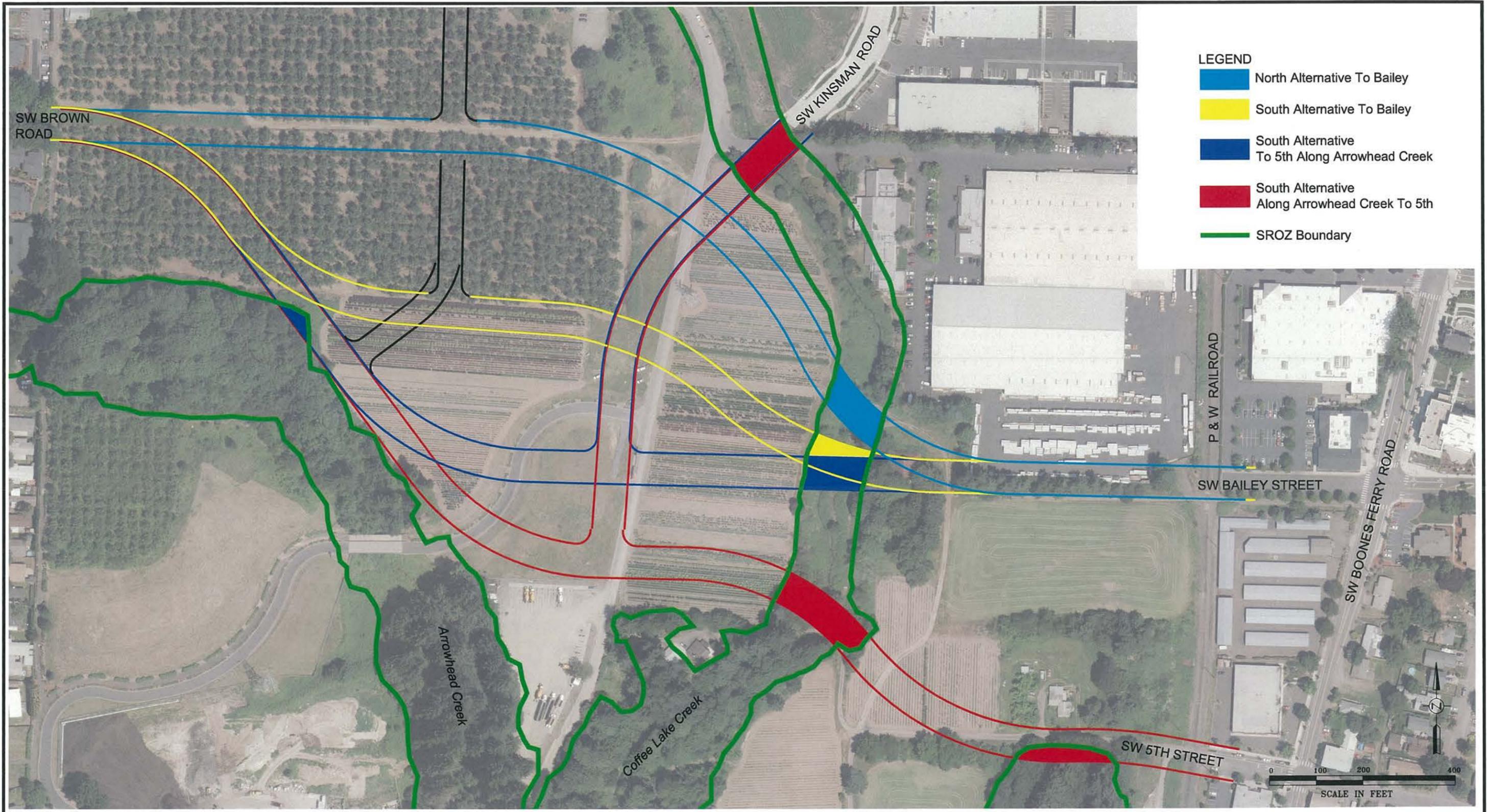
**PROJECT AREA MAP**



HammiGlobal Partner  
 808 SW 3rd Ave, Ste. 300  
 Portland, OR 97204  
 Phone: (503) 287-6825  
 Fax: (503) 415-2304  
 www.otak.com

Project No. 18004  
 8/30/2016  
 Date  
 Copyright 2016 ©

Figure 1



- LEGEND**
- North Alternative To Bailey
  - South Alternative To Bailey
  - South Alternative To 5th Along Arrowhead Creek
  - South Alternative Along Arrowhead Creek To 5th
  - SROZ Boundary

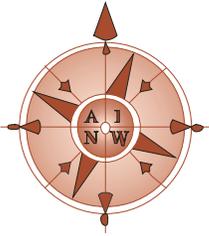


Plan Provided By  
 OTAK Hanmi Global Partners

SROZ Boundaries and Potential Impact Areas From Plan Alternatives  
 Boones Ferry Road to Brown Road Connector Corridor Plan - Wilsonville, Oregon

**FIGURE**  
**2**

9-15-2016



# Archaeological Investigations Northwest, Inc.

3510 N.E. 122<sup>nd</sup> Ave. • Portland, Oregon 97230  
Phone (503) 761-6605 • Fax (503) 761-6620

Vancouver Phone (360) 696-7473  
E-mail: [ainw@ainw.com](mailto:ainw@ainw.com)  
Web: [www.ainw.com](http://www.ainw.com)

## MEMO

---

Date: September 7, 2016

To: Allen Hendy, Senior Project Manager, Otak

From: Alexandra Williams-Larson, M.A., R.P.A., Supervising Archaeologist  
Lucie Tisdale, M.A., R.P.A., Senior Archaeologist

Re: Boones Ferry Road to Brown Road Connector Corridor Project,  
City of Wilsonville, Clackamas County, Oregon  
Cultural Resources Review and Recommendations  
AINW Report No. 3709

### Introduction

The City of Wilsonville has contracted with Otak to study a preferred alignment for a new east-west corridor connection linking Boones Ferry Road and Brown Road in Wilsonville, Clackamas County, Oregon (Figure 1). The proposed project is part of the City's Transportation System Plan, Urban Renewal Plan, and Comprehensive Plan. The project will enhance connectivity between neighborhoods and alleviate vehicle congestion on Wilsonville Road.

The project entails extending Brown Road approximately 909 meters (m) (3,000 feet [ft]) to the east from its current terminus near its intersection with Wilsonville Road. The extension will be designed as a collector and will include two 4-m (12-ft) wide travel lanes with a turn lane or median. The collector will also include bike lanes, planter strips, and sidewalks. This extension will be constructed on a new roadway prism. Six alternative routes, including one north and five south routes, are proposed for the project (Figure 2). Each route will cross Coffee Lake Creek, requiring a large culvert or three-sided structure to allow water flow. A railroad crossing will be included with the project at either SW Bailey Street or SW 5<sup>th</sup> Street. New intersections are also planned to increase safety for pedestrians and bicyclists.

Otak contracted with Archaeological Investigations Northwest, Inc. (AINW), to perform a cultural resources review of the proposed project area as a part of the larger study. AINW reviewed records to identify whether archeological resources had been documented or cultural resource surveys had been completed within or near the current project area. Maps and other documents were also examined to assess the probability of encountering archaeological resources in the project area.

### Project Location

The project area is located in southern Wilsonville in Section 23, Township 3 South, Range 1 West, of the Willamette Meridian. This part of Wilsonville is predominantly used for agricultural purposes, although industrial, commercial, and residential developments surround the project area. Coffee Lake Creek flows roughly north-to-south through the project area, converging with the Willamette River approximately 500 m (1,650 ft) to the south.

September 7, 2016  
Allen Hendy, Otak  
Boones Ferry Road to Brown Road Connector Corridor Project  
Cultural Resources Review and Recommendations  
AINW Report No. 3709

### **Previous Cultural Resource Studies**

AINW reviewed records online using the Oregon Archaeological Records Remote Access website administered by the Oregon State Historic Preservation Office (SHPO) to determine whether previously recorded archaeological resources were present in or near the current project area. These records were also reviewed to identify previous archaeological surveys in the project vicinity.

The records indicate that portions of the current project area were surveyed during a cultural reconnaissance for the Proposed Tualatin Basin Water Supply project. This project's 61- to 122-m (200- to 400-ft) wide alignment intersects with each of the proposed alternatives in an agricultural part of the project area between SW Wilsonville Road and SW Arrowhead Creek Lane. No archaeological resources were identified within the current project area as a result of this investigation, which included a records review, background research, and a reconnaissance survey (Smits et al. 2006).

One cultural resource study was conducted immediately southwest of the current project area for the Wilsonville Water Treatment Plant Location project. This project consisted of a records review, background research, pedestrian survey, and shovel testing in high probability areas. No archaeological resources were documented during this investigation (Ellis 2000). Twenty-three other studies have been completed near the current project area for residential development, road improvement, and utilities projects (Table 1). As a result of these studies, nine archaeological resources, including two sites and seven isolates, were recorded within 1.6 kilometers (km) (1.0 miles [mi]) of the current project area.

Three pre-contact isolates were identified within 150 m (495 ft) of the current project area near the location of a reported "Indian Trail" depicted on an 1852 General Land Office (GLO) map (GLO 1852). These resources were recorded during a cultural resource survey for the Wilsonville Road project (Wilson 1993a, 1993b). The closest resource, Isolate #1, is located on the west terrace of Coffee Lake Creek, approximately 140 m (462 ft) north of the current project area. This isolate consists of one broken quartzite cobble, one cryptocrystalline silicate (CCS) unifacial tool, and quartzite and CCS debitage that were observed on the ground surface and during shovel testing (Wilson 1993a). Located 150 m (495 ft) west of the project area, Isolate #2 is a sparse scatter of CCS, quartzite, and petrified wood debitage and a CCS core fragment (Wilson 1993a). Isolate #3 is 150 m (495 ft) northwest of the current project area and contains one CCS flake and two fire-cracked rocks that were recovered during shovel testing (Wilson 1993b).

Three other pre-contact isolates have been recorded near the project area: Isolated Find 1, an obsidian Cascade-style projectile point (Darby 2005); Isolate Tri-Met 001, a CCS flake (Brannan 2007); and 21087-ZW-IS1, a CCS dart-sized projectile point (Windler et al. 2013). The isolates were identified on terraces overlooking creeks (Brannan 2007; Darby 2005; Windler et al. 2013).

Three historic-period archaeological resources, including sites 35CL317, 35CL398, and the Seely Ditch, were recorded northwest of the project area. Site 35CL317, also known as the Jaeger Farmstead Historic Site, is a circa 1875 farmstead with a surface scatter of ceramic, glass, and metal domestic artifacts dating between circa 1870 and the twentieth century. Site 35CL398 is a historic-period refuse scatter identified during archaeological monitoring for the Retherford Meadows Subdivision.

September 7, 2016  
 Allen Hendy, Otak  
 Boones Ferry Road to Brown Road Connector Corridor Project  
 Cultural Resources Review and Recommendations  
 AINW Report No. 3709

TABLE 1  
 CULTURAL RESOURCE STUDIES WITHIN 1.6 KM (1 MI) OF THE PROJECT AREA.

| SHPO# | REFERENCE                  | TYPE                                     | LOCATION                                         | RESOURCES IDENTIFIED             |
|-------|----------------------------|------------------------------------------|--------------------------------------------------|----------------------------------|
| 22372 | Smits et al. 2006          | Cultural resources reconnaissance survey | Overlaps project area                            | None                             |
| 17033 | Ellis 2000                 | Cultural resources survey                | 10 m (33 ft) southwest of project area           | None                             |
| 13764 | Wilson 1993b               | Cultural resources survey                | 100 m (330 ft) north of project area             | Isolate #3                       |
| 13765 | Wilson 1993a               | Cultural resources survey                | 160 m (528 ft) north of project area             | Isolate #1<br>Isolate #2         |
| 22373 | Punke et al. 2007          | Cultural resources survey                | 300 m (1,800 ft) southwest of project area       | None                             |
| 21110 | Cabebe 2007                | Archaeological survey                    | 370 m (1, 221 ft) southeast of project area      | None                             |
| 23128 | Carlisle 2010              | Archaeological survey                    | 400 m (1,320 ft) west of project area            | None                             |
| 21275 | Baker and Reese 2007       | Archaeological survey                    | 420 m (1,386 ft) west of project area            | None                             |
| 20548 | Darby 2004a                | Cultural resource survey                 | 620 m (2,046 ft) north of project area           | Seely Ditch                      |
| 26372 | Maceyko and Gall 2013      | Archaeological monitoring                | 650 m (2,145 ft) north of project area           | Site 35CL398                     |
| 21165 | Brannan 2007               | Cultural resource survey                 | 760 m (2,508 ft) northeast of project area       | Isolate Tri-Met 001              |
| 23709 | Lloyd-Jones and Fagan 2010 | Archaeological survey                    | 830 m (2,739 ft) north of project area           | None                             |
| 20569 | McDaniel 2006              | Archaeological survey                    | 950 m (3,135 ft) northeast of project area       | None                             |
| 26648 | McDaniel 2007              | Archaeological survey                    | 970 m (3,301 ft) northeast of project area       | None                             |
| 19816 | Darby 2005                 | Cultural resource survey                 | 1.08 km (0.67 mi) northwest of project area      | Site 35CL317;<br>Isolated Find 1 |
| 28218 | Perkins 2016               | Cultural resource survey                 | 1.08 km (0.67 mi) south of project area          | None                             |
| 22416 | Buchanan et al. 2009       | Archaeological survey                    | 1.15 km (0.72 mi) northeast of project area      | None                             |
| 22395 | Stipe 2008                 | Cultural resource survey                 | 1.22 km (0.76 mi) south of project area          | None                             |
| 22373 | Windler et al. 2013        | Cultural resource survey                 | 1.26 km (0.78mi) west-northwest of project area  | 21087-ZW-IS1                     |
| 19234 | Darby 2004b                | Cultural resource survey                 | 1.26 km (0.78 mi) northwest of project area      | None                             |
| 19844 | Edwards and Long 2005      | Archaeological survey                    | 1.30 km (0.81 mi) southeast of project area      | None                             |
| 3473  | Pettigrew 1982             | Archaeological survey                    | 1.35 km (0.84 mi) east-northeast of project area | None                             |
| 18588 | Darby and Bibb 2003        | Cultural resources survey                | 1.38 km (0.86 mi) northwest of project area      | None                             |
| 21317 | Buchanan and Ellis 2007    | Cultural resources survey                | 1.44 km (0.90 mi) east of project area           | None                             |
| 19841 | Cabebe 2005                | Archaeological survey                    | 1.46 km (0.91 mi) southeast of project area      | None                             |

September 7, 2016  
Allen Hendy, Otak  
Boones Ferry Road to Brown Road Connector Corridor Project  
Cultural Resources Review and Recommendations  
AINW Report No. 3709

Site 35CL398 consists of fragmented glass, metal, and ceramic artifacts dating between the early twentieth century and the present (Maceyko and Gall 2013). The Seely Ditch is a historic-period feature that was excavated by the Seely family in 1860 to drain Coffee Lake (Darby 2004a).

Historical maps and records on file at AINW were also examined to determine the probability of encountering pre-contact and historic-period archaeological resources within the current project area. The 1852 GLO map of the area shows an “Indian Trail” approximately 150 m (495 ft) north of the current project area (GLO 1852), suggesting a high probability of encountering pre-contact archaeological resources (Figure 1). Earlier work in the Portland Basin and the larger Willamette Valley has demonstrated that significant pre-contact archaeological resources are more likely to be found on terraces along rivers and streams, on high ground adjacent to marshes, and in specific resource areas visited routinely by Native Americans (Ames 1992:16-28; Beckham and Toepel 1983:4; Brauner and Robbins 1976:3,14; Jenkins and Soper 1989:5, 8-9; O’Brien et al. 2005; Pettigrew 1990). The likelihood of encountering a significant site increases where these environmental factors overlap and in areas with limited development (O’Brien et al. 2005; Smits et al. 2006).

As the project area is situated on the terraces of Coffee Lake Creek between Coffee Lake and its surrounding wetlands to the north and the Willamette River to the south, there is a high probability that pre-contact archaeological resources are present in the project area. Furthermore, U.S. Geologic Survey (USGS) maps and aerial photography show limited development within the project area between 1916 and the present, increasing the likelihood of encountering intact archaeological deposits (USGS 1916, 1939, 1940, 1954, 1961, 1985, 2011, 2014).

## **Recommendations**

AINW has completed a cultural resources review for the Boones Ferry Road to Brown Road Connector Corridor project in Wilsonville, Clackamas County. The records revealed that while portions of the current project area were previously surveyed, the project area remains largely unstudied. Three archaeological resources have been identified within 150 m (495 ft) of the current project area near an “Indian Trail” shown on an 1852 GLO map. Environmental variables and the limited amount of development within the project area also suggest a high probability of encountering archaeological resources.

There are four proposed alternatives, all of which cross Coffee Lake Creek and the P&W Railroad, a potential historic-period resource. The P&W Railroad may be considered eligible for listing in the National Register of Historic Places (NRHP); however, its NRHP-eligibility is not known without further research. All four alternatives also connect to SW Kinsman Road. As currently proposed, the alternative that appears to have the least impact on cultural resources is the North Alternative to Bailey. This alternative connects from the existing SW Brown Road and follows a two-track farm road eastward, crossing Coffee Lake Creek, connecting to the existing SW Bailey Street (Figure 2). Cultural resources are protected under both State and Federal law and impacts to cultural resources within the North Alternative to Bailey or any of the other three proposed alternatives will not be fully known without a formal cultural resource study consisting of a pedestrian survey and shovel testing. Based on this review, AINW recommends a pedestrian survey and shovel testing once a preferred alignment is selected.

September 7, 2016  
Allen Hendy, Otak  
Boones Ferry Road to Brown Road Connector Corridor Project  
Cultural Resources Review and Recommendations  
AINW Report No. 3709

## References

Ames, Kenneth M.

1992 Archaeological Context Statement Portland Basin. Department of Anthropology, Portland State University, Portland, Oregon.

Baker, R. Todd, and Jo Reese

2007 *Archaeological Survey and Shovel Testing of the Wilsonville Road Swale for the I-5 Corridor: Capital Highway to Willamette River Bridge Project, Key Number 12837 (South Section)*. Archaeological Investigations Northwest, Inc. Report No. 1908. Prepared for Murray, Smith & Associates, Inc., Portland, Oregon.

Beckham, Stephen Dow, and Kathryn Anne Toepel

1983 *Further Cultural Resource Investigations for the Tualatin River Channel Improvement Project*. Heritage Research Associates Report No. 19, Eugene, Oregon. Submitted to U.S. Army Corps of Engineers, Portland District.

Brannan, Nicole F., and Sunshine R. Clark

2007 *A Cultural Resources Survey for the BPA/Tri-Met Pole Relocation, Wilsonville, OR*. Bonneville Power Administration, Portland, Oregon.

Brauner, David R., and William Robbins

1976 *The Archaeological Reconnaissance of the Proposed Lower Tualatin Sewer Project, Washington County, Oregon*. Oregon State University, Department of Anthropology Report #432. On file, Oregon State Historic Preservation Office, Salem, Oregon.

Buchanan, Brian G., and David V. Ellis

2007 *Cultural Resource Survey of the Proposed Boeckman Creek Restoration (Upper) Project in Wilsonville, Oregon, of Bonneville Power Administration Land*. Archaeological Investigations Northwest, Inc. Report No. 2966. Prepared Pacific Habitat Services, Wilsonville, Oregon.

Buchanan, Brian G., John L. Fagan, and Jo Reese

2009 *Archaeological Survey and Shovel Testing of the I-5: Capitol Hwy – Willamette River Bridge I-5 Auxiliary Lane and Swales Project, Clackamas and Washington Counties, Oregon*. Key No. 13702, Federal Aid # IM-S001(323). Archaeological Investigations Northwest Inc. Report No. 2300. Prepared for Murray, Smith & Associates, Inc., Portland, Oregon.

Cabebe, Teresa E.

2005 *Archaeological Survey of Bridges 07794A/B (Interstate 5 over OR 551 at MP 282.25), Clackamas County, Oregon*. University of Oregon Museum of Natural and Cultural History Report No. 2005-5. Submitted to Rosalind Keeney, Geo-Environmental Services, Oregon Department of Transportation, Salem.

2007 *Archaeological Survey of Bridge 02254A (Interstate 5 over the Willamette River-Boone Bridge-at Milepoint 282.11), Clackamas County, Oregon*. University of Oregon Museum of Natural and Cultural History Report No. 2007-005. Submitted to Rosalind Keeney, Geo-Environmental Services, Oregon Department of Transportation, Salem.

September 7, 2016

Allen Hendy, Otak

Boones Ferry Road to Brown Road Connector Corridor Project

Cultural Resources Review and Recommendations

AINW Report No. 3709

Carlisle, Kendra

2010 *Archaeological Investigations for the I-5 at Wilsonville Road Interchange Improvements Project in the City of Wilsonville, Clackamas County, Oregon (Key Number 15108).*

Heritage Research Associates, Inc. HRA Letter Report 10-3. Submitted to Ron Jee, Otak, Lake Oswego, Oregon.

Darby, Melissa

2004a *Cultural Resource Survey and Assessment of a Portion of the Villebois Proposed Development.* Lower Columbia Research & Archaeology Report No. 4-4, Portland, Oregon. Prepared for Matrix Development Corporation.

2004b *Cultural Resource Assessment of the Proposed Villebois Rainwater Management Program, Clackamas County.* Lower Columbia Research & Archaeology Report No. 4-22. Prepared for Alpha Engineering, Portland, Oregon.

2005 *Cultural Resource Assessment of the Central SAP Area of the Proposed Villebois Development.* Lower Columbia Research and Archaeology Report 05-3, Portland, Oregon. Prepared for Costa Pacific Homes.

Darby, Melissa, and Rowan Bibb

2003 *Cultural Resource Survey & Assessment of a Portion of the Former Holdings of the Dammasch State Historic Tax Lot 31W1502990 in Clackamas County.* Lower Columbia Research & Archaeology, Portland, Oregon. Prepared for Costa Pacific Homes.

Edwards, Ian, and Montana M. Long

2005 *Archaeological Survey of Bridge 09870 (Interstate 5 over OR 551 Northbound at Mile Point 282.4), Clackamas County, Oregon.* University of Oregon Museum of Natural and Cultural History Report No. 2005-36. Submitted to Rosalind Keeney, Geo-Environmental Services, Oregon Department of Transportation, Salem.

Ellis, David V.

2000 *Cultural Resources Survey of the Proposed Wilsonville Water Treatment Plant Location, Wilsonville, Oregon.* Archaeological Investigations Northwest, Inc Letter Report No. 372. Prepared for Montgomery Watson, Portland, Oregon.

General Land Office (GLO)

1852 *Plat of Township No. Township 3 South, Range 1 West.* Electronic document, [http://www.glorerecords.blm.gov/details/survey/default.aspx?dm\\_id=332087&sid=wr2v1mqv.cqk&surveyDetailsTabIndex=1](http://www.glorerecords.blm.gov/details/survey/default.aspx?dm_id=332087&sid=wr2v1mqv.cqk&surveyDetailsTabIndex=1), accessed August 8, 2016.

Jenkins, Paul Christy, and Deborah L. Soper

1989 *A Cultural Resource Inventory of the Tualatin Wetlands Protection District Final Report.* Coast Magnetic Search & Survey Report No. 41, Gresham, Oregon. Prepared for City of Tualatin, Oregon.

Lloyd-Jones, Jeff, and John Fagan

2010 *Archaeological Survey of the Barber Street Extension/Kinsman Road Extension Project, Clackamas County, Oregon.* Archaeological Investigations Northwest, Inc. Report No. 2544. Prepared for OBEC Consulting Engineers, Eugene, Oregon.

September 7, 2016  
Allen Hendy, Otak  
Boones Ferry Road to Brown Road Connector Corridor Project  
Cultural Resources Review and Recommendations  
AINW Report No. 3709

Maceyko, Jeff, and Alexander W. Gall

2013 *Archaeological Monitoring Report for Portions of the Retherford Meadows Project Area, Wilsonville, Clackamas County, Oregon*. Archaeological Services of Clark County Survey Report No. 13898. Prepared for Lennar Northwest, Inc., Vancouver, Washington.

McDaniel, Sarah

2006 *Archaeological Survey of Select Portions of the Washington County Wilsonville to Beaverton Commuter Rail Project Alignment*. URS, Portland, Oregon. Prepared for Tri-County Metropolitan Transportation District of Oregon, Capital Project and Facilities Division, Portland, Oregon.

2007 *Archaeological Survey of the Washington County Wilsonville to Beaverton Commuter Rail Project Alignment: Wilsonville Park-and-Ride Facility*. URS, Portland, Oregon. Submitted to Kenneth Kirse, Tri-Met, Portland, Oregon.

O'Brien, Elizabeth J., Meredith A. Wilson, Morgan Frazier, and Jo Reese

2005 *I-5 to 99W Connector Project Environmental Reconnaissance Study Technical Memo #3: Cultural Resources*. Archaeological Investigations Northwest, Inc. Report No. 1579. Prepared for David Evans and Associates, Inc., Portland, Oregon.

Perkins, Kurt

2016 *A Cultural Resources Survey for the 2016 Chemawa District Priority Wood Pole Replacement Project*. Bonneville Power Administration Report No. OR 2016 014, Portland, Oregon.

Pettigrew, Richard M.

1982 *Report on the Archaeological Survey of the Proposed Improvement of the Boeckman Creek Bridge Section, Wilsonville Road (FAS-A619), Clackamas County*. Oregon State Museum of Anthropology, University of Oregon, Eugene. Submitted to the Oregon State Highway Division, Salem.

1990 Prehistory of the Lower Columbia and Willamette Valley. In *Northwest Coast*, edited by Wayne Suttles, pp. 518-529. Handbook of North American Indians, vol. 7, W. C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Punke, Michele L., Todd Ogle, David V. Ellis, and Elizabeth O'Brien

2007 *Cultural Resource Survey and Selected Subsurface Testing for the Proposed Tualatin River Basin Water Supply Project, Clackamas and Washington Counties, Oregon*. Archaeological Investigations Northwest, Inc. Report No. 1933. Revised December 3 (original June 6). Prepared for Clean Water Services, Hillsboro, Oregon.

Smits, Nicholas, Elizabeth J. O'Brien, Jason Allen, and David V. Ellis

2006 *A Cultural Resources Reconnaissance Survey of the Proposed Tualatin Basin Water Supply Project (Willamette Pipeline), Clackamas and Washington Counties, Oregon*. Archaeological Investigations Northwest, Inc. Report No. 1656. Prepared for David Evans and Associates, Inc., Portland, Oregon, and Clean Water Services, Hillsboro, Oregon.

Stipe, Frank

2008 *A Cultural Resources Survey for the POR Charbonneau Alt. 5 Cellular Communications Tower Site, Clackamas County, Oregon*. Tetra Tech Divisions, Inc., Bothell, Washington. Prepared for Verizon Wireless, New York.

September 7, 2016

Allen Hendy, Otak

Boones Ferry Road to Brown Road Connector Corridor Project

Cultural Resources Review and Recommendations

AINW Report No. 3709

U.S. Geologic Survey (USGS)

- 1916 *Tualatin, Oreg.* 15-minute quadrangle map. On file, Archaeological Investigations Northwest, Inc., Portland, Oregon.
- 1939 *Tualatin, Oreg.* 15-minute quadrangle. On file, Archaeological Investigations Northwest, Inc., Portland, Oregon.
- 1940 *Tualatin, Oreg.* 15-minute topographic map. Map collection, Oregon Historical Society Regional Research Library, Portland, Oregon.
- 1954 *Sherwood, Oreg.* 7.5-minute quadrangle. On file, Archaeological Investigations Northwest, Inc., Portland, Oregon.
- 1961 *Sherwood, Oreg.* 7.5-minute quadrangle. On file, Archaeological Investigations Northwest, Inc., Portland, Oregon.
- 1985 *Sherwood, Oreg.* 7.5-minute quadrangle. On file, Archaeological Investigations Northwest, Inc., Portland, Oregon.
- 2011 *Sherwood, Oreg.* 7.5-minute quadrangle. On file, Archaeological Investigations Northwest, Inc., Portland, Oregon.
- 2014 *Sherwood, Oreg.* 7.5-minute quadrangle. On file, Archaeological Investigations Northwest, Inc., Portland, Oregon.

Wilson, Douglas C.

- 1993a *Wilsonville Road Project Cultural Resources Survey.* Archaeological Investigations Northwest, Inc. Letter Report No. 44, Portland. Submitted to Cascade Pacific Engineering, Inc., Salem, Oregon.
- 1993b *Wilsonville Road Project Cultural Resources Survey: Shovel Testing.* Archaeological Investigations Northwest, Inc. Letter Report No. 51, Portland. Submitted to Cascade Pacific Engineering, Inc., Salem, Oregon.

Windler, Zach, Celia Moret-Ferguson, and Mini Sharma-Ogle

- 2013 *Cultural Resources Inventory for the Proposed SAP South – Plan Area 2 Residential Development, Clackamas County, Oregon.* SWCA Environmental Consultants Project 21087.07, Report No. 13-213. Prepared for Polygon Northwest Company, Vancouver, Washington.

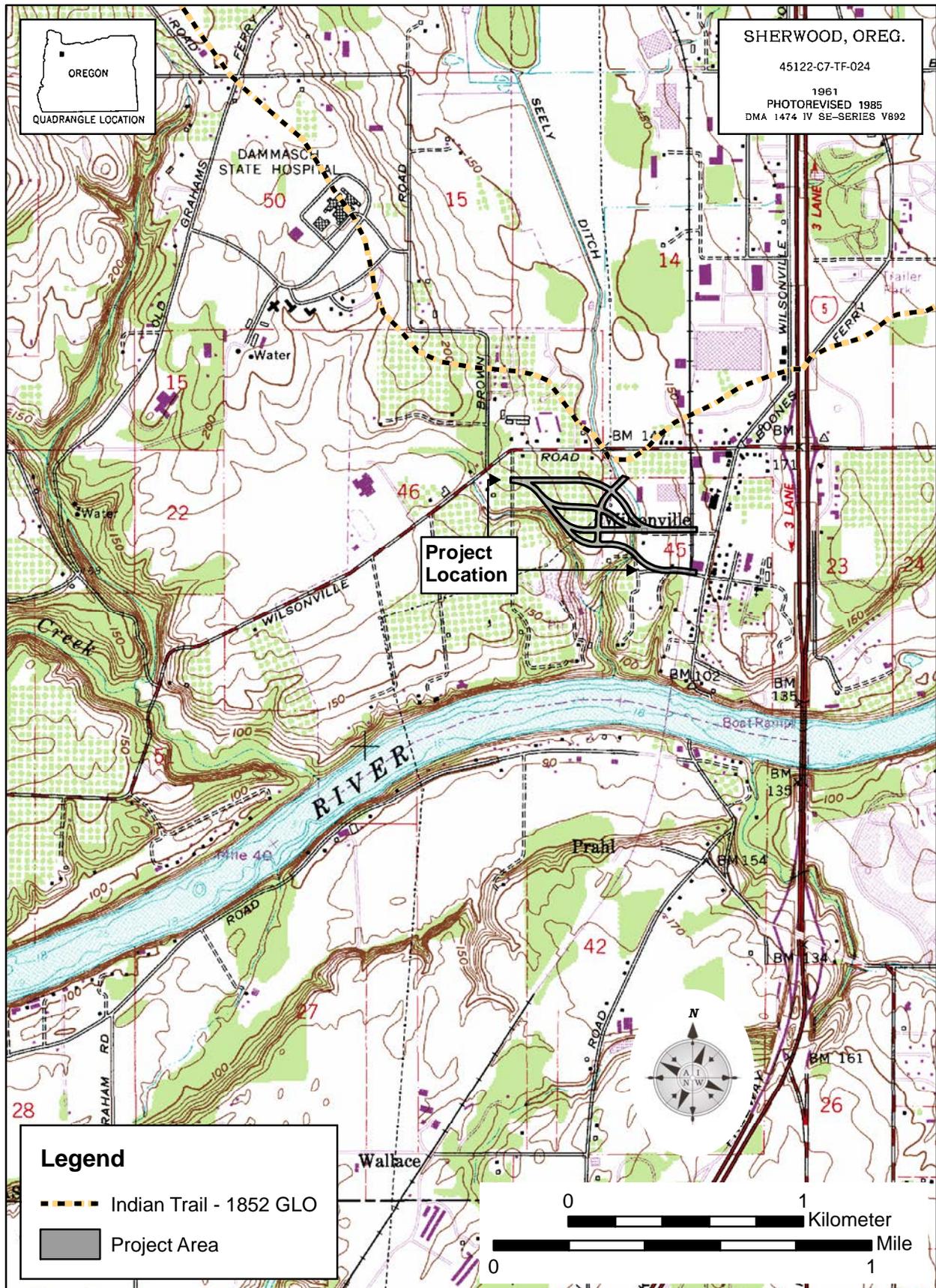
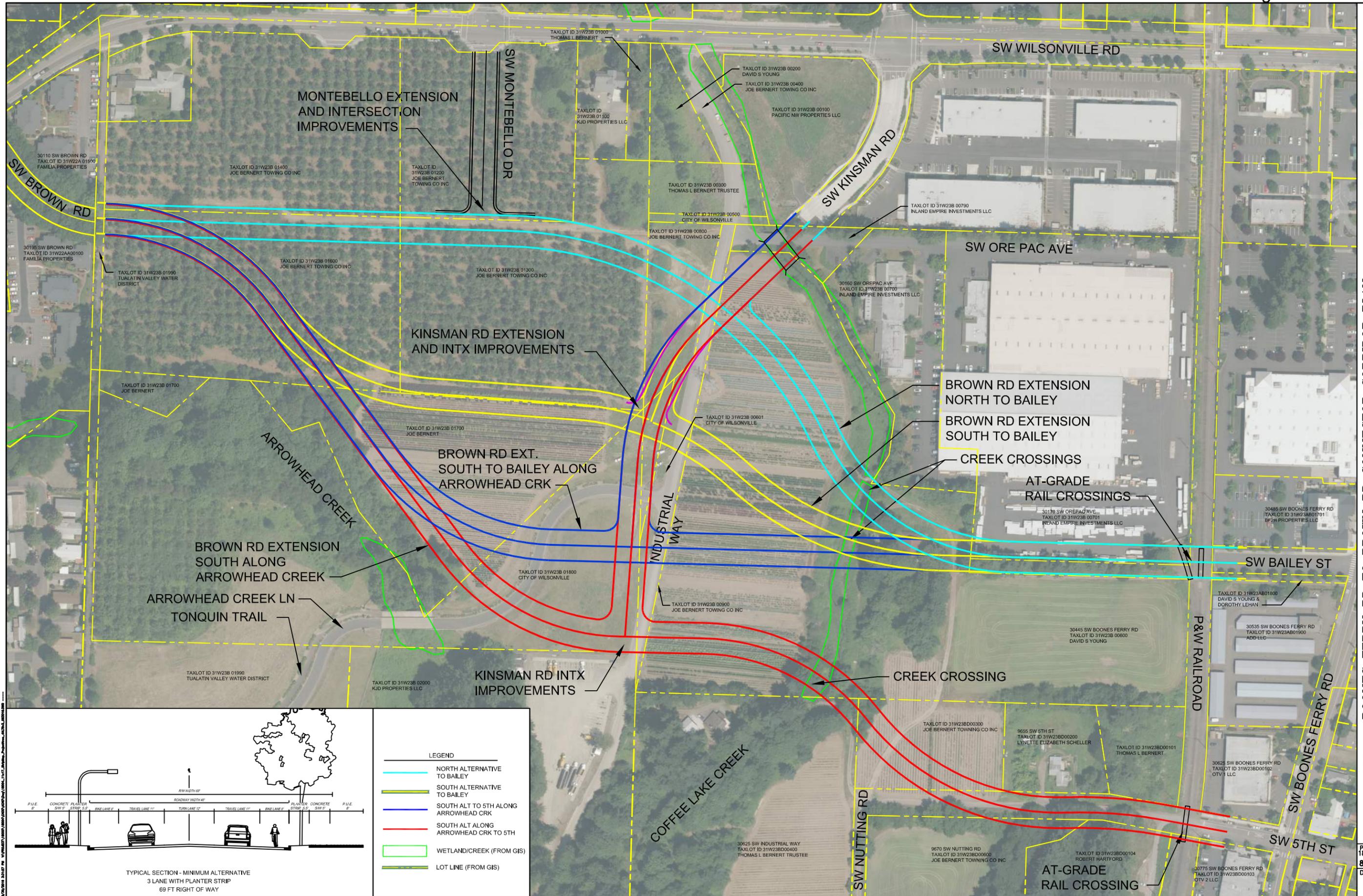
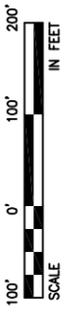


Figure 1. The Boones Ferry Road to Brown Road Connector Corridor project area in Wilsonville, Clackamas County, Oregon.

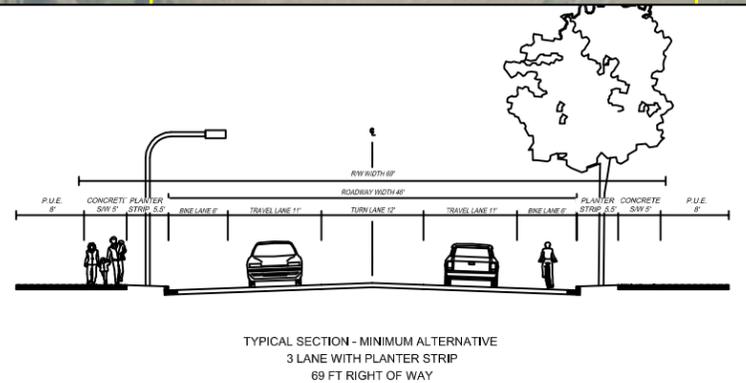


**BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN**  
 City of Wilsonville  
 Clackamas County, Oregon  
**PROJECT AREA MAP**



HanmiGlobal Partner  
 808 SW 3rd Ave, Ste. 300  
 Portland, OR 97204  
 Phone: (503) 287-6825  
 FAX: (503) 415-2304  
 www.otak.com

Project No. 18004  
**8/30/2016**  
 Date  
 Copyright 2016 ©



**LEGEND**

- NORTH ALTERNATIVE TO BAILEY
- SOUTH ALTERNATIVE TO BAILEY
- SOUTH ALT TO 5TH ALONG ARROWHEAD CRK
- SOUTH ALT ALONG ARROWHEAD CRK TO 5TH
- WETLAND/CREEK (FROM GIS)
- LOT LINE (FROM GIS)

Figure 2. The Boones Ferry Road to Brown Road Connector Corridor project area showing the north and south alternative routes.

### Boones Ferry Road to Brown Road Connector Corridor Plan

Alignment Alternative Evaluation

10/26/2016

|                                                                                                                                                   |                                       |                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|
| <table border="1"> <tr> <td>Meets criteria / Lowest impact / Best</td> </tr> <tr> <td>Does not meet criteria / Highest impact</td> </tr> </table> | Meets criteria / Lowest impact / Best | Does not meet criteria / Highest impact |
| Meets criteria / Lowest impact / Best                                                                                                             |                                       |                                         |
| Does not meet criteria / Highest impact                                                                                                           |                                       |                                         |

| Theme                                                    | Goal / Issue                                                                                                                             | Evaluation Criteria                                                                                    | Connect at Bailey St                                                                                                              | Connect at 5th Street                                                                                                                       |
|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| How will it change or enhance community character?       | Minimize physical changes to Boones Ferry Road in Old Town.                                                                              | Requires minimal redesign/construction of Boones Ferry Road.                                           | Bailey has sufficient width to accommodate turning movement. Bike lanes exist on both sides of Boones Ferry Road north of Bailey. | Remove curb extensions and parking on 5th to accommodate left turn lane on 5th. NB bike lane needed on Boones Ferry Road north of 5th.      |
|                                                          | Minimize traffic intrusions into north end of Old Town.                                                                                  | 2035 ADT on Boones Ferry Road between Bailey and 5th.                                                  | No additional impact on Boones Ferry Road south of Bailey.                                                                        | Increase of approximately 3,900 vehicles per day (year 2035) on Boones Ferry Road between Bailey and 5th.                                   |
|                                                          | Maximize the number of businesses served by the Connector.                                                                               | Number of existing commercial businesses served by new Connector.                                      |                                                                                                                                   | Leads people to more businesses and directly serves those at Boones Ferry and 5th.                                                          |
| How will it affect travel in the area?                   | Connect residential neighborhoods to commercial nodes.                                                                                   | Shortest distance from west neighborhoods (e.g. Villebois) to commercial sites (e.g. Fred Meyer).      | Bailey is better for neighborhood-to-commercial connectivity.                                                                     |                                                                                                                                             |
|                                                          | Connect residential neighborhoods to each other.                                                                                         | Shortest distance between west neighborhoods (e.g. Villebois) and Old Town.                            |                                                                                                                                   | 5th is better for neighborhood-to-parks and neighborhood-to-neighborhood connections.                                                       |
|                                                          | Reduce traffic on Wilsonville Road, at the intersection with Boones Ferry                                                                | Reduction in forecasted trips through Wilsonville Road / Boones Ferry Road intersection.               | 2035 traffic estimated at 4,000 vehicles per day                                                                                  | 2035 traffic estimated at 3,900 vehicles per day                                                                                            |
|                                                          | Provides an attractive route for biking between destinations (western Wilsonville to Fred Meyer).                                        | Directness of route for biking from the intersection of Wilsonville Road and Brown Road to Fred Meyer. | Bike travel time would be less and a bit more direct.                                                                             |                                                                                                                                             |
|                                                          | Provides an attractive route for biking between neighborhoods and parks.                                                                 | Directness of route between Morey's Landing and Boones Ferry Park.                                     |                                                                                                                                   | 5th provides a better connection to the RR xing at 2nd St and a more direct path to Boones Ferry Park and the future French Prairie Bridge. |
|                                                          | Major roadway network spacing                                                                                                            | TSP - connectivity and spacing, 2,600 feet between Collector and Arterial                              | Bailey is 1,170 feet south of Wilsonville Rd                                                                                      | 5th is 1,820 feet south of Wilsonville Road                                                                                                 |
|                                                          | Reduce the congestion created in the vicinity during peak periods.                                                                       | Allows vehicles queuing on Boones Ferry Road to access Wilsonville Road.                               | Meets intersection spacing standards, but over the long-term may be impacted by northbound queuing vehicles.                      | Provides the most space for northbound vehicles queuing at signals.                                                                         |
| What is the cost?                                        | Minimize total cost of construction.                                                                                                     | Rank in order of total cost, not including ROW acquisition.                                            | \$12.7 million, total Phase 1; likely additional costs related to mitigating impacts to OrePac operations.                        | \$11.6 million, total Phase 1; will require additional funds to reconstruct part of Boones Ferry Road.                                      |
|                                                          | Minimize ROW acquisition.                                                                                                                | Rank in order of total ROW cost.                                                                       | \$1.4 million, Phase 1 (included in total costs above)                                                                            | \$1.2 million, Phase 1 (included in total costs above)<br>This option utilizes more existing ROW and City-owned property.                   |
|                                                          | Minimize other costs associated with permitting and mitigation.                                                                          | Ease of obtaining the ODOT Rail Order and addressing construction impacts to OrePac.                   | This option would require a separate local road to connect to 5th and Nutting.                                                    |                                                                                                                                             |
| How will it affect the environment?                      | Minimize span length of structures over Coffee Lake Creek. Span length is an indicator of environmental impacts and required mitigation. | Span length for Connector structure OR estimated total footprint of the bridge structure.              |                                                                                                                                   | Larger impact area for 5th than for Bailey.                                                                                                 |
| How will it affect property in the area?                 | Minimize impacts to existing businesses.                                                                                                 | Reduces or requires modification to access private property.                                           | Impacts to OrePac operations.                                                                                                     | Impacts of potential on-street parking removal.                                                                                             |
|                                                          | Maintain industrial lots and development potential.                                                                                      | Establishes rail crossings and alignments that maintains and enhances access to industrial lots.       | Requires splitting of the industrial lots west of the railroad tracks.                                                            | Provides sanitary service to a greater number of parcels.                                                                                   |
| Is there a higher risk related to building the corridor? | Control risks related to property impacts.                                                                                               | Minimize reconstruction of existing infrastructure.                                                    | Requires reconstruction of OrePac siding.                                                                                         | Requires removal of existing curb extensions.                                                                                               |
|                                                          | Control risks related to railroad crossings.                                                                                             | Minimize timing for permitting related to rail crossing (schedule impacts).                            | Requires closing a public crossing at 5th and converting another private crossing to a public crossing; requires more time.       | OrePac has indicated they are willing to relinquish the private crossing at Bailey. Preferred by ODOT Rail and Portland & Western Railroad. |
|                                                          | Control risks related to constructability.                                                                                               | Minimize development in areas with construction challenges.                                            | Requires possible temporary closure of OrePac when RR spur is reconstructed.                                                      |                                                                                                                                             |

**The Alignment Options perform substantially equally against the following criteria:**

| Theme                                                     | Criterion                                                                                                                                                 |
|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>How will it change or enhance community character?</b> | Minimize the duration of construction.                                                                                                                    |
| <b>How will it affect travel in the area?</b>             | Forecasted intersection operations should meet City standards.                                                                                            |
| <b>How will it affect travel in the area?</b>             | Minimize travel time for vehicles using the Connector.                                                                                                    |
| <b>How will it affect travel in the area?</b>             | Create the best opportunity to use the Connector as a transit route.                                                                                      |
| <b>How will it affect travel in the area?</b>             | Enhance freight vehicle maneuverability.                                                                                                                  |
| <b>How will it affect travel in the area?</b>             | Implementation of the Tonquin Trail.                                                                                                                      |
| <b>How will it affect travel in the area?</b>             | Improvements to emergency access to and from Old Town.                                                                                                    |
| <b>How will it affect travel in the area?</b>             | Ability to separate people walking and biking from freight use.                                                                                           |
| <b>How will it affect travel in the area?</b>             | Reduction in forecasted trips through the Wilsonville Rd and Boones Ferry Rd intersection.                                                                |
| <b>How will it affect travel in the area?</b>             | Meets minor collector roads access spacing standards of 1,000' (desired) and 600' (minimum).                                                              |
| <b>How will it affect the environment?</b>                | Creek crossing permit and related impacts to schedule.                                                                                                    |
| <b>How will it affect the environment?</b>                | Minimizes impacts to areas susceptible to slope erosion, liquefaction and lateral spread.                                                                 |
| <b>How will it affect the environment?</b>                | Minimizes potential impacts to cultural resources.                                                                                                        |
| <b>How will it affect the environment?</b>                | Avoids impacts to the forested stand near SW 5th Ave that may provide required riparian buffer to a seasonal drainageway and high quality upland habitat. |
| <b>How will it affect the environment?</b>                | Minimizes impacts to areas susceptible to slope erosion, liquefaction and lateral spread                                                                  |
| <b>How will it affect property in the area?</b>           | Minimize closure of existing public and private access points, rail crossings and spur alignments.                                                        |
| <b>How will it affect property in the area?</b>           | Number of lots that could be created in a contiguous subdivision.                                                                                         |



## CITY COUNCIL MEETING STAFF REPORT

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                            |                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| <b>Meeting Date:</b> 11/7/16                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Subject:</b> Residential Parking Zone                                                                                                                   |                                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Staff Member:</b> Barbara Jacobson<br><b>Department:</b> Legal                                                                                          |                                         |
| <b>Action Required</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Advisory Board/Commission Recommendation</b>                                                                                                            |                                         |
| <input type="checkbox"/> Motion<br><input type="checkbox"/> Public Hearing Date:<br><input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date:<br><input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date:<br><input type="checkbox"/> Resolution<br><input checked="" type="checkbox"/> Information or Direction<br><input type="checkbox"/> Information Only<br><input type="checkbox"/> Council Direction<br><input type="checkbox"/> Consent Agenda | <input type="checkbox"/> Approval<br><input type="checkbox"/> Denial<br><input type="checkbox"/> None Forwarded<br><input type="checkbox"/> Not Applicable |                                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Comments:</b>                                                                                                                                           |                                         |
| <b>Staff Recommendation:</b> Review and consider adoption of a residential parking zone program to alleviate parking congestion and related concerns in residential neighborhoods.                                                                                                                                                                                                                                                                                    |                                                                                                                                                            |                                         |
| <b>Recommended Language for Motion:</b> N/A                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                            |                                         |
| <b>Project / Issue Relates To:</b> <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                            |                                         |
| <input type="checkbox"/> Council Goals/Priorities                                                                                                                                                                                                                                                                                                                                                                                                                     | <input type="checkbox"/> Adopted Master Plan(s)                                                                                                            | <input type="checkbox"/> Not Applicable |

### ISSUE BEFORE COUNCIL:

Review of draft residential parking zone permit program to resolve parking congestion issues within select Wilsonville neighborhoods.

### EXECUTIVE SUMMARY:

Residents of certain residential neighborhoods have expressed concerns regarding non-residents parking in their neighborhoods. For example, the owners of single-family homes in Brenchley Estates have experienced individuals parking in front of fire hydrants and private driveways,

limiting access and visibility getting onto and off of the public roads and impeding emergency vehicle access. Residents in other neighborhoods have complained of lewd and inappropriate behavior occurring at late hours of the evening and have witnessed individuals engaging in this behavior when going to and from vehicles parked on the street.

In an effort to find a solution to the parking issues in Brenchley Estates, and potentially other residential neighborhoods, as necessary, the City is investigating whether the adoption of a residential parking zone program is a way to resolve the parking issues within certain uniquely situated residential neighborhoods, such as Brenchley Estates. In drafting the proposed Ordinance, staff reviewed the residential parking zone programs of other cities, including Portland, Tigard, and Tualatin, but customized it for Wilsonville.

The key focus of the proposed Ordinance is to establish a means for residents to petition for the designation of a residential parking zone, and to create a method of review, possible approval, and administration by the City. By providing a detailed process for application, review, and approval, the goal is to limit the designation of residential parking zones to only those neighborhoods that demonstrate a significant need for such designation, while generally maintaining public access to the City's streets and on-street parking. The proposed Ordinance also specifies that the residents in a designated residential parking zone will be primarily responsible for monitoring and towing any vehicles not in compliance with the residential parking zone, while still retaining authority of City police to ticket vehicles and tow in extreme situations. The proposed Ordinance recognizes the City has limited law enforcement availability and parking enforcement is not the primary focus of law enforcement. Thus, it must be up to the residents to monitor and enforce through a private towing contract.

#### **EXPECTED RESULTS:**

Decreased traffic, parking congestion, and safety concerns in certain residential neighborhoods that currently experience a high volume of on-street parking, particularly at night. Other expected results include better access for emergency personnel, waste management personnel, and U.S. Postal Service personnel in residential neighborhoods.

#### **TIMELINE:**

There is no specific timeline for this project.

#### **CURRENT YEAR BUDGET IMPACTS:**

As drafted, the proposed Ordinance requires a \$15 fee per parking permit per year. There will be some costs associated with posting and maintaining street signs. Additional law enforcement work may also result.

#### **FINANCIAL REVIEW / COMMENTS:**

Reviewed by:            Date:

**LEGAL REVIEW / COMMENT:**

Reviewed by: BAJ                      Date: 10/31/16

**COMMUNITY INVOLVEMENT PROCESS:**

Work session; proposed application process will involve a public meeting.

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

Establishing residential neighborhood parking zones should decrease traffic and parking congestion in certain residential neighborhoods that currently experience a high volume of non-resident parking. These communities would be benefitted by improved access by emergency personnel, waste management, and postal services. It is also expected that there could be a decrease in the noise, lewd or inappropriate behavior, and other nuisances that the City has been receiving complaints about from certain residential Wilsonville neighborhoods.

**ALTERNATIVES:**

The City Council can reject the Ordinance and have no parking zones established, or the Council can propose an alternative parking zone plan.

**CITY MANAGER COMMENT:**

**ATTACHMENTS:**

Draft Ordinance Amending Wilsonville Code Chapter 5

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING WILSONVILLE CODE CHAPTER 5 BY RENUMBERING SECTION 5.245 AS SECTION 5.250 AND ADDING A NEW SECTION 5.245 TO CREATE A RESIDENTIAL PARKING ZONE PROGRAM**

WHEREAS, the City of Wilsonville recognizes the need to preserve the livability of residential neighborhoods and to ensure residents' adequate ingress and egress, while also maintaining reasonable public access to City streets; and

WHEREAS, the City of Wilsonville recognizes the needs of emergency and ambulatory vehicles to navigate public roads to quickly reach residents in need of emergency assistance; of waste management to collect residents' trash and recycling; and of the United States Postal Service to access residents' mailboxes; and

WHEREAS, residents of certain Wilsonville neighborhoods have expressed the following concerns related to non-residents parking on their neighborhood streets: (1) difficult for emergency vehicle access to residences in residential neighborhoods due to on-street parking that may delay response times; (2) the presence of trash, inappropriate behavior, noise, and other nuisances occurring within residential neighborhoods related to street parking; and (3) vehicles blocking mailboxes, driveways, and fire hydrants. Residents have identified the primary cause of these concerns as non-residents driving into their residential neighborhoods and parking their vehicles there overnight or for extended periods of time; and

WHEREAS, the City of Wilsonville recognizes the need of residents and non-residents to travel through residential neighborhoods and to have public access to the City's streets and on-street parking; and

WHEREAS, in certain instances where residential streets experience a significant amount of regular non-resident parking at night or for extended periods of time, limiting the hours and times non-resident vehicles can be parked in residential neighborhoods should lead to a reduction of traffic and parking congestion; safety issues; less excessive noise; and more efficient and effective service from emergency personnel, waste management, and the United States Postal Services; while still providing both residents and non-residents with access to the City's public roads; and

WHEREAS, the City has limited law enforcement availability to address the parking concerns of residents, and parking enforcement cannot be the highest priority of the City's limited number of available law enforcement officers;

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

1. Section 5.245 of Chapter 5 of the Wilsonville Municipal Code, entitled "Exemption," is renumbered as Section 5.250, and the following new Section 5.245, entitled "Residential Parking Zones," is added to Chapter 5:

**"5.245 Residential Parking Zones**

(1). Definitions.

- (a). Residents means the individuals that reside within the area where a Residential Parking Zone is being applied for.
- (b). Non-Residents means those individuals who do not live within the Residential Parking Zone.
- (c). Residential Parking Zone means an identified geographic area, approved by the City Manager, to be designated for parking by Residents and their guests, only, during all or some identified and posted hours of the day.

(2). Process.

- (a). The City Manager may establish a Residential Parking Zone at the request of the Residents within the proposed affected geographic area in the manner set forth below in subsection (b). The purpose of a Residential Parking Zone is to prohibit on-street parking by Non-Residents during specific time periods and/or limiting the duration Non-Residents may park within specific geographic areas used predominantly for residential purposes. The City Manager shall clearly define the geographic limits of the area affected by the zone and the hours during which parking by Non-Residents will be prohibited and/or the allowable duration of Non-Resident parking. Residents within the Residential Parking Zone must obtain parking permit(s) from the City Manager, pursuant to subsections (b) through (h) of this section, in order to allow Residents and their guests to park within the Residential Parking Zone during the restricted hours.
- (b). Residents of an area may apply to have an area designated as a Residential Parking Zone through a community-initiated petition, with signatures of the owners representing at least sixty percent (60%) of

the affected addresses (one signature per address), to be submitted to the City Manager. This petition shall include:

- (i) A detailed description of the parking problem;
  - (ii) The probable cause(s) of the problem;
  - (iii) The geographic boundaries of the impacted area which the petitioners seek to designate as a Residential Parking Zone;
  - (iv) A listing of all individual addresses and property owners located within the proposed Residential Parking Zone and a list of all their vehicle license plate numbers;
  - (v) The type of on-street parking restrictions requested, which may include the following restrictions: (1) prohibiting all unpermitted parking during specified hours; (2) limiting unpermitted parking to a specific duration of time; or (3) a combination of (1) and (2); and
  - (vi) The proposed maximum number of resident and guest parking permits to be available for issuance to each Resident.
- (c). Upon receipt of a petition, in full conformance with subsection (b), the City Manager will investigate whether the affected area is eligible for a Residential Parking Zone. To investigate the eligibility of a Residential Parking Zone, the City Manager may consider some or all of the following:
- (i) Survey of vehicles parked on-street within the affected area at different times of the day or evening, and a determination of the percentage of vehicles parked that are Non-Resident vehicles (based on the list of Resident license plate numbers supplied by the petitioning Residents);
  - (ii) Statements of Residents within the affected area;
  - (iii) Review of police reports and parking tickets issued in the affected area;
  - (iv) Statements from police or other emergency personnel, postal personnel, and waste management personnel concerning access and safety issues;
  - (v) Any research, analysis, or review conducted by City departments regarding the affected area and parking issues within the affected area; and
  - (vi) Information supplied by the petitioners, and any other information the City Manager deems relevant.
- (d). Based on the findings of the City Manager's investigation, the City Manager will determine if a petitioned area is eligible for a Residential Parking Zone. The City may request additional information from petitioners if insufficient information is available to make a decision. If a petitioned area is approved as eligible for a Residential Parking

Zone, the City Manager may propose a Residential Parking Zone. The proposal by the City Manager shall state:

- (i) The boundaries of the proposed area of the Residential Parking Zone;
  - (ii) The type of on-street parking restrictions proposed, which may include: (1) prohibiting all unpermitted parking during specified hours; (2) limiting unpermitted parking to a specific duration of time; or (3) a combination of (1) and (2); and
  - (iii) The number of resident and guest parking permits available for purchase by each Resident.
- (e). The City Manager's proposal will be mailed to all Residents within the proposed Residential Parking Zone, with a notice of a public meeting to be held at City Hall. After the public meeting, the proposal will be refined and a ballot prepared. A ballot will be mailed to all addresses within the proposed Residential Parking Zone within thirty (30) days after the public meeting. One legal owner per address in the proposed Residential Parking Zone is eligible to vote. (In other words, only one vote per residence, even if more than one legal owner.) The ballot must be received by the City Manager on or before the date specified in the mailing. A minimum of seventy percent (70%) of the ballots must be returned, out of which a minimum of seventy-five percent (75%) must be "yes" votes, to approve the Residential Parking Zone.
- (f). If the vote in subsection (e) is negative, a minimum of twelve (12) months must elapse before any new proposal can be initiated. If the vote in subsection (e) is positive, the City Manager will notify all owners within the Residential Parking Zone of the approval. (Permit fees from all of the Residents requesting permits within the Residential Parking Zone must be collected prior to the installation of customized parking signs by the City.)
- (g). Once a Residential Parking Zone is approved, Residents may apply for on-street parking permits by completing a resident parking permit application and providing the City Manager of proof of residency within the Residential Parking Zone and proof of vehicle ownership of vehicle(s) registered to that address. A Resident may apply for a residential parking permit for each vehicle registered to that address. In addition to vehicles registered to Residents who reside in the Residential Parking Zone, Residents may also apply for the number of guest parking permits approved per Resident by the City Manager, based on input from the Residents, which provides a guest of the Resident with the same rights and permissions as resident parking permits. *(The cost of each resident and guest parking permit is \$15*

*per permit per year.*) Residents must reapply and pay each year for all parking permits. Residents who may need additional guest parking permits for an event may borrow them from other Residents. In all cases, the parking permit must be clearly displayed in the front window of the vehicle so as to be easily visible to Residents and law enforcement officers.

- (h). Permits may only be applied for within a designated period of time once per year; provided, however, new Residents who move to the neighborhood may apply upon surrender of permit(s) by the prior Resident.
  - (i). Designation of the Residential Parking Zone will automatically renew annually, unless:
    - (i) The City Manager receives a petition, representing at least sixty percent (60%) of the addresses within the designated Residential Parking Zone (one signature per address), requesting termination of the Residential Parking Zone; or
    - (ii) The designated Residential Parking Zone or Residents do not meet or follow the rules or procedures established by the City Manager. In such a case, the City Manager will send notice of a public meeting to the Residents in the Residential Parking Zone. After the public meeting, the City Manager will determine whether to terminate the Residential Parking Zone. The City Manager's determination will be mailed to Residents in the Residential Parking Zone within thirty (30) days of the last public meeting. If the City Manager terminates the Residential Parking Zone, a minimum of twelve (12) months must elapse before any new proposal can be initiated.
- (3). Signs. The City Manager will cause official signs for Residential Parking Zones to be installed and maintained. The signs shall clearly identify the on-street parking restrictions for Non-Residents and the exception to those restrictions for permit holders within the Residential Parking Zones. A permitted vehicle, displaying the authorized parking permit (whether resident or guest), which is parked on-street in accordance with the Residential Parking Zone signs, and in accordance with parking regulations, generally is permitted to be parked in excess of the Non-Resident parking limit, as long as legally parked.

(4). Violations and Enforcement.

## (a). Unpermitted Parking Violations:

- (i) During permit designated hours, it is unlawful and a violation for an unpermitted vehicle to be parked on-street in the Residential Parking Zone.
- (ii) Residents within the Residential Parking Zone are responsible for monitoring and towing, pursuant to Wilsonville Code Sections 5.400 to 5.460, any and all unpermitted vehicles parked in violation of the Residential Parking Zone.
- (iii) Police officers may issue parking citations and may also have a vehicle towed if the officer deems a health or safety risk is present. If no health or safety issue exists, officers will generally not have a car towed and it will be up to the Residents to make arrangements for any towing. Except in those instances where a police officer elects, in his or her sole discretion, to tow a vehicle for a health or safety reason, the City will not be responsible for any claims of any nature for improper towing, and it will be up to the Residents to defend against any such claim, at their sole expense.

## (b). Other Violations: It is further unlawful and a violation for any person to:

- (i) Provide false information in connection with an application for a resident or guest permit.
- (ii) Fail to surrender a permit, when requested to do so, when the person is no longer entitled to the permit.
- (iii) Use a permit when the permit holder is no longer entitled to the permit.
- (iv) Use, or allow the use of, a residential parking permit in connection with a vehicle other than the Resident's vehicle for which the permit was issued.
- (v) Sell, transfer, purchase, or otherwise acquire for value any permit issued by the City of Wilsonville.
- (vi) Use, or allow the use of, a permit in a manner inconsistent with the terms and limitations of the permit.

## (c). Any violation under subsection (3).(b) may result in the immediate revocation of a resident and/or guest parking permit.

- (5). Towing. Residents may select any towing company they wish to provide towing services, provided that any unpermitted vehicles may not be towed to a location more than fifteen (15) miles away from the location the vehicle is being towed from. Residents will be responsible for negotiating their own contractual relationship with the towing company and will be responsible for any charges or claims by the towing company or the owner of a towed vehicle, and will defend, indemnify, and hold the City harmless therefrom.
- (6). Appeals. The decision of the City Manager with respect to any of the foregoing is final and is not subject to appeal.”

- 2. The City Recorder is directed to amend Wilsonville Code Chapter 5, Sections 5.245 and 5.250, as approved above, and to make such format, style, and conforming changes to match the format and style of the Vehicles and Traffic Chapter of the Wilsonville Code.
- 3. Except as set forth above, Chapter 5 of the Wilsonville Municipal Code remains in full force and effect, as written.

SUBMITTED to the Wilsonville City Council and read for the first time at a meeting thereof on the 7<sup>th</sup> day of November, 2016, and scheduled for second reading on the \_\_\_\_ day of December, 2016, commencing at the hour of 7 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the \_\_\_\_ day of \_\_\_\_\_, 2016, by the following votes:                      Yes: \_\_\_\_                      No: \_\_\_\_

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this \_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
TIM KNAPP, MAYOR

**SUMMARY OF VOTES:**

Mayor Knapp

Council President Starr

Councilor Fitzgerald

Councilor Stevens

Councilor Lehan

# CITY COUNCIL ROLLING SCHEDULE

## Board and Commission Meetings 2016

**Items known as of 10/31/16**

### NOVEMBER

| DATE           | DAY                  | TIME                                          | EVENT                              | LOCATION         |
|----------------|----------------------|-----------------------------------------------|------------------------------------|------------------|
| 11/7           | Monday               | 7 p.m.                                        | City Council Meeting               | Council Chambers |
| 11/8           | Tuesday              | ELECTION DAY                                  |                                    |                  |
| 11/9           | Wednesday            | 6 p.m.                                        | Planning Commission                | Council Chambers |
| 11/9/          | Wednesday            | 1 p.m.                                        | Wilsonville Community Seniors Inc. | Community Center |
| 11/11          | Friday               | Veterans Day, City offices and Library Closed |                                    |                  |
| 11/14          | Monday               | 6:30 p.m.                                     | DRB Panel A                        | Council Chambers |
| 11/21          | Monday               | 7 p.m.                                        | City Council Meeting               | Council Chambers |
| 11/24<br>11/25 | Thursday &<br>Friday | Thanksgiving Holiday City Offices Closed      |                                    |                  |
| 11/28          | Monday               | 6:30 p.m.                                     | DRB Panel B                        | Council Chambers |

### COMMUNITY EVENTS

#### Election Day - November 8

Ballots due by 8 p.m. The Library is an official drop off site.



#### 2016 Veterans Day Observance Ceremony

11/11/2016 11:00 AM - 12:00 PM

Oregon Korean War Memorial at Town Center Park

#### DEQ Public Hearing

SORT Bioenergy, LLC's Proposed Air and Solid Waste Permits  
November 17, 6:30 p.m. Wilsonville Public Library, Oak Room

#### Fall Leaf Drop Off Day

Saturday November 19<sup>th</sup>, 9:00 a.m. – 2:00 p.m. City Hall Parking Lot

#### Holiday Tree Lighting

Wednesday, November 30<sup>th</sup> – 5:45 p.m. Parks and Recreation Administration Building,  
Town Center Park

### FUTURE COMMITTEE MEETINGS

#### Wilsonville Tourism Promotion Committee

Wilsonville City Hall, Willamette River Room

- Thur, Dec. 1, 10 am – 12 pm
- Thur, Dec. 8, 10 am – 12 pm

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, October 3, 2016. Mayor Knapp called the meeting to order at 7:13 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp  
 Councilor Starr  
 Councilor Fitzgerald  
 Councilor Stevens  
 Councilor Lehan

Staff present included:

Bryan Cosgrove, City Manager  
 Jeanna Troha, Assistant City Manager  
 Barbara Jacobson, City Attorney  
 Sandra King, City Recorder  
 Susan Cole, Finance Director  
 Cathy Rodocker, Assistant Finance Director  
 Jon Gail, Community Relations Coordinator  
 Stephan Lashbrook, SMART Director  
 Miranda Bateschell, Long Range Planner  
 Holly Miller, IS Manager  
 Scott Simonton, SMART Fleet Manager  
 Kerry Rappold, Natural Resources Manager

Motion to approve the order of the agenda.

**Motion:** Councilor Starr moved to approve the order of the agenda with the following change: to pull off of the Consent Agenda the purchase of the Smart Bus.

**Vote:** Motion carried 5-0.

## **MAYOR'S BUSINESS**

Mayor Knapp announced the date of the next City Council meeting, and reported on the meetings he attended on behalf of the City, in particular the recent League of Oregon Cities (LOC) Conference held in Salem.

## **COMMUNICATIONS**

### **A. Bee Stewards Program**

Kerry Rappold introduced Sharon Selvaggio of Northwest Center for Alternatives to Pesticides. Mr. Rappold recalled the bee kill that occurred in the Target parking lot a couple of years ago

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

due to the application of a pesticide spray and the steps taken by the City to protect the bees by covering the trees with netting. This led to the development of a Bee Stewards Program. Staff will work with community partners to create pollinator habitat planting areas that will involve public parks, medians along roads and the West Linn-Wilsonville School District property. Public Works staff will create an integrated pest management plan to lessen the use of pesticides and to be more proactive in dealing with property management. Educational material and a tool kit will be created for private property owners to inform them on how to conserve pollinators on their own property. Students will become involved in monitoring the pollinator friendly habitats, and interpretive signs will be placed at the habitats.

Ms. Selvaggio explained her organization provides education to the public on alternatives to using pesticides by working with schools and agricultural businesses. NCAP will be helping the City develop and integrate a pest management plan, and to create the interpretive signs explaining why pollinators are important, their habitat is important and how to safeguard that habitat.

Mr. Rappold identified the other partners in the program include: CREST, Xerces Society, Friends of Trees, Habitat Landscape Design, Northwest Youth Corps, and Oregon State University North Willamette Research Centers. The program will be grant funded by the City's Community Enhancement Program, Metro, and the National Fish and Wildlife Foundation.

Mr. Rappold indicated that articles will be included in the Boones Ferry Messenger, a workshop will be held, and that he will be presenting the program at the APWA Conference in Bend.

**CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

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

John Nerski, 25100 SW Parkway Avenue Potentate of the Shriner's invited the Council and community to attend a fundraising dinner at the Shrine Center in Wilsonville. Proceeds will be directed to the Portland Shriner's hospital to aid in providing services for children regardless of the ability to pay.

Mary Ott, 28444 SW Meadows Loop attended the September 19 Council meeting and voiced her concerns about the overflow parking situation in the Meadows subdivision. She asked that any updates be provided to Chuck Smith the HOA president so the information could be shared with the Meadows residents.

Kristin Roche 28405 SW Willow Creek Drive understood the management of Boulder Creek planned to inspect their tenant's garages to insure they are being used for parking.

Mr. Cosgrove received information tonight that the construction activities that were taking up 19 parking spaces will be completed by Friday, October 7<sup>th</sup>.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

At the direction of City Council Ms. Jacobson sent a letter to the owners of the building and the management company expressing concern about the parking situation in some detail, and asking them to inspect the garages to insure they were being used for parking, and to give the City an update on the construction. The apartment management has until October 18<sup>th</sup> to begin the inspection of the garages, move the construction materials out of key parking spaces, and to look at their parking space marking system to clarify where residents and visitors could and could not park. If the matter was not resolved by then, City Code Enforcement would visit management. She understood the construction staging area is being moved and they have notified residents about using the garages for parking vehicles. The City Attorney heard from residents that they were informed the garages could be used for storage. Staff explained that construction on the club house would be occurring with parking in front of the office used for that effort.

Ashleigh Sumerlin, a representative of the Kitakata Japan Sister City program presented a gift to Mayor Knapp from Shinya Yamaguchi the Mayor of Kitakata Japan, Wilsonville's Sister City. She noted a student contingent will be visiting Wilsonville in October 2017.

### **COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

Council President Starr – (Parks and Recreation Advisory Board Liaison) announced the next meeting date for the Board and invited the public to participate in the Harvest Festival at the Crest Center.

Councilor Fitzgerald – (Development Review Panels A & B Liaison) reported on the approvals made by DRB Panel B during their last meeting and announced the cancellation of the October 10 meeting of DRB Panel A. She invited the public to attend the Harvest Festival at the Stein Boozier Barn.

Councilor Stevens – (Library Board and Wilsonville Seniors Liaison) noted the meeting date of the Wilsonville Seniors, and reported the Library staff is in the process of rearranging the collection to free up shelf space. She announced the Library Foundation Annual Benefit will be held at the Library.

Councilor Lehan– (Planning Commission and CCI Liaison) stated at their next meeting the Commission will be holding a public hearing on the Frog Pond Infrastructure Plan, and hear about the Basalt Creek Concept Plan. She announced the recruitment for Board and Commission Members. The Councilor attended the Clackamas County Cultural Arts Alliance meeting that was attended by various arts and culture organizations. Fall leaf drop off is set for October 19 in the City Hall parking lot.

### **CONSENT AGENDA**

Ms. Jacobson read the Consent Agenda items into the record.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

A. Resolution No. 2605 This item was removed from the Consent Agenda and moved to New Business.

B. Minutes of the September 8, 2016 City Council meeting.

**Motion:** Councilor Fitzgerald moved to approve the Consent Agenda. Councilor Lehan seconded the motion.

**Vote:** Motion carried 5-0.

### NEW BUSINESS

A. Resolution No. 2605 Pulled from the consent agenda and moved to new business  
A Resolution Of The City Of Wilsonville Authorizing South Metro Area Regional Transit (SMART) To Purchase One Seventeen-Passenger Bus From Creative Bus Sales.

Scott Simonton, Fleet Manager explained SMART will be purchasing a new standard cutaway bus through a grant process. The bus is gasoline powered, it will expand the fleet, and it is expected to be in service for 10-12 years.

**Motion:** Councilor Fitzgerald moved to approve Resolution No. 2605, Councilor Starr seconded the motion.

**Vote:** Motion carried 5-0.

### PUBLIC HEARING

A. Resolution No. 2604  
A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2016-17.

Ms. Jacobson read the title of Resolution No. 2604 for the record.

Mayor Knapp opened the public hearing at 8:09 p.m. and provided the hearing protocol.

The staff report was presented by Cathy Rodocker, Assistant Finance Director. Oregon's Local Budget Law allows the Council to amend the adopted budget for an occurrence or condition that was not known at the time the budget was adopted. A transfer resolution moves expenditures from one category to another within a specific fund and does not increase the overall budget that was approved during the annual budget process. A supplemental budget adjustment will impact the budget by increasing revenues and/or expenditures. The supplemental adjustment can also recognize expenditures that exceed 10% of the adopted budget expenditures or 15% of the funds' adopted contingency.

As typical for the first budget adjustment for the fiscal year, unused funds from the prior year will be needed to complete projects that were not completed by June 30<sup>th</sup>. This adjustment to

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

'rollover' funding from the prior fiscal year will provide the needed budget authority required for FY2017. The adjustment includes changes to the capital project program as well as to the following categories: material and services and capital outlay categories.

Non Capital Project related expenses include:

- Capital Outlay: Purchase of a new truck with swap loader attachment, \$59,101, funded by the Parks Maintenance, Building Maintenance, Road, Water and Sewer Operating funds.
- Material and Services: Administration Program, \$35,000, for special projects, Finance Program, \$15,500 for consultant fees and office furniture, IS Program, \$105,000, for the Fiber Business Plan, IT Strategic Plan, PCI (Payment Card Industry) remediation, and Planning Program, \$33,000, for the Form-Based Code project.

Capital Project related expenses originally funded in FY2016 include:

- Secondary Power Supply for Wells, \$39,640
- Water System Telemetry, \$91,495
- Tooze Rd Waterline, \$79,950
- WWTP Outfall Repair/Replacement, \$219,420
- Sewer Operations Allocation to Charbonneau, \$320,805
- Frog Pond Master Planning, \$115,000
- Coffee Creek Development Readiness, \$7,650
- Citywide Signage and Wayfinding Plan, \$55,700
- Wilsonville Rd Interchange, \$293,750
- Kinsman Rd Extension, \$414,000
- 5 Year Monitoring of Boeckman Wetland Mitigation, \$9,590
- Tooze Rd - 110th to Grahams Ferry, \$377,775
- Street Light Infill, \$104,950
- Charbonneau Walking Path Repair, \$47,000
- Willamette River Outfalls, \$214,765
- Fiber Connectivity, \$29,300
- City Facilities Repairs. \$5,750
- Community Center Remodel, \$3,350
- Skate Facilities, \$19,665
- Boones Ferry Park Master Plan, \$25,875
- Boeckman Creek Trail Slope Stabilization, \$66,000
- Annual Play Structure Replacement, \$66,875
- Parks SDC Reimbursements/Credits, \$603,694

Lastly, the budget adjustment includes a number of CIP projects that will result in a zero dollar adjustment where the excess budget of one project is used to fund the increase in another project:

- Citywide Stormwater Sewer Pipes, \$91,800: Funding Source Gesselschaft Water Well Channel Restoration Project,
- Streetlight Infill Project, \$61,855 Funding Source: LED Street Light Conversion Project,
- Street Maintenance Fee & SDC Update, \$50,000 Funding Source: Kinsman/Wilsonville Rd Truck Turning Improvements,

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

- Annual GIS/Water Model Updates, \$3,700 Funding Source: Annual Well Upgrades and Maintenance.

Mayor Knapp invited public comment, hearing nothing; he closed the public hearing at 8:15 p.m.

**Motion:** Councilor Lehan moved to approve Resolution No. 2604. Councilor Starr seconded the motion.

**Vote:** Motion carried 5-0.

**B. Ordinance No. 797 – first reading**

An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 4, Section 4.800 By Modifying Section 4.800 Through 4.804 And Adding New Sections 4.805 Through 4.810 To Clarify And Expand City Regulation And Control Of Wireless Communications Facilities In Recognition Of Changing Laws And Wireless Technology.

Ms. Jacobson read the title of Ordinance No. 797 into the record on first reading.

Mayor Knapp opened the public hearing at 8:16 p.m. and provided the land use hearing protocol.

The staff report was presented by Miranda Bateschell, Holly Miller, and Tripp May, Telecom Lawfirm Partner. The proposed ordinance will modify the existing Code to address evolving wireless communications facilities, including small cell/Distributed Antenna Systems (DAS) siting.

Recognizing the need to balance the concern over potential aesthetic issues related to the proliferation of wireless communications facilities, including the anticipated network densification of 5G small cell and DAS siting, with the benefit that these providers can offer in enhancing cellular coverage for Wilsonville residents and visitors, staff is proposing revisions to the Wireless Communications section of Wilsonville Code Chapter 4. The new code language will provide flexibility for the siting of needed wireless communications facilities for enhanced signal capacity while balancing the need to preserve City aesthetics and be in compliance with our undergrounding district requirements, as well as state and federal law.

Ms. Bateschell noted the current code language is outdated due to changes in technology, the changes in Federal Requirements, and the desire of technology companies to locate in the right-of-way. The proposed ordinance governs the regulatory side of the issue and not the proprietary right-of-way issues.

Ms. Bateschell identified the key changes:

- There will be changes to the code regarding aesthetics with the new technology.
- Applications will be processed as a Class II or as a conditional use. The DRB will review the conditional use applications. Class I applications will address satellite dishes that are one meter in size or less.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

- A new section of the code addresses the 6409a Application with the feds. This is for non-substantial modifications or co-locations which are defined discretely by the FCC.
- There are changes to the application requirements to reflect the different types of facilities and the FCC categories.
- The proposed ordinance contains three review timelines that are different from the normal planning process; some are a 60 day review as opposed to what is traditionally done in 120 days.
- The Development review standards were updated to reflect the undergrounding utility policy. The code changes are trying to bridge the new technology and how much of it can be undergrounded and make it consistent with past policy.
- From the last work session some changes were made to elaborate on the maintenance requirements, and called out context appropriate paint color.
- The Town Center question was addressed and broadened so all commercial centers that are master planned are handled in the same way.

Councilor Starr asked if Council will expect to see updates or recommendations to make sure the City is staying ahead of the curve. Staff assured Council as changes in technology and regulations occur, the code will be updated.

Ms. Jacobson suggested the following modifications to the code language:

- Add the following language to the end of Paragraph 4.800, “Nothing contained in this Section shall be construed in any way to waive or limit the City’s proprietary rights over its real and personal property, including without limitation any proprietary interests in the City right-of-way. Thus, if it is determined the City has authority to exert greater rights or impose additional conditions or limitations beyond those set forth in this Section, the City reserves the absolute right to do so, as it determines appropriate or necessary.”
- Section 4.801 Application Requirements, subsection (.16) Co-location Feasibility is changed to read: “A feasibility study for the co-location of any WCF as an alternative to new structures must be presented and certified by an Oregon –licensed Professional Engineer. Co-location will be required when determined to be feasible ~~on any City structures due to the desire to limit any new verticality, except where absolutely necessary.~~ The feasibility study shall include:”
- Section 4.801 (.17) A.1. Engineering Report for New Location is changed to read: “A description of the proposed WCF height and design, including technical, engineering, and other pertinent factors governing selection of the proposed design. A cross-section of the proposed WCF structure shall be included. ~~If proposed WCF is intended to accommodate future co-location.~~ The engineer shall document that the design is sufficient for the purpose whether the structure is at its maximum structural capacity and, if not, the additional weight the structure could support. ~~If the proposed WCF is not intended to allow for future co-location, the engineer shall provide an explanation of why it is not so intended.”~~

Councilor Starr referred to Section 4.804 (.01)A. which speaks to publicly owned property (city property, school district property or TVF&R properties. After a discussion the following changes were made:

Section 4.804(.01) A WCF proposed in the following locations:

1. Any property owned by the City of Wilsonville, including public right-of-way;
2. Any school property owned by ~~the West Linn Wilsonville~~ any public Sschool Ddistrict;
3. Any fire station property owned by ~~the Tualatin Valley~~ any Ffire Ddistrict;
4. Any property within an electric utility substation.

Mayor Knapp asked for clarification regarding the exception of dishes one meter or less in size stated in Section 4.800(.01) C. Permitted Uses. Mr. May explained this section relates to any satellite dish less than one meter in size because they are exempted by the FCC since they are regulated to commercial enterprise.

Mayor Knapp invited public comment, hearing none; he closed the public hearing at 8:52 p.m.

**Motion:** Councilor Stevens moved to approve Ordinance No. 797 on first reading with the changes submitted during discussion and discussed by Council. Councilor Lehan seconded the motion.

**Vote:** Motion carried 5-0.

- C. **Ordinance No. 798** – first reading  
An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 5, Section 5.035 And Adding New Sections 5.600, 5.601, And 5.602.

Ms. Jacobson read the title of Ordinance No. 798 into the record on first reading.

Mayor Knapp opened the public hearing at 8:55 p.m. and provided the hearing protocol.

The staff report was presented by Ms. Jacobson. In response to citizen concerns, the City Council has decided to implement a 90-day trial restriction for semi-trucks on Wilsonville Road that are not making local deliveries. In order to enforce truck restrictions within the City of Wilsonville, the City Code must set forth the pertinent regulations. With the implementation of these new regulations it is expected that fewer trucks will impact residential neighborhoods, and Wilsonville Road will not be used as a cut through from I-5 to I-205, or vice versa.

As part of the trial program, “No Thru Trucks Local Deliveries Only” signs will be installed. The signs are expected to be installed within one week from the effective date of the Ordinance. Such sign installation is within the work expected to be completed in the 2016-17 Street Operations budget. The public has testified before the City Council and the ODOT Freight Stakeholders Meeting. In addition local freight companies have been notified.

The Council has the option to adopt the Ordinance, implement the 90-day trial, and either retain the restriction or remove the restriction after learning the impacts of the trial period.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

The City Manager recommended that the public hearing be left open to allow public comment at the second reading.

Mayor Knapp invited public testimony, there was none. The intent is to continue the public hearing to the Oct. 17<sup>th</sup> Council meeting and to leave the record open.

**Motion:** Councilor Lehan moved to approve Ordinance No. 798 on first reading and leave the record open. Councilor Stevens seconded the motion.

Councilor Lehan commented if there is no problem, installing the signs will not create a problem. In 90 days there will be information on how the pilot program has worked, and at that time changes may be made. She felt it was important when speaking with the trucking companies to let them know they are a valued member of this community.

**Vote:** Motion carried 5-0.

### **CITY MANAGER'S BUSINESS**

Mr. Cosgrove presented an update on the Brenchley Estates parking issues. He has spoken with TVF&R who has had difficulty reaching patients, and with Republic Services who has had trouble providing their trash pick-up services. Staff will bring back a policy recommendation for a permit parking program for this neighborhood. The nearby apartment tenants will need to be adequately advised of such a program.

**LEGAL BUSINESS** – There was no report.

### **ADJOURN**

Mayor Knapp adjourned the meeting at 9:14 p.m.

Respectfully submitted,

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

ATTEST:

\_\_\_\_\_  
Tim Knapp, Mayor

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, October 17, 2016. Mayor Knapp called the meeting to order at 7:07 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp  
 Councilor Starr  
 Councilor Fitzgerald - excused  
 Councilor Stevens  
 Councilor Lehan

Staff present included:

Bryan Cosgrove, City Manager  
 Jeanna Troha, Assistant City Manager  
 Barbara Jacobson, City Attorney  
 Sandra King, City Recorder  
 Dan Carlson, Building Official  
 Amanda Guile-Hinman, Assistant City Attorney  
 Chris Neamtzu, Planning Director  
 Nancy Kraushaar, Community Development Director  
 Dan Pauly, Planner  
 Chief Jeff Smith  
 Jordan Vance, Economic Development Director  
 Delora Kerber, Public Works Director  
 Jon Gail, Community Relations Coordinator  
 Holly Miller, IS Manager

Motion to approve the order of the agenda.

**Motion:** Councilor Starr moved to approve the order of the agenda. Councilor Lehan seconded the motion.

**Vote:** Motion carried 4-0.

### **MAYOR'S BUSINESS**

A. Appointment of Karla Tovar to the Tourism Committee to fill the unexpired term of Margaret Usher, term to expire June 30, 2018.

**Motion:** Councilor Stevens moved to appoint Karla Tovar to the Tourism Committee to fill the unexpired term of Margaret Usher, with a term to expire June 30, 2018. Councilor Starr seconded the motion.

**Vote:** Motion carried 4-0.

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

B. Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.

### **COMMUNICATIONS**

A. Introduce Dan Carlson, Building Official and Amanda Guile-Hinman, Assistant City Attorney

Amanda Guile-Hinman, new Assistant City Attorney was introduced to Council by Barbara Jacobson, City Attorney. Ms. Guile-Hinman comes to the City from private practice.

Nancy Kraushaar, Community Development Director, introduced Dan Carlson, Building Official who comes to Wilsonville from the City of Corvallis.

B. Storm Event Update

Delora Kerber, Public Works Director reported Public Works was ready and well prepared for the major storm forecasted for the past weekend which was much lighter than forecasters predicted. However, beginning at noon on Monday, localized flooding occurred throughout town due to the very heavy rainfall and leaves blocking catch basins. Ms. Kerber provided both the office hours and after hour's phone numbers for Public Works should the public see any flooding. She reminded residents not to sweep their fallen leaves into the street.

Ms. Kerber noted this Thursday at 10:20 a.m. the Great Oregon Shake Out, an earthquake simulation will take place and that there is information about self-preparedness available on the City's website.

Councilor Lehan reminded the public not to drive into standing water, and that local streams can quickly become dangerous during storm events.

### **CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

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

Chuck Smith 28651 SW Crestwood Drive, spoke as a member of the Wilsonville Meadows HOA Board. He thanked Council for the actions to alleviate the overflow parking in their neighborhood. Mr. Smith indicated residents on Meadows Loop expressed interest in a parking permit system for their neighborhood as a solution to the parking situation and they would like to be involved in the planning and implementation.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

**COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

A. Council President Starr – (Park & Recreation Advisory Board Liaison) stated the Memorial Park fields have been closed this past week due to the heavy rains. He announced the Harvest Festival at Murase Park set for October 29<sup>th</sup>. The Councilor noted a public hearing scheduled by DEQ for the SORT Bioenergy air and solid waste permits will be held at the Library on November 17<sup>th</sup> at 6:30 p.m.

B. Councilor Stevens – (Library Board and Wilsonville Seniors Liaison) announced the next meeting date of the Community Seniors Group and that the meeting time has been changed from 6 p.m. to 1 p.m. The Library Foundation Annual Benefit will be held at the Library on October 22<sup>nd</sup>.

C. Councilor Lehan – (Planning Commission and CCI Liaison and Tourism Promotion Committee Liaison) reported at their last meeting the Planning Commission held a work session on the Frog Pond infrastructure plan. She announced the Boones Ferry Road to Brown Road open house scheduled for October 26<sup>th</sup> and that the October 24<sup>th</sup> DRB meeting has been cancelled.

**CONSENT AGENDA**

A. Minutes of the September 19, 2016 Council Meetings.

Ms. Jacobson read the Consent Agenda item for the record.

**Motion:** Councilor Stevens moved to approve the Consent Agenda. Councilor Lehan seconded the motion.

**Vote:** Motion carried 4-0.

**PUBLIC HEARING**

A. **Ordinance No. 800**

An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 7 By Adding A New Section 7.570 To Impose Time, Place, And Manner Regulations On Medical Marijuana Processors And Dispensaries And Recreational Marijuana Retailers, Wholesalers, Producers, And Processors Within The City. (staff – Jacobson/Neamtzu)

Ms. Jacobson read the title of Ordinance No. 800 into the record. She noted the ordinance will only take effect should the voters overturn the ban on marijuana facilities in the City of Wilsonville. If the voters vote to allow these types of facilities to come into the City, then the ordinance will impose time, place and manner regulations on those facilities.

Mayor Knapp opened the public hearing at 7:45 p.m. and announced the hearing format.

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

The staff report was presented by Chris Neamtzu, Planning Director and Stacy Gibbons, Law Clerk.

Pursuant to Oregon House Bill 3400 (the marijuana law), the City is permitted to enact reasonable time, place, and manner regulations for recreational and medical marijuana retailers, wholesalers, processors, and testing labs, as well as recreational growing operations. If the voters elect to remove the current ban of such facilities from Wilsonville, the Council has determined that the City should impose reasonable time, place, and manner regulations for such facilities, as allowed under state law.

The minimum requirements of HB 3400 prohibit recreational marijuana facilities from locating within 1,000 feet of schools that children under 18 must attend. The House Bill also mandates that the maximum distance between two marijuana facilities cannot be greater than 1,000 feet (HB 3400, Section 33). Other than these requirements, the law is silent as to what are considered to be reasonable time, place, and manner regulations. The primary consideration for the City is where marijuana facilities should reasonably be located, i.e., the “Place” portion of “Time, Place, and Manner.” Based on Councilor comments and review of City maps, this Ordinance proposes a 2,000 foot buffer around elementary and secondary schools, residential neighborhoods, public parks, City Hall and WES/SMART. This Ordinance also proposes a 1,000 foot buffer between the facilities themselves, which is the maximum buffer allowed under state law. Council could also consider an alternative of 1,000 foot buffer between like facilities (i.e., retail and retail) but a 500 foot buffer between different operations (i.e., retail and processing). As currently written, the proposed Ordinance employs the 1,000 foot buffer across the board. Maps showing the difference with respect to number of facilities that would potentially locate in Wilsonville if a 500 foot buffer (Map A) versus a 1,000 foot buffer (Map B) was put into place were provided. The Ordinance also addresses time and manner regulations, including but not limited to hours of operation, security measures, licensing processes/fees, and several other regulations. Under the proposed Ordinance all legal marijuana operations are allowed and all are allowed within the same permitted area.

Time place and manner regulations are intended to address health, safety, and nuisance concerns that could otherwise result from an unregulated proliferation of marijuana facilities within the City. If the voters decide to lift the ban on marijuana facilities, reasonable time, place, and manner regulations will enable the City to place some restrictions on marijuana businesses operating within the City, to be effective immediately upon lifting of the ban.

If the voters elect to allow marijuana facilities in Wilsonville, the City will be eligible to receive a portion of the state tax, with the amount to be determined based on the population of Wilsonville. After July 1, 2017, the portion of tax revenue received from the state will be based on both the population and the number of licenses issued in Wilsonville. The City will also be able to refer a tax of up to three percent (3%) to voters at the next statewide election, which could result in tax revenue for the City.

Several public hearings have been held in the past concerning the marijuana ban as well as this public hearing for reasonable time, place, and manner regulations.

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

The proposed Ordinance will allow marijuana businesses that are legal under State law to operate in Wilsonville, so there will be benefits to people in the Community who want to access the product or operate such a business, but the Ordinance will also protect those in the Community who wish to avoid exposure. The Ordinance will also expand the allowed uses of certain buildings located within the City for marijuana operations, if desired, and will produce some tax revenue. On the negative side, marijuana facilities may cause an increase in crime and the need for additional law enforcement.

Ms. Gibbons explained pursuant to House Bill 3400 the City may enact reasonable time, place and manner regulations to restrict marijuana businesses in various ways. The City has chosen to do so through an ordinance regulating time, place and manner of marijuana business operations. Provisions are included that licenses issued under this section will terminate immediately should federal law change, if federal enforcement laws change the proposed ordinance will not conflict or interfere with any federal enforcement requirements. Ms. Gibbons provided the standards of operation requirements along with the licensing requirements

A map showing a 500 foot buffer between marijuana facilities was displayed which showed that 20 facilities could be permitted in the northwest portion of the City. However, the ordinance currently requires a 1000 foot buffer between marijuana businesses would allow six facilities.

Councilor Starr asked if the buffer could be increased to 2000 feet.

Mr. Neamtzu indicated 1000 feet is the state requirement.

Ms. Gibbons added should Council desire to do so, the buffer between certain types of facilities could be lessened.

Councilor Stevens asked if a manufacturing operation could have a retail business within the same building.

Mr. Neamtzu clarified that would be two businesses which must be separated by 1000 feet. For simplicity's sake the 1000 foot buffer was applied to all marijuana uses in the ordinance. Given the impending vote and the timelines, staff is proposing 1000 feet between facilities that would essentially separate the uses as depicted on the map.

Ms. Jacobson added under state law there is no requirement for separation between businesses. Council could allow co-location, but staff wrote the ordinance with the separation based on previous Councilor comments. She noted the City would receive tax benefits from having marijuana facilities, currently the tax is based on population but after the first year it will be based on the number of facilities located in the City.

Councilor Lehan wanted to know the purpose in separating retail and processing when there were other mixed use businesses in the area.

Ms. Jacobson explained if there is no separation between the businesses there may be a higher concentration of businesses in one area. Councilors expressed concern for safety because of the

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

location of Wilsonville along I-5. Irrespective of whether two or more businesses were owned by one person each business needed its own license. Regarding co-locating a retail entity in a processing facility typically processing facilities wanted to be located in industrial areas, and retail businesses in commercial areas.

Mayor Knapp asked if Council could change the buffer regulations in the future. Staff advised the Council had the authority to do so.

Ms. Jacobson stated if the voters do not vote to lift the ban to allow marijuana facilities to come into the City, the ordinance will not go into effect.

Mayor Knapp invited public testimony, hearing none he closed the public hearing at 8:05 p.m.

**Motion:** Councilor Starr moved to approve Ordinance No. 800 on first reading with buffer Map B. Councilor Stevens seconded the motion.

Councilor Starr urged the most conservative stance the City can take until more information and history is known, then changes may be made if they are warranted.

Councilor Lehan expressed concerned about not allowing the processing and retail operations owned by the same owner to be co-located; however, she understood adjustments may be made in the future and the reason to be cautious due to the City's location along I-5.

Mayor Knapp asked if the City Attorney felt the treatment of the marijuana business constituted an unreasonable posture under the context of state law.

Ms. Jacobson did not since marijuana has consistently been treated separately under state law. If the voters choose not to allow marijuana facilities in the City at all, the ban will remain in place.

Mayor Knapp thought Council needed to discuss whether the current ordinance should be adopted, or whether it should be modified to allow co-location of retail and processing.

Ms. Jacobson said the 1000 foot buffer is optional; the ordinance was written to reflect Council input. In addition, the 1000 foot buffer was used for simplicity's sake because the future was unknown. If Council decides to reduce the size of the buffer now but in the future wish to increase the buffer, businesses with 500 foot buffer permits would be grandfathered.

Councilor Lehan understood the 1000 foot buffer, but the small retail included in the processing does not seem logical.

Ms. Jacobson thought the rational is there was one area in the city where these uses were concentrated and if there are two together that counts as one, the number of businesses concentrated in one area increases.

Mr. Cosgrove said staff did not know how much of an issue it is in terms of a business model; Council can always relax regulations but cannot pull back.

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

The Mayor supported continuing on a cautious road and reviewing the regulations if warranted at an appropriate time.

**Vote:** Motion carried 4-0.

**B. Ordinance No. 799**

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Public Facility (PF) Zone To The Village (V) Zone On Approximately 1.29 Acres Located In The Villebois Village Center At The Northeast Corner Of SW Costa Circle West And SW Barber Street. Comprising Tax Lot 3300 Of Section 15AC, T3S, R1W, Clackamas County, Oregon, RCS-Villebois LLC, Applicant. (staff – Pauly)

Ms. Jacobson read the title of Ordinance No. 799 into the record.

Mayor Knapp opened the public hearing at 8:21 p.m. and announced the hearing format.

Mr. Pauly presented the staff report. Ordinance No. 799 is for a Zone Map Amendment from the Public Facility (PF) zone to Village (V) zone on approximately 1.29 acres on the northeast corner of the intersection of SW Costa Circle West and SW Barber Street, Villebois Central Phase 11, Berkshire No. 2. The zone map amendment will rezone the land proposed to be developed as 16 “detached” row houses in the Villebois Village Center. The proposed zoning is consistent with the Comprehensive Plan designation of Residential-Village. Development Review Board Panel ‘B’ unanimously recommended the Council approve the Zone Map Amendment during their September 26<sup>th</sup> meeting.

These units are the smallest of the detached unit types, and are an allowed refinement under the Villebois Zoning Code. The area is next to the piazza and is a transition zone from single family to the densest zones of multi-family and mixed use.

Councilor Starr wanted to make sure the parking for these homes was adequate.

Mr. Pauly said there is more parking than required. There is a garage for each home, and six additional off-street parking spaces provided in the driveways, with twenty-two on-street parking spaces fronting the development.

Councilor Starr asked if a standard fire truck can negotiate the circle.

Mr. Pauly said all of the buildings in Villebois are sprinkled. TVF&R has reviewed and approved the plans, the homes all face a public street which provides access for fire trucks, and the homes have fire suppression systems.

Councilor Stevens asked how many multifamily units were originally planned for the property.

Mr. Pauly said the proposal contains 21 fewer units.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

Rudy Kadlub 11422 SW Barber Street, commented the required number of parking spaces is 16, but the developer is providing 60 parking spaces. He noted the detached town homes are a new product due to the saturation of apartments currently in Wilsonville. All of the buildings are sprinkled. He introduced Steve Pools the representative of David Weekley Homes a new builder in Villebois.

Steve Pools, 19968 SW Cornwall Lane in Hillsboro said David Weekley Homes is a private builder, who has been in Oregon since 1992, and they were known as homebuilder first, and the company was known for their design and quality.

The Mayor invited public input, hearing none he closed the public hearing at 8:44 p.m.

**Motion:** Councilor Lehan moved to approve Ordinance No. 799 on first reading. Councilor Stevens seconded the motion.

Councilor Lehan commented it looked like a good project, nice to have new builder.

**Vote:** Motion carried 4-0.

**C. Ordinance No. 798**

An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 5, Section 5.035 And Adding New Sections 5.600, 5.601 And 5.602

Ms. Jacobson read the title of Ordinance No. 798 into the record for second reading. The record for Ordinance No. 798 was left open after the first reading of the ordinance to provide the opportunity for the trucking industry to provide input should they wish to do so.

Mayor Knapp asked if there had been any outreach to the trucking industry. Ms. Kraushaar indicated staff had met with the Freight Stakeholder Committee in Salem, but had not met with the local trucking companies separately since they were part of the state group.

**Motion:** Councilor Lehan moved to close the public hearing. Councilor Stevens seconded the motion.

**Vote:** Motion carried 4-0.

Mayor Knapp closed the hearing at 8:48 p.m.

**Motion:** Councilor Lehan moved to approve Ordinance No. 798 on second reading. Councilor Stevens seconded the motion.

Councilor Lehan said this pilot project will be reviewed after 90 days to determine if it has the desired effect. Changes to the ordinance may be made based on the results.

**Vote:** Motion carried 4-0.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

---

Councilor Starr - Yes  
 Councilor Fitzgerald – excused  
 Councilor Stevens - Yes  
 Councilor Lehan - Yes  
 Mayor Knapp - Yes

**CONTINUING BUSINESS**

**A. Ordinance No. 796 – 2nd reading**

An Ordinance Making Certain Determinations And Findings Relating To And Approving The Coffee Creek Urban Renewal Plan And Directing That Notice Of Approval Be Published. (staff – Kraushaar)

Ms. Jacobson read the title of Ordinance No. 796 into the record for second reading.

Jordan Vance reviewed next steps to be taken should the Council approve the Coffee Creek Urban Renewal Plan.

**Motion:** Councilor Stevens moved to approve Ordinance No. 796 on second reading. Councilor Starr seconded the motion.

Councilor Lehan thanked staff and the Mayor for the work to obtain the approval from Washington County.

Mr. Cosgrove thanked the Mayor and Councilor Starr for meeting with the Washington County Commission to affect the approvals.

**Vote:** Motion carried 4-0.  
 Councilor Starr - Yes  
 Councilor Fitzgerald – excused  
 Councilor Stevens - Yes  
 Councilor Lehan - Yes  
 Mayor Knapp - Yes

**B. Ordinance No. 797 – 2nd Reading**

An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 4, Section 4.800 By Modifying Section 4.800 Through 4.804 And Adding New Sections 4.805 Through 4.810 To Clarify And Expand City Regulation And Control Of Wireless Communications Facilities In Recognition Of Changing Laws And Wireless Technology. (staff – Jacobson)

Ms. Jacobson read the title of Ordinance No. 797 into the record for second reading.

Councilor Starr thanked staff for their work on the regulations.

**Motion:** Councilor Starr moved to approve Ordinance No. 797 on second reading. .  
Councilor Stevens seconded the motion.

**Vote:** Motion carried 4-0.  
Councilor Starr - Yes  
Councilor Fitzgerald – excused  
Councilor Stevens - Yes  
Councilor Lehan - Yes  
Mayor Knapp - Yes

**CITY MANAGER’S BUSINESS**

There was no report.

**LEGAL BUSINESS**

Staff was directed to schedule an introduction meeting between the Mayor and Council President with Municipal Court Judge Pro-Tempe Weinhouse.

**ADJOURN**

Mayor Knapp adjourned the meeting at 9:05 p.m.

Respectfully submitted,

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

ATTEST:

\_\_\_\_\_  
Tim Knapp, Mayor

**ORDINANCE NO. 800**

**AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING WILSONVILLE CODE CHAPTER 7 BY ADDING A NEW SECTION 7.570 TO IMPOSE TIME, PLACE, AND MANNER REGULATIONS ON MEDICAL MARIJUANA PROCESSORS AND DISPENSARIES AND RECREATIONAL MARIJUANA RETAILERS, WHOLESALERS, PRODUCERS, AND PROCESSORS WITHIN THE CITY**

WHEREAS, state law authorizes the operation of medical and recreational marijuana businesses and provides those businesses with immunity from state criminal prosecution; and

WHEREAS, although the State of Oregon has passed legislation authorizing marijuana businesses and providing criminal immunity under state law, the operation of those businesses remains illegal under federal law; and

WHEREAS, the City Council has home rule authority to decide whether, and under what conditions, certain commercial conduct should be regulated within the City and subject to the general and police powers of the City, except when local action has been clearly and unambiguously preempted by state statute; and

WHEREAS, whether a certain business should operate within a local jurisdiction is a local government decision, and local governments may enforce that decision through the general and police powers of that jurisdiction; and

WHEREAS, should voters of the November 8, 2016 election choose to permit marijuana businesses, as defined below, within the City limits, the City Council wishes to regulate the operation of marijuana businesses in the City in ways that protect and benefit the public health, safety, and welfare of existing and future residents and businesses in the City;

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

1. The following is adopted and made part of the Wilsonville Code to impose time, place, and manner regulations on medical marijuana processors and dispensaries, and recreational marijuana retailers, wholesalers, producers, and processors within the City:

**“7.570 Time, Place, and Manner Regulations**

- (1) Findings. The City Council adopts as findings and conclusions all of the foregoing recitals. The City Council also finds as follows:

(a) The City’s licensing and regulatory system should not be construed to constitute an authorization to engage in any activity prohibited by law nor a waiver of any other license or regulatory requirement imposed by any other provisions of City ordinance or local, regional, state, or federal law.

(b) This Ordinance is intended to impose restrictions, not provide authorizations.

(c) The operation of a Marijuana Business without proper authority from either the Oregon Liquor Control Commission or the Oregon Health Authority is prohibited within the City.

(2) Definitions.

(a) “City Manager” means the City Manager of the City of Wilsonville or his/her designee.

(b) “CFR Schedule I or Schedule II” means those controlled substances designated in the Code of Federal Regulations Title 21, Chapter II, Part 1308.

(c) “Code Enforcement Officer” means the Clackamas County Sheriff or City employee designated by the City Manager to ensure compliance with local laws.

(d) “Consumer” means a person who purchases, acquires, owns, holds, or uses Marijuana Items other than for the purpose of resale.

(e) “Convicted” means found guilty by verdict or finding entered in a criminal proceeding in a court of competent jurisdiction.

(f) “Felony” means a crime designated as a felony in any Oregon statute or a crime for which a person convicted under an Oregon statute may be sentenced to a maximum term of imprisonment of more than one year.

(g) “Financial Interest” exists when a person, the person’s immediate family, or a legal entity of which the person is a principal (1) receives or is entitled to receive, directly or indirectly, any of the benefits of the Marijuana Business; (2) rents or leases real property to the operator for use by the business; (3) rents or leases personal property to the operator at a commercially unreasonable rate; or (4) lends or gives money, real property, or personal property to the operator for use in the business. For purposes of this Section, monies owed to suppliers and contractors for the reasonable cost of goods and services received do not constitute a Financial Interest in a Marijuana Business.

(h) “Licensee” means a person who holds a license issued by the City to engage in a Marijuana Business in accordance with this Section.

(i) “Marijuana” means all parts of the plant cannabis family *Moraceae*, whether growing or not, the resin extracted from any part of the plant, and every compound, manufacture, salt, derivative, mixture, or preparation of the plant or its resin. It does not include the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil or cake, or the sterilized seed of the plant which is incapable of germination.

(j) “Marijuana Business” means (1) any business licensed by the Oregon Liquor Control Commission to engage in the business of producing, processing, testing, wholesaling, or selling Marijuana or Marijuana Items, or (2) any business registered with the Oregon Health Authority for the growing, processing, or dispensing of Marijuana or Marijuana Items.

(k) “Marijuana Dispensary” means a medical marijuana dispensary.

(l) “Marijuana Items” means Marijuana, including all cannabis and products, concentrates, extracts, and edibles.

(m) “Marijuana Processor” means a person who processes Marijuana Items and is licensed by the state.

(n) “Marijuana Producer” means a person who produces Marijuana and is licensed by the state.

(o) “Marijuana Retailer” means a person who sells Marijuana to Consumers and is licensed by the state.

(p) “Marijuana Wholesaler” means a person who purchases Marijuana Items in Oregon for resale to a person other than a Consumer.

(q) “School” means a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school teaching children as described in ORS 339.030 (1)(a).

(3) Rulemaking. The City Manager or the City Manager’s designee has authority to adopt administrative rules and procedures necessary for the proper administration and enforcement of ordinances relating to the operation of a Marijuana Business.

(4) Licensing.

(a) Local License Required. Marijuana Businesses must possess a valid license issued under this Section to operate within the City. The license required by this Section facilitates the registration and the City’s oversight of a Marijuana

Business. The license required by this Section should not be construed to constitute an authorization to engage in any activity prohibited by state, federal, or local law nor a waiver of any other regulatory or license requirement imposed by any other provision of City ordinance or local, regional, state, or federal law. By issuance of a license, the City is complying with state law and is not aiding nor abetting in a violation of federal law. If federal law preempts, the license may immediately be revoked.

(b) State Registration Required. To be eligible to apply for a license under this Section, Marijuana Businesses must be either registered with the Oregon Health Authority or licensed by the Oregon Liquor Control Commission and otherwise authorized by state law to operate a Marijuana Business.

(5) License Application.

(a) Application/Renewals. Applications for new and renewed licenses must be submitted to the City Finance Department on a form provided by the City. A separate application must be submitted for each proposed Marijuana Business. The initial or renewal application must include the following information:

1. Certification that the proposed Marijuana Business is licensed at that location as a Marijuana Business with the Oregon Health Authority or the Oregon Liquor Control Commission;

2. The applicant's name, residence address, and date of birth, and a copy of the applicant's current state issued photo identification;

3. The names and residence addresses of:

A. Any person or legal entity that has an ownership interest in the Marijuana Business, including all principals of the applicant;

B. Any person or legal entity with a Financial Interest in the proposed Marijuana Business within the preceding year;

C. Any person or legal entity that has leased or intends to lease real property to the applicant for use by the Marijuana Business and any person who manages that property; and

D. Any person who is anticipated at the time of the application to be an employee or volunteer at the proposed facility.

4. The business name;

5. The address and telephone number of the proposed Marijuana Business;

6. The mailing address for correspondence about the license;
7. A detailed description of the type, nature, and extent of the business, including a description of the category of Marijuana Business to be operated;
8. The proposed days and hours of operation;
9. A detailed description of the proposed accounting and inventory system of the Marijuana Business;
10. Certification that the licensed premises for the proposed Marijuana Business have met all applicable requirements of the City development and sign code;
11. Certification that all applicable taxes and fees have been paid;
12. A complete application for a criminal background check for the applicant and all principals, persons with a Financial Interest, employees, and volunteers of the proposed Marijuana Business;
13. The names of at least three natural persons who can give an informed account of the Marijuana Business and moral character of the applicant and principals;
14. The signature, under penalty of perjury, of the applicant if a natural person, or the signature of an authorized agent of the applicant if the applicant is other than a natural person;
15. Other information deemed necessary by the City Manager to complete review of the application or renewal; and
16. The City may inspect the proposed licensed premises prior to issuing a license and at any time during normal business hours following the issuance of a license. If, during the inspection, the City determines that the applicant or the licensed premises are not in compliance with this Section or any other section of the City's building, development, zoning, nuisance, or other City ordinance or code, the applicant will be provided with a notice of the failed inspection and that the requirements of this Section have not been met.

(b) Continuing Obligation to Update Information. All information provided in an initial or renewal application must be kept current at all times, including after a license is issued. Each Licensee shall notify the City Manager in writing within ten (10) business days of any change in the information provided to obtain the license.

(6) Issuance of License.

(a) Determination. Within one hundred eighty (180) days after receiving a complete initial or renewal application and license fee for a Marijuana Business license, the Finance Department will issue the license if the City Manager finds that the facility is licensed as a Marijuana Business with the Oregon Health Authority or the Oregon Liquor Control Commission and that all other requirements under this Section have been met. The City license will list the specific category of Marijuana Business license being issued.

(b) Denial. In addition to denial for failure to meet the requirements of this Section, the City Manager may deny a license if:

1. The applicant made an untrue, misleading, or incomplete statement on, or in connection with, the application for the license or a previous application for a license;

2. Notwithstanding the federal Controlled Substances Act, the applicant fails to meet all requirements of local, state, and federal laws and regulations, including, but not limited to, other permitting or licensing requirements and land use regulations; or

3. The applicant, principals, employees, volunteers, or persons with a Financial Interest in the facility have been Convicted of a Felony, except the City may not consider a Conviction for the manufacture or delivery of Marijuana if the date of the Conviction is two (2) or more years before the date of the initial application or renewal.

(c) Notice of Denial. The City shall issue a notice of denial to an applicant in writing, specifying the reasons for the denial.

(7) Fee. An initial license application or renewal application must be accompanied by a license fee. The fee amount will be One Hundred Dollars (\$100) for the initial and each renewal application.

(8) Display of License. When requested, the Licensee shall show the license issued under this Section to any person with whom the Licensee is dealing as part of the licensed activity or to the City Manager, City Code Enforcement Officer, or any Clackamas County Sheriff.

(9) Term, Renewal, and Surrender.

(a) Termination. A license terminates automatically after one (1) year, unless a license renewal application has been approved.

(b) Renewal. A license may be renewed for additional one (1) year terms, as provided by this subsection (9).

(c) Renewal Application. Renewal applications shall be submitted, with the required license fee, to the Finance Department not less than sixty (60) days prior to the expiration date of the existing license.

(d) Termination Due to Change in Law. A license terminates automatically if federal or state statutes, regulations, or guidelines are modified, changed, or interpreted in such a way by state or federal law enforcement officials as to prohibit operation of the Marijuana Business under this Ordinance.

(e) Termination Due to Suspension, Revocation, or Termination by State Authority. A license terminates automatically upon the suspension, revocation, surrender, or termination of an Oregon Health Authority registry or an Oregon Liquor Control Commission issued Marijuana Business license for any reason.

(f) Surrender. A Licensee may surrender a Marijuana Business license by delivering written notice to the City that the Licensee thereby surrenders the license. A Licensee's surrender of a license under this subsection does not affect the Licensee's civil or criminal liability for acts the Licensee committed before surrendering the license.

(10) Transferability. Licenses issued under this Section shall not be transferred to any other person by operation of law or otherwise.

(11) Indemnification.

(a) Waiver. By accepting a Marijuana Business license issued under this Section, the Licensee waives and releases the City, its officers, elected officials, employees, volunteers, and agents from any liability for injuries, damages, or liabilities of any kind that result from any arrest or prosecution of a Marijuana Business owner or operator, principal, person, or legal entity with a Financial Interest in the Marijuana Business, or any person or entity that has leased real property to the Marijuana Business, employee, volunteer, client, or customer, for a violation of federal, state, or local laws and regulations.

(b) Indemnification. By accepting a Marijuana Business license issued under this Section, the Licensee(s), jointly and severally if there is more than one, agree to defend, indemnify, and hold harmless the City, its officers, elected officials, employees, volunteers, agents, insurers, and self-insurance pool against all liability, claims, and demands on account of any injury, loss, or damage, including, without limitation, claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever arising out of or in any manner connected with the operation of the Marijuana Business that is the subject of the license.

(12) Criminal Background Checks.

(a) Background Check Required / Disqualification. All applicants, principals, employees, and persons with a Financial Interest in the Marijuana Business must submit to a criminal background check performed by the City Police Chief before a license will be issued. If any of the foregoing persons has been Convicted of a Felony, the license will be denied or revoked, unless the Conviction was for the manufacture or delivery of Marijuana and the date of the Conviction is at least two (2) years prior to the date of the application or renewal.

(13) Standards of Operation.

(a) Registration and Compliance with State Law. The Marijuana Business's state license or authority must be in good standing with the Oregon Health Authority or Oregon Liquor Control Commission and the Marijuana Business must comply with all applicable laws and regulations administered by the respective state agency, including, without limitation, those rules that relate to labeling, packaging, testing, security, waste management, food handling, and training.

(b) Compliance with Other Laws. The Marijuana Business must comply with all applicable laws and regulations, including, but not limited to, development, land use, zoning, building, and fire codes.

(c) Hours of Operation. Operating hours for a Marijuana Business must be as follows: for a business engaged in sales or transfer of Marijuana or Marijuana Items to a Consumer, no earlier than 10:00 a.m. and no later than 6:00 p.m., Monday through Saturday. Marijuana Businesses engaged in sales or transfer of Marijuana or Marijuana Items to a Consumer shall not operate on Sundays. General industrial uses with no on-site retail activity are exempt from this restriction.

(d) Odors. The Marijuana Business must use an air filtration and ventilation system which is certified by an Oregon Licensed mechanical engineer to ensure, to the greatest extent feasible, that all objectionable odors associated with the Marijuana are confined to the licensed premises. For the purposes of this provision, the standard for judging "objectionable odors" shall be that of an average, reasonable person with ordinary sensibilities, after taking into consideration the character of the neighborhood in which the odor is made and the odor is detected.

(e) Lighting. Marijuana Businesses must maintain adequate outdoor lighting over each exterior exit, consistent with Wilsonville Code Section 4.199.10.

(f) Sales. Sales or any other transfers of Marijuana must occur inside the licensed premises and must be conducted only between the Marijuana Business and individuals 21 years of age and older. Every customer must have their valid identification checked, regardless of appearance with respect to age.

- (g) Retail Facility Size. A Marijuana Dispensary or Marijuana Retailer may not occupy a retail space larger than 3,000 square feet.
- (h) On-Site Use. Marijuana and tobacco products must not be smoked, ingested, consumed, or otherwise used on the licensed premises.
- (i) On-Site Manufacturing. With the exception of Marijuana Processors, manufacturing or processing of any extracts, oils, resins, or similar derivatives of Marijuana is prohibited at any licensed premises. Marijuana Processors may engage in processing in industrial zones only.
- (j) Outdoor Storage. Outdoor storage of merchandise, raw materials, or other material associated with the Marijuana Business is prohibited.
- (k) Secure Disposal. The Marijuana Business must provide for legal and secure disposal of Marijuana remnants or byproducts, and Marijuana remnants or byproducts shall not be placed within the Marijuana Business's exterior refuse containers.
- (l) Home Occupation. A Marijuana Business may not be operated as a home occupation.
- (m) Drive-Through, Walk-Up. A Marijuana Business may not have a walk-up window or a drive-through.
- (n) Labeling. All products containing Marijuana intended to be ingested (i.e., edibles) must be labeled with the product's serving size and the amount of tetrahydrocannabinol in each serving, in accordance with Oregon Health Authority and Oregon Liquor Control Commission rules. Packaging and naming of products cannot be attractive to minors and must not be packaged, labeled, or marketed featuring cartoons, design or brand names that resemble a non-cannabis Consumer product of the type that is typically marketed to minors, symbols or celebrities that are commonly used to market products to minors, or images of minors.
- (o) Accounting Systems. The Marijuana Business must have an accounting system specifically designed for enterprises reliant on transactions conducted primarily in cash and sufficient to maintain detailed, auditable financial records. If the City Manager finds the books and records of the facility are deficient in any way, or if the Marijuana Business's accounting system is not auditable, the Marijuana Business must modify the accounting system to meet the requirements of the City Manager.
- (p) Accounting Records. Every Marijuana Business must keep and preserve, in an accounting format established by the City Manager, records of all sales made by the Marijuana Business and such other books or accounts as may be

required by the City Manager. Each Marijuana Business must keep and preserve for a period of at least six (6) years records containing at least the following information:

1. Daily wholesale purchases (including grow receipts) if licensed as a Marijuana Wholesaler, and retail sales if licensed as a Marijuana Retailer, including a cash receipts and expenses journal;
2. State and federal income tax returns;
3. State quarterly sales tax returns for retail sales;
4. True names and any aliases of any owner, operator, employee, or volunteer of the Marijuana Business;
5. True names and addresses and any aliases of persons that have, or have had within the preceding year, a Financial Interest in the Marijuana Business; and
6. The City Manager may require additional information as he or she deems necessary.

(q) Security Plan and System. Each Marijuana Business must submit a copy of the security plan required by OAR 845-025-1400 and must comply with the following requirements:

1. Non-residential door locks must be installed on every external door of a licensed premises where Marijuana Items are present;
2. A licensed premises must have a fully operational security alarm system, equipped with motion detection, which is to be activated at all times when the licensed premises is closed for business; and
3. A licensed premises must have a fully operational high resolution video surveillance recording system that records a minimum of 24 hours a day and stores for a minimum of thirty (30) days.

(14) Location.

(a) Restrictions on Location: Marijuana Dispensary or Marijuana Retailer. A Marijuana Retailer shall not locate:

1. Within a residence or mixed-use property that includes a residence;
2. Within 1,000 feet of another Marijuana Business;

3. Within 2,000 feet of a Residential Zone, School, City park, or any City-owned property.

(b) Restrictions on Location: Marijuana Wholesaler. A Marijuana Wholesaler shall not locate:

1. Within a residence or mixed-use property that includes a residence;
2. Within 1,000 feet of another Marijuana Business;
3. Within 2,000 feet of a Residential Zone, School, City park, or any City-owned property.

(c) Restrictions on Location: Marijuana Producer. A Marijuana Producer shall not locate:

1. Within a residence or mixed-use property that includes a residence;
2. Within 1,000 feet of another Marijuana Business;
3. Within 2,000 feet of a Residential Zone, School, City park, or any City-owned property.

(d) Restrictions on Location: Marijuana Processor. A Marijuana Processor shall not locate:

1. Within a residence or mixed-use property that includes a residence;
2. Within 1,000 feet of another Marijuana Business;
3. Within 2,000 feet of a Residential Zone, School, City park, or any City-owned property.

(e) Distances. For purposes of this subsection (14), all distances shall be measured from the closest property line.

(15) Examination of Books, Records, and Premises.

(a) Examination of Books, Records, and Premises. To determine compliance with the requirements of this Section and applicable provisions of the City Code, a Licensee shall allow the Code Enforcement Officer to examine, or cause to be examined by an agent or representative designated by the City Manager, at any reasonable time, the licensed premises, including wastewater from the facility, and any and all Marijuana Business financial, operational, and licensed premises information, including books, papers, payroll reports, state and federal income tax returns, and quarterly sales tax returns for Marijuana Retailers. Every Licensee is

directed and required to furnish to the designated City representative the means, facilities, and opportunity for making such examinations and investigations.

(b) Compliance with Law Enforcement. As part of investigation of a crime or a violation of this Section which law enforcement officials reasonably suspect has taken place on the facility's premises or in connection with the operation of the Marijuana Business, the Code Enforcement Officer shall be allowed to view surveillance videotapes or digital recordings at any reasonable time. Without reducing or waiving any provisions of this Section, the Clackamas County Sheriff shall have the same access to the licensed premises, its records, and its operations as allowed to state inspectors.

(16) Civil Enforcement.

(a) Enforcement. The City Manager may deny, suspend, or revoke a license issued under this Section for failure to comply with this Section, for submitting falsified information to the City or the Oregon Liquor Control Commission, or for noncompliance with any other City ordinance or state law.

(b) Civil Penalty. In addition to the other remedies provided in this subsection (16), any person or entity, including any person who acts as the agent of or otherwise assists a person or entity, who fails to comply with the requirements of this Section or the terms of a license issued under this Section, who undertakes an activity regulated by this Section without first obtaining a license, who fails to comply with a cease and desist order issued pursuant to this Section, or who fails to comply with state law, shall be subject to a civil penalty not to exceed Five Hundred Dollars (\$500) per violation. Each such person shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of this Code is committed, continued, or permitted by such person and may be punished accordingly pursuant to Wilsonville Code Section 1.012.

(c) Other Remedies. In addition to the other remedies provided in this subsection (16), the City may institute any legal proceedings in Circuit Court necessary to enforce the provisions of this Section. Proceedings may include, but are not limited to, injunctions to prohibit the continuance of a licensed activity and any use or occupation of any building or structure used in violation of this Section.

(d) Remedies Not Exclusive. The remedies provided in this subsection (16) are not exclusive and shall not prevent the City from exercising any other remedy available under the law, nor shall the provisions of this Section prohibit or restrict the City or other appropriate prosecutor from pursuing criminal charges under City ordinance or state law.

(17) Public Nuisance.

(a) Public Nuisance. Any premises, house, building, structure, or place of any kind where Marijuana is grown, processed, manufactured, sold, bartered, distributed, or given away in violation of state law, Wilsonville Code Chapter 6, or this Section, or any place where Marijuana is kept or possessed for sale, barter, distribution, or gift in violation of state law, Wilsonville Code Chapter 6, or this Section, is a public nuisance.

(b) Action to Remedy Public Nuisance. The City may institute an action in Circuit Court in the name of the City to abate, and to temporarily and permanently enjoin, such nuisance. The Court has the right to make temporary and final orders as in other injunction proceedings. The City shall not be required to give bond in such an action.

(18) Severability. If any provision of this Section of the City Code is found to be void or unenforceable to any extent, the rest of the Section shall remain in full force and effect, to the greatest extent allowed by law.

(19) Changes to Federal Enforcement Policy. Should the federal government change its policy with respect to enforcement of Marijuana, nothing in this Section is meant to interfere with or conflict with any federal requirement or enforcement.”

2. The City Recorder is directed to add Wilsonville Code Section 7.570, as approved above, and to make such format, style, and conforming changes to match the format and style of the Businesses Chapter of the Wilsonville Code.
3. Except as set forth above, Chapter 7 of the Wilsonville Municipal Code remains in full force and effect, as written.

SUBMITTED to the Wilsonville City Council and read for the first time at a meeting thereof on the 17<sup>th</sup> day of October, 2016, commencing at the hour of 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon, and scheduled for second reading on \_\_\_\_\_, commencing at the hour of 7 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon. This Ordinance is effective thirty (30)

days from second reading if and only if Ballot Measure 3-486 fails and voters elect to allow marijuana businesses within the City limits.

---

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2016, by the following votes:                      Yes: \_\_\_\_\_                      No: \_\_\_\_\_

---

Sandra C. King, MMC, City Recorder

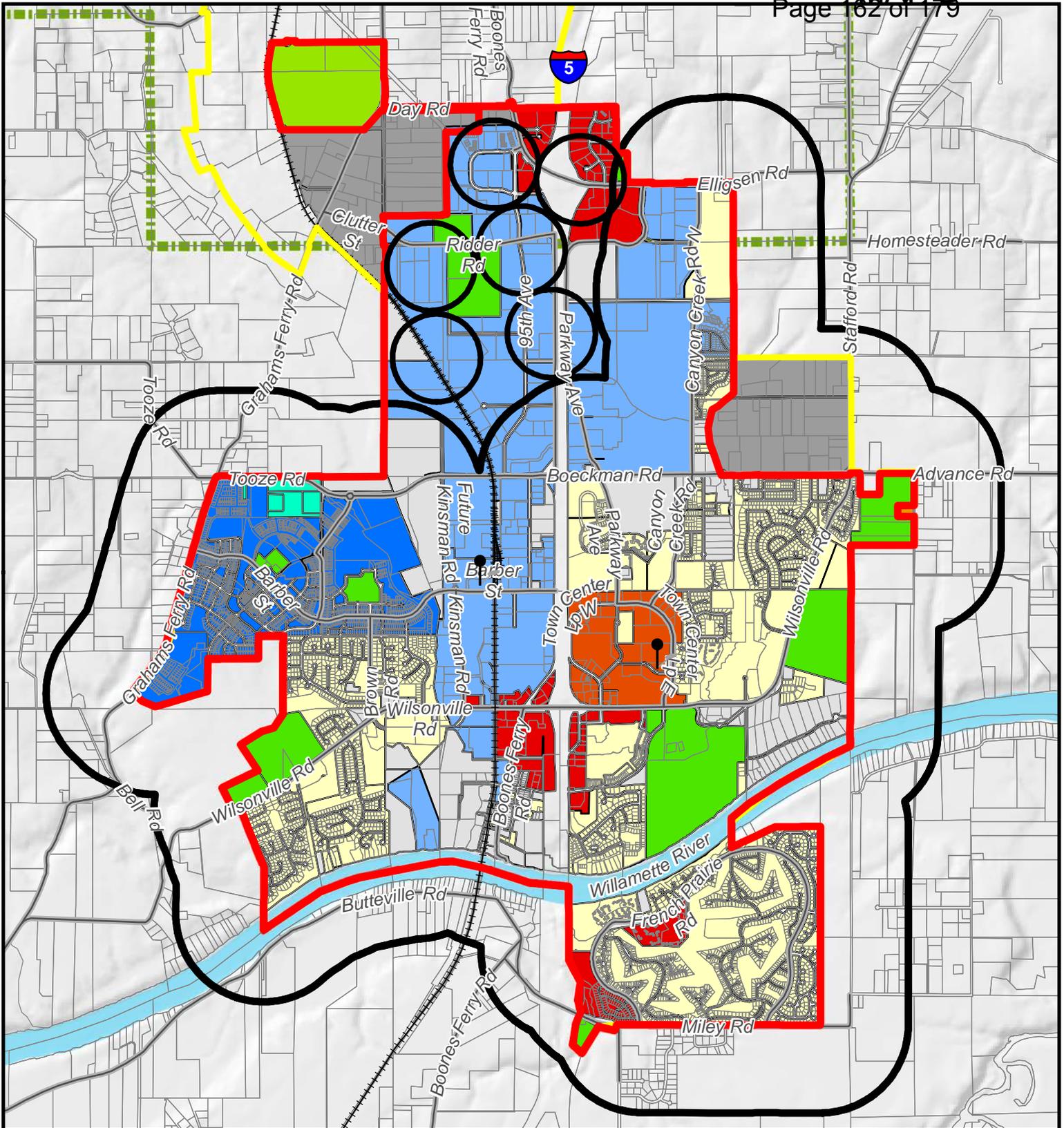
DATED and signed by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

---

TIM KNAPP, MAYOR

**SUMMARY OF VOTES:**

- Mayor Knapp
- Council President Starr
- Councilor Fitzgerald
- Councilor Stevens
- Councilor Lehan

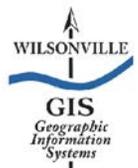


The City of Wilsonville, Oregon  
 Clackamas and Washington Counties

**Recreational Marijuana  
 Discussion Map  
 DRAFT**

- 2000' Buffer
- 1000 Feet Buffer From Center Point
- City Limits
- UGB
- City Hall & WES
- Residential Zoning,
- Parks & WWL
- Schools

- Exclusive Farm Use
- Planned Development Commercial
- Planned Development Industrial
- Planned Development Residential
- Public Facilities
- Residential
- Residential Agriculture Holding
- Urban Growth Boundary
- Village



9/30/2016



**ORDINANCE NO. 799**

**AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT FROM THE PUBLIC FACILITY (PF) ZONE TO THE VILLAGE (V) ZONE ON APPROXIMATELY 1.29 ACRES LOCATED IN THE VILLEBOIS VILLAGE CENTER AT THE NORTHEAST CORNER OF SW COSTA CIRCLE WEST AND SW BARBER STREET. COMPRISING TAX LOT 3300 OF SECTION 15AC, T3S, R1W, CLACKAMAS COUNTY, OREGON, RCS-VILLEBOIS LLC, APPLICANT.**

RECITALS

WHEREAS, RCS-VILLEBOIS LLC has made a development application requesting, among other things, a Zone Map Amendment for the Property to develop a 16 unit row house development and associated alleys and other improvements consistent with the Villebois Village Master Plan; and

WHEREAS, RCS-Villebois Development LLC as the property owner and an authorized representative has signed the appropriate application form; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the Zone Map Amendment request and prepared a staff report for the Development Review Board, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, which staff report was presented to the Development Review Board on September 26, 2016;

WHEREAS, the Development Review Board Panel 'B' held a public hearing on the application for a Zone Map Amendment and associated development applications on September 26, 2016, and after taking public testimony and giving full consideration to the matter, adopted Resolution No. 333 which recommends that the City Council approve a request for a Zone Map Amendment (Case File DB16-0031) and adopts the staff report with findings and recommendation, all as placed on the record at the hearing; and

WHEREAS, on October 17, 2016, the Wilsonville City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record made before the Development Review Board, including the Development Review Board and City Council staff reports; took public testimony; and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code;

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

Section 1. Findings. The City Council adopts, as findings and conclusions, the foregoing recitals and the Zone Map Amendment Findings in Attachment 2, as if fully set forth herein.

Section 2. Order. The official City of Wilsonville Zone Map is hereby amended by Zoning Order DB16-0031, attached hereto as Attachment 1, from the Public Facility (PF) Zone to the Village (V) Zone.

SUBMITTED to the Wilsonville City Council and read the first time at a meeting thereof on October 17, 2016, and scheduled for the second and final reading on November 7, 2016, commencing at 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, OR.

ENACTED by the City Council on the 7th day of November, 2016, by the following votes:

Yes:\_\_\_ No:\_\_\_

\_\_\_\_\_  
Sandra C. King, CMC, City Recorder

DATED and signed by the Mayor this \_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Tim Knapp, MAYOR

SUMMARY OF VOTES:

Mayor Knapp  
Councilor President Starr  
Councilor Stevens  
Councilor Fitzgerald  
Councilor Lehan

Attachments:

- Attachment 1: Zoning Order DB16-0031.
- Attachment A: Legal Description and Sketch Depicting Land/Territory to be Rezoned
- Attachment 2: Zone Map Amendment Findings,
- Attachment 3: DRB Panel B Resolution No. 333 recommending approval of the Zone Map Amendment

**ORDINANCE NO. 799– ATTACHMENT 1**

**BEFORE THE CITY COUNCIL OF THE  
CITY OF WILSONVILLE, OREGON**

|                                          |   |                               |
|------------------------------------------|---|-------------------------------|
| In the Matter of the Application of      | ) |                               |
| RCS-Villebois, LLC                       | ) |                               |
| for a Rezoning of Land and Amendment     | ) | <b>ZONING ORDER DB16-0031</b> |
| of the City of Wilsonville               | ) |                               |
| Zoning Map Incorporated in Section 4.102 | ) |                               |
| of the Wilsonville Code.                 | ) |                               |

The above-entitled matter is before the Council to consider the application of DB16-0031, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property (“Property”), legally described and shown on Attachment, has heretofore appeared on the City of Wilsonville zoning map as Public Facility (PF).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that The Property, consisting of approximately 1.29 acres located in the Villebois Village Center at the northeast corner of SW Barber Street and SW Costa Circle West. Comprising tax lot 3300 of Section 15AC, T3S, R1W, Clackamas County, Oregon, as more particularly shown and described in Attachment A, is hereby rezoned to Village (V), subject to conditions detailed in this Order’s adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: October 17, 2016.

\_\_\_\_\_  
TIM KNAPP, MAYOR

APPROVED AS TO FORM:

---

Barbara A. Jacobson, City Attorney

ATTEST:

---

Sandra C. King, MMC, City Recorder

Attachment A: Legal Description and Sketch Depicting Land/Territory to be Rezoned



**LEGAL DESCRIPTION**

Zone Change

Lot 81

Map 3S1W15AC Tax Lot 3300

Lot 81, plat of "Villebois Village Center No. 3", Clackamas County Plat Records, in the Northwest Quarter of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, State of Oregon, more particularly described as follows:

BEGINNING at the most southerly corner of said Lot 81;

thence along the northerly Right-of-Way line of SW Barber Street, North  $42^{\circ}56'36''$  West, a distance of 177.25 feet to a point of tangential curvature;

thence continuing along said northerly Right-of-Way line, along a 688.00 foot radius tangential curve to the left, arc length of 7.69 feet, central angle of  $00^{\circ}38'27''$ , chord distance of 7.69 feet, and chord bearing of North  $43^{\circ}15'50''$  West to an angle point;

thence continuing along said northerly Right-of-Way line, along a 10.00 foot radius non-tangential curve, concave easterly, with a radius point bearing North  $46^{\circ}24'27''$  East, arc length of 12.18 feet, central angle of  $69^{\circ}49'28''$ , chord distance of 11.44 feet, and chord bearing of North  $08^{\circ}40'49''$  West to an angle point;

thence along the easterly Right-of-Way line of SW Costa Circle West, along a 538.00 foot radius non-tangential curve, concave northwesterly, with a radius point bearing North  $63^{\circ}46'34''$  West, arc length of 26.51 feet, central angle of  $02^{\circ}49'24''$ , chord distance of 26.51 feet, and chord bearing of North  $24^{\circ}48'45''$  East to a point of reverse curvature;

thence continuing along said easterly Right-of-Way line, along a 538.00 foot radius compound curve to the left, arc length of 135.75 feet, central angle of  $14^{\circ}27'26''$ , chord distance of 135.39 feet, and chord bearing of North  $16^{\circ}10'26''$  East to a point of reverse curvature;

thence continuing along said easterly Right-of-Way line, along a 562.00 foot radius reverse curve to the right, arc length of 66.48 feet, central angle of  $06^{\circ}46'40''$ , chord distance of 66.44 feet, and chord bearing of North  $12^{\circ}20'03''$  East to the most northerly corner of said Lot 81;

thence along the northeasterly line of said Lot 81, South  $63^{\circ}35'56''$  East, a distance of 33.64 feet to a point of tangential curvature;

thence continuing along said northeasterly line, along a 185.00 foot radius tangential curve to the right, arc length of 66.69 feet, central angle of  $20^{\circ}39'19''$ , chord distance of 66.33 feet, and chord bearing of South  $53^{\circ}16'17''$  East to a point of tangency;



thence continuing along said northeasterly line, South 42°56'37" East, a distance of 215.01 feet to the most easterly corner of said Lot 81;

thence along the southeasterly line of said Lot 81, South 47°02'56" West, a distance of 225.50 feet to the POINT OF BEGINNING.

Property Vested in:

RCS - Villebois Development, LLC

Map 3S1W15AC Tax Lot 3300

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

A handwritten signature in blue ink, appearing to read "Travis C. Jansen".

OREGON  
JULY 9, 2002  
TRAVIS C. JANSEN  
57751

RENEWS: 6/30/2017

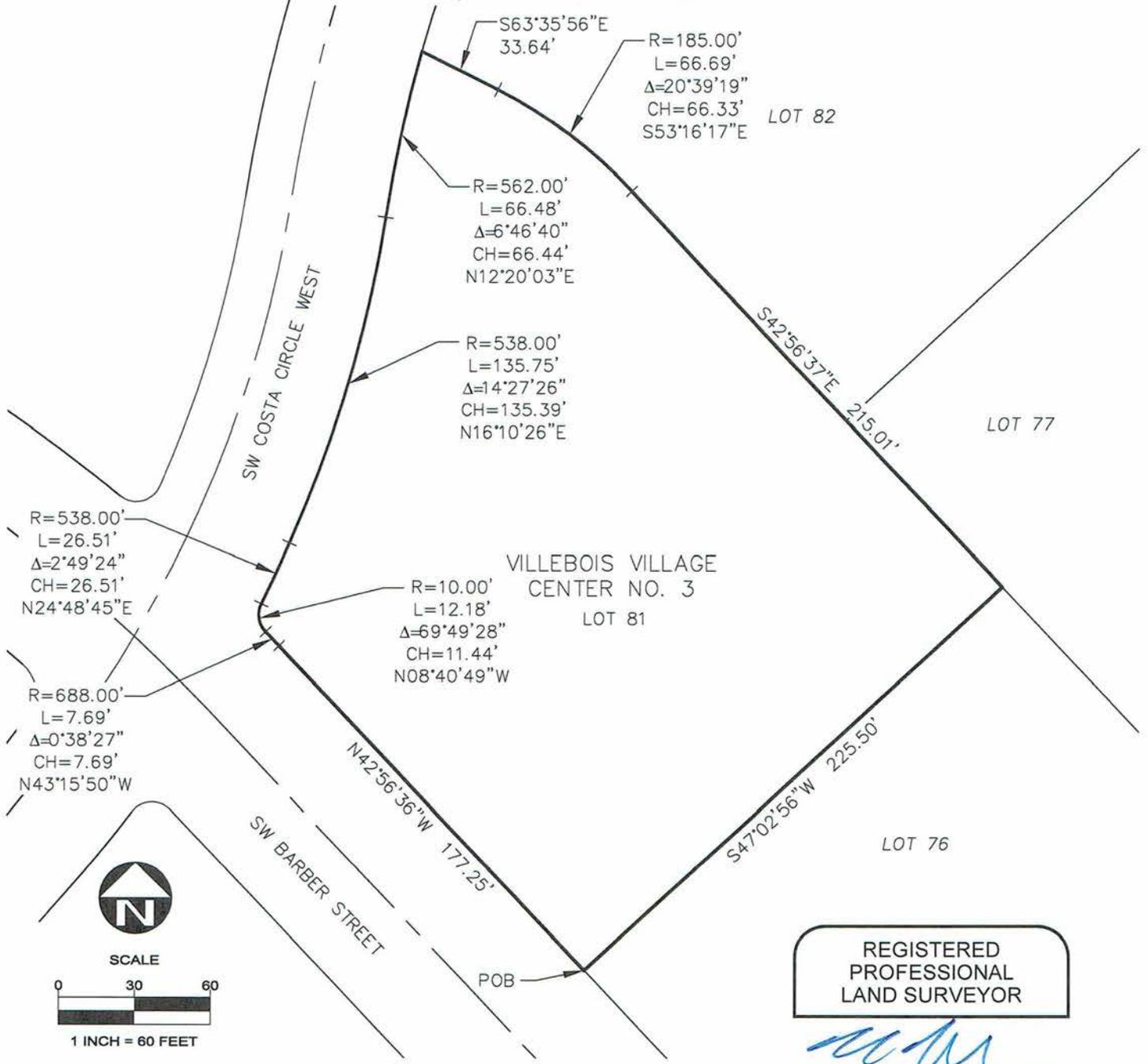


SKETCH TO ACCOMPANY LEGAL DESCRIPTION

Zone Change

Lot 81

Map 3S1W15AC Tax Lot 3300



R=538.00'  
L=26.51'  
Δ=2°49'24"  
CH=26.51'  
N24°48'45"E

R=688.00'  
L=7.69'  
Δ=0°38'27"  
CH=7.69'  
N43°15'50"W

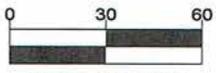
R=10.00'  
L=12.18'  
Δ=69°49'28"  
CH=11.44'  
N08°40'49"W

R=562.00'  
L=66.48'  
Δ=6°46'40"  
CH=66.44'  
N12°20'03"E

R=538.00'  
L=135.75'  
Δ=14°27'26"  
CH=135.39'  
N16°10'26"E



SCALE



1 INCH = 60 FEET

Property Vested in:  
RCS - VILLEBOIS DEVELOPMENT, LLC  
Map 3S1W15AC Tax Lot 3300

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JULY 9, 2002  
TRAVIS C. JANSEN  
57751

RENEWS: 6/30/2017

Ord. No. 799 Attachment 2  
Staff Report  
Wilsonville Planning Division

Berkshire No. 2

City Council  
Quasi-Judicial Public Hearing

**Hearing Date:** October 17, 2016

**Date of Report:** October 10, 2016

**Application Nos.:** DB16-0031 Zone Map Amendment

**Request/Summary:** The applicant requests the City Council review a Quasi-judicial Zone Map Amendment for a 16-unit “detached” row house residential development and associated improvements.

**Location:** Villebois Village Center, northeast of intersection of Barber Street and Costa Circle West. The property is specifically known as Tax Lot 3300, Section 15AC, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon.

**Owner:** Sharon Eshima, RCS- Villebois LLC

**Applicant:** Rudy Kadlub/David Nash, RCS-Villebois LLC

**Applicant’s Rep.:** Stacy Connery, AICP, Pacific Community Design, Inc.

**Comprehensive Plan Designation:** Residential-Village

**Zone Map Classification (Current):** PF (Public Facility)

**Zone Map Classification (Proposed):** V (Village)

**Staff Reviewer:** Daniel Pauly AICP, Senior Planner

**Staff and DRB Recommendation:** Approve the requested Zone Map Amendment.

**Applicable Review Criteria:**

| <b>Development Code:</b> |                                           |
|--------------------------|-------------------------------------------|
| Section 4.008            | Application Procedures-In General         |
| Section 4.009            | Who May Initiate Application              |
| Section 4.010            | How to Apply                              |
| Section 4.011            | How Applications are Processed            |
| Section 4.014            | Burden of Proof                           |
| Section 4.031            | Authority of the Development Review Board |
| Section 4.033            | Authority of City Council                 |
| Subsection 4.035 (.04)   | Site Development Permit Application       |

|                                              |                                                            |
|----------------------------------------------|------------------------------------------------------------|
| Subsection 4.035 (.05)                       | Complete Submittal Requirement                             |
| Section 4.110                                | Zones                                                      |
| Section 4.113                                | Residential Development in Any Zone                        |
| Section 4.125                                | V-Village Zone                                             |
| Section 4.197                                | Zone Changes and Amendments to Development Code-Procedures |
| <b><u>Other City Planning Documents:</u></b> |                                                            |
| Comprehensive Plan                           |                                                            |
| Villebois Village Master Plan                |                                                            |
| SAP Central Approval Documents               |                                                            |

**Vicinity Map**



**Background/Summary:**

Zone Map Amendment (DB16-0031)

The subject property still has “Public Facility” zoning dating from its time as part of the campus of Dammasch State Hospital. Consistent with other portions of the former campus, a request to update the zoning consistent with the Comprehensive Plan is included concurrent with applications to develop the property.

## Discussion Topics:

### Parking

The 16 row houses require 16 vehicle spaces and no bicycle parking. Besides the garages for each home, 6 additional off-street parking spaces are provided in driveways and 22 spaces are available on the streets fronting the development.

### Density

As part of the PDP request the applicant can request a density change for the SAP of up to 10%. The original SAP Central unit count used for density calculations is 1,010 units reflective of Figure 1 of the Villebois Village Master Plan. The 1,010 unit count for SAP Central assumed varying percentages of different unit types would be built including: 53.1% of Mixed-use Condos, 80.9% of Village Apartments, 86.1% of Condos, 93.5% of Rowhouses, 90% of Urban Apartments, and 97.7% for Specialty Condos. Based on these percentages the number of units for PDP 11 reflective of the original SAP Central unit count table is 37 units. The difference from the proposed 16 units is 21 units. The current SAP unit count, including all approved PDP's, is 1,005 units. Concurrent with this application, the applicant has applied for a modification of PDP 2 Central for a decrease of 39 units. The proposed unit count, not including the PDP 2 modification, is 984 units, 2.09% below the most recent SAP unit count and 2.57% below the original SAP Central unit count. The change is within the 10% cumulative density change allowed from the original SAP approval. The change would result in 2,566 units in Villebois, which would continue to exceed the required 2,300 units.

Including both the requested decrease of 39 units with the PDP 2 Central modification and the requested decrease of 21 units with PDP 11 Central the proposed unit count is 945 units, 5.97% below the most recent approved SAP Central unit count with PDP 10 Central, and 6.44% below the original SAP Central unit count. Both changes together would result in 2,527 units in Villebois, which would continue to exceed the required 2,300 units.

## Conclusion:

Staff and the DRB have reviewed the application and facts regarding the request and recommends the City Council approve of the zone map amendment (DB16-0031).

## Procedural Statements and Background Information:

1. The statutory 120-day time limit applies to this application. The application was received on July 13, 2016. On July 29, 2016, staff conducted a completeness review within the statutorily allowed 30-day review period, and, on August 12, 2016, the Applicant submitted new materials. On August 12, 2016 the application was deemed complete. The City must render a final decision for the request, including any appeals, by December 10, 2016
2. Surrounding land uses are as follows:

| Compass Direction | Zone: | Existing Use:                                                                 |
|-------------------|-------|-------------------------------------------------------------------------------|
| Northeast:        | V     | SW Valencia Lane (planned, not constructed), Row Houses (approved, not built) |
| Northwest         | V     | SW Costa Circle West, Edelweiss Park                                          |
| Southwest:        | V     | SW Barber Street, proposed detached row houses                                |
| Southeast         | PF    | vacant                                                                        |

3. Prior land use actions include:

Legislative:

02PC06 - Villebois Village Concept Plan  
 02PC07A - Villebois Comprehensive Plan Text  
 02PC07C - Villebois Comprehensive Plan Map  
 02PC07B - Villebois Village Master Plan  
 02PC08 - Village Zone Text  
 04PC02 - Adopted Villebois Village Master Plan  
 LP-2005-02-00006 - Revised Villebois Village Master Plan  
 LP-2005-12-00012 - Revised Villebois Village Master Plan (Parks and Recreation)  
 LP09-0003 - Zone text amendment to allow for detached row houses  
 LP10-0001 - Amendment to Villebois Village Master Plan (School Relocation from SAP North to SAP East)  
 LP13-0005 - Amendment to Villebois Village Master Plan (Future Study Area)

Quasi Judicial:

DB06-0005 -

- Specific Area Plan (SAP) - Central.
- Village Center Architectural Standards.
- SAP-Central Architectural Pattern Book.
- Master Signage and Wayfinding Plan.
- Community Elements Book Rainwater Management Program and Plan

DB06-0012 - DB06-0012-Tentative Subdivision Plat (Large Lot)  
 DB09-0037 & 38 - Modification to the Village Center Architectural Standards (VCAS) to change/add provision for detached row houses.  
 DB13-0015 - SAP Central Phasing Amendment  
 DB13-0043 - Tentative Subdivision Plat for Villebois Village Center No. 3 (large lot subdivision, includes subject properties).  
 DB15-0005 - SAP Refinements and Central Phasing Amendment  
 DB15-0064 and DB15-0069 - SAP Central Refinements and Phasing Amendments

4. The applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.
5. Required and other notices to the public and other agencies have been sent as follows:

Notice of A Proposed Change to a Comprehensive Plan or Land Use Regulation was sent to the Oregon Department of Land Conservation and Development (DLCD) on August 22, 2016, more than 35 days prior to the first evidentiary hearing scheduled September 26, 2016.

A Development Review Team notice soliciting comments was sent August 29, 2016 requesting submittal of comments by September 14, 2016. This notice was sent to City staff and other agencies, franchise utilities, etc. who have requested this type of notice from the City.

A Public Hearing Notice was mailed and posted on September 6, 2016, 20 days prior to the first hearing. The Public Hearing Notice included information on the dates and location of the Development Review Board and City Council Hearings, information on how to comment on the application, and the nature of the application.

## Findings:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

## General Information

### Application Procedures-In General Section 4.008

The application is being processed in accordance with the applicable general procedures of this Section.

### Initiating Application Section 4.009

The applications have been submitted on behalf of and signed by the property owner, RCS Villebois LLC.

### Pre-Application Conference Subsection 4.010 (.02)

A pre-application conference was held in accordance with this subsection.

### Lien Payment before Approval Subsection 4.011 (.02) B.

No applicable liens exist for the subject property. The application can thus move forward.

General Submission Requirements  
Subsection 4.035 (.04) A.

The applicant has provided all of the applicable general submission requirements contained in this subsection.

Zoning-Generally  
Section 4.110

This proposed development is in conformity with the Village zoning district and general development regulations listed in Sections 4.150 through 4.199 have been applied in accordance with this Section.

**DB16-0031 Zone Map Amendment**

As described in the Findings below, the applicable criteria for this request are met.

**Comprehensive Plan**

Development per Villebois Village Concept Plan  
Implementation Measure 4.1.6.a

**A1.** The subject area is within SAP-Central, which was previously approved as part of case file DB06-0005 et. seq. and found to be in accordance with the Villebois Village Master Plan and the Wilsonville Planning and Land Development Ordinance.

Elements of Villebois Village Master Plan  
Implementation Measure 4.1.6.b.

**A2.** The current proposal is for residential development implementing the elements as outlined by the Villebois Village Master Plan, as previously approved.

Application of "Village" Zone District  
Implementation Measure 4.1.6.c.

**A3.** The Village Zone zoning district is being applied to an area designated as Residential-Village in the Comprehensive Plan.

Uses Supporting "Urban Village"  
Implementation Measure 4.1.6.d.

**A4.** The area covered by the proposed zone change is proposed for residential uses as shown in the Villebois Village Master Plan.

## Planning and Land Development Ordinance

### General

Zoning Consistent with Comprehensive Plan Concurrently with Development  
Section 4.029

- A5.** The applicant is applying for a zone change concurrently with other land use applications for development as required by this section.

Base Zones Identified  
Subsection 4.110 (.01)

- A6.** The requested zoning designation of Village “V” is among the base zones identified in this subsection.

### Village Zone

Village Zone Purpose to Implement Villebois Village Master Plan  
Subsection 4.125 (.01)

- A7.** The subject lands are designated Residential-Village on the Comprehensive Plan map and are within the Villebois Village Master Plan area and the zoning designation thus being applied is the Village “V”.

Village Zone Uses  
Subsection 4.125 (.02)

- A8.** The proposed residential uses are consistent with the Village Zone designation and Villebois Village Master Plan.

Zone Change Application Made Concurrency with PDP  
Subsection 4.125 (.18) B. 2.

- A9.** A zone map amendment is being requested concurrently with a request for PDP approval. See Request C.

### Zone Change Review

Zone Change Procedures  
Subsection 4.197 (.02) A.

- A10.** The request for a zone map amendment has been submitted as set forth in the applicable code sections.

Comprehensive Plan Conformity, etc.  
Subsection 4.197 (.02) B.

- A11.** The proposed zone map amendment is consistent with the Comprehensive Map designation of Residential-Village and, as shown in Findings A1 through A4, substantially comply with applicable Comprehensive Plan text.

Residential Designated Lands Comprehensive Plan Compliance  
Subsection 4.197 (.02) C.

**A12.** Implementation Measure 4.1.6.c. states the “Village” Zone District shall be applied in all areas that carry the Residential-Village Plan Map Designation. Since the Village Zone must be applied to areas designated “Residential Village” on the Comprehensive Plan Map and is the Village only zone that may be applied to these areas, its application is consistent with the Comprehensive Plan.

Public Facility Concurrency  
Subsection 4.197 (.02) D.

**A13.** The Preliminary Development Plan compliance report and the plan sheets demonstrate that the existing primary public facilities are available or can be provided in conjunction with the project.

Development Required within 2 Years  
Subsection 4.197 (.02) F.

**A14.** The applicant has provided information stating they reasonably expect to commence development within two (2) years of the approval of the zone change. However, in the scenario where the applicant or their successors do not commence development within two (2) years allow related land use approvals to expire, the zone change shall remain in effect.

Development Standards Conformance  
Subsection 4.197 (.02) F.

**A15.** As can be found in the findings for the accompanying requests, the applicable development standards will be met either as proposed or as a condition of approval.

**DEVELOPMENT REVIEW BOARD  
RESOLUTION NO. 333**

**A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF A ZONE MAP AMENDMENT FROM PUBLIC FACILITY (PF) ZONE TO VILLAGE (V) ZONE, AND ADOPTING FINDINGS AND CONDITIONS APPROVING SPECIFIC AREA PLAN – CENTRAL REFINEMENTS, PRELIMINARY DEVELOPMENT PLAN, FINAL DEVELOPMENT PLAN, TENTATIVE SUBDIVISION PLAT AND TYPE ‘C’ TREE PLAN FOR DEVELOPMENT OF DETACHED ROW HOUSES AND ASSOCIATED IMPROVEMENTS IN VILLEBOIS SAP CENTRAL, PHASE 11. THE SUBJECT PROPERTY IS LOCATED ON TAX LOT 3300 OF SECTION 15AC, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON. STACY CONNERY, AICP, PACIFIC COMMUNITY DESIGN, INC. – REPRESENTATIVE FOR RCS–VILLEBOIS DEVELOPMENT, LLC – APPLICANT/OWNER..**

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the Planning Staff has prepared staff report on the above-captioned subject dated September 19, 2016, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel A at a scheduled meeting conducted on September 26, 2016, at which time exhibits, together with findings and public testimony were entered into the public record, and

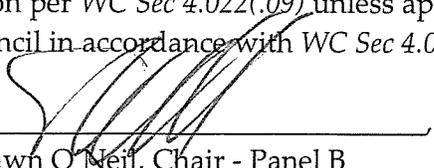
WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report dated September 19, 2016, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations, subject to City Council approval of the Zone Map Amendment Request (DB16-0031), for:

DB16-0032 through DB16-0036 SAP Central Refinements, Preliminary Development Plan for Phase 11 Central, Final Development Plan, Tentative Subdivision Plat, and Type C Tree Plan for a 16-unit row house development, and associated improvements.

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 26<sup>th</sup> day of September, 2016 and filed with the Planning Administrative Assistant on Sept. 27, 2016. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.



---

Shawn O'Neil, Chair - Panel B  
Wilsonville Development Review Board

Attest:



---

Shelley White, Planning Administrative Assistant