



# WILSONVILLE TOWN CENTER PLAN



# Planning Commission

November 14, 2018

# Project Update and Discussion

- Draft Implementation Measures
- Comprehensive Plan, Development Code and Design Guidelines



# Draft Implementation Measures



# Actions, Investments and Strategies

- Regulatory Actions
- Infrastructure Investments
- Placemaking, Organizational and Economic Development Strategies

**What is the City's role in supporting the plan's implementation?**



# Regulatory Actions

## Staff Actions

- Comprehensive Plan and Development Code amendments
- Address existing covenants, conditions, and restrictions (CCRs)
- Update the TSP, Parks and Rec. Master Plan, utility plans (as necessary)

## Additional Studies

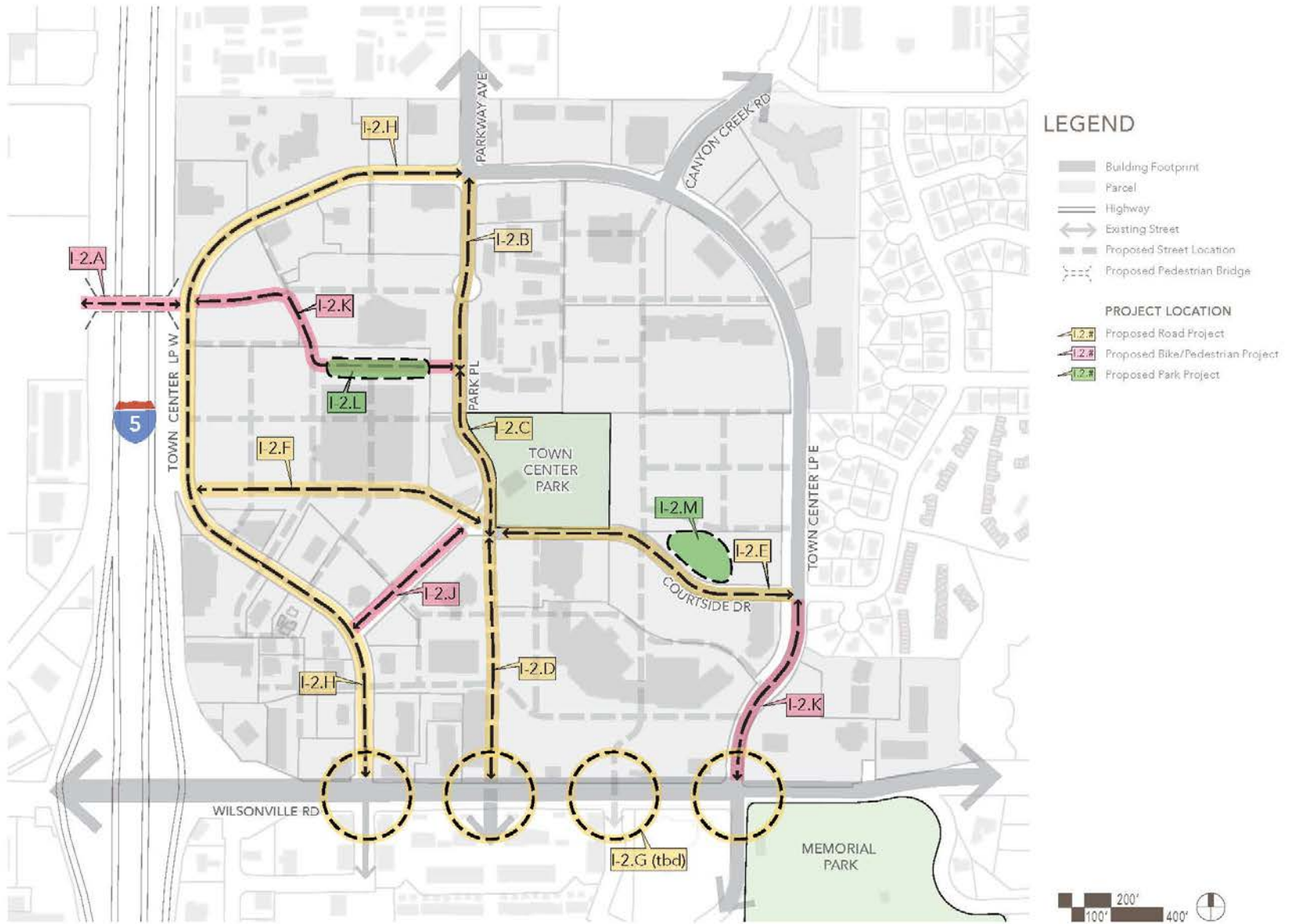
- Develop a Parking Management Plan
- Develop a Streetscape Design Plan



# Infrastructure: Assumptions

- Street projects built to proposed street cross sections and assume full buildout or reconstruction
  - Currently refining some areas where full buildout not necessary
- Sewer, water and stormwater infrastructure assumed within cost estimates
- Where possible, projects are broken into sections







## WILSONVILLE TOWN CENTER PLAN

	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category, if relevant. Mark with red dot.)
<b>Infrastructure Investments.</b> Public infrastructure, including roads, sewer, water, stormwater infrastructure, and parks, provides the foundation for a complete community. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be publicly funded to catalyze development. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments.				
I-5 Pedestrian Bridge and Gateway (1-2.A)	TBD			
Park Place Redesign (Town Center Loop to northern edge of Town Center Park) (1-2.B)	\$7.2m			
Park Place Redesign (Town Center Park to Courtside Drive) (1-2.C)	\$6.1m			
Park Place Extension (Courtside Drive to Wilsonville Road) (1-2.D)	\$10.5m			
Courtside Drive Improvements (Park Place to Town Center Loop E.) (1-2.E)	\$13m			
Courtside Drive Improvements (Park Place East to Town Center Loop W.) (1-2.F)	\$11m			
Wilsonville Road Intersection Modifications [update after Traffic Analysis is complete] (1-2.G)	\$1.8m			
Town Center Loop W. Modifications (1-2.H)	\$207k			
Local Road Network	N/A			
Parkway Promenade Redesign (1-2.J)	TBD			
Buffered Two-Way Bike Lanes (1-2.K)	\$204k			
Promenade (1-2.L)	TBD			
Construct the Town Center Skatepark (1-2.M)	800K			
Other (fill in) _____				



#2



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I-2.A	I-5 Pedestrian Bridge and Gateway	TBD	●	
I-2.B	Park Place Redesign (Town Center Loop to northern edge of Town Center Park) *	\$7.2m	● ● ●	
I-2.C	Park Place Redesign (Town Center Park to Courtside Drive)	\$6.1m	● ● ●	● ● ●
I-2.D	Park Place Extension (Courtside Drive to Wilsonville Road) ***	\$10.5m	● ● ●	● ● ●
I-2.E	Courtside Drive Improvements (Park Place to Town Center Loop E.)	\$13m		
I-2.F	Courtside Drive Improvements (Park Place East to Town Center Loop W.)	\$11m		
I-2.G	Wilsonville Road Intersection Modifications [update after Traffic Analysis is complete]	\$1.8m	● ●	●
I-2.H	Town Center Loop W. Modifications	\$207k	● ● ● ●	
	Local Road Network	N/A	●	
I-2.J	Parkway Promenade Redesign	TBD		
I-2.K	Buffered Two-Way Bike Lanes	\$204k	●	
I-2.L	Promenade	TBD		
I-2.M	Construct the Town Center Skatepark	800K	●	
	Other (fill in) <u>Vacating TC Loop West (off w/alternative route)</u>		●	

# Infrastructure Investments: Task Force

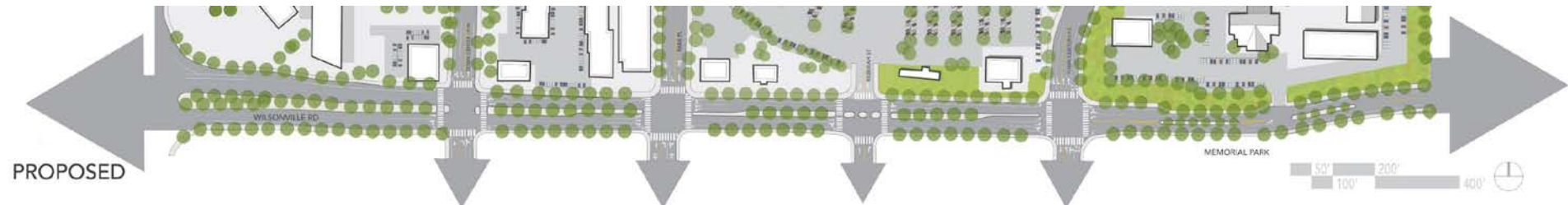
## Task Force Recommendations

- **Park Place projects (1-2.B-1-2.D)**
- **Wilsonville Road intersections (1-2.G)**
- Courtside Drive (1-2.F)
- Town Center Loop W. Modifications (1-2.H)

**Task Force Framework Projects:** Park Place Extension (1-2.D) and Wilsonville Road the most important (1-2.G)



# Wilsonville Road Network Modifications

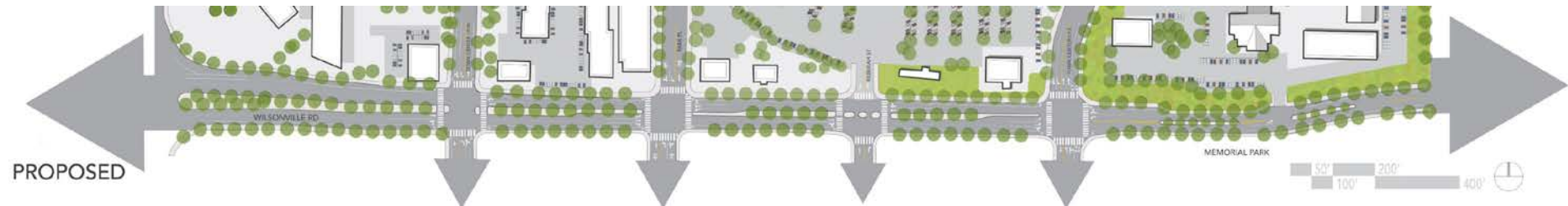


## Wilsonville Road/Town Center Loop West

- Modify signal to eliminate EB/WB left turns
- Improve pedestrian and bicycle safety
- Add landscape median on west leg



# Wilsonville Road Network Modifications

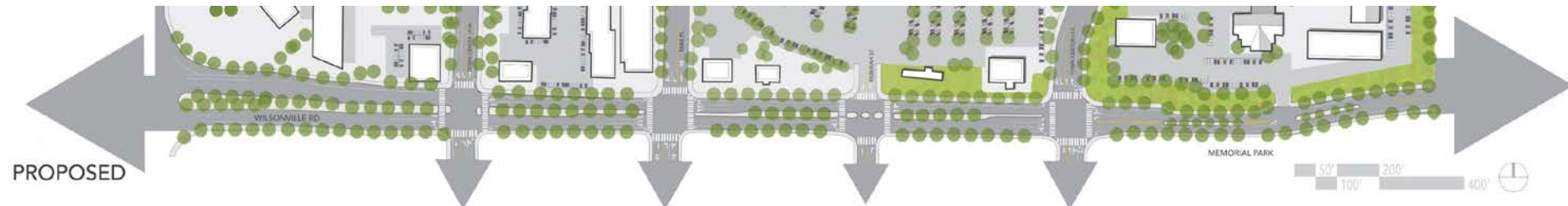


## Wilsonville Road/Park Place

- New signal with left turns
- Circulation changes to connect to Parkway Avenue



# Wilsonville Road Network Modifications

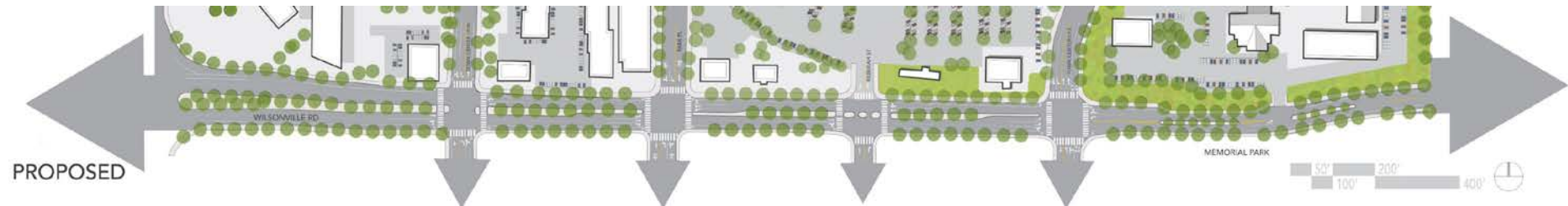


## Wilsonville Road/Rebekah Street

- Remove signal
- Right-in/right-out vehicle movements only
- Enhanced pedestrian/bike crossing
  - Refuge median and flasher
- Add landscape median on west leg



# Wilsonville Road Network Modifications



## Wilsonville Road/Town Center Loop East

- Modify signal
- Dual EB left turns with dual NB receiving lanes



# Placemaking, Organizational and Economic Development Strategies

- Quick Wins
- Funding and managing Town Center



# Placemaking Quick Wins

- Signage and wayfinding
- Parklet competition
- Lunch-time farmers market
- Food carts
- Festivals, music and other performances
- Improve bus stops
- Temporary games, seating, art
- Enhancing existing pathways





# Organizational and Economic Development Strategies













- Organizational framework for businesses (“Town Center district association”)
- Tenant and business retention programs
- Form Public-Private Partnerships
- Local Improvement District
- Supplemental fees
- Vertical Housing Tax Exemption Program



1



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<b>Organizational and Economic Development Strategies.</b> A strategic approach that employs a variety of actions and strategies to economic development will support the revitalization of Town Center.				
Form a Town Center Business/District Association	N/A			
Tenant and Business Retention Programs	TBD			
Form Public-Private Partnerships	TBD			
Streamline the Permitting Process	NA			
Local Improvement District	TBD			
Supplemental Fees	NA			
Vertical Housing Tax Exemption Program	NA			
<b>Programming and Placemaking.</b> There are a variety of placemaking initiatives that can help spur economic development and generate excitement by starting to realize the community's vision for Town Center.				
Implementing the Citywide Signage and Wayfinding Plan throughout Town Center to contribute to a sense of place, orient people to Town Center destinations and support use of the existing paths and bicycle facilities.				
Enhancing existing pedestrian and bicycle pathways with lights, signage, pavement markings or even interactive art.				
Hosting a parklet competition to encourage the development of parklets that activate streetscapes and provide the outdoor gathering and seating opportunities desired by community members.				
Supporting a lunch-time farmers market in highly visible areas of Town Center.				
Encouraging food carts in areas of Town Center that are not currently well served by restaurants. This could include collaborating with Clackamas Community College to attract food carts to campus during lunch.				
Continuing and expand the programming of public spaces in Town Center with festivals, music and other performances.				
Working with SMART to improve the visibility and amenities of bus stops, through lighting, creative shelters and seating.				
Activate the area around City Hall through the installation of temporary games, seating and art.				
Other (fill in) <i>Advertising on Buses to offset Dial-a-Ride help w/access</i>				

#2



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Form a Town Center Business/District Association	N/A	● ● ●	● ●	
Tenant and Business Retention Programs	TBD	● ●		
Form Public-Private Partnerships	TBD			
Streamline the Permitting Process	NA	●		
Local Improvement District	TBD			
Supplemental Fees	NA			●
Vertical Housing Tax Exemption Program	NA			
<b>Programming and Placemaking.</b> There are a variety of placemaking initiatives that can help spur economic development and generate excitement by starting to realize the community's vision for Town Center.				
Implementing the Citywide Signage and Wayfinding Plan throughout Town Center to contribute to a sense of place, orient people to Town Center destinations and support use of the existing paths and bicycle facilities.		●	●	
Enhancing existing pedestrian and bicycle pathways with lights, signage, pavement markings or even interactive art.		● ● ●	●	
Hosting a parklet competition to encourage the development of parklets that activate streetscapes and provide the outdoor gathering and seating opportunities desired by community members.				
Supporting a lunch-time farmers market in highly visible areas of Town Center.		● ● ● ●	● ●	
Encouraging food carts in areas of Town Center that are not currently well served by restaurants. This could include collaborating with Clackamas Community College to attract food carts to campus during lunch.		● ● ● ●	●	
Continuing and expand the programming of public spaces in Town Center with festivals, music and other performances.				
Working with SMART to improve the visibility and amenities of bus stops, through lighting, creative shelters and seating.		● ●		
Activate the area around City Hall through the installation of temporary games, seating and art.				
Other (fill in) <u>Donna Tronard Signature</u>			●	

# Placemaking Quick Wins: Task Force Priorities

- **Signage and wayfinding**
- Parklet competition
- **Lunch-time farmers market**
- **Food carts**
- Festivals, music and other performances
- **Improve bus stops**
- Temporary games, seating, art
- **Enhancing existing pathways**



# Organizational and Economic Development Strategies: Task Force Priorities

- **Organizational framework for businesses (“Town Center district association”)**
  - Some disagreement between TF members
- **Tenant and business retention programs**
- Form Public-Private Partnerships
- Local Improvement District
- **Supplemental fees**
- Vertical Housing Tax Exemption Program



# Questions: Implementation

- What would be your Framework project(s)?
- What role do you think the City should play in implementing those framework projects?
- What organizational and economic development strategies should the City initiate? Who should the City coordinate with?



# Draft Comprehensive Plan, Development Code and Design Guidelines



# New Elements: Comprehensive Plan

## New “Town Center Development” section

- Includes policies to implement the Town Center Plan
- Identifies new “Town Center” Comprehensive Plan designation and implementing “Town Center” zoning district

**No changes were identified during the last meeting**





# Development Code Updated Elements: Permitted/Prohibited Uses

- .03.A: Updated C-MU standards for size of maximum floorplate



# Development Code Updated Elements: Design and Development Standards

- .06.B (Table \_\_): Revised description of parking location
- .06.C: Updated to permit rear setbacks
  - Footnote #8: Changed from “habitable” to “useable”
- .06.D: Modified off-site parking boundary to the Town Center
- .06.H: Modified to restrict designation of parking spaces for individual businesses (except for ADA). Time limitations for good/services permitted
- .06.L.2.: Permit frosted glass for bathrooms



# Development Code Updated Elements: Section 4.155 Off-Street Parking

## 4.155.02.D Updated language for clarity:

“For locations within the Town Center Zoning District and developed with multiple uses within a single building (mixed-use), parking requirements shall be 75 percent of the cumulative number of spaces required if uses are counted separately.”



# Questions: Comprehensive Plan and Code

- Drive through facilities may be continued, but are not permitted. Should drive-through facilities be permitted in Town Center?



# Next Steps

- Complete draft implementation recommendations
- Revise draft code design standards/guidelines based on Planning Commission input
- Complete Draft Plan (January work session)







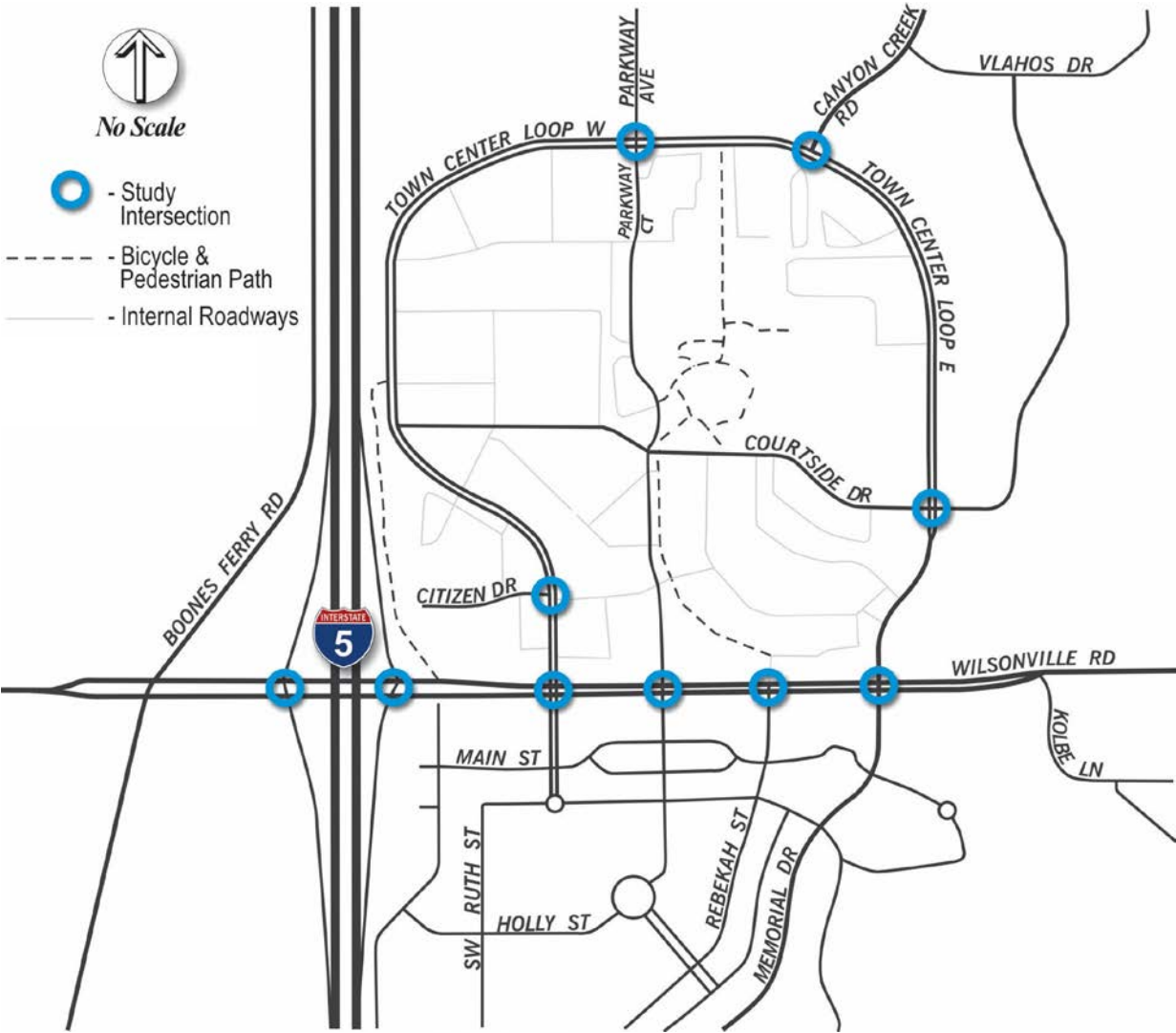
# Existing - Study Area Network





No Scale

-  - Study Intersection
-  - Bicycle & Pedestrian Path
-  - Internal Roadways





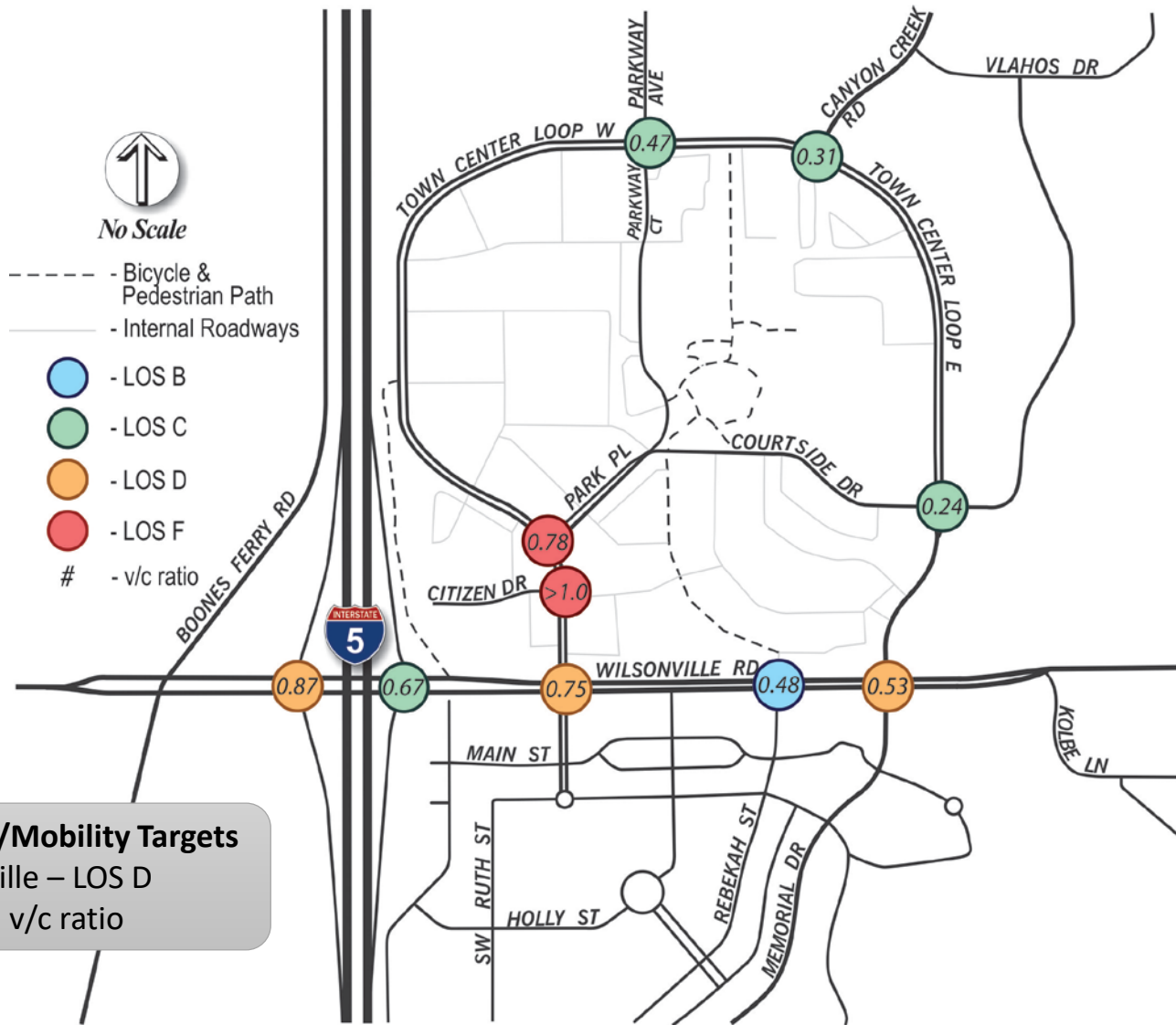
No Scale

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# Proposed Town Center Transportation Improvements





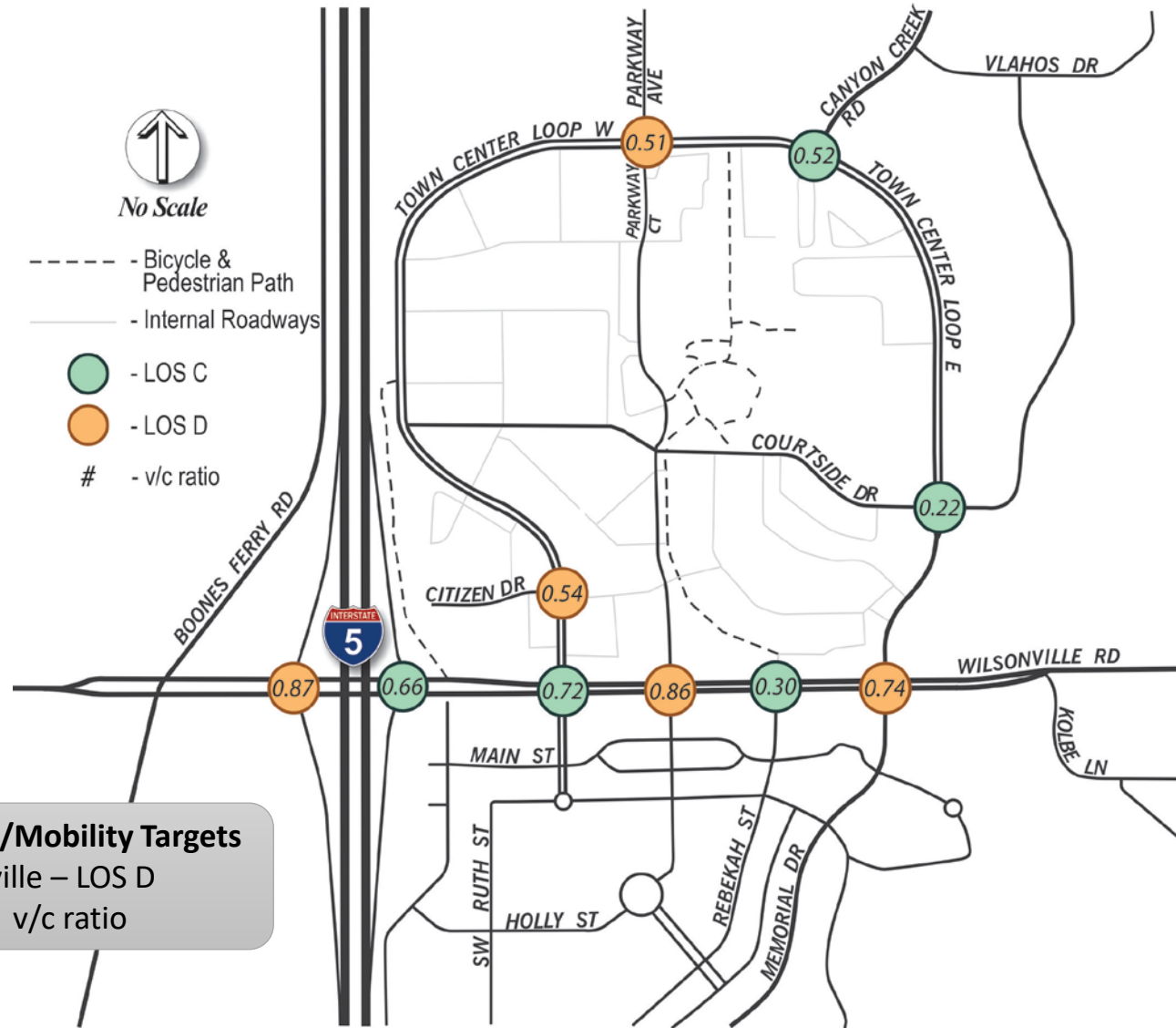




No Scale

- - - Bicycle & Pedestrian Path
- Internal Roadways

- - LOS C
- - LOS D
- # - v/c ratio

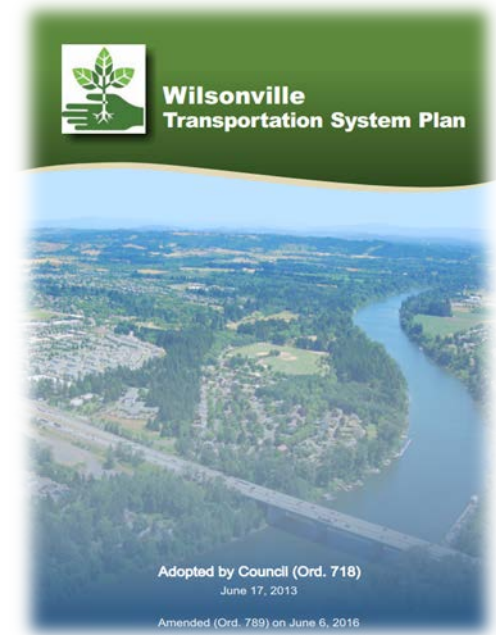


**Operating Standards/Mobility Targets**  
 City of Wilsonville – LOS D  
 ODOT – 0.90 v/c ratio



# Future Traffic Assumptions

- Analyzed for TSP Horizon year 2035  
PM peak hour
- Updated Traffic Volumes
  - Traffic counts collected in 2016
  - Additional growth forecasted for region, City, and Town Center
- TSP model assumed significant growth in the Town Center



# Future Traffic Operations

- Traffic operation scenarios analyzed
  - 2035 TSP Horizon Year Scenario
  - 2035 TSP Horizon Year + Town Center Transportation Improvements

