

TRANSIT MASTER PLAN FINDINGS REPORT (EXHIBIT B)

INTRODUCTION

In support of the adoption of the proposed Wilsonville Transit Master Plan 2017, the following sections present findings of compliance with the Statewide Planning Goals, the Transportation Planning Rule, Metro Regional Transportation Functional Plan and the City of Wilsonville Comprehensive Plan.

This Findings Report provides evidence supporting the City of Wilsonville's adoption of the Transit Master Plan 2017 – Case File LP17-0003 (the proposal). The proposal includes the following:

- a. Amendments to the Wilsonville Comprehensive Plan Text;
- b. Adoption of the 2017 Transit Master Plan as part of the Comprehensive Plan;

The Transit Master Plan is described in the staff report and included in the record as Exhibit A.

COMPLIANCE WITH STATEWIDE PLANNING GOALS

ORS 197.175(2) (a) requires that cities and counties amend and revise comprehensive plans in compliance with the goals approved by the Land Conservation and Development Commission. The following findings address the proposal's compliance with the applicable statewide planning goals.

The City finds that the following Statewide Planning Goals are not applicable because the proposal will not impact the existing policy and programs relevant to the referenced goals:

- Goal 3 – Agricultural Lands;
- Goal 4 – Forest Lands;
- Goal 5 – Open Spaces, Scenic and Historic Areas and Natural Resources;
- Goal 7 – Areas Subject to Natural Disasters and Hazards;
- Goal 8 – Recreation Needs;
- Goal 10 – Housing;
- Goal 15 – Willamette River Greenway;
- Goal 16 – Estuarine Resources
- Goal 17 – Coastal Shorelands
- Goal 18 – Beaches and Dunes
- Goal 19 – Ocean Resources

GOAL 1, CITIZEN INVOLVEMENT

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

FINDINGS: The Transit Master Plan (TMP) Public involvement process began in spring 2015 with a nine-member citizen Transit Master Plan Task Force that included residents, transit riders, and community organizations. Recruitment of the Task Force members was announced at City Council meetings, with press releases following. Participants were self-selected as anyone who chose to participate was welcomed to the task force. Citizen members of the TMP Task Force proposed a mission statement and adopted eight goals for the TMP planning process which are listed in the draft transit master plan and helped to guide the citizen involvement process.

Many opportunities were presented for citizens to be involved in developing the TMP with three key outreach phases: (1) Issues & Opportunities Identification in winter 2016, (2) Service Alternatives Development in summer 2016, and (3) Service Alternatives Review in fall 2017.

SMART directed a process to involve a diverse and broad spectrum of existing and potential system users, Wilsonville residents, and businesses that support transit through payroll taxes. To ensure effective two-way communication in this process, SMART communicated with the public through a variety of methods including:

- Two community surveys that generated over 1,300 responses (paper, mobile kiosks, online formats)
- Participated in over 50 display outreach community events and speaking engagements to employers and residents
- E-mail updates to an Interested Parties List of 1,200
- Utilize printed and social media such as articles in the Boones Ferry Messenger, Wilsonville Spokesman, TMP project website and Facebook/Twitter posts.
- Distributed 10,000 informational hand out bookmarks at events, work sites, and transit center
- Public notices of hearings and opportunity for comment on draft plan
- Seven issue-based interviews that focused on bicycle and pedestrian safety, elders, people with disabilities, Title VI populations, youth, and businesses
- One large community workshop
- Conducted five focus groups to discuss transportation options and funding realities
- Technical information regarding routes and finances were displayed in a user-friendly format in surveys, presentations, and all outreach efforts to allow citizens to provide educated feedback.

In January 2017 the City Council held a work session where SMART staff presented an update of the TMP draft that the citizen task force reviewed and approved to move forward in the adoption process.

From January through May 2017 the final draft remained open for public comment which was advertised through the communication types listed above.

The feedback mechanisms in place to assure citizens will receive a response from policy-makers are through announcements made on various media outlets. City Council will communicate decisions through verbal, recorded, and online information.

To assure proper financial support for an effective outreach approach, SMART contracted an outreach consultant who created a timeline and available resources to allow the public to make insightful comments throughout the plan's development.

Based on the forgoing, the City Council finds that the proposal satisfies Goal 1 with respect to developing a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

GOAL 2, LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDINGS: The development of the Transit Master Plan has followed the City's established land use planning process, and included 22 months of public meetings, outreach, committee meetings, open houses, surveys, web site information, direct mailings and opportunities for public comment.

The proposal satisfies Goal 2 because it is supported by an *adequate factual base* and its development was coordinated with all affected governmental units.

Adequate Factual Base

The City has established a record that includes technical memoranda, studies, and analyses supporting each element of the Transit Master Plan. The key documents that were relied upon and form the adequate factual base for our FINDINGS are listed below:

1. 2017 Transit Master Plan
2. 2017 Transit Master Plan –Appendix A: Glossary
3. 2017 Transit Master Plan –Appendix B: Route Priorities
4. 2017 Transit Master Plan –Appendix C: Title VI Program
5. 2017 Transit Master Plan –Appendix D: Planning Framework
6. 2017 Transit Master Plan –Appendix E: Neighborhood Characteristics
7. 2017 Transit Master Plan –Appendix F: TMP Public Outreach Summary
8. 2017 Transit Master Plan Public Involvement Plan

Coordination with the Plans of Affected Governmental Units

During the Master Planning processes, the following affected governmental units participated or had the opportunity to participate via notices and project information provided to them:

- Oregon Department of Transportation (ODOT)
- Metro
- TriMet
- Clackamas County

- Washington County
- City of Canby
- Canby Area Transit
- City of Sherwood
- City of Tualatin
- Salem Keizer Area Public Transit
- Wilsonville Area Chamber of Commerce

Based on the forgoing, the City Council finds that the proposal satisfies Goal 2 with respect to having an adequate factual base and being coordinated with all affected governmental units.

GOAL 6, AIR, WATER, AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

FINDINGS: The proposal satisfies Goal 6 because it will maintain and improve the quality of the air, water, and land resources of the state.

The proposal maintains and improves **air quality** by:

- Providing efficient and reliable transit options to commuters and residents to reduce the need to travel in private motor vehicles, greenhouse gas emissions, and consumption of fossil fuel.
- Working with businesses and employers to market travel demand management and commuting alternatives that encourage workers to reduce single-occupancy vehicle (SOV) trips.
- Improving bicycle and pedestrian connections to transit stops and encouraging bicycle/pedestrian improvements that facilitate transit trips.

The proposal maintains and improves **water quality** by:

- Providing transportation options that reduce vehicle-miles traveled, consumption of fossil fuel, and demand for more roadway capacity.
- Reducing the demand for parking and the amount of land area that will become impervious surfaces.

The proposal maintains and improves **land resources** by:

- Encouraging more compact development and efficient use of land near transit stops.
- Reducing demand for more roadway space and parking, freeing up more land for housing, open space, and employment.

Based on the foregoing, the City finds that the proposal satisfies Goal 6.

GOAL 9, ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

FINDINGS: The proposal satisfies Goal 9 because increasing transportation options and improving multi-modal access to employment, housing, and other opportunities help support economic development.

As the City continues to grow in commercial and industrial employment, public transit provides workers access to jobs and helps alleviate the pressure to expand roadway capacity. Considering the well-documented trend of millennial workers' preference for transit, walking, biking and lower car-ownership rate, transit service is a key factor in future economic growth.

Based on the foregoing, the City finds that the proposal satisfies Goal 9.

GOAL 12, TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

FINDINGS: The proposal satisfies Goal 12 because it has been designed to:

- Provide a safe and secure environment for transit riders, community and employees through maintenance, training, design, enforcement and the allocation of resources.
- provide mobility to people of all ages, incomes, and physical abilities with fare-free in-town fixed route and dial-a-ride services
- Offer convenient and easy way to travel within Wilsonville and other communities in the Portland region.
- Encourage residents and commuters to use transit, walking, and biking and reduce reliance on private motor vehicles.

Based on the forgoing, the City finds that the proposal satisfies Goal 12.

GOAL 13, ENERGY CONSERVATION

To conserve energy.

FINDINGS: The proposal satisfies Goal 13 because it has been designed to

- Encourage travel by transit, walking, and biking and reduce vehicle-miles travelled
- Enhance connectivity for pedestrians, bicyclists, and transit users.
- support more compact and energy efficient development

Based on the forgoing FINDINGS, the City finds that the proposal satisfies Goal 13.

COMPLIANCE WITH THE TRANSPORTATION PLANNING RULE (OAR 660-012)

The State's Transportation Planning Rule (TPR) is designed to implement Statewide Planning Goal 12. The TPR promotes the development of safe, convenient, and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic, and other livability problems faced by many urban areas can be avoided.

The TPR requires that metropolitan planning organizations (MPOs, including Metro) prepare and adopt regional transportation plans consistent with the State Transportation Plan (STP). Local jurisdictions are also required to adopt Transportation Systems Plans (TSPs) consistent with the Regional Transportation Plan (RTP) for their jurisdictions. The local TSP establishes a system of transportation facilities and services, such as public transit, adequate to meet identified local transportation needs consistent with the adopted elements of the Oregon Transportation Plan (OTP). The local TSP should also be consistent with the TSPs of both Washington and Clackamas Counties.

660-012-0015 PREPARATION AND COORDINATION OF TRANSPORTATION SYSTEM PLANS

(6) Mass transit, transportation, airport and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.

FINDINGS: The proposal is an update to the current Transit Master Plan adopted in 2008. As the City of Wilsonville's transit service provider, SMART's has prepared a new transit master plan that complies with state, regional and local Transportation System Plan and Comprehensive Plan. This criterion is satisfied.

660-012-0020 ELEMENTS OF TRANSPORTATION SYSTEM PLANS

(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

(2) The TSP shall include the following elements:

(c) A public transportation plan which:

(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;

(B) Describes intercity bus and passenger rail service and identifies the location of terminals;

(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.

FINDINGS: The proposal addresses the needs of the transportation disadvantaged and proposes numerous implementation measures designed to improve access to transit. The Plan also discusses intercity bus and rail and proposes additional intercity service. Major transit routes, stops, and Park & ride locations are identified in the Plan. This criterion is satisfied.

660-012-0035 EVALUATION AND SELECTION OF TRANSPORTATION SYSTEM ALTERNATIVES

(2) Local governments in MPO areas with a population larger than 1,000,000 shall, and other governments may also, evaluate alternative land use designations, densities, and design standards to meet local and regional transportation needs. Local governments preparing such a strategy shall consider:

(e) The transportation system shall avoid principal reliance on any one mode of transportation and shall reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) of this rule.

(4) In MPO areas, regional and local TSPs shall be designed to achieve the objectives listed in (a)-(c) below for reducing automobile vehicle miles traveled per capita for the MPO area. The VMT target and alternative standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that reduce reliance on the automobile. It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today:

(b) In MPO areas of more than 1 million population, 10% reduction within 20 years of adoption of a plan as required by OAR 660-012-0055(1); and (c) Through subsequent planning efforts, an additional 5 percent reduction within 30 years of adoption of a plan as required by OAR 660-012-0055(1).

FINDINGS: The Transportation Planning Rule (TPR) emphasizes the strong relationship between land use and transportation planning as a means to reduce automobile trips. By providing measures to increase transit service and accessibility and promote other transportation alternatives, the Plan provides strong support for the TPR. Land use patterns and jobs-housing balance also play a key role in meeting the TPR goals and are not addressed as part of the Transit Master Plan. It should be noted that Metro's Regional Transportation Plan uses an alternate measurement standard, as allowed by the TPR, to achieve the target VMT reductions. This criterion is satisfied.

660-012-0040 TRANSPORTATION FINANCING PROGRAM

(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.

FINDINGS: The proposal's *Funding Resources and Financial Realities* chapter provides an overview of existing funding mechanisms and the future outlook for specific funding sources as well as current and projected revenues and expenditures. Costs for proposed service expansions are also addressed. This criterion is satisfied.

COMPLIANCE WITH METRO REGIONAL TRANSPORTATION FUNCTIONAL PLAN

INTRODUCTION

The Regional Transportation Functional Plan (RTFP) contains policies and guidelines to help local jurisdictions implement the policies in the Regional Transportation Plan (RTP) and its modal plans, include those for active transportation, freight movement and high capacity transit.

As established in the RTFP, demonstrating compliance with the RTFP constitutes compliance with the Regional Transportation Plan.

COMPLIANCE WITH METRO REGIONAL TRANSPORTATION FUNCTIONAL PLAN 3.08.010 – 3.08.640

TITLE 1 TRANSPORTATION SYSTEM PLAN DESIGN, SECTION 3.08.120 TRANSIT SYSTEM DESIGN

B. City and county TSPs include a transit plan, and implementing land use regulations, with the following elements to leverage the region's investment in transit and improve access to the transit system:

1. A transit system map consistent with the transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bicycle transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, regional bicycle transit facilities, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops.

2. Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:
 - a. Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;
 - b. Provide safe, direct and logical pedestrian crossings at all transit stops where practicable.
 - c. At major transit stops, require the following:
 - Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections;
 - Transit passenger landing pads accessible to disabled persons to transit agency standards;
 - An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider;
 - Lighting to transit agency standards at the major transit stop;
 - Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.

Providers of public transit service shall consider and document the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families, when planning levels of service, transit facilities and hours of operation.

FINDINGS: The plan’s Future Bus Routes and Services chapter incorporates development requirements related to transit facilities. Implementation Measure 3.5 requires location of the building frontage and entrance is within 20 feet of the transit stop or transit street and; direct pedestrian connection is provided between transit stops and building entrances. Implementation Measure 3.6 requires transit amenities based on the number of peak hour trips expected to be generated by the proposed development.

The proposal includes existing and proposed transit system maps to leverage state, regional, and local investment in transit and improve access to the transit system. The Transit Master Plan identifies policies, design standards and criteria to enhance pedestrian and bicycle connections to transit stops and transit streets. Moreover, the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families must be considered when planning for transit level of service, facilities, and operations. This criterion is satisfied.

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLAN

SECTION 3.08.220 TRANSPORTATION SOLUTIONS

A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen:

2. Transit, bicycle and pedestrian system improvements

SECTION 3.08.230 Performance Targets and Standards:

A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 and measures in subsection D, or toward alternative targets and standards adopted by the city or county pursuant to subsections B and, C. The city or county shall include the regional targets and standards or its alternatives in its TSP.

FINDINGS: The Transit Master Plan proposes recommended transit improvements and service priorities to meet the transportation needs of the City of Wilsonville in the Future Bus Routes and services chapter. The chapter of Implementation Measures offers specific performance measures, compliant with the RTP, for various goals such as accessibility to transit, pedestrian and bicycle connections, service expansion, and improving air quality.

COMPLIANCE WITH WILSONVILLE COMPREHENSIVE PLAN AMENDMENT STANDARDS

INTRODUCTION

The Wilsonville Comprehensive Plan establishes how Plan amendments may be initiated and reviewed by the City. The guiding text is in the Introduction section, pages Intro 7-8. The standards for amendments are listed below in bold, italic type, followed by FINDINGS.

PLAN POLICY REVIEW

Standards for approval of Plan Amendments

In order to grant a Plan amendment, the City Council shall, after considering the recommendation of the Development Review Board (quasi-judicial) or Planning Commission (legislative), find that:

- a. **The proposed amendment is in conformance with those portions of the Plan that are not being considered for amendment.**

APPLICABLE POLICIES AND IMPLEMENTATION MEASURES

Citizen involvement

Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.

Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.

FINDINGS: In addition to Statewide Planning Goal 1, the TMP citizen involvement is guided by Wilsonville Comprehensive Plan Goal 1.1, “To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies” and Goal 1.2 which states, “For Wilsonville to have an interested, informed, and involved citizenry”.

For the Transit Master Plan there was a 12 month planning process with continuing citizen involvement. Please see Statewide Planning Goal 1 findings for more detailed public involvement process description.

The Transit Master Plan process implemented Wilsonville Comprehensive Plan policies by

- Allowing for public comment of draft TMP also receive public comment during and before the development of the draft plan.
- Meetings (hearings, work sessions, etc.) regarding the TMP at Planning Commission and City Council are open to the public in accessible space and hours with public notices of meeting beforehand via press releases, media outlets, e-notifications
- TMP staff presented updates to the Planning Commission, City Council in work sessions
- Extensive outreach to residents, employers/employees, transit riders.
- Maintain and relay information through an interested parties list.
- Encouraged citizen involvement by going out to transit center, receiving feedback of draft TMP.

Urban Growth Management

Policy 2.1.1. The City of Wilsonville shall support the development of all land within the City, other than designated open space lands, consistent with the land use designations of the Comprehensive Plan.

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

FINDINGS: The Transit Master Plan will set policies and identify improvements to provide efficient transportation access supporting urbanization and both existing and future development in the City

Public Facilities and Services

Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.

FINDINGS: The Plan proposes to provide high-quality transit service to meet the growing mobility needs of the community. The planned transit services and facilities will greatly enhance the health, safety, and recreational aspects of urban living by transporting residents and workers to their destinations.

Transportation

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

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

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

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

Policy 3.5.1 Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

FINDINGS: The proposal sets new transit service priorities, recommended bus routes, and transportation options. These elements, if implemented, will improve the efficiency of transit service and safety of transit users, pedestrians, and bicyclists.

Considering growing demand and limited funding in the future, the Transit Master Plan offers recommendations and policies to cost-effectively improve accessibility for all citizens, support employment and economic development, encourage people to reduce automobile travel.

Land Use and Development

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

Policy 4.1.6 Require the development of property designated “Residential-Village” on the Comprehensive Plan Map to create livable, sustainable urban areas which provide a strong sense of place through integrated community design, while also making efficient use of land and urban services.

FINDINGS: The Transit Master Plan will continue to guide transit operations and infrastructure, which are critical to foster more density and compact housing. Transit also reduces the demand for parking, which may lower development costs and increase housing supply, making housing more affordable.

Transit is also much less costly than owning and operating private motor vehicles. Therefore, giving residents the option to live near transit may reduce the overall cost of living and increase overall affordability in the city.

The proposal also supports the City’s pedestrian-, bicycle-, and transit-friendly design principles in the Residential Village zone.

OTHER STANDARDS RELATED TO COMPREHENSIVE PLAN COMPLIANCE

b. The granting of the amendment is in the public interest.

FINDINGS: The adoption of the Comprehensive Plan amendments for the Transit Master Plan is in the public interest because the proposal will:

1. Provide service to new developments in Wilsonville;
2. Respond to public comments requesting more focus on inter-city transit service;
3. Provide increased opportunities for residents, employees, and visitors to connect to jobs, shopping, parks, and community activities;
4. Facilitate coordination of transportation options (vanpool, walking, biking) with bus transit
5. Facilitate regional and inter-city connectivity;
6. Increase service frequency to improve convenience and coordination between routes; and
7. Extend service times over longer periods to accommodate travel needs.

c. The public interest is best served by granting the amendment at this time.

FINDINGS:

Transit provides mobility to people who do not have access to automobiles, including youth, senior citizens, people with disabilities, and low-income residents. Improving access to transit not only creates a greater sense of freedom and mobility for seniors, disabled passengers, and those who cannot drive, but also offers more choices and an alternative to sitting in traffic to those who can drive and own a car.

Transit reduces traffic congestion and air pollution and helps protect natural habitat by reducing the need for fossil fuel and sprawl. Transit transports more people in fewer vehicles, reducing the demands on the transportation system and making more efficient use of the system.

Public attitude surveys done in recent years have shown great support for SMART, even from people who do not ride the bus. Additional efforts should still be made to create even more of a sense of ownership within the community. The proposal will guide such efforts.

These facts support a conclusion that the public interest is well-served by adoption of the proposed amendments at this time.

d. The following factors have been adequately addressed in the proposed amendment:

- *The suitability of the various areas for particular land uses and improvements;*
- *The land uses and improvements in the area;*
- *Trends in land improvement;*
- *Density of development;*
- *Property values;*
- *The needs of economic enterprises in the future development of the area;*
- *Transportation access;*
- *Natural resources; and*

- *The public need for healthful, safe and aesthetic surroundings and conditions.*

FINDINGS: The Transit Master Plan includes extensive inventories and analysis of existing conditions, opportunities and constraints of Wilsonville’s transit network. While transit does not directly impact existing and future land use suitability and trends, the proposal supports the city’s land use policies by considering the type of future transit system and transportation options required to meet Wilsonville’s mobility needs as a growing community. For example, frequent transit services enable more compact housing or mixed-use development and reduce the demand for parking that take up valuable land.

The proposal also supports future economic development with recommendations for a reliable and convenient transit system and commute options that facilitate intra- and inter-city access to jobs. Future economic growth will depend partly on the constraints and demand on Wilsonville’s transportation system. The Transit Master Plan will promote more efficient use of existing road capacity allowing existing transportation infrastructure to accommodate more employment and economic activity.

The proposal’s recommendations for service changes and better walking, biking, and transit connections also supports Wilsonville’s natural resources and the creation of healthful, safe, and aesthetic conditions.

This criterion is met.

- a. **Proposed changes or amendments to the Comprehensive Plan do not result in conflicts with applicable Metro requirements.**

FINDINGS: Please see FINDINGS regarding compliance with the Regional Transportation Functional Plan