

LP21-0002
Town Center Streetscape
Planning Commission
Record Index

August 11, 2021 Planning Commission Work Session

Staff Report and Attachments
Streetscape Plan Presentation
Meeting Minutes Excerpt

June 21, 2021 – City Council Work Session

Staff Report and Attachments
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June 9, 2021 - Planning Commission Work Session

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Streetscape Plan Presentation
Meeting Minutes Excerpt

April 5, 2021 – City Council Work Session

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Recommended Concept Review Presentation

March 10, 2021 - Planning Commission Work Session

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November 12, 2020 – Planning Commission Work Session

Staff Report and Attachments
Streetscape Plan Presentation
Meeting Minutes Excerpt

March 11, 2020 – Planning Commission Work Session

Staff Report and Attachments
Streetscape Plan Presentation
Meeting Minutes Excerpt

LP21-0002
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PUBLIC ENGAGEMENT

Forum Links on project website: <https://www.ci.wilsonville.or.us/planning/page/town-center-streetscape>

- Community Forum #1 – November 10, 2020
- Community Forum #2 – February 9, 2021

Streetscape Concepts Survey 07.19.2019 – 02.28.2021

Link:

https://www.ci.wilsonville.or.us/sites/default/files/fileattachments/planning/page/105271/2021.03.10_pc_ws_attachment_2.pdf

Streetscape Ideas Survey

- Ideas Survey Report

Stakeholder Meetings

- Contact List
- Meeting Notes

COMMENTS/ARTICLES

Email – I Haider 2.9.2021

Email – S Van Wechel 2.6.2021

Email – D Seely 8.23.2021



PLANNING COMMISSION

WEDNESDAY, AUGUST 11, 2021

II. WORK SESSION

- A. Town Center Streetscape Plan (Bradford) (45 Minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: August 11, 2021		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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 checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Review and provide input on the draft Wilsonville Town Center Streetscape Plan.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s) Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

Review and provide input on the draft Wilsonville Town Center Streetscape Plan.

EXECUTIVE SUMMARY:

The Town Center Streetscape Plan implements the 2019 Wilsonville Town Center Plan's vision for a vibrant walkable hub that will encourage people to socialize, shop, live and work in Town Center by creating design guidelines and specific product types for future streets in Town Center. The Town Center Streetscape Plan includes sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center.

Over the past ten months, the project team has worked with the community and other stakeholders to formulate the various design elements of the Plan. Based on the input from the community, Planning Commission, and City Council the draft Plan (Attachment 1) seeks to incorporate the feedback and direction received thus far. The Planning Commission reviewed an initial draft of the Plan on June 9, 2021, providing input on recommended investment levels and locations. On June 21, 2021, City Council reviewed an excerpt of the initial draft focused on design elements and final lighting product selection. The attached draft responds to the feedback received by providing additional clarity on where the standard, enhanced, and signature investment levels will apply on future streets within Town Center Loop, and provides a finalized lighting product that complies with the PGE product list.

At this work session, staff will highlight the key elements of the Streetscape Plan and how it will be applied in Town Center. To finalize development of the draft Streetscape Plan prior to the Planning Commission public hearing scheduled for September 8, 2021, the project team seeks feedback on the following questions:

- Do you identify any aspects of the Streetscape Plan that need edits or modifications?
- Are there any other key elements or considerations that should be included in the final draft Streetscape Plan?

While the project team has selected a final lighting product for streets within Town Center Loop for standard, enhanced, and signature streets; additional modifications to the draft will be necessary between this work session and the hearing in order to visually incorporate the final selection into the renderings. Additional changes may be made to the recommended street trees to ensure the species will be suited for the urban context of Town Center.

EXPECTED RESULTS:

The project team will incorporate input from the Commission into the final draft of the Town Center Streetscape Plan for adoption hearings.

TIMELINE:

After the work session, the project team will integrate the Commission's input to present a final version of the draft for the September 8 public hearing before the Commission and adoption hearing before City Council on October 4, 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2021-22 includes \$230,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with a majority of these funds spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The project team conducted community outreach holding Public Forums via Zoom, along with an ideas board and survey on *Let's Talk, Wilsonville!* Stakeholder interviews have been held with relevant business owners, City Staff, and outside consultants to provide in depth feedback on the project.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan's implementation activities, including the Streetscape Plan, the City will begin to realize the community's vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

Planning Commission can recommend edits to the draft Streetscape Plan text or modifications to selected design elements for inclusion in the final draft Streetscape Plan.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Draft Streetscape Plan – August 4, 2021



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

DRAFT
8/4/2021



acknowledgments

A special “thank you” to community members and all who participated in this planning process. We appreciate your time and ideas.

CITY COUNCIL

Mayor Julie Fitzgerald

Kristin Akervall, Councilor President

Charlotte Lehan, Councilor

Ben West, Councilor

Joann Linville, Councilor

Tim Knapp, Mayor Emeritus

PLANNING COMMISSION

Kamran Mesbah, Chair

Jennifer Willard, Vice Chair

Ronald Heberlein, Commissioner

Jerry Greenfield, Commissioner

Olive Gallagher, Commissioner

Breanne Tusinski, Commissioner

Aaron Woods, Commissioner

Phyllis Millan, Former Commissioner

CITY OF WILSONVILLE PROJECT TEAM

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Kim Rybold

Philip Bradford

Zach Weigel

Delora Kerber

Georgia McAllister

Eric Loomis

Preston Langeliers

CONSULTANT TEAM

SERA Architecture and Design

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how to use this plan

The Town Center Streetscape Plan intends to provide design guidance for private development and public projects that construct the public realm improvements in line with the vision of the Town Center Plan.

- Chapter 3 of the Town Center Streetscape Plan contains the street furnishings and materials that are required on the various street types and cross sections contained within the document.
- Chapter 4 depicts the materials, products, and streetscape furnishings in different locations throughout Town Center in the form of illustrations that are intended to provide additional guidance on how the future streetscapes may look in the future.
- The appendices provide additional information to the user of the plan by including specification sheets for the recommended products identified in Chapter 3.

Design Element description

Product, design, and construction description

SIDEWALK DESIGN

DESIGN ELEMENTS

Sidewalks are the heart of any active street. They are where travel to destinations occurs, but also where people may unexpectedly gather to talk, grab a coffee, or window shop. Sidewalks will be wide, well-protected, shaded by a robust tree canopy, and accommodating of changing uses throughout the year. On Signature streets, a concrete stamping pattern marks the space, highlights the busiest places in the Town Center, and aids in navigation. The Signature sidewalk pattern is one of several design features used to identify the Town Center's most vital people streets and promenades, which warrant City investment to construct.

STANDARD



Sidewalks will be located throughout the Town Center per Transportation System Plan designations. Sidewalk through area will be at least 5 feet in all locations and is often significantly wider (see location details). Sidewalks will have a light broom finish and will conform with other Public Works Standards in 201 2.25, Detail No. RD-1075 Concrete Sidewalk, and RD-1076 Sidewalk Next to Swale.

This treatment will be used commonly on Standard streets and in the walkway areas of Enhanced Streets (which will also use the paver inlay in the furnishing zone used at right).

ENHANCED



A furnishing stripe of Permeable Concrete Interlocking Pavers will be used on Enhanced streets to highlight the area for plantings, benches, bike racks, and vehicle egress from on-street parking. The stripe helps visually separate the sidewalk through zone from parking and street.

A new construction detail will be required to describe product and installation method. The Western Interlock *La Pietra Moderna* Cambridge Blend is recommended.

SIGNATURE



A custom concrete stamping pattern, potentially with several varying color treatments, is to be used in corner intersection areas along Signature Streets and wrapping the corner onto intersecting streets. The Signature pattern can be used for the full sidewalk length, or limited to just corner locations for cost savings.

A new construction detail will be required as part of the process to finalize the sidewalk design.

CITY OF WILSONVILLE TOWN CENTER STREETSCAPE PLAN 17


Prototype design page

Description of streetscape features and use of products and plantings

LOCATION IN.6: COURTSIDE DRIVE EXT.

(Park Place East to Town Center Loop West) (Framework Project)

STREET DESIGN PROTOTYPES



6. CURB EXTENSIONS
Along the Courtside Drive extension
Enhanced seating
Planting bed and stormwater areas

7. SIDEWALK DESIGN
Enhanced sidewalk consisting of standard concrete pattern with Enhanced furnishing zone paver inlay

8. CROSSWALKS
Standard "continental stripe" crosswalks

9. LANDSCAPE
Trees in tree grates at 30 foot spacing along the street
Plantings in curb extensions

10. BIKE FACILITIES
Shared travel in regular vehicle lanes
"Shared lane" markings

TRANSIT SHELTER LOCATION

CITY OF WILSONVILLE TOWN CENTER STREETSCAPE PLAN 37

01 *project background, vision, and context*

“Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work”.

- *Wilsonville Town Center Plan (2019)*

PLAN PURPOSE

The Town Center Streetscape Plan functions as a further guide to implementing the street designs conceived in the Wilsonville Town Center Plan. The vision for Town Center calls for a vibrant, walkable community hub that will offer an increasing array of opportunities to live, work, play, shop, and gather. One of the Town Center Plan’s goals is for Harmonious Design, seeking to link the entire district through coherent and attractive design, especially of streets, plazas, and gathering spaces.

The Streetscape Plan provides more detail about sizes, locations, and materials for vehicle lanes, parking, sidewalks, landscape and tree planting, seating, crosswalks, and other features of the public realm.

This Plan integrates guidance from other recent or currently-underway plans including the Citywide Signage and Wayfinding Plan, the Urban Forest Management Plan, and the I-5 pedestrian bridge and gateway plaza design.

Finally, the Design Elements and Street Location Prototype chapters of the Streetscape Plan describes actions and responsibilities of the City and private landowners developing property in implementing various street location projects.



“Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to the Town Center for shopping, dining, culture, and entertainment.

- Wilsonville Town Center Plan (2019)

THE STARTING POINT: WILSONVILLE TOWN CENTER PLAN

The Streetscape Plan is one piece of many ongoing efforts to implement and refine the community’s vision documented in the Town Center Plan. The Town Center Plan comprehensively plans for changing land uses, public investment, open space, streets, and infrastructure.

Town Center, which has been in development and undergoing constant change since the early 1970s, is a largely vehicle-oriented, low-density commercial district (with some residential), covered as much by parking lots as any other use. The Town Center Plan (2019) envisions a walkable, vibrant district bolstered by welcoming public spaces and a healthy mix of uses supporting people's needs.

Integral to achieving the community's principles and vision for the Town Center, is ensuring buildings and streets are pedestrian-oriented with a cohesive and attractive design. The Streetscape Plan is intended to identify the specific design elements that will enable the City to achieve the expectations/vision for the public realm.



Concept illustrations from the Town Center Plan describe how the streetscape and public environment support development and placemaking.

THE STARTING POINT: WILSONVILLE TOWN CENTER PLAN

The six Town Center Plan goals below all support the vision for an active, diverse destination serving people throughout the day.

GOAL 1



Environmental Stewardship
Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.

GOAL 2



Harmonious Design
Ensure buildings and streets are pedestrian-oriented and there are a variety of quality building types and land uses.

GOAL 3



Mixed-Uses
Encourage development that provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.

GOAL 4



Safe Access and Connectivity
Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

GOAL 5



Community Gathering Places
Provide vibrant, diverse and inclusive places that bring people together with activities and events for year-round fun, culture and socializing.

GOAL 6



Economic Prosperity
Create opportunities to support and grow existing business and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

PLAN PROCESS

The Streetscape Plan project began in September 2020 and concluded in October 2021. Three preliminary concepts - River Environment, Agricultural Legacy, and Technological Innovation (further described on the following page and in the Appendix) - inspired by Wilsonville’s history and ecology, and aligned with the Town Center Vision, were presented at a community forum and Planning Commission in November 2020.

The team used that late 2020 input to refine the diagrammatic concepts into more recognizable streetscape designs with preliminary product selections. This design was presented at another forum in February 2021, online survey, and Planning Commission in March 2021. The preferred design blended aspects of the River Environment and Technological Innovation concepts, which City Council reviewed in April 2021 and confirmed it to move into design detailing.

Planning Commission and City Council reviewed the location-specific prototypes in June 2021, and directed the team to complete location-specific designs; finalize the product, materials, and plant palette; and prepare the final Plan. Planning Commission reviewed and City Council adopted the Plan in October 2021.

Fall 2020

Existing Conditions	Background Plan Review
Preliminary Concept Designs	
Public Forum #1	Planning Commission and City Council Review

Winter-Spring 2021

Refined Preliminary Concepts	
Public Forum #2 and Online Survey	Planning Commission and City Council Review
Recommended Design Selection, Location-Specific Design, and Draft Plan Preparation	
Planning Commission Review #3 and City Council Review	

Summer-Fall 2021

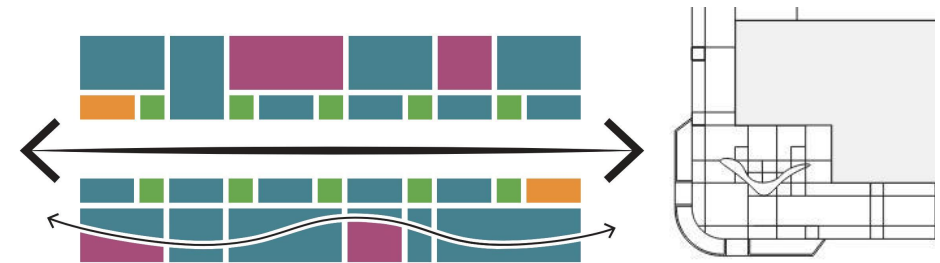
Additional Location-Specific Design, Design Elements Refinement, and Final Plan Preparation	
Planning Commission Review #4 and City Council Adoption Hearings	

STREETSCAPE DESIGN SELECTION PROCESS

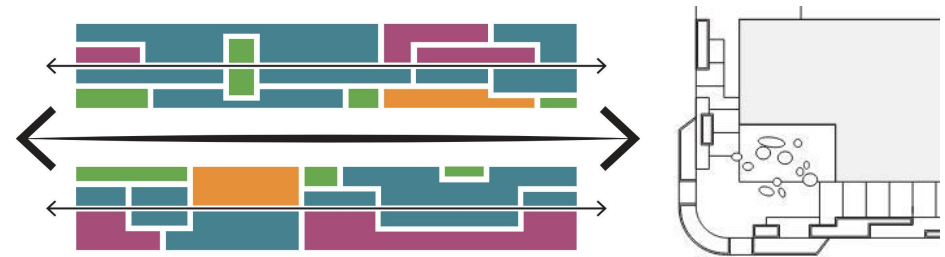
The Streetscape Plan provides design guidance and product details for the range of street locations and types anticipated through the Town Center Plan, which identifies approximate alignments and overall street configurations. To consider alternatives for the overall design theme, palette, and aesthetic of the streets, the Streetscape Plan team prepared three preliminary concepts to explore the arrangement and aesthetic of streetscape elements.

Each concept intended to reflect a central piece of Wilsonville’s economic and natural history. Results from the second community forum and Planning Commission review were favorable towards the orderly and linear style of the sidewalk surfaces in the Technological Innovation concept blended with the sinuous shapes of the combined planter beds and seating areas in the River Environment concept.

The recommended concept uses a bold, geometric sidewalk pattern to define different spaces and provide rhythm to the design, and punctuates it with curving, soft-edged seating and planters at corners and key mid-block locations to provide visual contrast and create spaces for plant ecology and people gathering along the street.



Concept 1. Agricultural Legacy: rectilinear arrangement of walking, landscape, and gathering areas; rustic stone, wood, and metal elements



Concept 2. Technological Innovation: linear pattern forms help organize spaces for walking, plantings, and gathering; clean, smooth, simple materials



Concept 3. River Environment: curvilinear arrangement of spaces, use of “river eddies” to define gathering and landscape area; landscaped areas punctuate the sidewalk along the curb and building faces

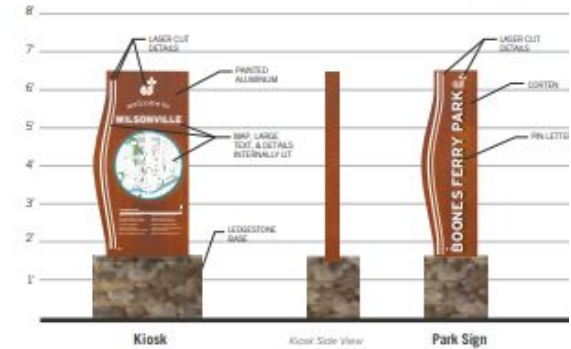
INFLUENTIAL PLANS

Several recent or underway plans are relevant to the Streetscape Plan. These include the Citywide Signage and Wayfinding Plan (2019), which establishes consistent signage designs to guide residents and visitors to destinations and activities throughout the City.

Additionally, a citywide Urban Forest Management Plan is underway with anticipated adoption in late 2021. This planning effort contains a specific focus area on Town Center where existing tree health, condition, and location will be evaluated for possible future incorporation into the redevelopment of the Town Center area consistent with the vision established in the Town Center Plan. The Urban Forest Management Plan also provides tree species recommendations, described in this Plan's Street Design chapter.

The City is designing the new I-5 Pedestrian Bridge. This bridge is a framework project in the Town Center Plan, and interrelates with the Streetscape Plan at the Gateway Plaza where the bridge connects the west side of Wilsonville with Town Center and the Emerald Chain of parks, small plazas, green streets, and trails that connect the future I-5 bike/pedestrian bridge to the Town Center Park, Memorial Park, and Murase Plaza.

In 2020 the City amended the Transportation System Plan with a Town Center update, which incorporated recommendations from the Town Center Plan to define the multimodal network, formalize a capital improvements project list, and update alignments and configurations for the variety of streets identified for improvement in the Town Center Plan.



Top to Bottom: Signage and Wayfinding Plan; I-5 Pedestrian/Bike Bridge Concept

02 town center opportunities

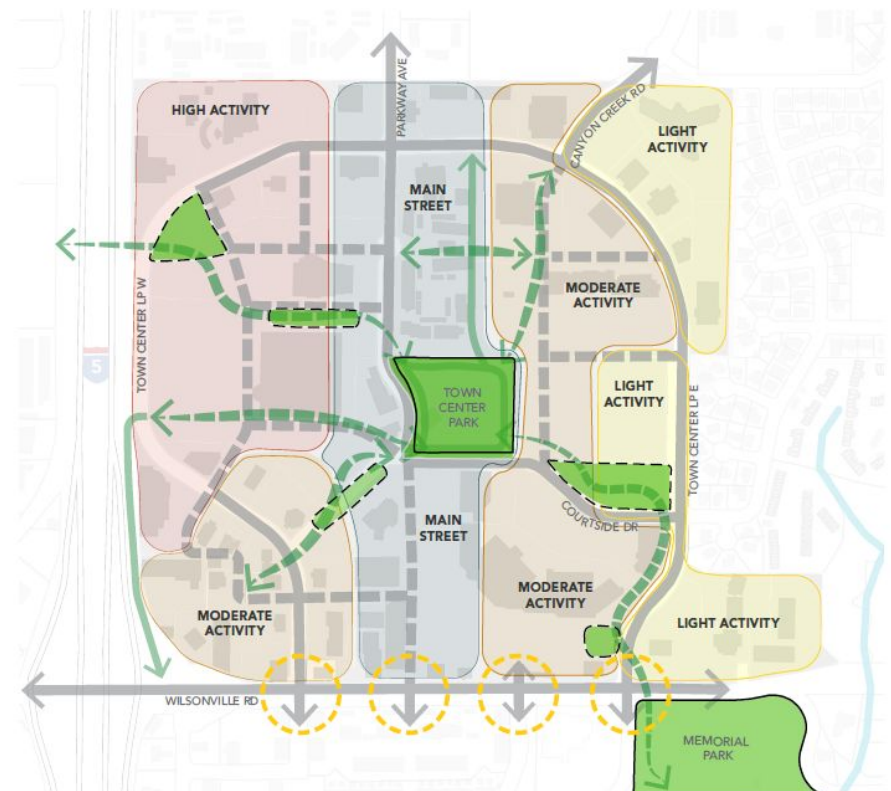
A street network that supports people living, working, and playing on a daily basis. Design features that feel at home in the Town Center yet derive influence from the entire city and the Willamette Valley region.

OPPORTUNITIES TO IMPLEMENT THE TOWN CENTER'S URBAN FRAMEWORK

The Town Center Plan establishes the overall relationship of streets to land uses, open spaces, and other connectivity routes (see diagram at right). Streets through the Main Street district and elsewhere in Town Center comprise several Framework projects, which are vital routes to be constructed in initial phases and with public leadership and funding support ensuring their early implementation as catalyst projects.

The Town Center Plan was initiated several years ago in recognition that the Town Center is in need of a major update to become a revitalized mixed-use district. The Town Center Streetscape Plan provides further street design details for specific locations and to unify overall street and public space aesthetics in Town Center.

An inventory of prototype design locations, and a photo catalog of current conditions, are on the following pages to further describe the features and places recommended for improvement in the Streetscape Plan.



This diagram, which is Figure 2 Design Concept, in the Town Center Plan, depicts the relationship of character areas, such as Main Street, to streets and key routes such as the Emerald Chain.

ATTACHMENT 1
TOWN CENTER OPPORTUNITIES



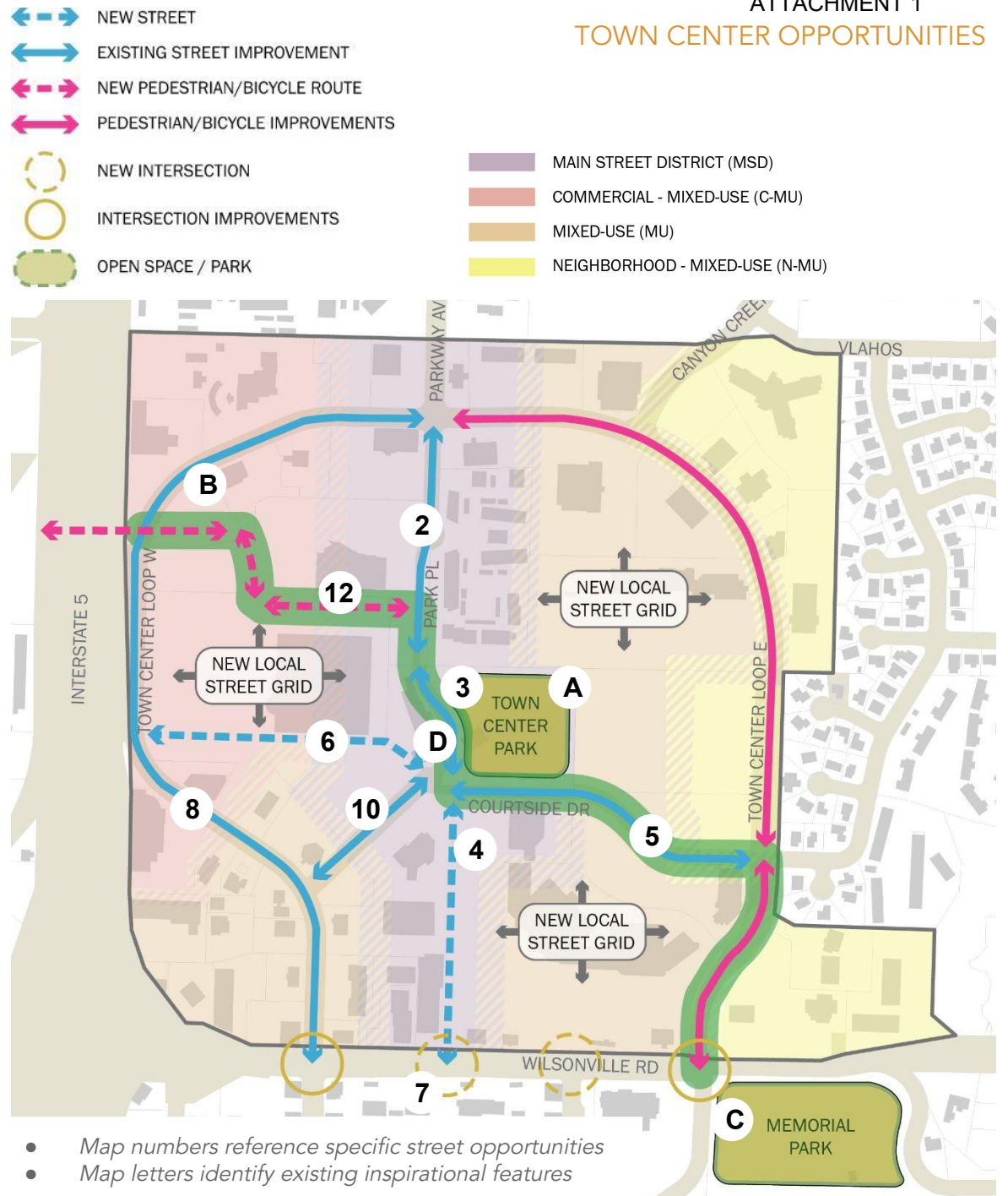
LOCATION IN.2
Opportunity for Parkway Ave cul-de-sac reconfiguration and street improvements



LOCATION IN.3
Opportunity for Park Place "Main Street" shared-street style improvements



LOCATION IN.4
Potential new "Framework" street to extend Park Ave to Wilsonville Road



- Map numbers reference specific street opportunities
- Map letters identify existing inspirational features



LOCATION IN.5
Opportunity for Courtside Drive multimodal and transit improvements



LOCATION IN.8
Opportunity to calm traffic and add sidewalks and bikeways on TC Loop W.



LOCATION IN.6
Potential Courtside Drive extension from Park Ave to Town Center Loop West



LOCATION IN.10
Opportunity to improve Park Place as a no-vehicle walking and biking park route



LOCATION IN.7
Potential new intersection of new Park Place "main street" and Wilsonville Road



LOCATION IN.12
Potential new "Promenade" street behind Cinema connecting to I-5 Bridge

The images on the preceding page and this page show key streets identified in the Town Center Plan for significant improvement. While Town Center's streets today are generally functional for moving vehicles and accessing parking, they have obviously been built over many phases and lack coherence in the ways they provide (or often don't) sidewalks, on-street parking, landscaping, lighting, seating areas, and other amenities.

Streets and access drives lack hierarchy and don't match the future vision for Town Center mobility or more mixed-use and urban land uses.

The existing streets in Town Center don't serve multimodal options, don't contribute to a strong sense of place, and don't support planned-for future urban land uses. The Streetscape Plan identifies opportunities to better serve people's needs in the future through improvements in a few key areas: support for multi-modal, active transportation; a harmonious and unified design; and options to provide changing amenities and support different uses as the Town Center develops over time

The Streetscape Plan recommends features, materials, and details that describe how streets of different types and uses will complement one another.

This assessment builds upon the Town Center Plan to help identify which streets (both existing and future) should receive investment at various levels. Chapter 3 describes the varying investment levels recommended for different specific street design prototypes.



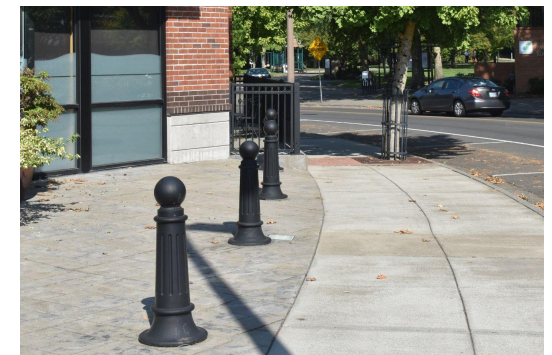
INSPIRATION A
Use of stone, brick, metal, and other natural features - Korean War Memorial



INSPIRATION B
Stormwater facilities on sites and streets with stone and abundant plantings



INSPIRATION C
Murase Plaza: stone structures, CorTen steel, paver blocks, seating areas



INSPIRATION D
A newer business development in the Town Center, with more abundant street trees, wider sidewalks, and a connected entryway plaza

03 *design elements*

A small number of humble but elegant pieces can create an inspired place

FURNISHINGS, MATERIALS, AND FLORA COMPOSE A STREETScape

The following chapter describes the products, materials, plantings, and other component pieces that comprise a complete streetscape. Each category was considered for the impact it would have on the aesthetics and functionality of the street, as well as practical concerns such as cost and maintenance. Whether constructed by the City as a Framework project or private developers along with their site, these standards and guidelines will shape a design that unifies the Town Center, aids wayfinding, and supports travel options.

In certain instances - such as light poles, benches, and primary street trees - specific products and plantings are recommended. In other cases - such as the Signature concrete stamp/color pattern - a general aesthetic is described and will be further detailed in later steps by the City. The City will need to be mindful of its own and the capabilities of private development partners and their construction contractors to construct a to-be-determined concrete pattern. The City should create a standard detail that balances a unique, signature design with the practicalities of repeating a pattern throughout the Town Center during many different phases of project construction

The design elements also reflect the three investment tiers (described on the following page), while maintaining the flexibility and compatibility to function throughout the Town Center's various streets and promenades, and for use in plazas and courtyards built through private development. Product details are described when possible, along with links to specifications websites. This is a long-term implementation plan and may require updates by the City in the future as the phasing of street projects change and recommended products may be unavailable.

DEGREES OF INVESTMENT AND CHANGE

Different streets around the Town Center will be constructed with varying degrees of investment and design detail. These determinations were made based on the Town Center Plan framework for streets, relationship of streets to adjacent development patterns, and identification of streets as high activity and visibility locations or lower activity locations.



STANDARD DESIGN

Standard furnishing elements, sidewalk, and crosswalk design - mostly compliant with existing Public Works standards and details

Trees / lighting along entire blocks

Curb extensions in certain locations to serve pedestrian safety and provide on-site stormwater facilities



ENHANCED DESIGN

Mostly Standard sidewalk and crosswalk designs, with Enhanced (and some Signature) elements in selected locations to bolster placemaking, mobility, and safety improvements

Trees / lighting along entire blocks

Curb extensions more widely used where feasible for pedestrian safety and stormwater services



SIGNATURE DESIGN

Signature elements and sidewalks used extensively throughout the streetscape

Trees / lighting along entire blocks

Curb extensions used wherever possible to provide pedestrian amenity space, and landscape - custom integrated benches and planters define many gathering spaces

SIDEWALK DESIGN

Sidewalks are the heart of any active street. They are where travel to destinations occurs, but also where people may unexpectedly gather to talk, grab a coffee, or window shop. Sidewalks will be wide, well-protected, shaded by a robust tree canopy, and accommodating of changing uses throughout the year. On Signature streets, a concrete stamping pattern marks the space, highlights the busiest places in the Town Center, and aids in navigation. The Signature sidewalk pattern is one of several design features used to identify the Town Center’s most vital people streets and promenades, which warrant City investment to construct.

STANDARD



Sidewalks will be located throughout the Town Center per Transportation System Plan designations. Sidewalk through area will be at least 5 feet in all locations and is often significantly wider (see location details). Sidewalks will have a light broom finish and will conform with other Public Works Standards in 201.2.25, City Detail No. RD-1075 Concrete Sidewalk, and City Detail No. RD-1076 Sidewalk Next to Swale.

This treatment will be used on Standard streets and in the walkway areas of Enhanced Streets.

ENHANCED



A furnishing stripe of Permeable Concrete Interlocking Pavers will be used on Enhanced streets to highlight the area for plantings, benches, bike racks, and vehicle egress from on-street parking. The stripe helps visually separate the sidewalk through zone from parking and street.

A new construction detail will be required to describe product and installation method. The [Western Interlock La Pietra Moderna Cambridge Blend](#) is recommended.

SIGNATURE



A custom concrete stamping pattern, potentially with several varying color treatments, is to be used in corner intersection areas along Signature Streets and wrapping the corner onto intersecting streets. The Signature pattern can be used for the full sidewalk length, or limited to just corner locations for cost savings.

A new construction detail will be required as part of the process to finalize the sidewalk design.

CROSSWALK DESIGN

Crosswalks are a complement to sidewalks in allowing safe passage and easy connections across streets, and thus throughout the entire Town Center and beyond. Crosswalks are subject to numerous roadway marking requirements established at the City and Federal level. Conventional Continental patterns are suitable for most Standard and Enhanced locations, while a custom high-visibility concrete banded stamp pattern will greatly improve pedestrian visibility at crossings in high investment streetscape areas.

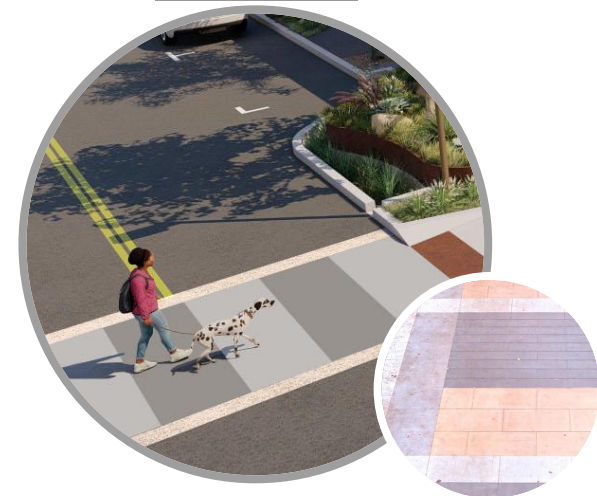
STANDARD/ENHANCED



Standard crosswalks shall use a Staggered Continental pattern (also known as “zebra stripe”) in accordance with Pavement Marking Detail No. RD-1280.

Examples of this crosswalk treatment abound in Wilsonville, including in the Town Center, along Wilsonville Road, in Old Town, and in Villebois.

SIGNATURE



The Signature crosswalk uses a custom concrete stamping and color treatment to highlight high-volume crosswalks in key Town Center locations.

A new construction detail will be required as part of the process to finalize the crosswalk design. City Detail No. RD-1110 for Curb Extensions is a starting point which will need amendment or addition to reflect new curb ramp orientation, surface materials, tactile pad specifications, planters, wing depth, and travel lane width for Signature design locations.

City Detail No. RD-1145 describes mid-block crossing construction with associated crossing marking, planter locations, curb ramp placement, and signage. This detail may need an amendment to include a mid-block crossing with curb-extension treatments reflective of the Signature design.

BENCHES AND SEATING

Streets are not simply spaces for moving along, they are also places to linger, gather, and do business. Seating in a variety of forms provides places to rest and socialize with others. Benches and seating can also be attractive pieces of the streetscape, using natural and quality materials, and taking on dynamic, artful forms. Several seating options are described below for use varyingly across the Standard, Enhanced, and Signature configurations.

STANDARD



The [Landscape Forms Generation 50](#) traditional back bench in Onyx low-sheen powdercoat and thermally-modified Ash wood with angled end and centers arms.

This bench will be used in furnishing zones on sidewalks on Standard streets in Town Center. It may be used in private plazas and open spaces elsewhere throughout Town Center as well.

It is an attractive, wood-based, off-the-shelf product offering simple installation and low maintenance requirements.

ENHANCED



The [StreetLife Rough&Ready Curved Bench](#) product with [slat back accessory](#) using FSC hardwood and a CorTen base.

The City of Wilsonville can work with the manufacturer and development partners to specify an exact product length and curve radius to accommodate three people and to fit in conventional furnishing zones on Enhanced sidewalks.

SIGNATURE



The [StreetLife Rough&Ready Free Form Tree Isles](#) using FSC hardwood and CorTen base is readily installed in custom forms and sizes tailored to provide seating as part of planter installations in along Signature streets.

The seating uses a metal structure and cladding that integrates into a raised planter. The FSC hardwood model with CorTen base is recommended and will need to be coordinated with the raised planter design. A new construction detail will be required as part of the process to finalize the Signature bench design.

STREET TREES

Street trees in the Town Center help fulfill numerous goals, particularly for environmental stewardship, harmonious design, and community gathering spaces. Street trees provide shade and enclosure to sidewalks, habitat for birds and other animals, and will unify the appearance of the Town Center as trees mature and become prominent, seasonally changing, features. Where possible, and aligned with Urban Forest Management Plan recommendations, existing healthy trees should be retained in the streetscape and adjacent areas.

PRIMARY STREET TREE



The primary street tree, *Tilia tomentosa* 'Sterling' / Silver Linden, shall be placed along the entire sidewalk in minimum 4 foot by foot tree wells. Tree spacing along the street can vary, but will typically run 30-40 feet between trees on-center; trees should be prioritised for placement, with lighting, benches, and other elements spaces between. City Detail No. RD-1235 specifies tree wells and grates. City Detail No. RD-1240 specifies tree clearance and spacing.

Substitution of the Primary and other tree types may be considered by the City in alignment with the recommendations of the *Urban Forest Management Plan*.

ACCENT TREES



Accent trees, either *Gingko biloba* 'Autumn Gold' / Autumn Gold Gingko or *Nyssa sylvatica* 'Firestarter' / Black Tupelo, will be used primarily in Enhanced and Signature street locations to bring variety and uniqueness to plantings in curb extensions, high activity corners, and mid-block crossing locations. These species add variety through a different shape and foliage color.

Zelkova serrata 'Village Green' / Village Green Japanese Zelkova is a large species suitable for use in plazas, corners unobstructed by buildings, or other locations with few sidewalk or overhead obstructions.

STORMWATER PLANTS



Frangula purshiana / Cascara or *Cercis occidentalis* / Western Redbud are recommended for use in stormwater planting areas. Stormwater facilities will be part of the streetscape where needed and spacing allows for inclusion of the facility. In Signature locations stormwater facilities will be integrated with seating areas.

See also Chapter 301 Stormwater of City standards for more construction and planting information.

STREET LIGHTING

Street lighting plays a key role in helping define a district and creating a welcoming environment for travel, gathering, holding festivals, and doing business. Lighting also supports a safer place by increasing visibility of street users. The below products are compliant with the PGE streetlights [Options A and B](#) product list and will be maintained by PGE.

STANDARD AND ENHANCED

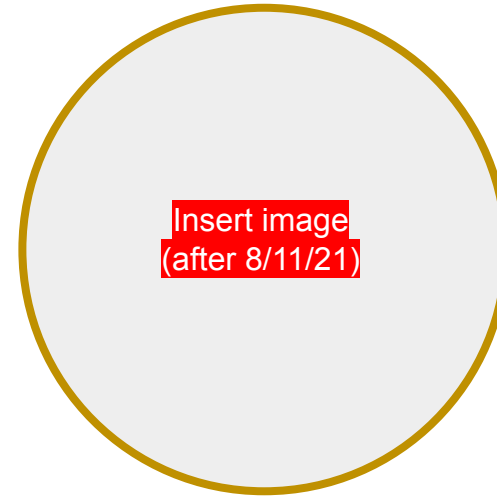


Standard and Enhanced streets will use a PGE Option B approved and owned equipment list including:

- Fixture: [Aurora King K829](#) - using a flat lens, black finish, other specifications from the [PGE product list](#), and wattage to-be-determined through later photometric study
- Pole: [Hadco P2065-16-A](#) aluminum pole with 16' mounting height product and anchor base in black color. As of Plan adoption PGE is working to specify a new pole to match the Aurora fixture.
- Mast arm: The Aurora King KPL20 is the specified mast arm for PGE compliant configurations.

The single light fixture will be mounted near the curb in the furnishing zone with the fixture extending towards the roadway. Lighting shall be installed per regulations in City of Wilsonville Public Works Standards 201.9.01 and City Detail No. RD-1300.

SIGNATURE



Signature streets will use the same equipment list as Standard/Enhanced, with the addition of a second fixture mounted below and opposite the top fixture. The light will be oriented so that the top fixture projects towards the street (or primary travelway in the case of promenade style streets) and the lower fixture projects towards the sidewalk or non-motive spaces.

****NOTE:** The PGE pre-approved lighting selection list is limited and includes mostly traditional aesthetic products. The City of Wilsonville will continue to monitor the PGE list for updates, and potentially more contemporary products, that could be replaced as the City's specification in the future. The City may also collaborate with other jurisdictions in PGE's service area to advocate for inclusion of additional lighting products, including contemporary designs.

STREET DESIGN ELEMENTS

A variety of streetscape furnishings and surfaces will be used throughout the Town Center in order to provide the necessary urban living infrastructure. These furnishings can be used in the Standard, Enhanced and Signature locations. to bolster the sense of place, gathering locations, wayfinding, and design unity of the street. The descriptions below and the location-specific designs in the following chapter describe more siting and installation guidance.

BIKE RACKS



The [Landscape Forms Loop](#) in low-sheen Onyx finish bicycle parking racks will be installed as part of the public streetscape design and associated with private development to fulfill bicycle parking requirements.

These bicycle racks are suitable in the planting/furnishing (on the sidewalk near the curb) and frontage (on the sidewalk near private property) zones of the streetscape. This specific product is not suitable for in-street Bike Corral parking in locations that might otherwise be vehicle parking. The [Dero Arc rack in Iron Gray installed using the Cycle Stall](#) configuration is suitable for in-street bike corrals.

BOLLARDS



The [Streetlife Solid Quatro](#) bollard may be used selectively to limit or prevent vehicle traffic. This will be applicable at the Promenade location in particular, and other locations around the Town Center such as Park Place and adjacent plazas of private property (some of which are identified in the Location-specific designs). City Detail No. RD-1195 will need to be updated to specify the installation of this bolt-mounted bollard and to additionally accommodate removable bollard installation in some locations.

Bollards will use an FSC Hardwood and CorTen steel base; options include both with and without LED illumination.

STREET DESIGN ELEMENTS

TRASH CONTAINER



[Landscape Forms Generation 50](#) waste container. Low sheen Onyx color finish with Ash wood accents.

Waste containers shall be installed in the furnishing zone of the sidewalk or in suitably spacious curb extension areas, especially near seating areas. Waste containers should be installed on all Signature streets where practical, and can be used on Standard and Enhanced streets where desired. This waste container may also be used in private plazas.

DRINKING FOUNTAIN



[Most Dependable 10140 SMFA](#) drinking fountain. Black finish with attached pet fountain. Install with 10" stainless steel mount.

Drinking fountains shall be installed in the furnishing zone of the sidewalk or in suitably spacious curb extension areas, especially near seating areas. Drinking fountains should be installed on all Signature streets where practical, and can be used on Standard and Enhanced streets where desired. This drinking fountain may also be used in private plazas. The City may additionally consider using this product as replacement and new installations in Town Center Park.

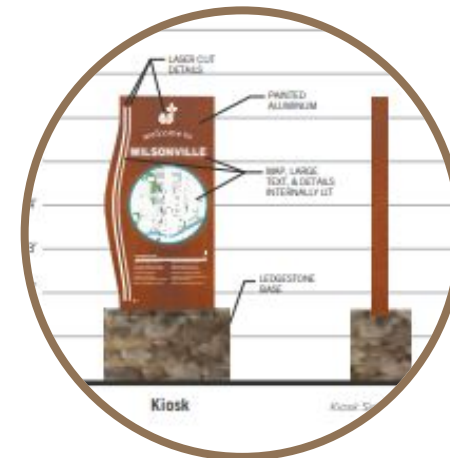
STREET DESIGN ELEMENTS

PUBLIC ART



The Streetscape Plan does not specify exact art products nor locations for their installation. The street design seeks to provide abundant spaces in furnishing zones, curb extensions, planter beds, and adjoining plazas for a variety of free-standing sculptural, light-based, surface-mounted, and temporary art installations.

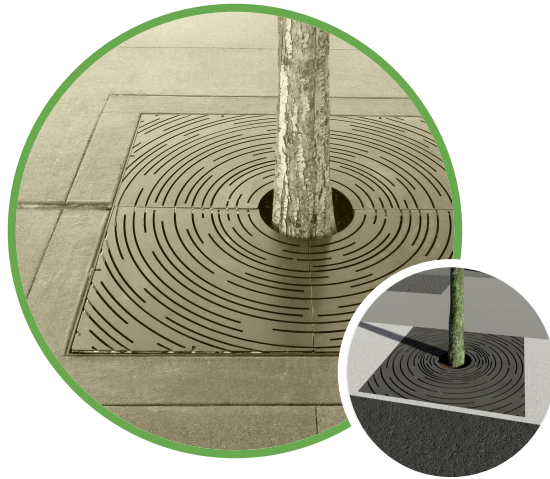
SIGNAGE AND WAYFINDING



The Town Center's streets and public areas will incorporate wayfinding signage in locations recommended in the *Wilsonville Signage and Wayfinding Plan* (details of which are in Appendix D). One such installation will be a wayfinding kiosk at the corner of Wilsonville Road and the new Park Place extension.

STREET DESIGN ELEMENTS

POWDERCOATED IRON TREE GRATES



The [Iron Age Designs Spin](#) model tree grate will add a subtle sense of movement and whimsy to tree plantings in the Signature street locations.

A 4-foot by 4-foot tree grate is recommended in most locations. Other trees may be integrated as part of a larger planter bed or stormwater facility, in which case a tree grate is not used.

The City's current specification for an Urban Accessories tree grate, in City Detail No. 1235 is suitable for Standard and Enhanced locations when tree grates are desirable. The Iron Age product may also be substituted throughout the Town Center if procurement allows and product and installation cost is acceptable.

NATURAL STONE



Decorative rocks can be placed in landscape area, stormwater basins, and selectively as seating in certain street and plaza gathering areas. Stone is most suitable for use in Signature streets with a higher investment level and where physical space exists for their installation. This Plan doesn't specify an exact product, but recommends locally-sources basalt or granite for durability, color selection, and prevention of freeze/thaw cracking.

ADA TACTILE PAD



The [Neenah Foundry Quick Connect](#) cast iron tactile pad adds a functional and attractive detectable surface to Signature street location curb ramps at crosswalks.

In Standard and Enhanced locations, the [ADA Solutions Cast-in-Place Tactile Panel](#) in black color shall be used.

STREET DESIGN ELEMENTS

TRANSIT STOP



SMART Transit uses an [Oregon Corrections Enterprises bus shelter](#) at select stop locations around the network. SMART and the City of Wilsonville are considering other transit shelter products specific to Town Center. Placement of the shelters should provide easy access to bus doors while not interfering with sidewalk or bikeway travel, parked vehicle door swing zones, or entrances to buildings, places, and parks.

No additional products are specified in the Streetscape Plan, but colors and material selection should be consistent with those used elsewhere in Town Center. The Courtside Drive Extension prototype includes a placeholder footprint for a future transit marker or shelter.

BIKEWAY DESIGN



Most bikeway routes are already identified and facility types provided in the Town Center Plan and subsequent Transportation System Plan 2020 Update. Bikeway varieties include shared-street markings, buffered bikeways, protected cycletracks, and car-free promenade routes.

Buffered bikeways are one recommended facility type in Town Center. The NACTO [Urban Bikeway Design Guide](#) is instructive for routing and marking buffered bikeways. City Detail No. RD-1290 provides specific standards for buffered bikeway lane markings.

TACTICAL URBANISM



“Tactical Urbanism” techniques are an approach to quickly installing low-cost street elements, often on a trial basis to study their effectiveness and consider longer-term or regular seasonal use. Examples include street markings to create sidewalks or bikeways, or street seats installed near the curb to expand outdoor seating options (often linked to a nearby restaurant, which has been a common use in 2020 and 2021 in response to the Covid pandemic). The [Tactical Urbanism Guide](#) is a good starting place for ideas and assembly examples.

04 *location-specific design prototypes*

This Plan applies the previous chapter's design elements locations around the Town Center at a conceptual level. These location-specific studies guide implementation of the streets and identify which level of investment is suitable for each. This map provides a key to those locations, which are further described in the following pages. The locations provide guidance about design features, placement of elements, and certain specific products - additional design will be necessary before construction.

Location IN.3 - Park Place Redesign (Framework)
(Park - Courtside Drive). **Signature Design**

Location IN.4 - Park Place Extension (Framework)
(Courtside Drive - Wilsonville Road). **Signature Design**

Location IN.6 - Courtside Drive Extension (Framework)
(Park Place East - Town Center Loop West)
Enhanced Design

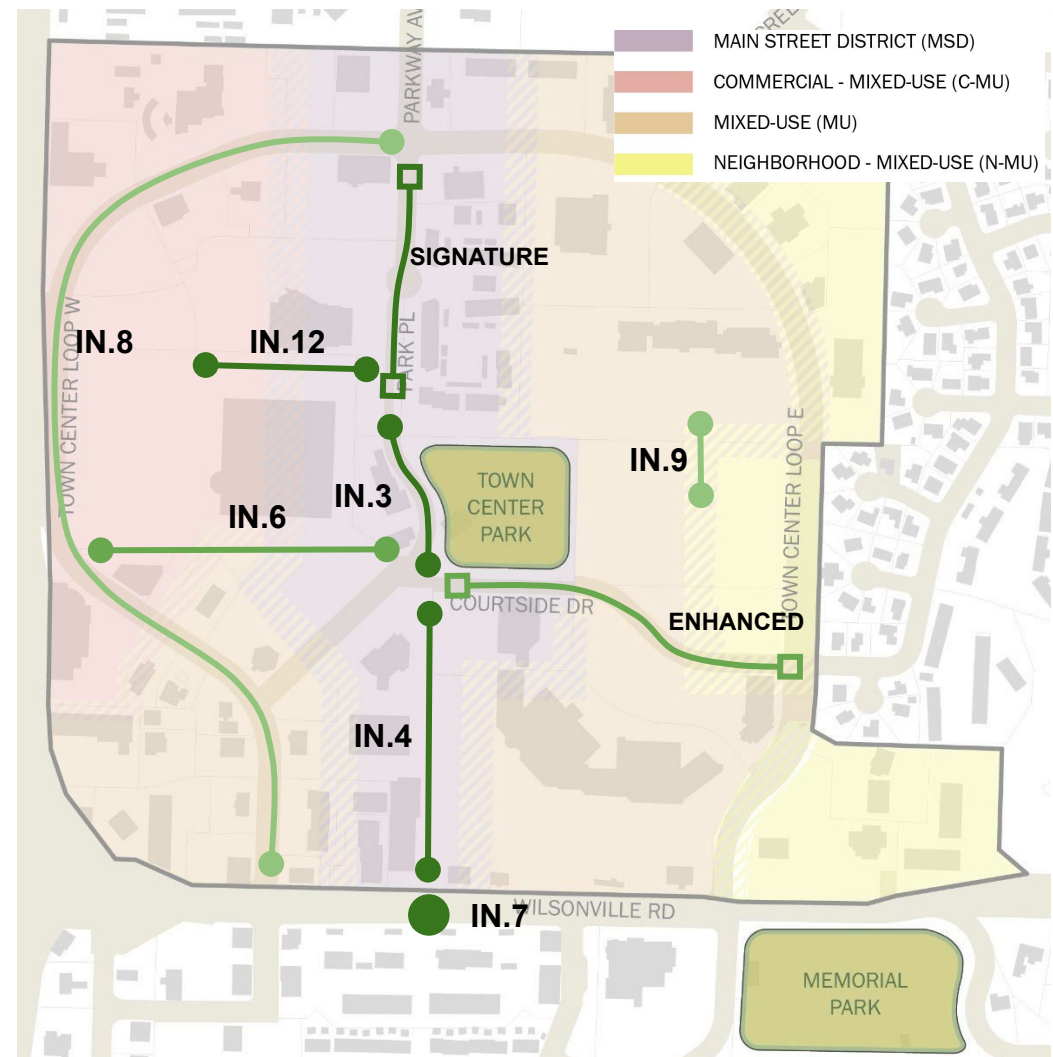
Location IN.7 - Intersection of Wilsonville Road and
Park Place. **Signature Design**

Location IN.8 - Town Center Loop West.
Standard Design

Location IN.9 - Local Street. **Standard Design**

Location IN.12 - Promenade (Framework Project)
Signature Design

This map itemizes the recommended Investment levels for anticipated Town Center streets. Where streets of two different investment levels intersect or adjoin, the transition from one investment level of design to another should be gradual, not an abrupt edge.



LOCATION IN.3: PARK PLACE REDESIGN

(Along west side of Town Center Park) (Framework Project)

ENHANCING THE TOWN CENTER “MAIN STREET”

Park Place will be rebuilt as a Signature *main street* serving many of the Town Center’s busiest future businesses, mixed-use housing, and open spaces. The “Festival” Street design provides wide sidewalks, a buffered two-way bike facility, and on-street parking, and is intended to significantly calm traffic passing through with its curbsless design and abundant streetscape features. Seating, custom landscape and stormwater facilities, and a variety of plantings and trees help make Park Place a welcome gathering space and event location.

TOWN CENTER PLAN FUNDAMENTALS

- Framework (high priority) Project
- Walkable, modern main street district with wide sidewalks
- Two vehicle travel lanes, buffered two-way bike lanes
- Street parking / stormwater areas
- Road straightened at south end to connect to new Park Place Extension street

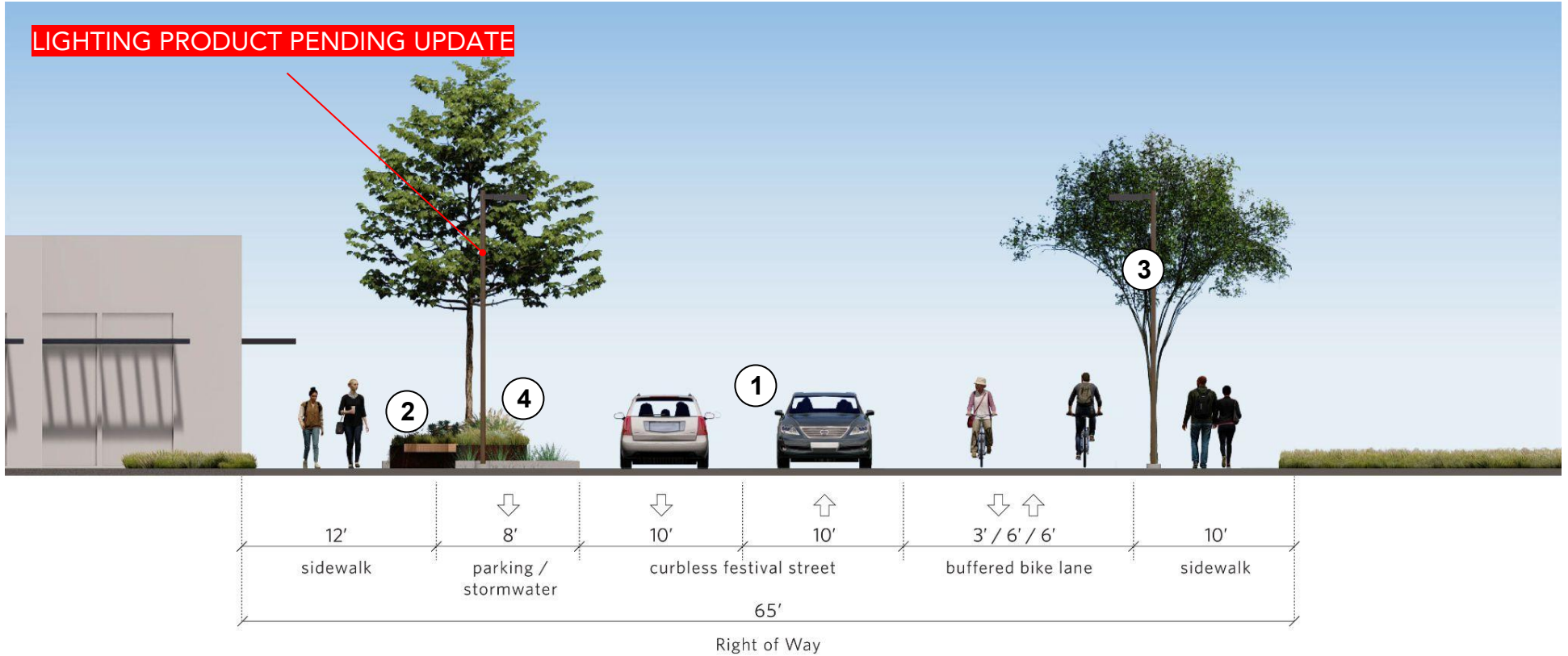
IMPLEMENTATION BASICS

- Define specific project boundaries, especially on the Town Center Park side where Park design may also change.
- Seek to construct as a single-phase project lead by the City.
- Coordinate the design of intersections at Courtside Drive and the Promenade, which use different investment levels or different vehicle operation patterns.
- Limit the number of driveways extending from Park Place.



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.3: PARK PLACE REDESIGN



1. STREET ZONE

"Festival" curbless street - closable for events
Buffered bike lane two-way as part of Emerald Chain

2. SEATING

Signature custom seating at locations throughout
Standard and Enhanced bench options for use

3. LIGHTING

Double-headed lighting spaced at 60 foot intervals along both sides of the entire street

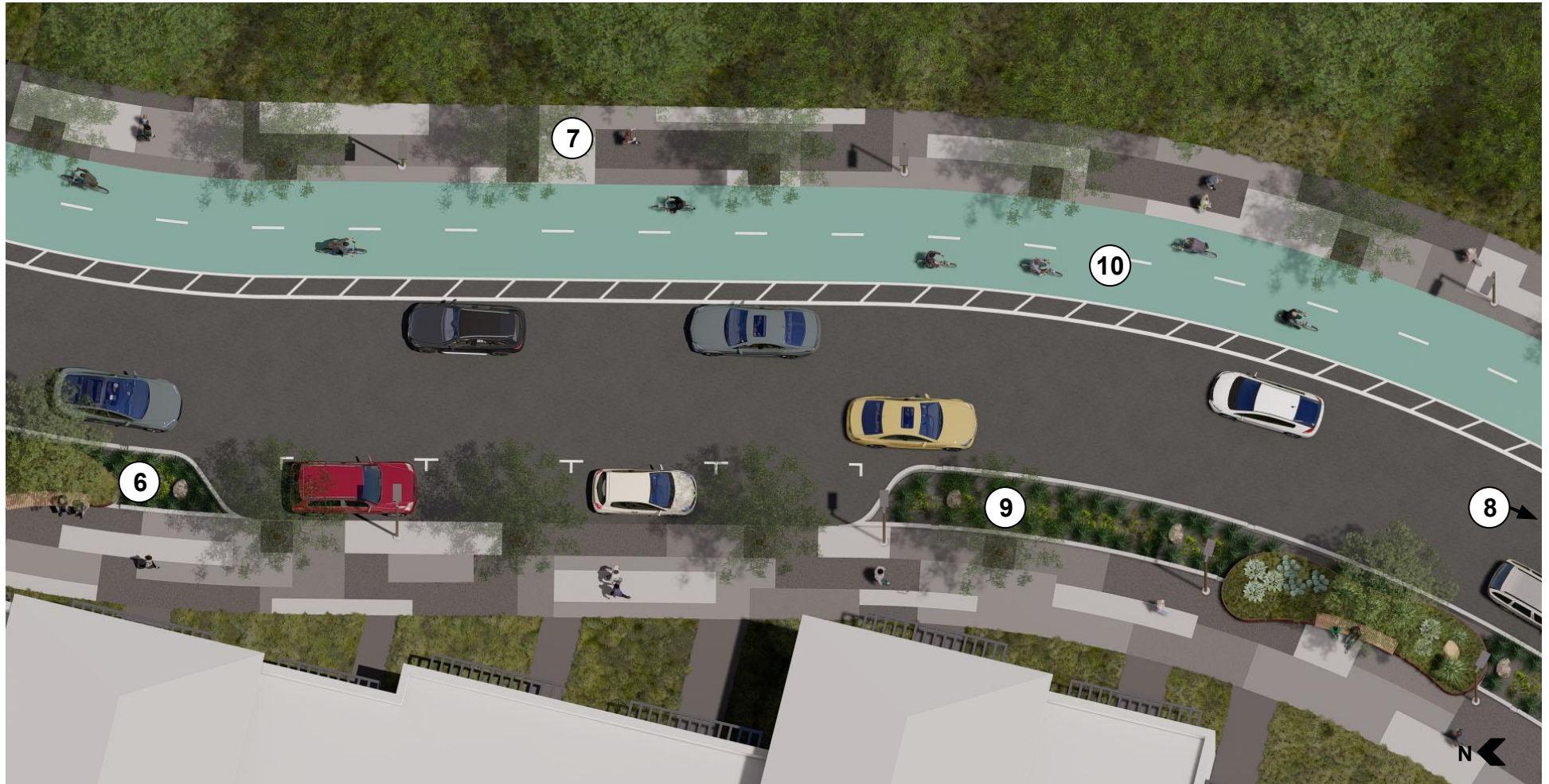
4. STORMWATER

Stormwater catchment in curb extensions and midblock locations

TRANSIT

No transit service or stations planned in this location

LOCATION IN.3: PARK PLACE REDESIGN



6. CURB EXTENSIONS

At intersections and some midblock locations (not on 2-way bikeway side)

Integrated seating

Planting bed and stormwater areas

7. SIDEWALK DESIGN

Signature pattern-formed concrete throughout

8. CROSSWALKS

Signature pattern-formed concrete at intersections

CorTen pads

9. LANDSCAPE

Trees in tree grates at 30 foot spacing along the street

Plantings and stormwater in curb extensions

10. BIKEWAY

Buffered two-way bike lanes along Town Center Park (east) side of street

LOCATION IN.4: PARK PLACE EXTENSION

(Courtside Drive to Wilsonville Road) (Framework Project)

EXTENDING THE TOWN CENTER “MAIN STREET”

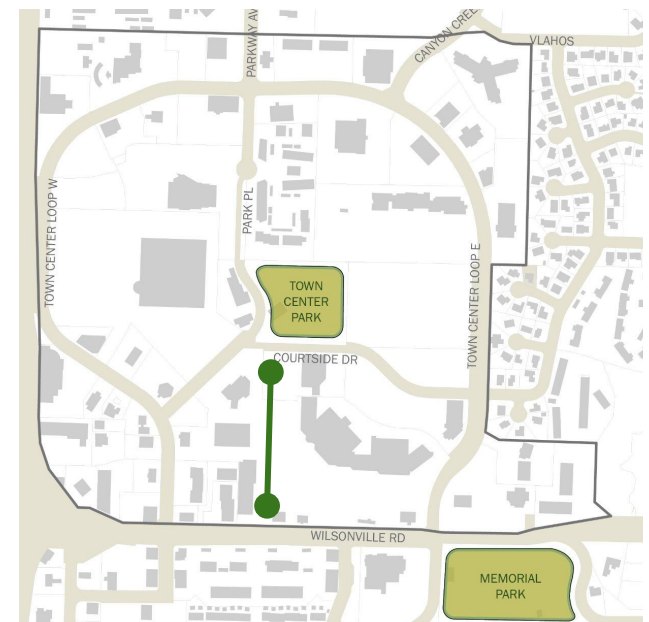
An extension of Park Place through existing parking lots helps complete the walkable, retail-oriented main street through the entire Town Center. Wide sidewalks, shared lanes supporting bicycle travel, and on-street parking support people visiting businesses by many different modes. Abundant landscaping with street trees, planting boxes, and stormwater catchment areas improves the functionality and aesthetic appeal of the street.

TOWN CENTER PLAN FUNDAMENTALS

- Framework (high priority) Project
- Walkable, modern main street district with wide sidewalks
- Two travel lanes, shared with bikes
- Street parking / stormwater areas
- Creates new signaled intersection at Wilsonville Road

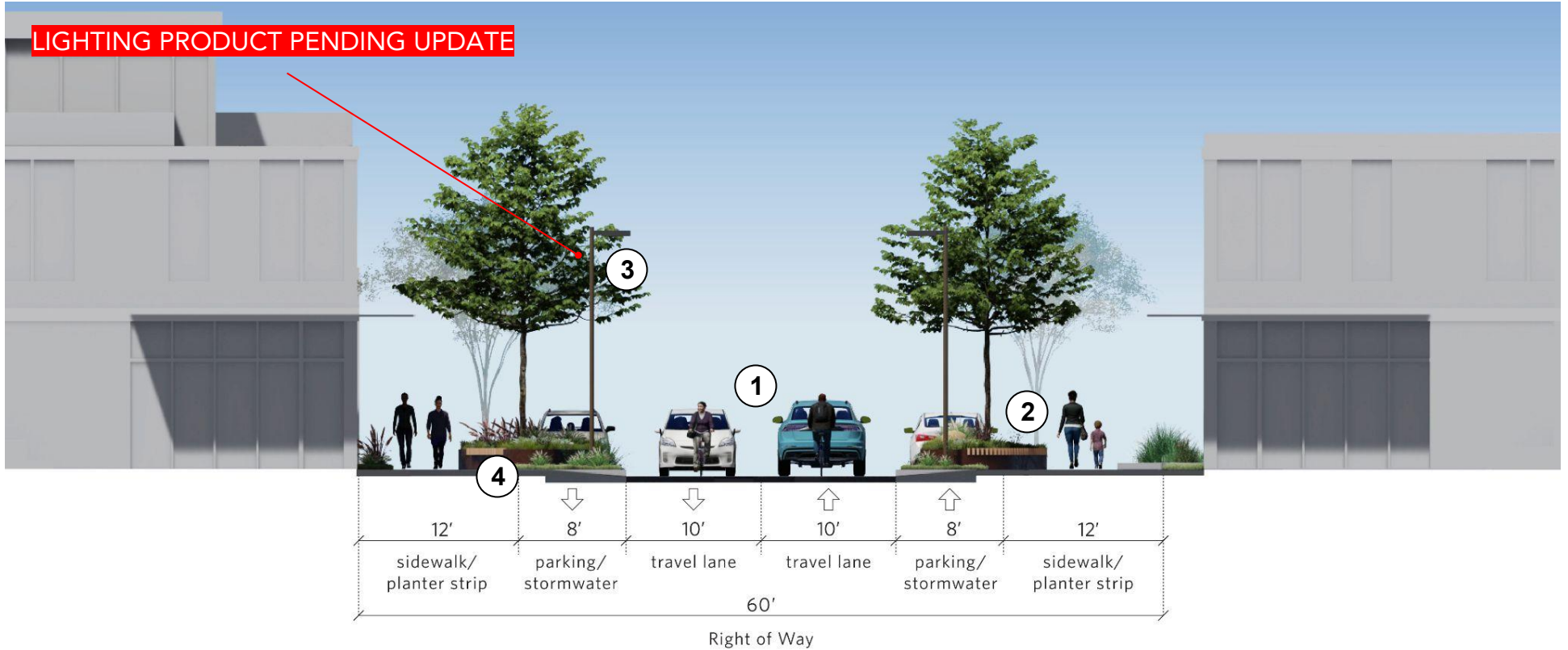
IMPLEMENTATION BASICS

- Conduct additional design work to more precisely place the new street alignment, which replaces existing parking.
- Fund construction primarily from public sources (with private support and coordination) as a single-phase project.
- Build stub-outs as needed in anticipation of future intersection street connections.
- Limit driveway access from Park Place Extension - emphasize driveway access off intersecting Local Streets.



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.4: PARK PLACE EXTENSION



1. STREET ZONE

Bikes and vehicles share street
On-street parking and parklet options

2. SEATING

Signature custom seating at corners
Enhanced bench in midblock locations

3. LIGHTING

Double-headed lighting spaced at 60 foot intervals along both sides of the entire street

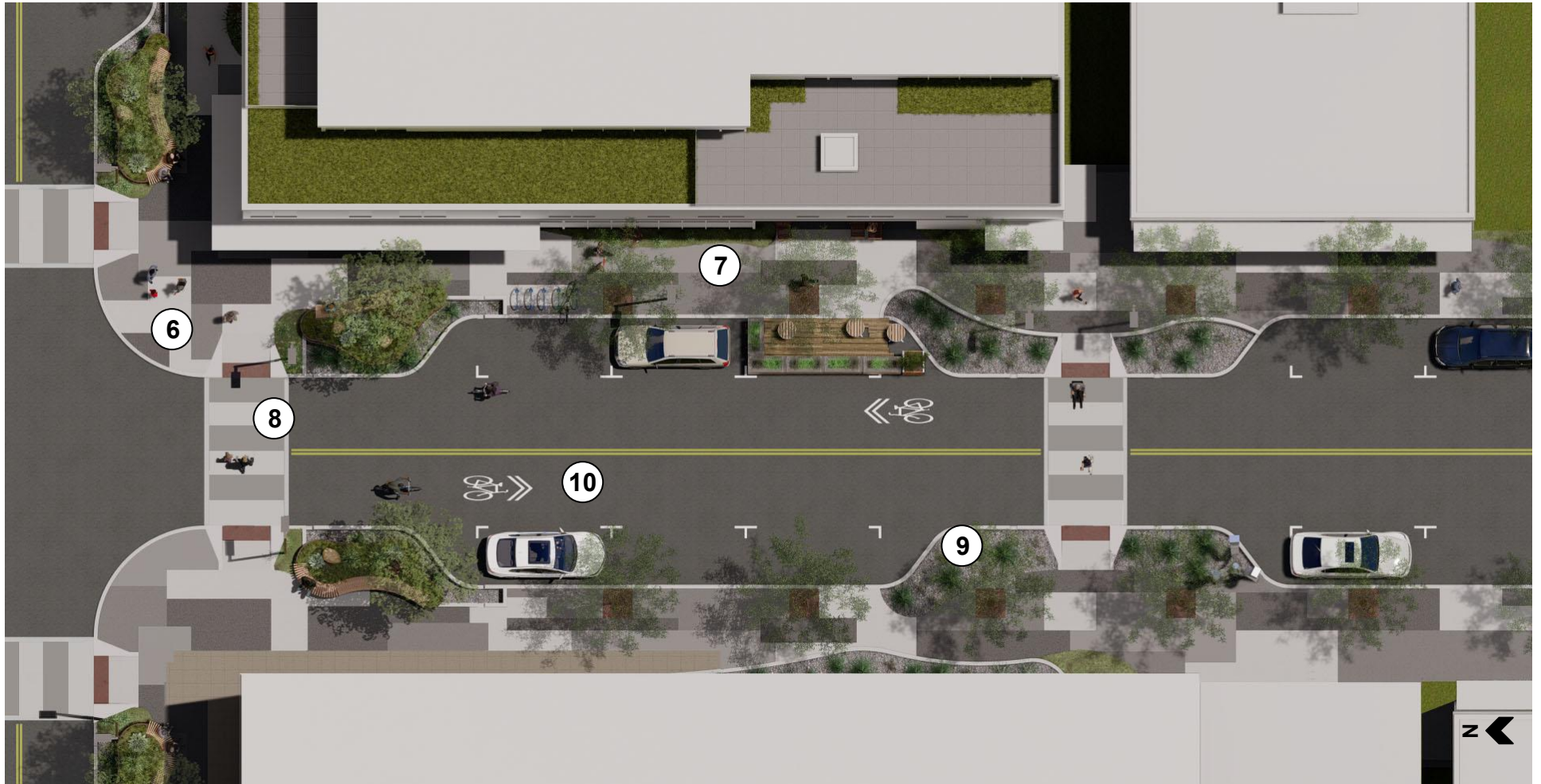
4. STORMWATER

Stormwater catchment in curb extensions and midblock locations

TRANSIT

No transit service or stations planned in this location

LOCATION IN.4: PARK PLACE EXTENSION



6. CURB EXTENSIONS

Along the Park Place Extension

Integrated seating

Planting bed and stormwater areas

7. SIDEWALK DESIGN

Signature pattern-formed concrete throughout

8. CROSSWALKS

Signature pattern-formed concrete at intersections and midblock locations

CorTen pads

9. LANDSCAPE

Trees in tree grates at 30 foot spacing along the street

Plantings and stormwater in curb extensions

10. BIKE FACILITIES

Shared travel in regular vehicle lanes

"Shared lane" markings

LOCATION IN.4: PARK PLACE EXTENSION



This perspective rendering shows how the Signature design Park Place extension applies to the street and interfaces with adjacent sites, buildings, and intersections with other streets (a Local Street) in this instance. Curb extensions (label 1) creates safer crossings and provides space for the Signature sidewalk design (label 2) to wrap the corner. Corners also support the custom integrated seating and planting feature (label 3) and a variety of trees are planted along the entire block (label 4). Park Place becomes a slow vehicle street that supports shared lanes for bicycle travel (label 5)

LOCATION IN.6: COURTSIDE DRIVE EXT.

(Park Place East to Town Center Loop West) (Framework Project)

NEW CONNECTIONS IN THE CORE OF TOWN CENTER

Courtside Drive will extend from Park Place at the modified intersection on the southwest corner of Town Center Park, to the west, and make a new intersection with Town Center Loop West. This will help improve access and create places for people on public streets through a district that is currently a parking lot, but is envisioned as a mixed-use residential and commercial area.

TOWN CENTER PLAN FUNDAMENTALS

- A two-way street with shared lanes for vehicles and bicycles, and on-street parking.
- Streetscape elements including benches and the Enhanced paving pattern in the furnishing zone.

IMPLEMENTATION BASICS

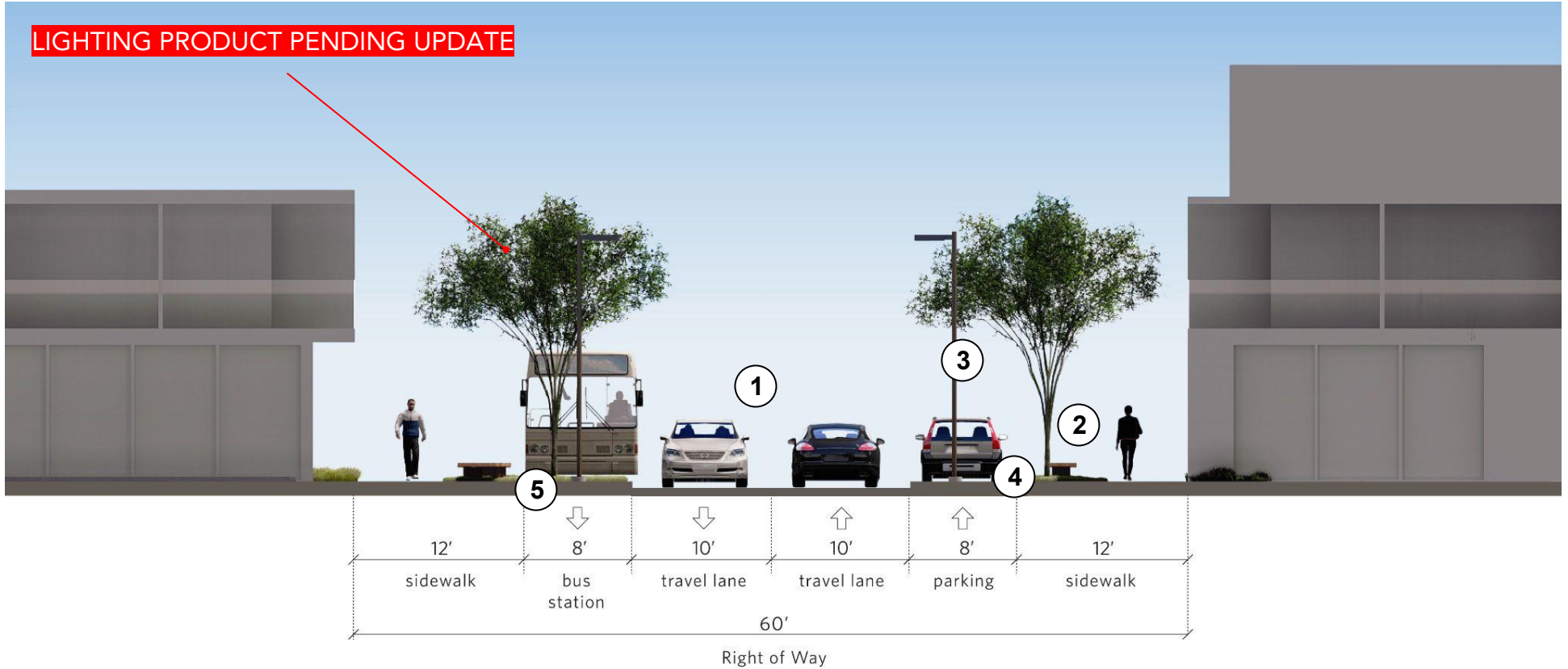
- Coordinate and synchronize design and construction with potential future redevelopment of Fry's to the north.
- Prepare to modify the on-street parking design and location to fit bus service and station pullout locations.



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.6: COURTSIDE DRIVE EXT.

(Park Place to Town Center Loop West) (Framework Project)



1. STREET ZONE

Bikes and vehicles share street
On-street parking and parklet options

2. SEATING

Enhanced bench in curb extension areas and midblock in the furnishing zone

3. LIGHTING

Single-headed lighting spaced at 60 foot intervals along both sides of the entire street

4. STORMWATER

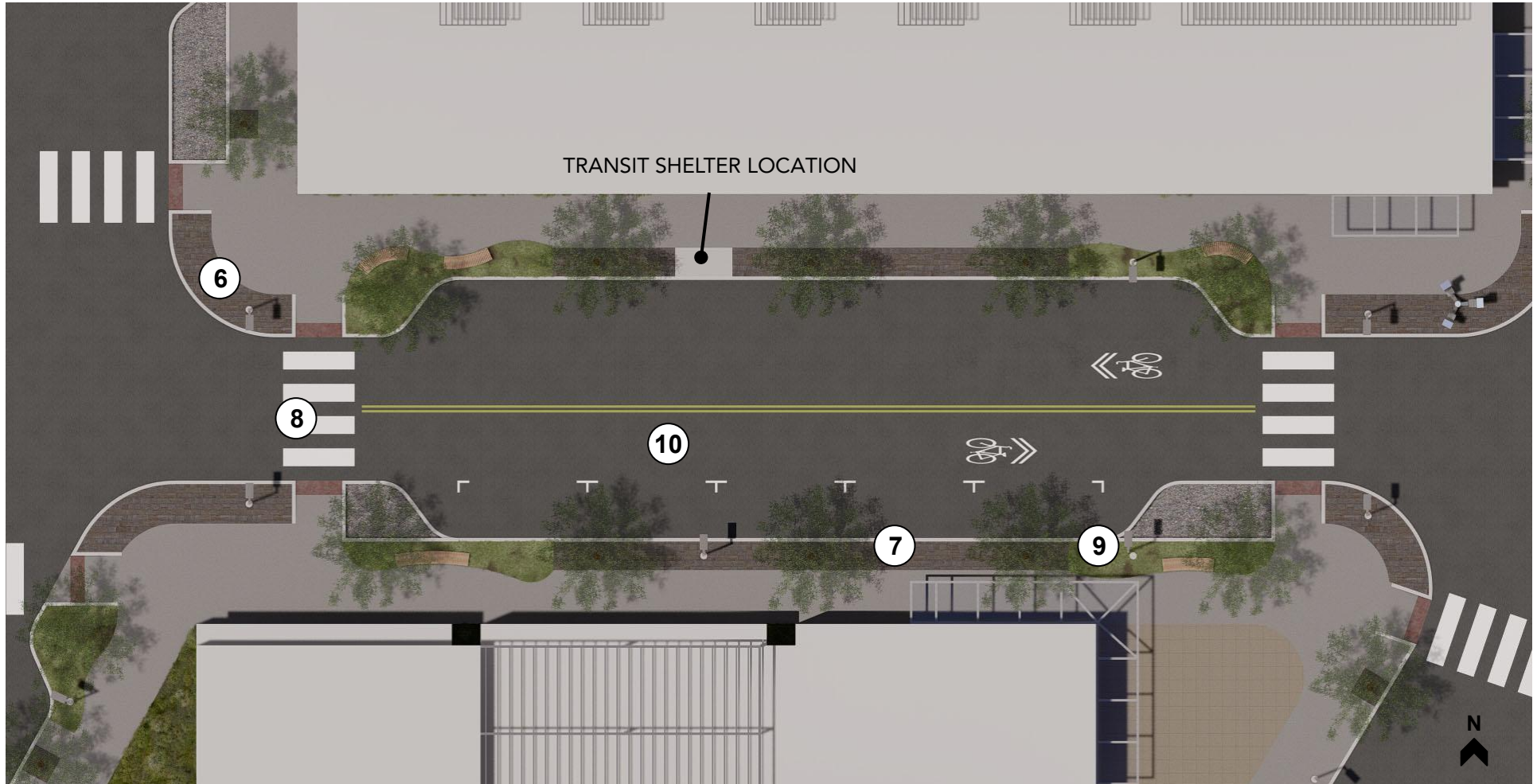
Stormwater catchment in curb extensions and midblock locations

5. TRANSIT

SMART service and station stops planned
A 4'x8' shelter pad to serve the bus pull-out in the parking zone is identified in the plan

LOCATION IN.6: COURTSIDE DRIVE EXT.

(Park Place East to Town Center Loop West) (Framework Project)



6. CURB EXTENSIONS

Along the Courtside Drive extension

Enhanced seating

Planting bed and stormwater areas

7. SIDEWALK DESIGN

Enhanced sidewalk consisting of Standard concrete pattern with Enhanced furnishing zone paver inlay

8. CROSSWALKS

Standard "continental stripe" crosswalks

9. LANDSCAPE

Trees in tree grates at 30 foot spacing along the street

Plantings in curb extensions

10. BIKE FACILITIES

Shared travel in regular vehicle lanes

"Shared lane" markings

LOCATION IN.7: PARK PL / WILSONVILLE RD

(New intersection design)

A NEW CONNECTION TO TOWN CENTER'S "MAIN STREET"

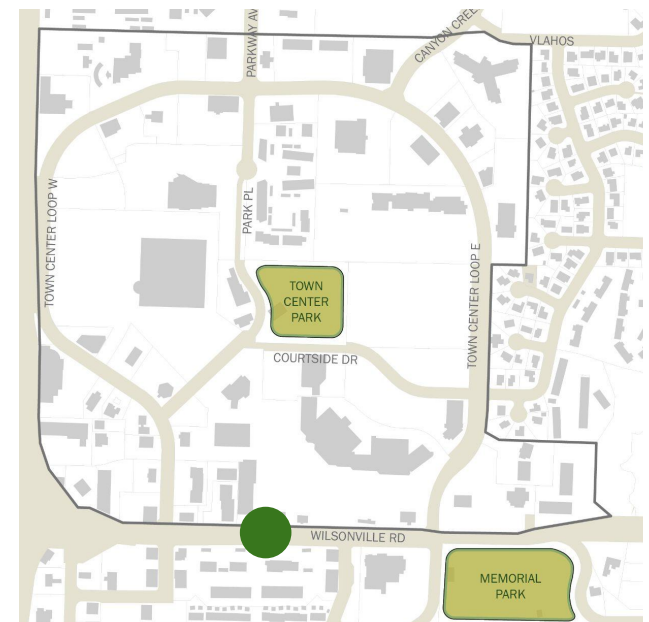
An upgraded intersection at Wilsonville Road where the new Park Place extension connects is one of several major improvements to Wilsonville Road to serve the Town Center. This will be a new four-way intersection, the northern segment of which is within the scope of the Town Center Streetscape Plan. The street design shows how the Park Place Signature street will tie into more basic overall improvements along Wilsonville Road and the intersection.

TOWN CENTER PLAN FUNDAMENTALS

- Makes Park Place a key new gateway point to the Town Center and includes locations for artwork and wayfinding signage near the intersection that will encourage people to venture into the main street
- Intersection allows turn movements in all directions

IMPLEMENTATION BASICS

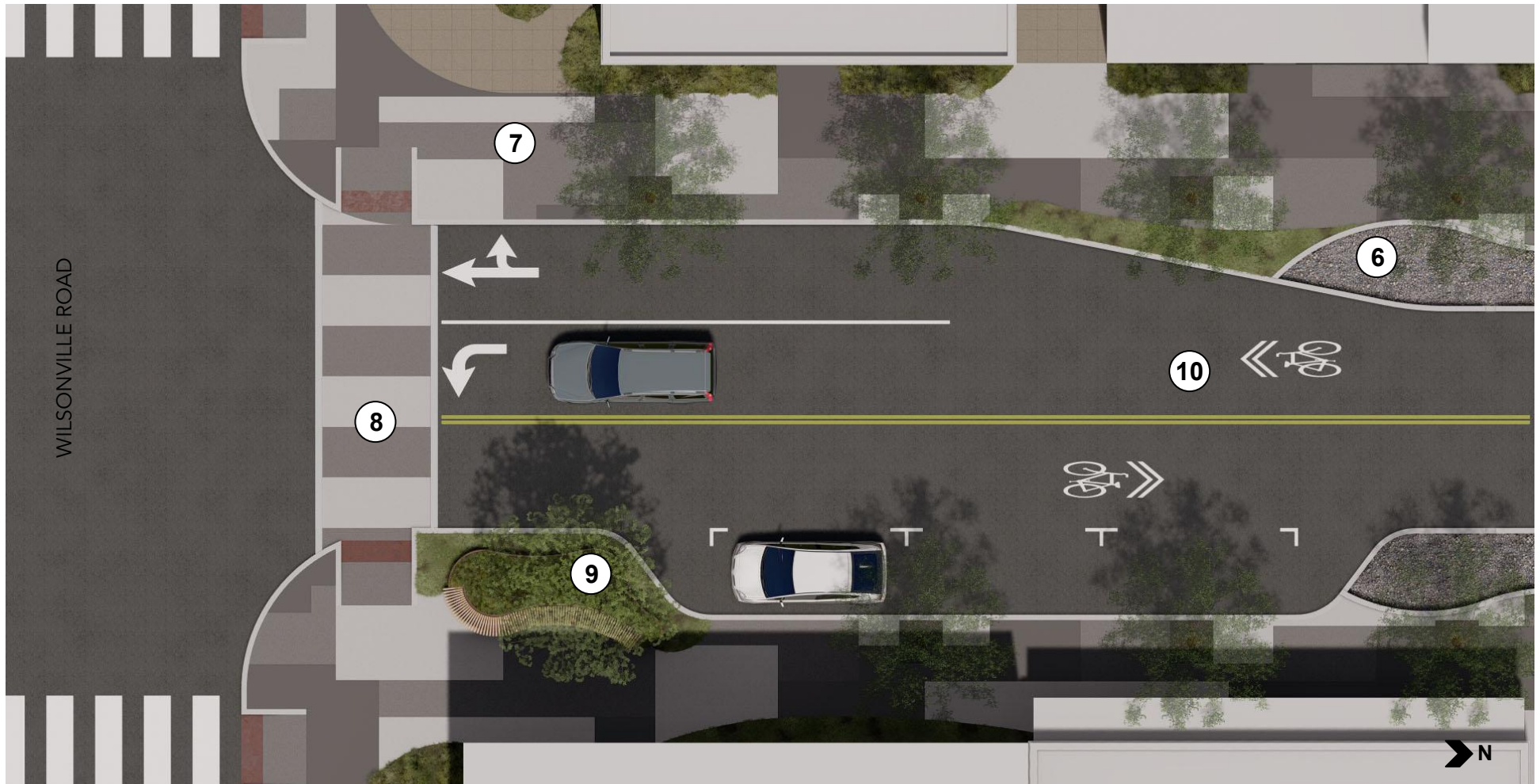
- Coordinate design between the full Park Place extension and the overall Wilsonville Road project - this intersection ties together a Signature Town Center street with conventional design on Wilsonville Road.
- Clearly identify the limits of the improvement geometry to ensure the Signature design makes a distinct presence on the corner but does not interfere with basic improvements and new traffic patterns at the intersection.



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.7: PARK PL / WILSONVILLE RD

(New intersection design)



6. CURB EXTENSIONS

Along the Park Place Extension

Integrated seating

Planting bed and stormwater areas

7. SIDEWALK DESIGN

Signature pattern-formed concrete throughout

8. CROSSWALKS

Signature pattern-formed concrete on the crossing of Park Place

CorTen pads

9. LANDSCAPE

Trees in tree grates at 30 foot spacing along the street

Plantings and stormwater in curb extensions

10. BIKE FACILITIES

Shared travel in regular vehicle lanes

"Shared lane" markings

LOCATION IN.8: TOWN CENTER LOOP WEST

(Wilsonville Road to Parkway Ave)

TRANSFORMING A BASIC ROAD INTO A COMMUNITY-SERVICE STREET

Currently a four-lane boulevard separated by a planted median and punctuated by left-turn pockets, Town Center Loop West will be transformed into a local-service street that better supports growing uses on nearby properties and makes the street more welcoming for people to walk and bike along. The street will evolve using Standard components that introduce complete sidewalks, more regular street trees, seating, and other facilities that make it easier to move about and gather.

TOWN CENTER PLAN FUNDAMENTALS

- The Town Center Plan calls for general improvements to the street and a range of several design configurations based on future urban development context (including an option to vacate the street entirely and turn it over to redevelopment).
- The Streetscape Plan determined to preserve this road and plan for its eventual configuration as a Local Street with on-street parking.
- The City is currently using an interim method to reduce the number of lanes without major construction or new curbs - the Streetscape Plan proposes the design for the eventual long-term street reconstruction.

IMPLEMENTATION BASICS

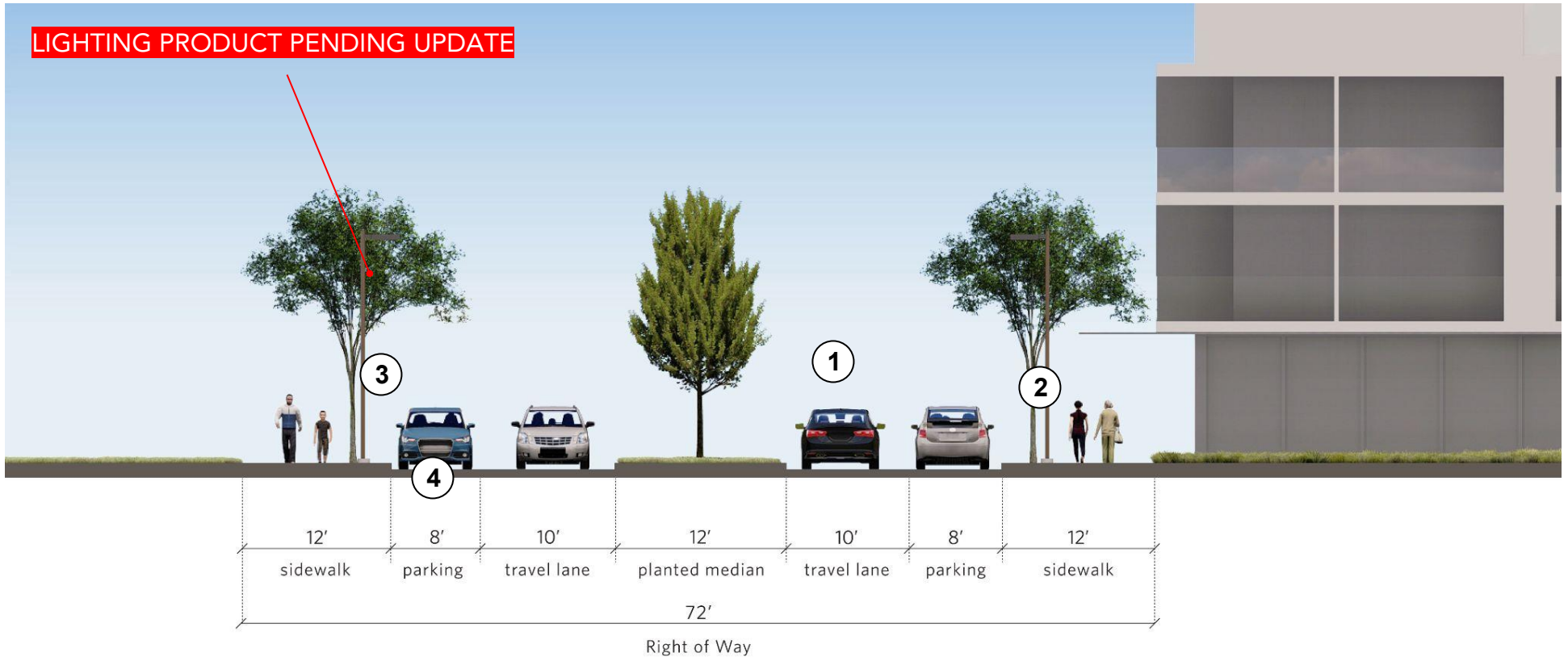
- Construct the street in a series of phases linked to the private development of adjacent properties.
- Tactically remove the interim street improvements as complete new street construction comes online in phases.



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.8: TOWN CENTER LOOP WEST

(Wilsonville Road to Parkway Ave)



1. STREET ZONE

Two-way traffic in a boulevard-style street with a center median and turn pockets

On-street parking and parklet options

2. SEATING

Standard bench installed in suitable locations - regular and frequent spacing in the furnishing zone

3. LIGHTING

Single-headed cobra light (existing) is planned to be retained for lighting

4. STORMWATER

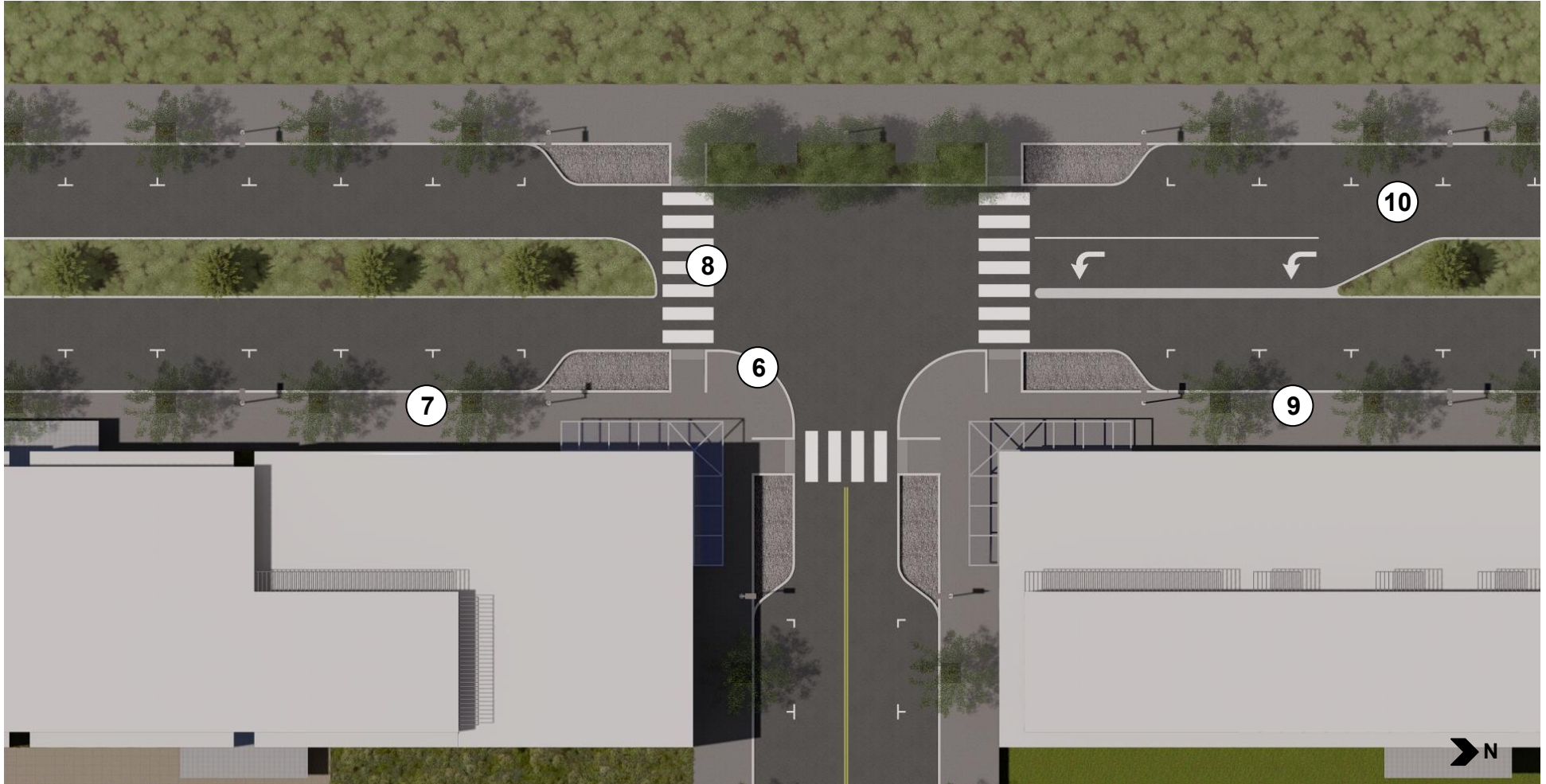
Stormwater catchment in curb extensions (in place of parking at intersections)

TRANSIT

No transit service or stations planned in this location

LOCATION IN.8: TOWN CENTER LOOP WEST

(Wilsonville Road to Parkway Ave)



6. CURB EXTENSIONS

Along Town Center Loop West and intersecting streets

Hold Standard seating and stormwater areas

7. SIDEWALK DESIGN

Standard concrete design

8. CROSSWALKS

Standard "continental stripe" crosswalks

9. LANDSCAPE

Trees in tree grates at 30 foot spacing along the street

Retain existing median with trees

10. BIKE FACILITIES

No marked bike facilities, but bikes may use the regular travel lane

LOCATION IN.9: LOCAL STREET

(Typical, non-specific location)

CONNECTING A NEW STREET GRID TO SERVE THE TOWN CENTER

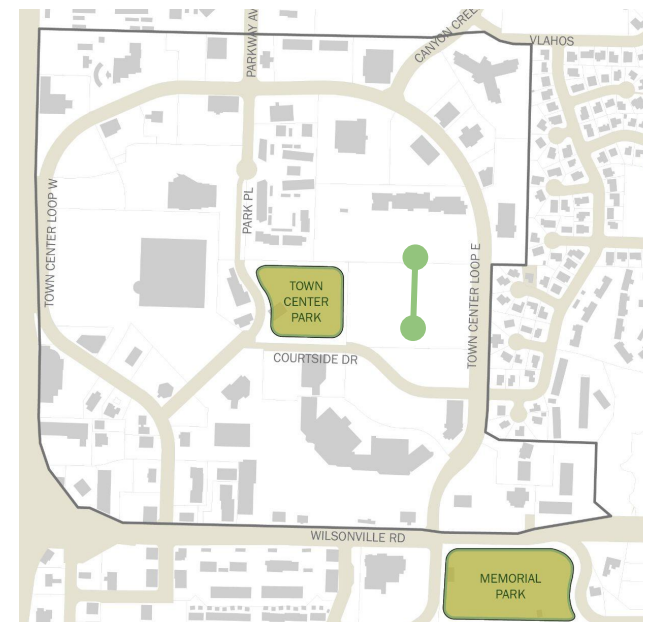
New development and a finer-grained block structure in the Town Center will require the addition of new Local Streets. These streets will be constructed as part of private development and will generally include wide sidewalks with street trees, vehicle travel lanes, and on-street parking with stormwater catchment and buffered bikeways (as illustrated).

TOWN CENTER PLAN FUNDAMENTALS

- A network of new local streets providing multimodal access to sites and defining a smaller block grid of under 400'
- Local streets connect to the existing network and often route through locations of existing parking lots
- The 60 feet right-of-way shown accommodates two vehicle lanes, on-street parallel parking, stormwater and landscape, bike lanes and wide sidewalk areas.
- Other design options include on-street parking instead of bike lanes or a 54 foot right-of-way Woonerf-style shared street. (See the Town Center Plan Appendix D).

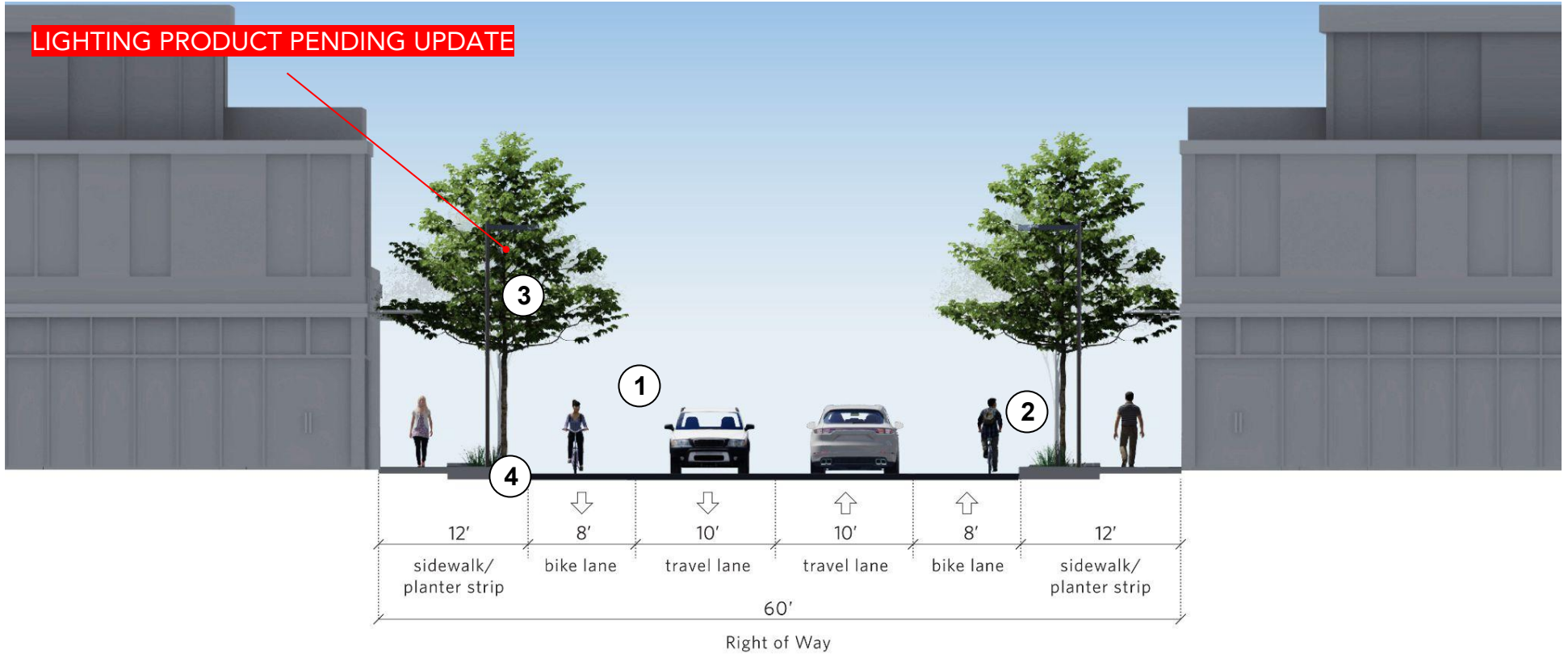
IMPLEMENTATION BASICS

- Construct as part of private development, with private landowner assuming the majority of costs
- Dedicate new right-of-way as part of re-platting the Town Center or during the development review process.



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.9: LOCAL STREET



1. STREET ZONE

Two-way traffic flow
Buffered bikes lanes in both directions

2. SEATING

Standard bench installed in suitable locations - seek regular and frequent spacing in the furnishing zone

3. LIGHTING

Single-headed lighting spaced at 60 foot intervals along both sides of the entire street

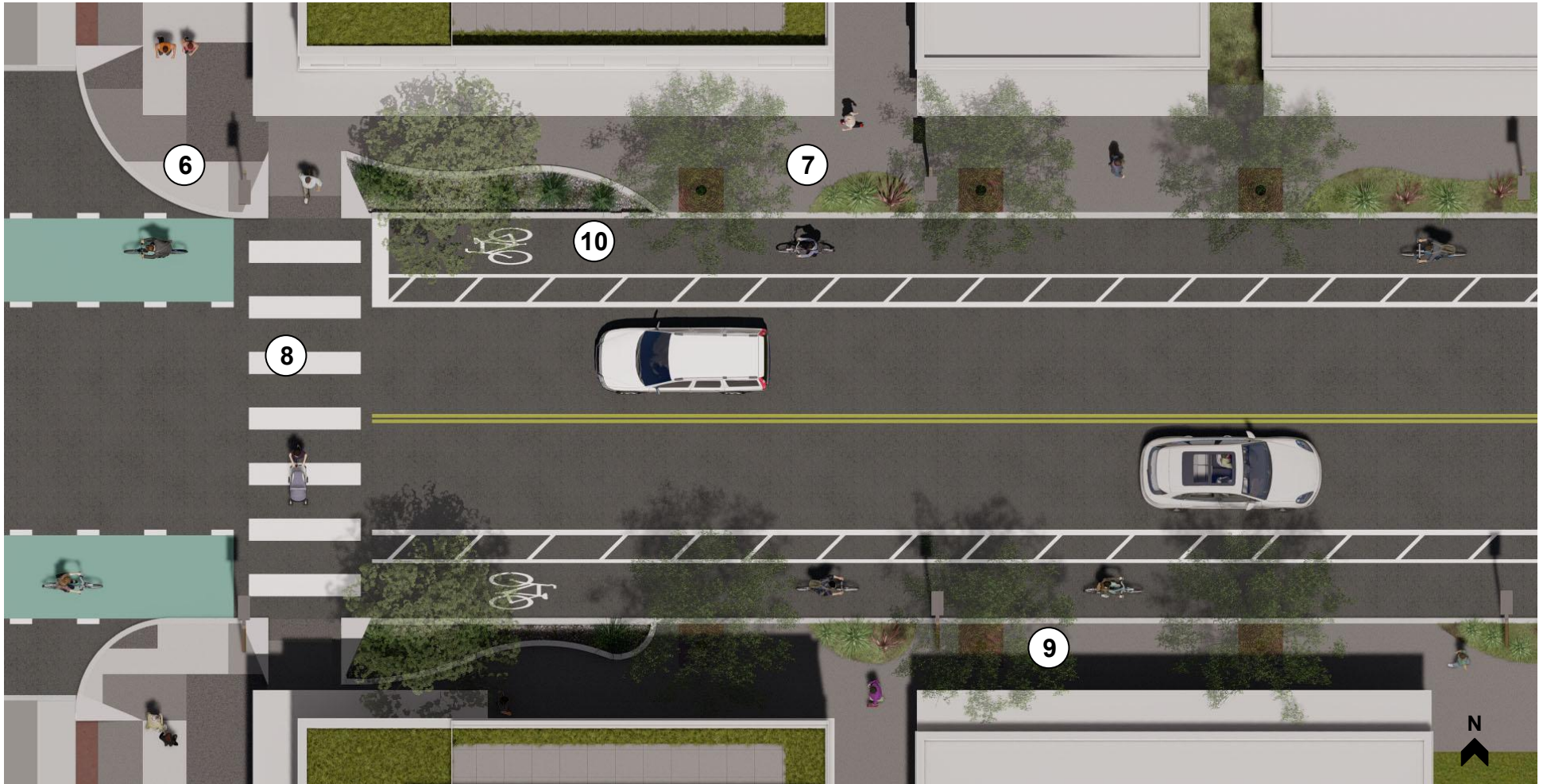
4. STORMWATER

Stormwater catchment in infiltration planters in the sidewalk furnishing zone

TRANSIT

No transit service or stations planned in this location

LOCATION IN.9: LOCAL STREET



6. CURB EXTENSIONS

No curb extensions in the shown Local Street configuration (which uses bike lanes)

7. SIDEWALK DESIGN

Standard concrete design

8. CROSSWALKS

Standard "continental stripe" crosswalks

9. LANDSCAPE

Trees in tree grates at 30 foot spacing along the street
Plantings near corners and curb extensions (if present)

10. BIKE FACILITIES

Buffered bike lanes
Marked bike lanes through intersections with green paint and striping

LOCATION IN.12: PROMENADE

(Park Ave westward towards I-5 Bridge) (Framework Project)

A LINEAR PARK CREATING KEY CONNECTIONS

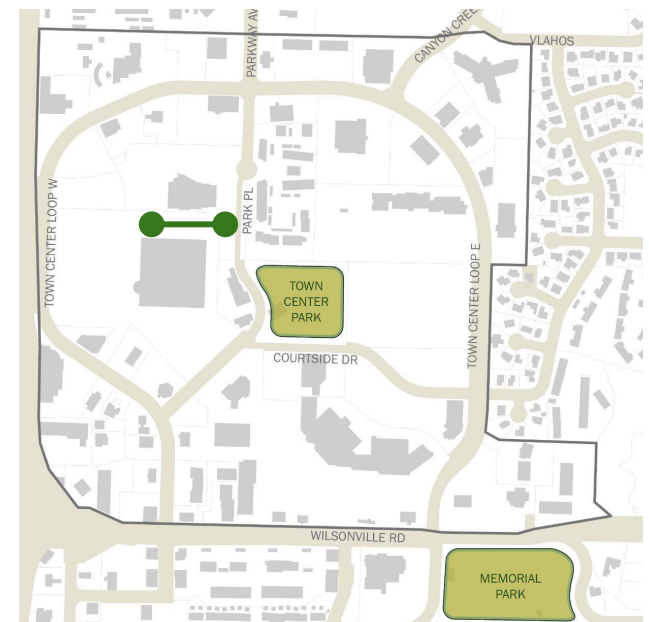
The Promenade functions as much as a park as it does a street, and it will not permit motor vehicle passage. This is an important connection between the Park Place main street and the in-progress I-5 bicycle and pedestrian bridge. The Promenade provides spacious pedestrian ways and a buffered two-way bicycle route helping to link the Emerald Chain through the Town Center. This prototype may inform the design of other multimodal streets in Town Center.

TOWN CENTER PLAN FUNDAMENTALS

- Framework (high priority) Project.
- Linear park with landscape and plantings throughout.
- A walking promenade, sidewalk, and bikeway provide access through the Promenade and to businesses and residents.
- No motor vehicle traffic allowed (emergency vehicles only)

IMPLEMENTATION BASICS

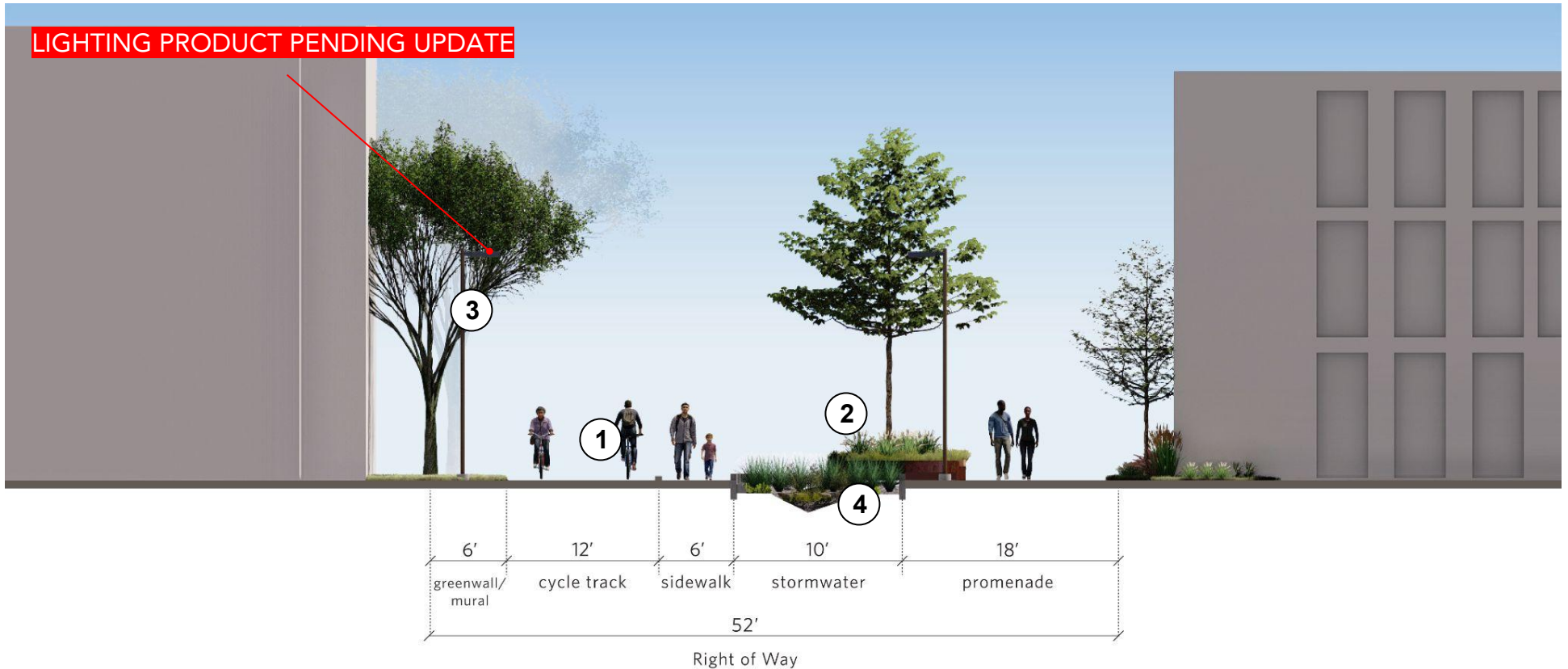
- Coordinate alignment with related projects including Fry's site redevelopment and the I-5 bicycle and pedestrian bridge landing plaza, as well as transitions from the Promenade (which prohibits cars) to Park Avenue (which permits cars).
- Construct as a partnership between the City and private landowners as adjacent sites are redeveloped.
- Align locations of planters, sidewalks, and passageways to ensure not to block access to building entrances.



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.12: PROMENADE

(I-5 Bicycle and Pedestrian Bridge eastward to Park Ave) (Framework Project)



1. STREET ZONE

No motor vehicles allowed (except emergency services)
Promenade and sidewalk for people walking
Two-way cycletrack along north side

2 SEATING

Signature benches built into planters and stormwater areas throughout
Standard and Enhanced benches may also be used in suitable locations

3. LIGHTING

Double-headed lighting spaced at 60 foot intervals along the length of the Promenade illuminating the cycletrack, sidewalk, and promenade

10. STORMWATER

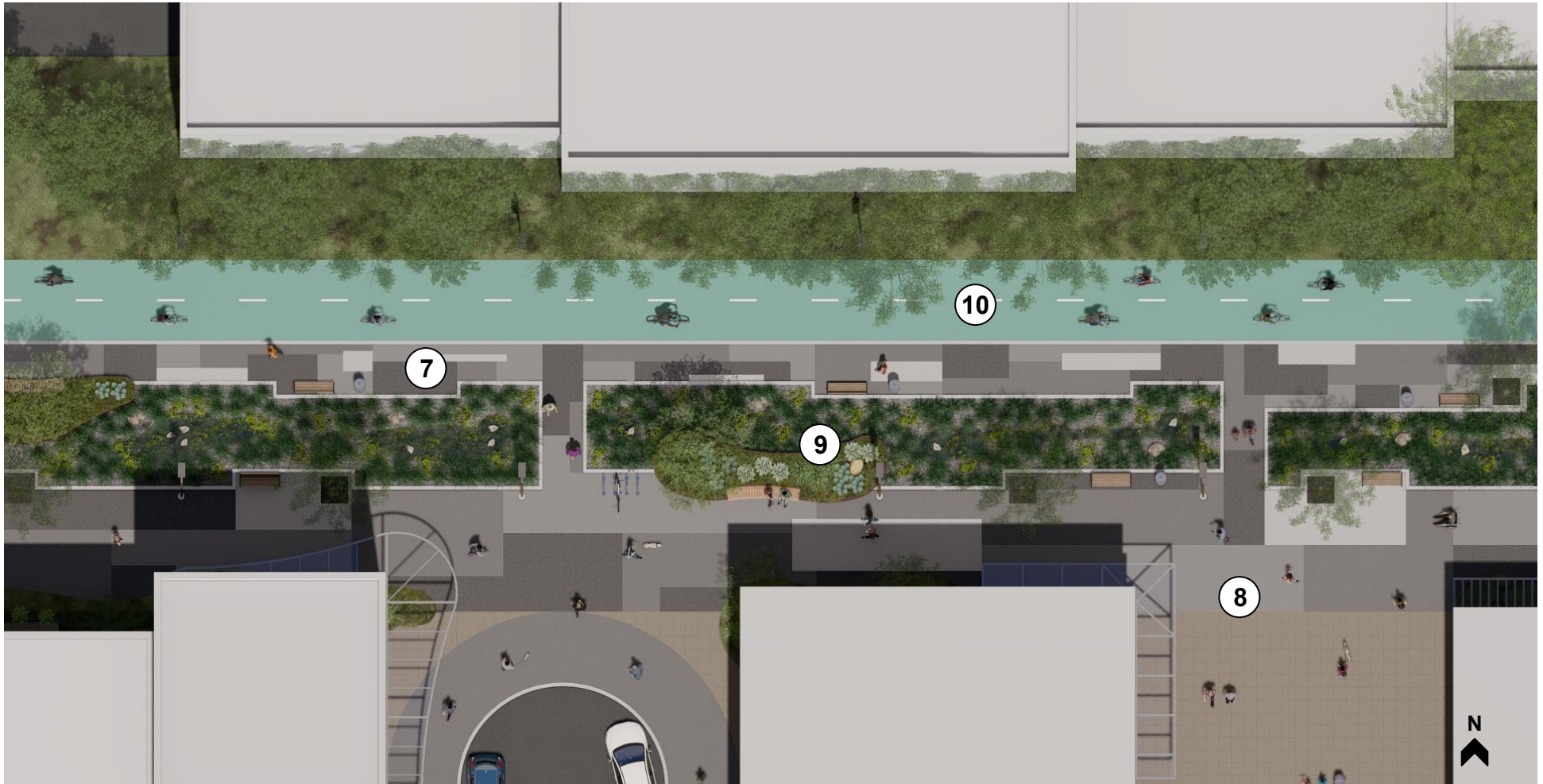
Integrated stormwater facilities run through the center of the Promenade - features seating and abundant landscape

TRANSIT

No transit service or stations planned in this location

LOCATION IN.12: PROMENADE

(Park Ave westward towards I-5 Bridge) (Framework Project)



CURB EXTENSIONS

No curb extensions in the Promenade, but they will be used at intersecting streets such as Park Place to the east

7. SIDEWALK DESIGN

Promenade and sidewalk zones use the Signature concrete pattern

8. TRANSITION ZONE

Promenade connects to side streets and private plazas - surface materials and furnishings can blend across

9. LANDSCAPE

Trees, bushes, and grasses throughout planting areas
Tailor the plant selection to stormwater function needs

10. BIKE FACILITIES

Separated two-way cycletrack connection as part of the Emerald Chain

PLAZA AND PRIVATE OPEN SPACE DESIGN

(Locations throughout Town Center)

LINKING STREETScape DESIGN TO SITE DEVELOPMENT

The Town Center Plan reflects the community's ambitions for a vastly transformed Town Center, both in public streets and on private properties. The City's design guidance and development standards for private property encourage plazas, courtyards, entryway vestibules, and other semi-public spaces. Those areas can use many of the same or complementary furnishing products and materials as the streetscape, helping ensure design consistency and harmony throughout the outdoor places in Town Center.

PLAZA DESIGN ELEMENTS

- **Surface Material.** The ground plane of plazas may use a combination of conventional concrete similar to the Standard option, pavers that match the Western Interlock product used in Enhanced sidewalks, and/or the custom concrete formwork of the Signature sidewalk pattern. One approach is to primarily use Standard concrete and reserve Enhanced and Signature treatment for accent locations at seating areas and transitions between plazas and buildings.
- **Lighting.** The Aurora light used in the streetscape can also be installed in plazas. However, plazas are private property and offer more options for unique and contemporary non-PGE standard lighting that is owned as part of the property.
- **Seating.** Plazas may contain a range of seating options, from the Standard bench to Signature built-in seating, and other variations. For example, owners may customize shapes and sizes of the Streetlife Rough&Ready benches.
- **Bollards.** The Streetlife Solid Quattro bollard is suitable to install at plaza edges to define the space and provide protection from errant vehicles.



Pavers can be used throughout or as accent in plazas



Streetlife Rough&Ready Tree Isles are configurable in many shapes and sizes suitable for use in plazas.

appendices

Appendix A. Preliminary Concepts Material

Appendix B. Public Involvement Summary

Appendix C. Transportation System Plan 2020 Update Summary

Appendix D. Signage and Wayfinding Plan Summary

Appendix E. Product and Material Specification Sheets

appendix A: preliminary concept materials

RECOMMENDED CONCEPT REVIEW

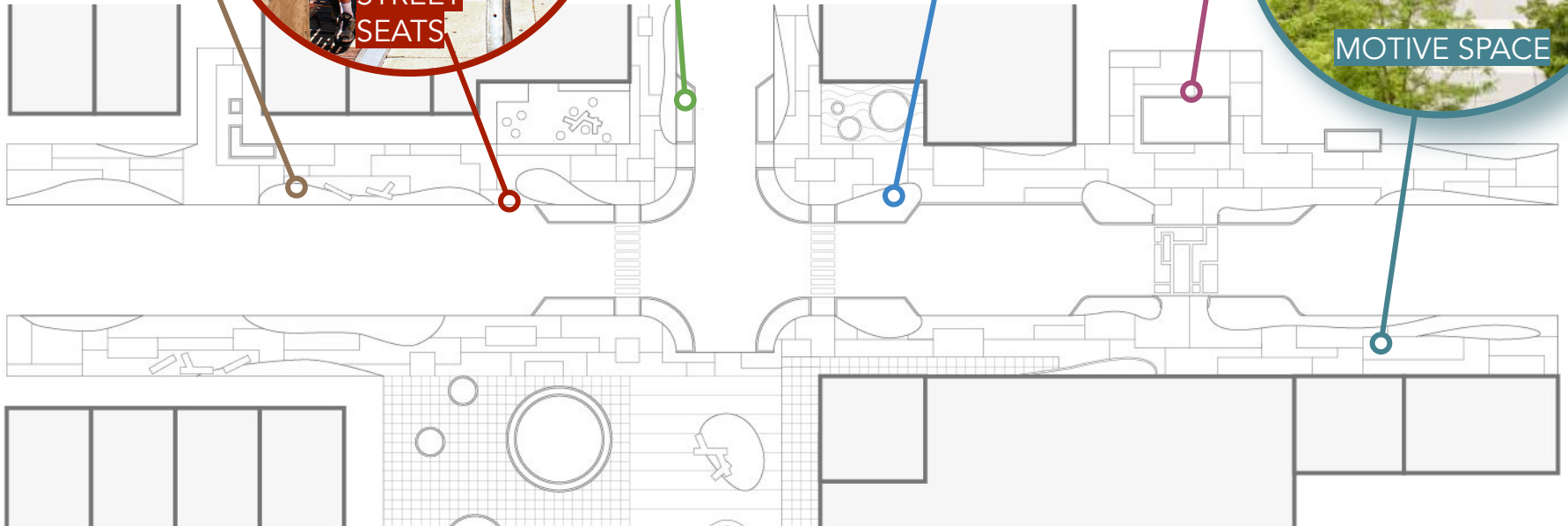
CITY COUNCIL

APRIL 5, 2021



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

RECOMMENDED CONCEPT ELEMENTS



RECOMMENDED CONCEPT

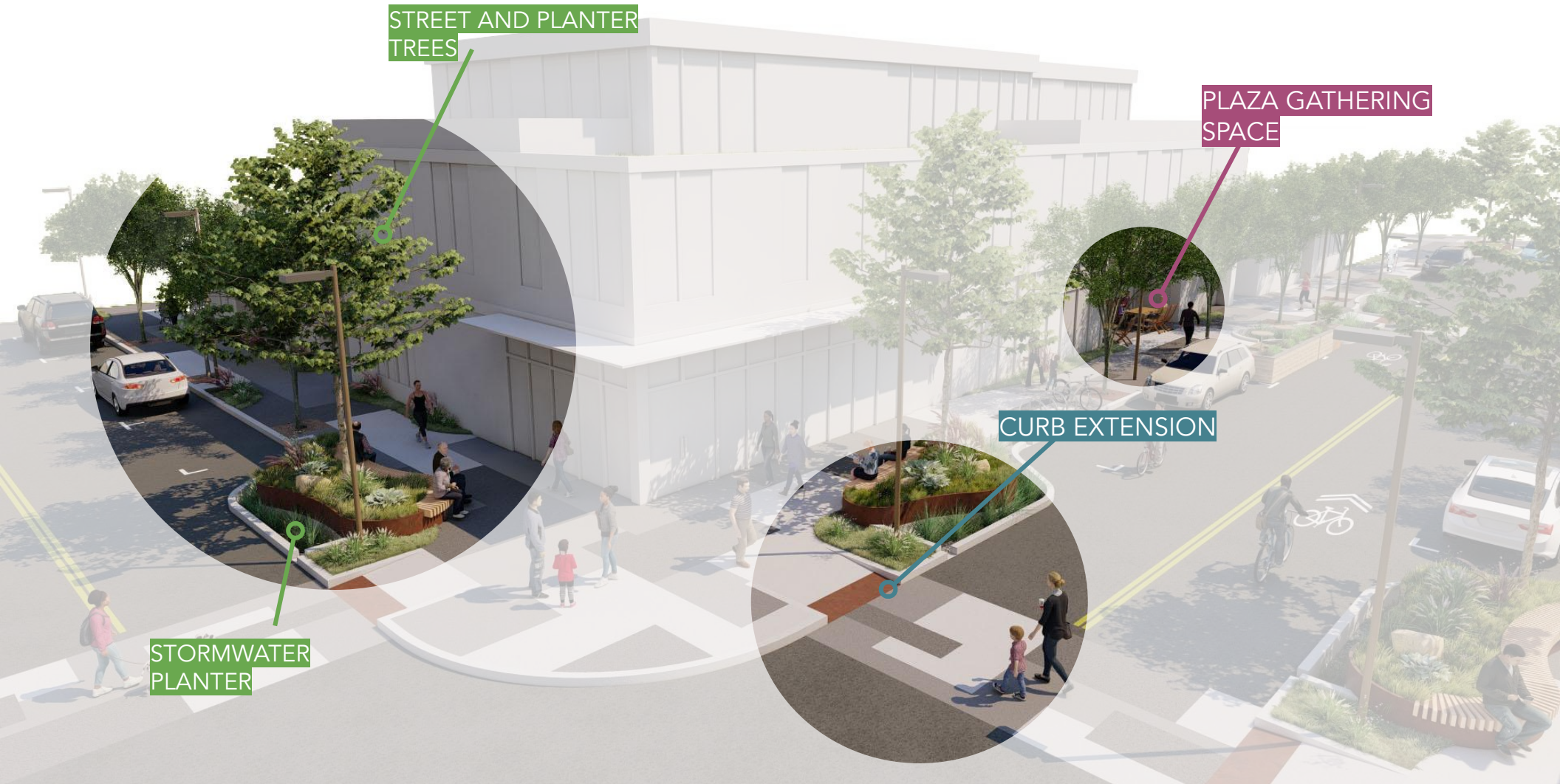
ATTACHMENT 1
APPENDIX A: PRELIMINARY CONCEPTS MATERIAL



RECOMMENDED CONCEPT



RECOMMENDED CONCEPT



RECOMMENDED CONCEPT



Do you support us moving ahead with the Recommended Street Design Concept?

Do you have any additional comments or suggestions to offer about the Recommended Concept?

RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

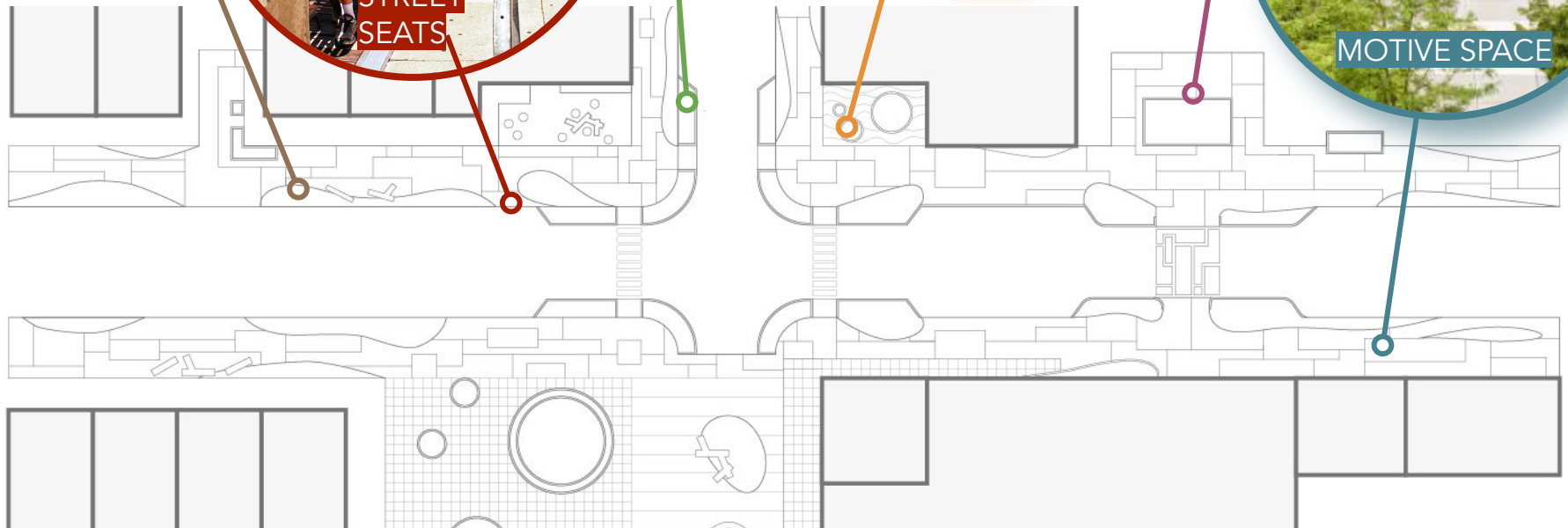
NATURAL - CONTRAST - MODULARITY



***Concept diagrams are not intended to show an actual to-scale design. Instead, this is an abstract depiction of how streetscape elements can be arranged with arrows representing movement through space, and colored blocks represent street elements.*

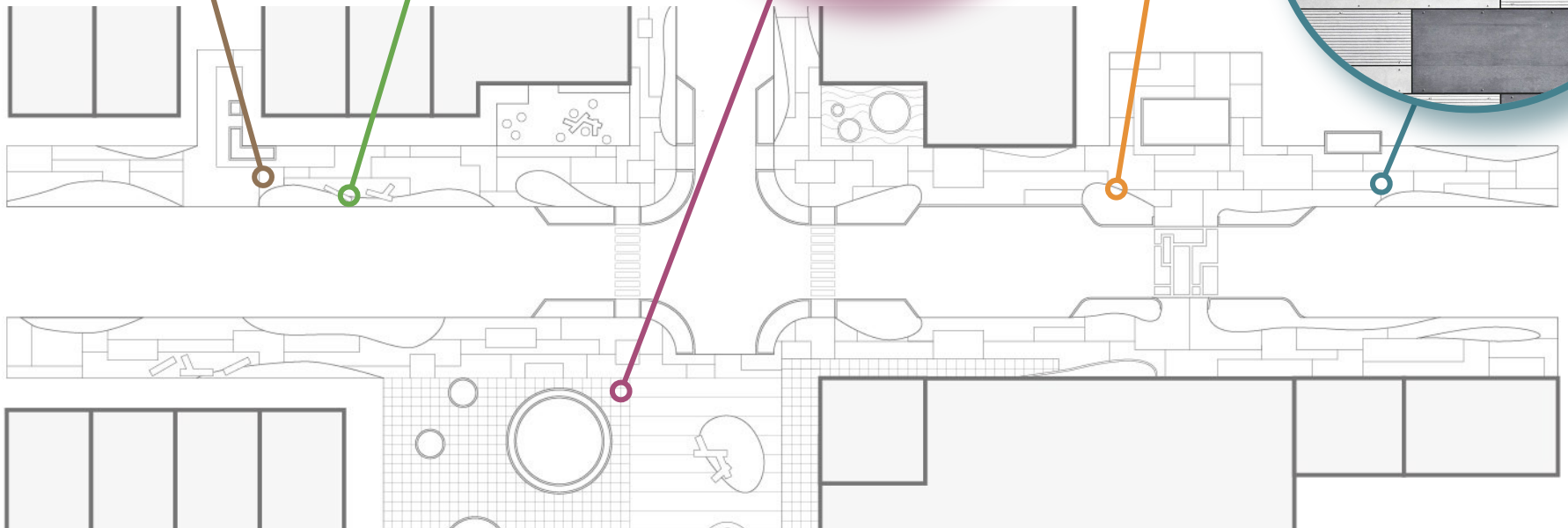
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



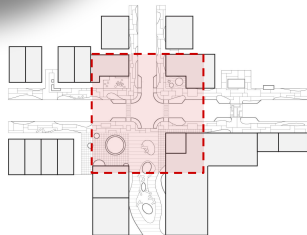
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY

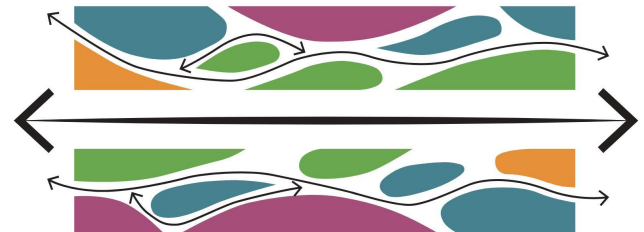
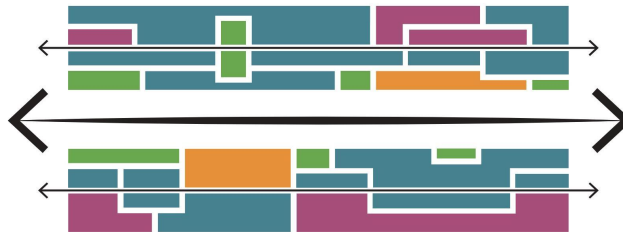
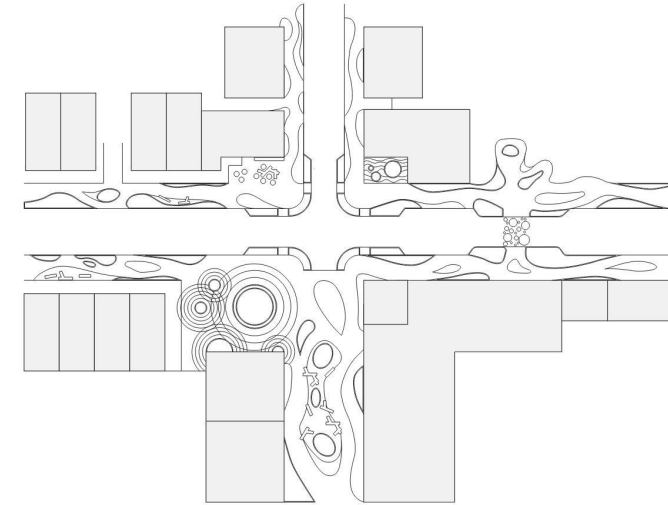
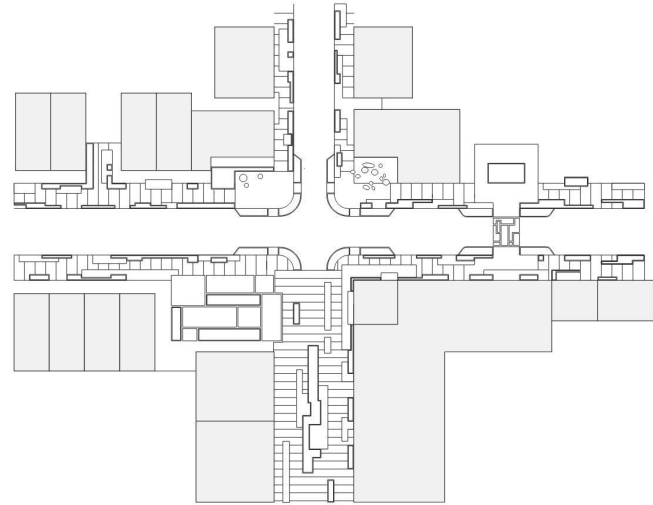
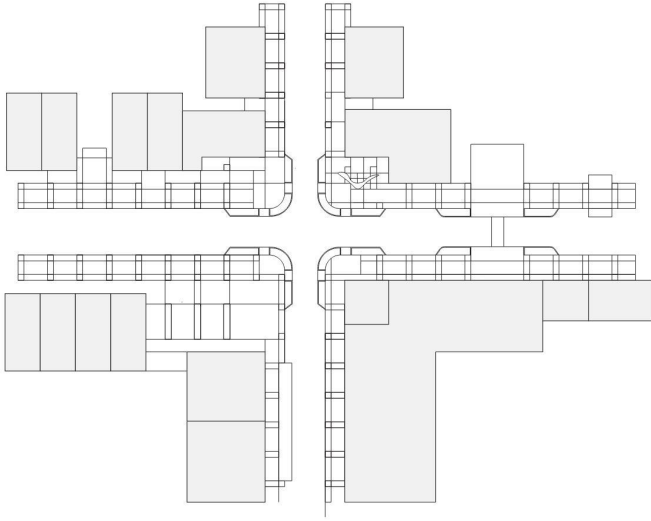




DESIGN CONCEPT COMPARISON

Concept 1: Agriculture

Concept 2: Technology

Concept 3: River



-  *Gathering Space*
-  *Landmark/Public Art/Transit Stop*
-  *Landscape Area*
-  *Motive Space*

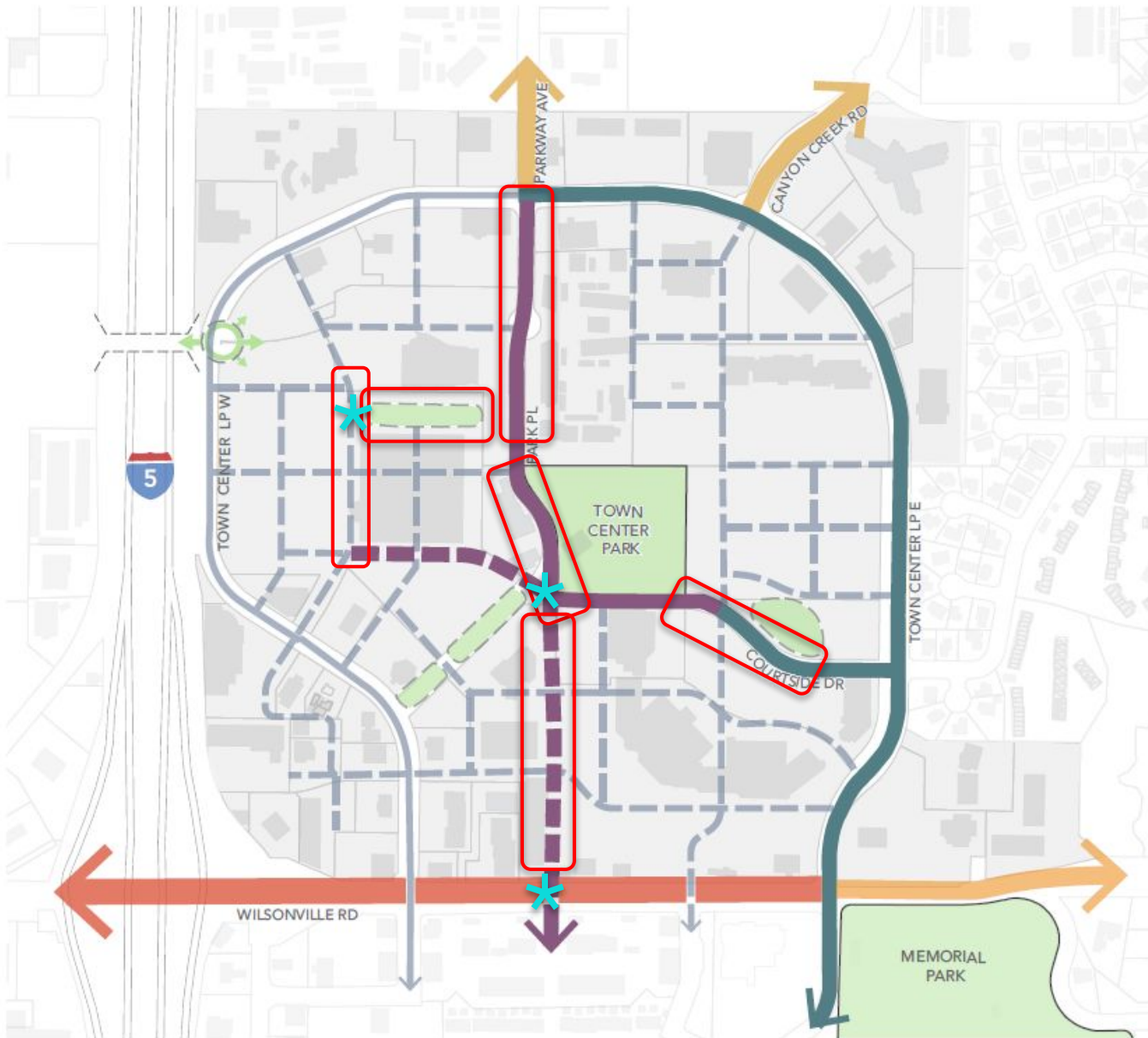
COMMUNITY FORUM #2

FEBRUARY 9, 2021



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

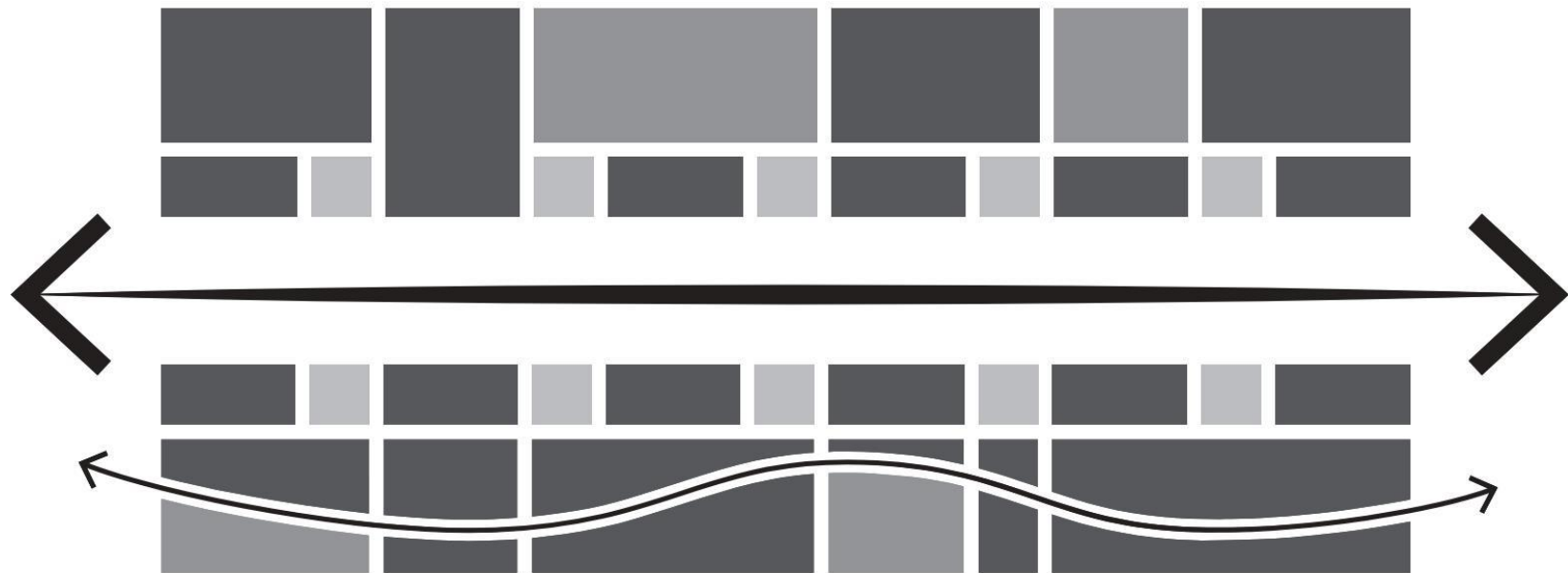
TOWN CENTER STREETScape DESIGN



- Up to 8 street type designs (some types may get more than one design option)
- * Up to 3 unique location designs

STREETSCAPE PLAN
 Prepare a unified design concept that is then tailored to different street types and specific unique locations

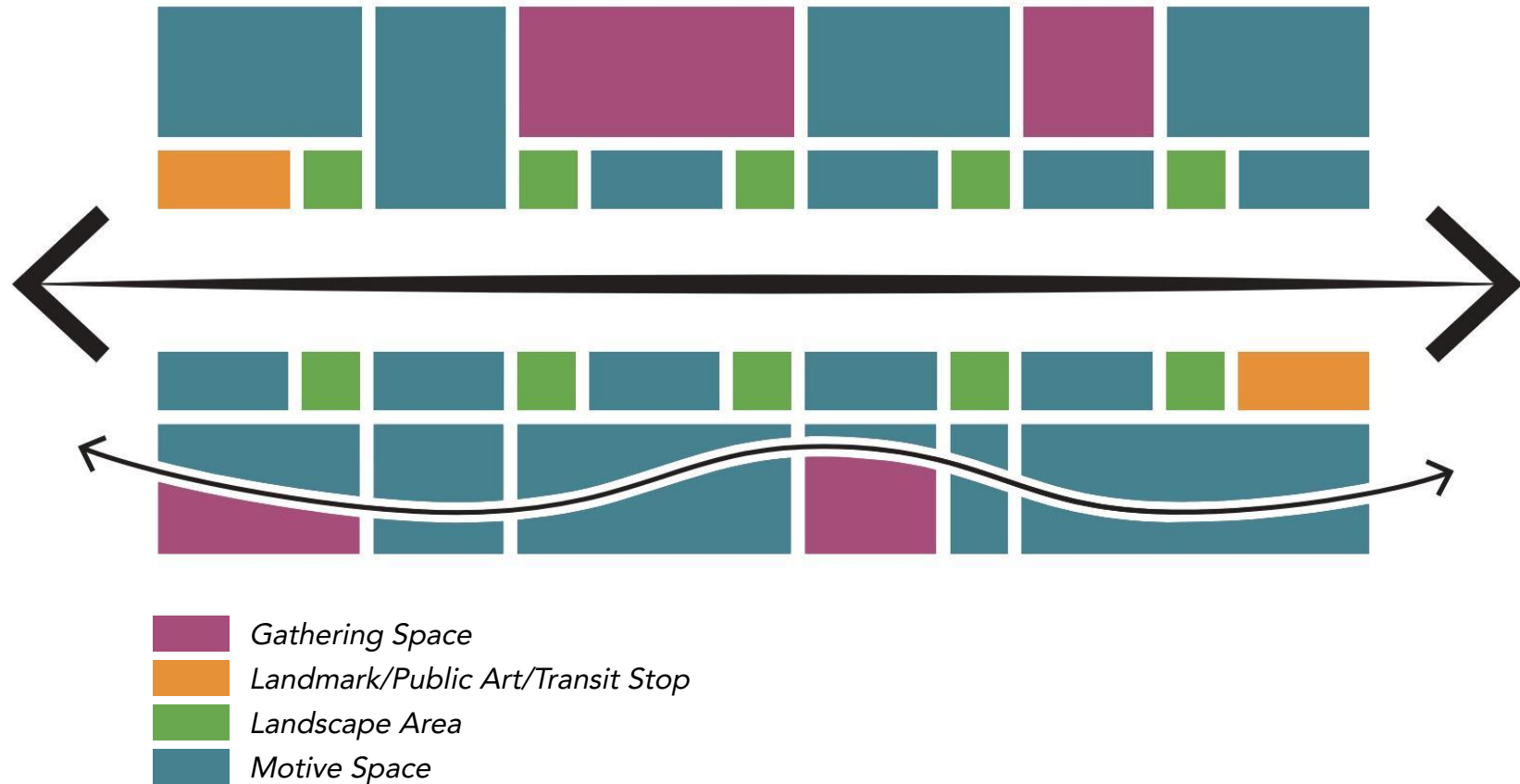
CONCEPT DIAGRAM: AGRICULTURAL LEGACY



***Concept diagrams are not intended to show an actual to-scale design. Instead, this is an abstract depiction of how streetscape elements can be arranged with arrows representing movement through space, and colored blocks represent street elements.*

SPACE TYPOLOGY: AGRICULTURAL LEGACY

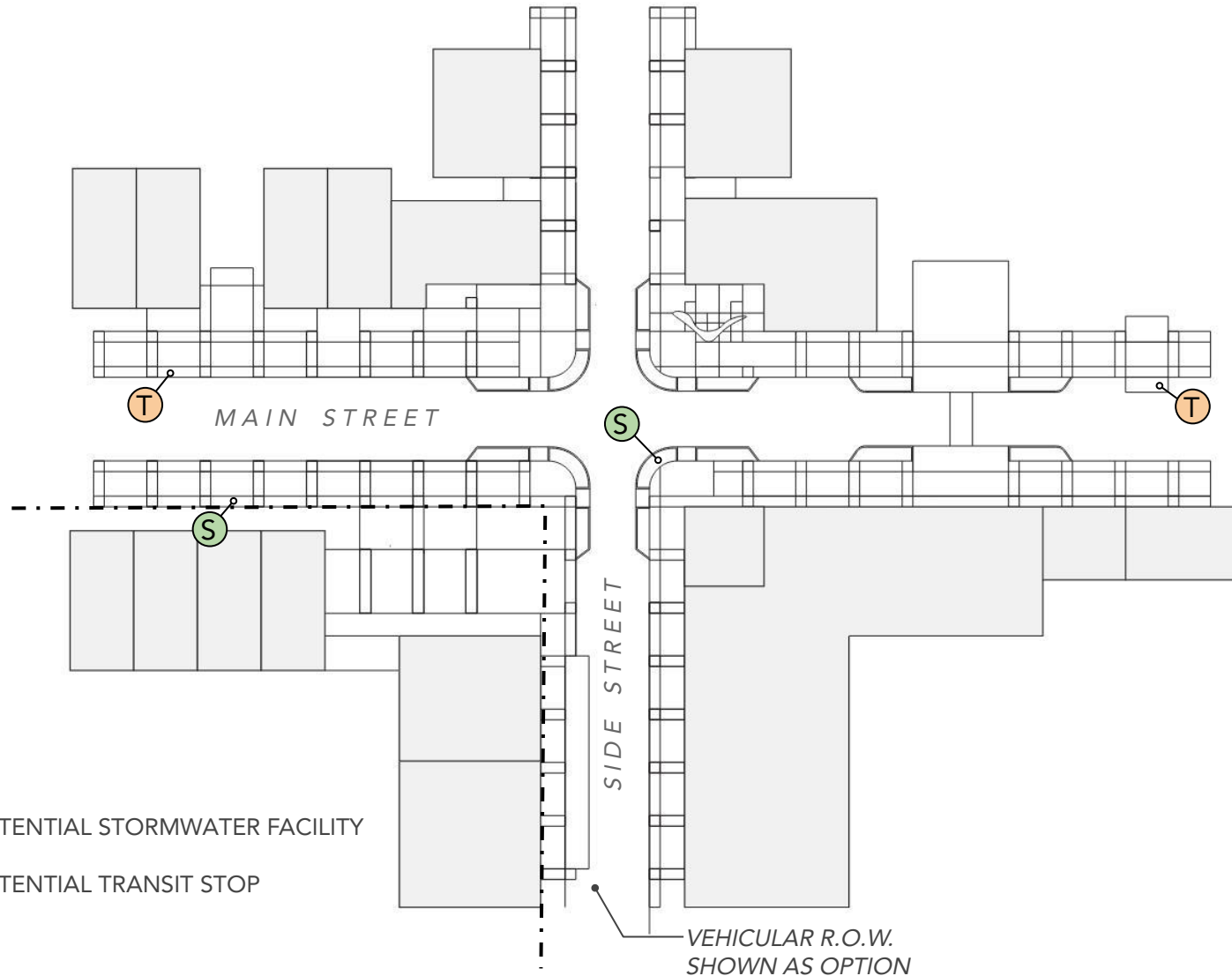
PURPOSEFUL - STRUCTURED - TIMELESS



***Concept diagrams are not intended to show an actual to-scale design. Instead, this is an abstract depiction of how streetscape elements can be arranged with arrows representing movement through space, and colored blocks represent street elements.*

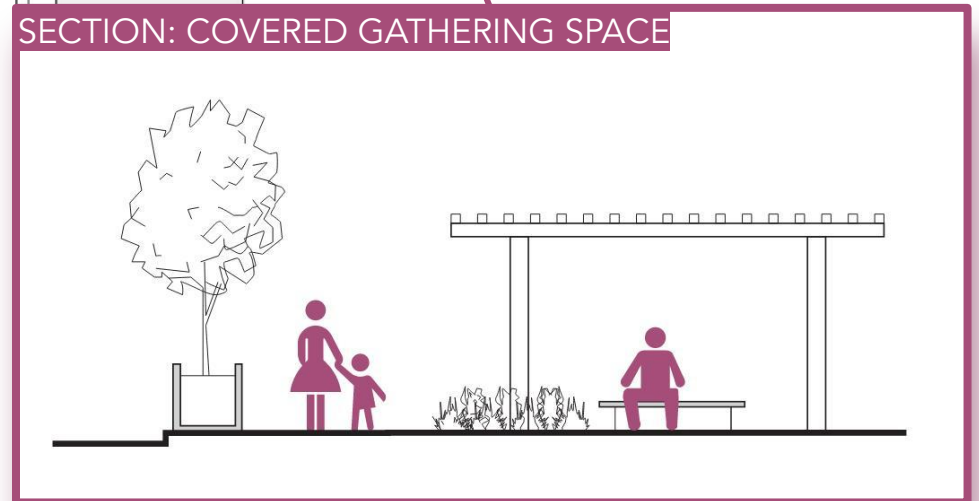
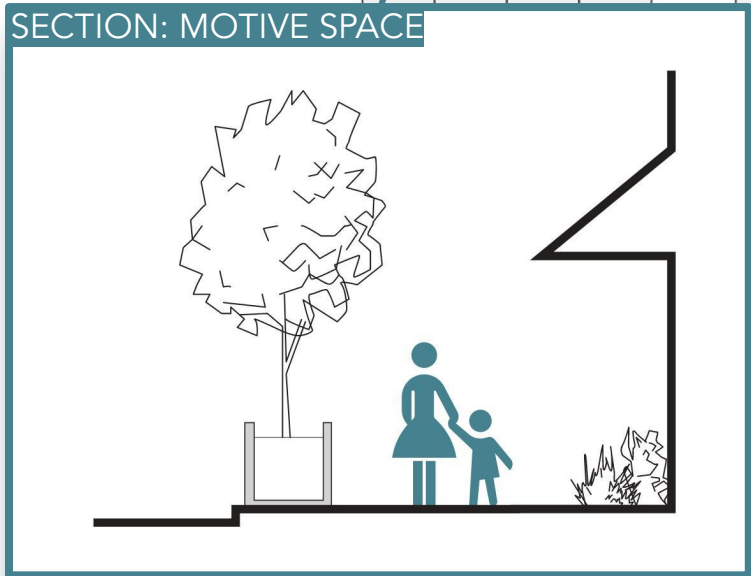
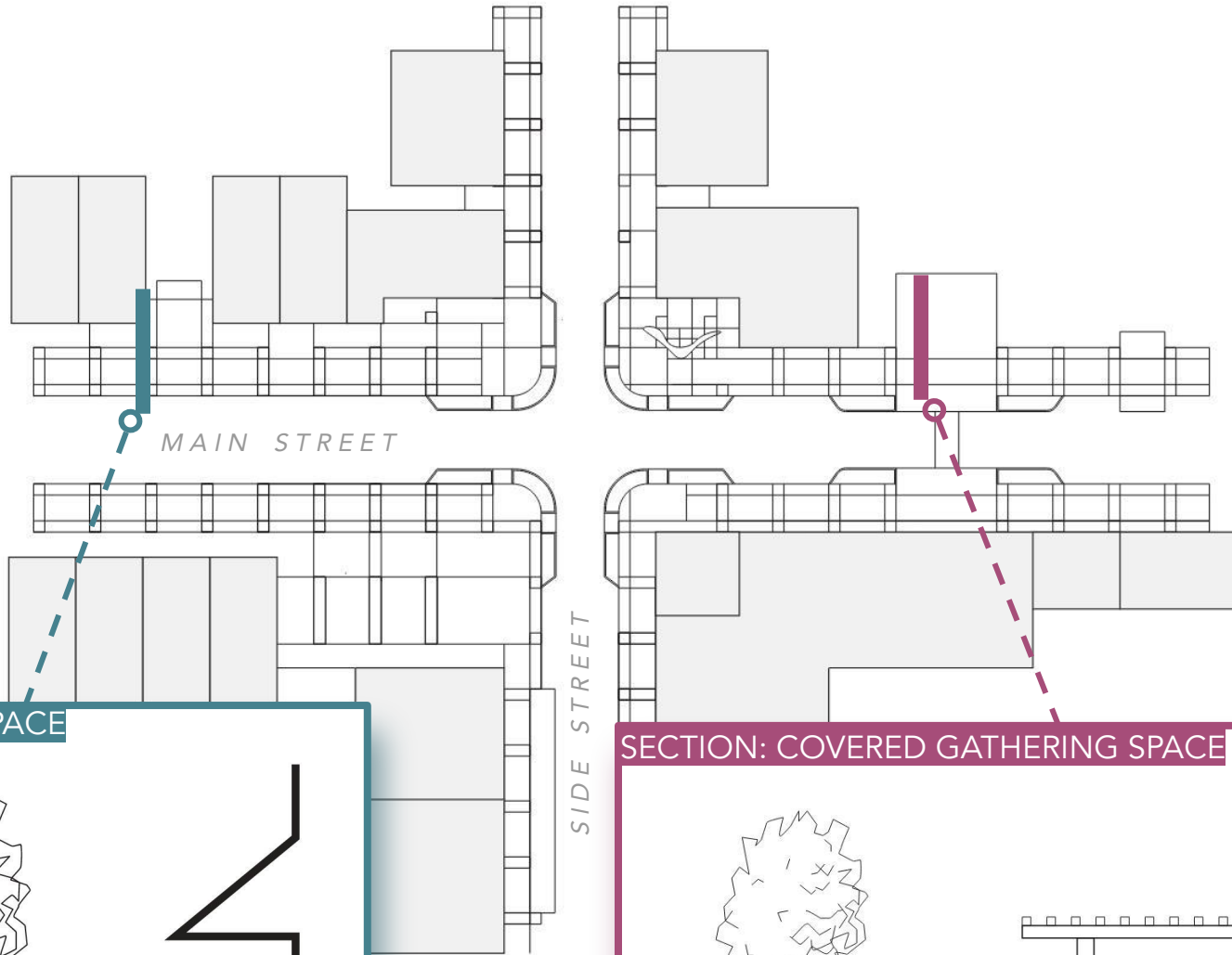
DESIGN CONCEPT: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



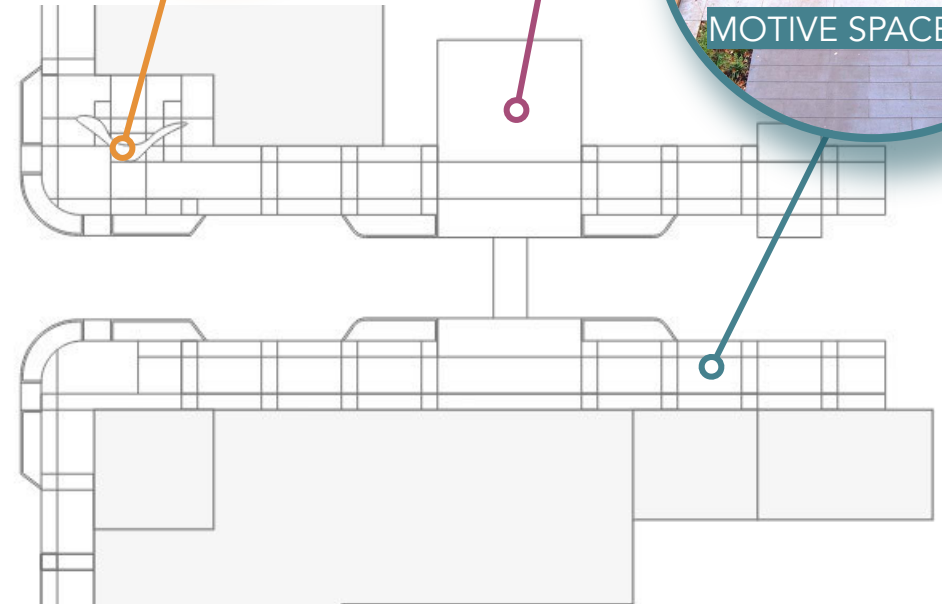
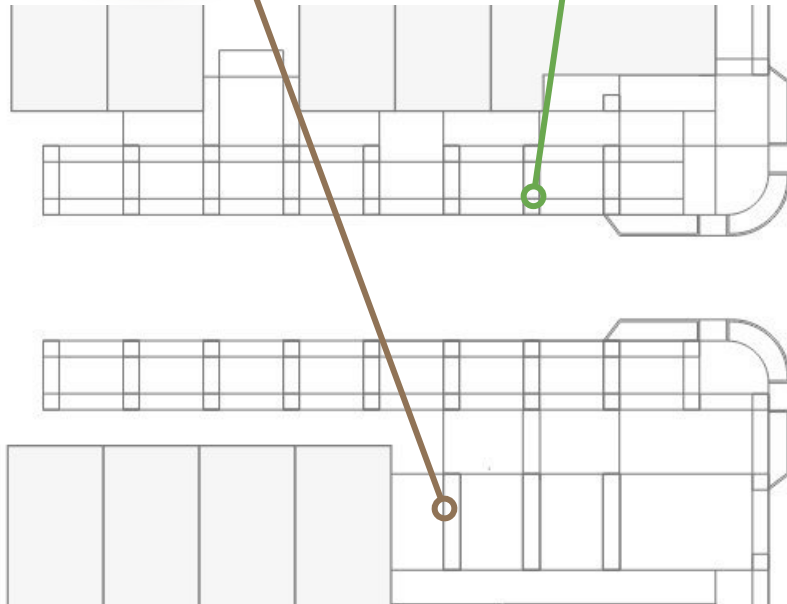
DESIGN CONCEPT: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



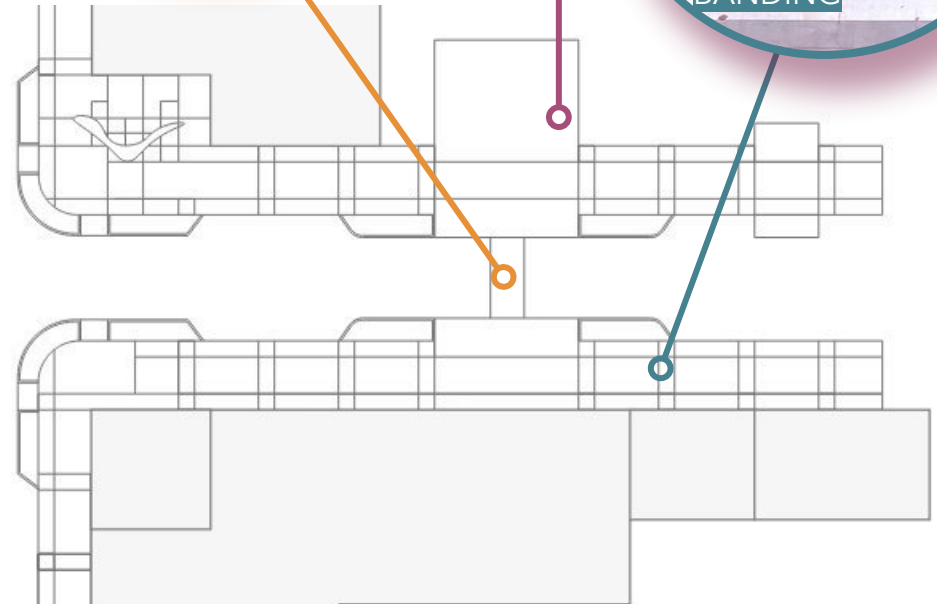
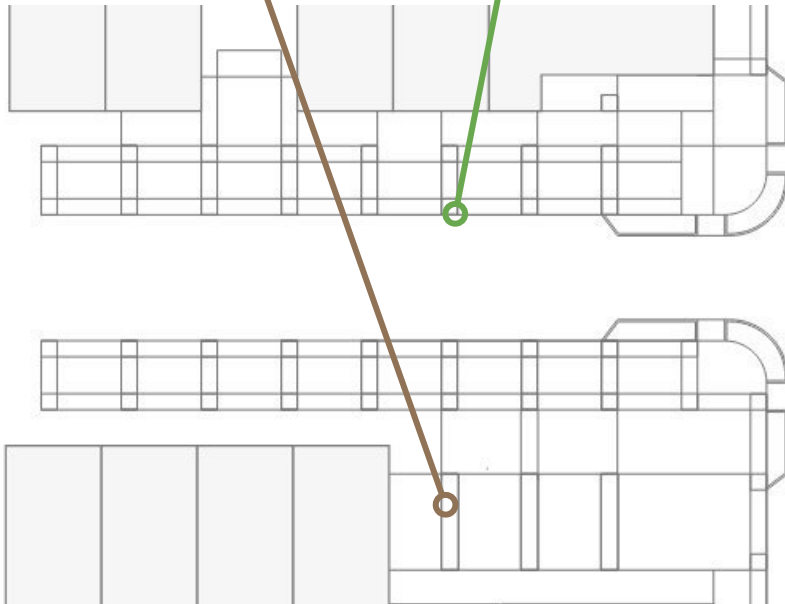
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PURPOSEFUL - STRUCTURED - TIMELESS



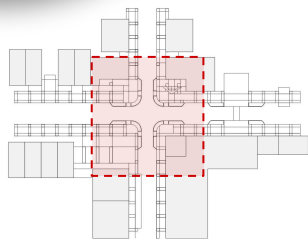
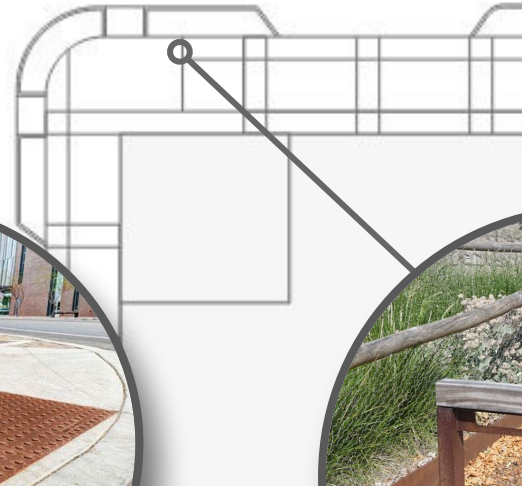
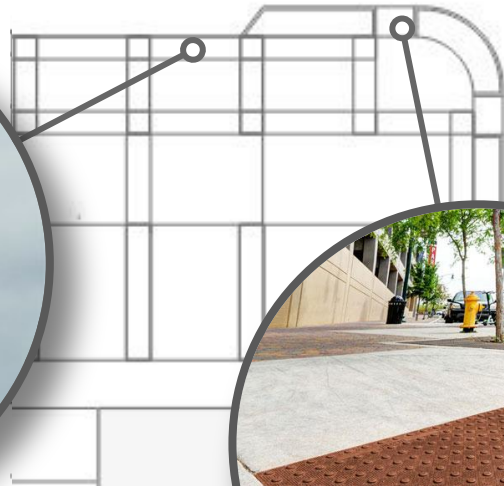
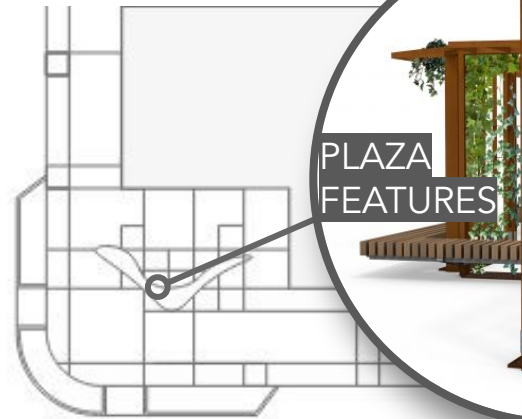
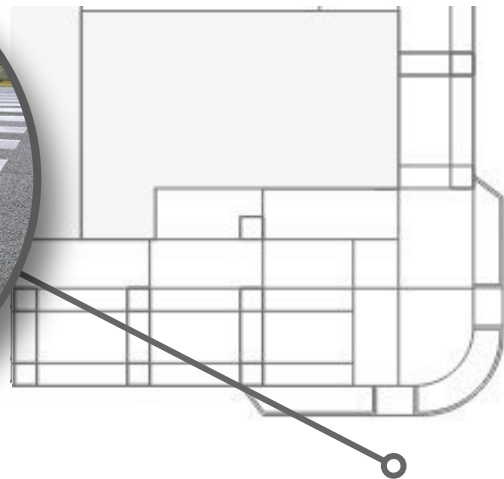
MATERIALS: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



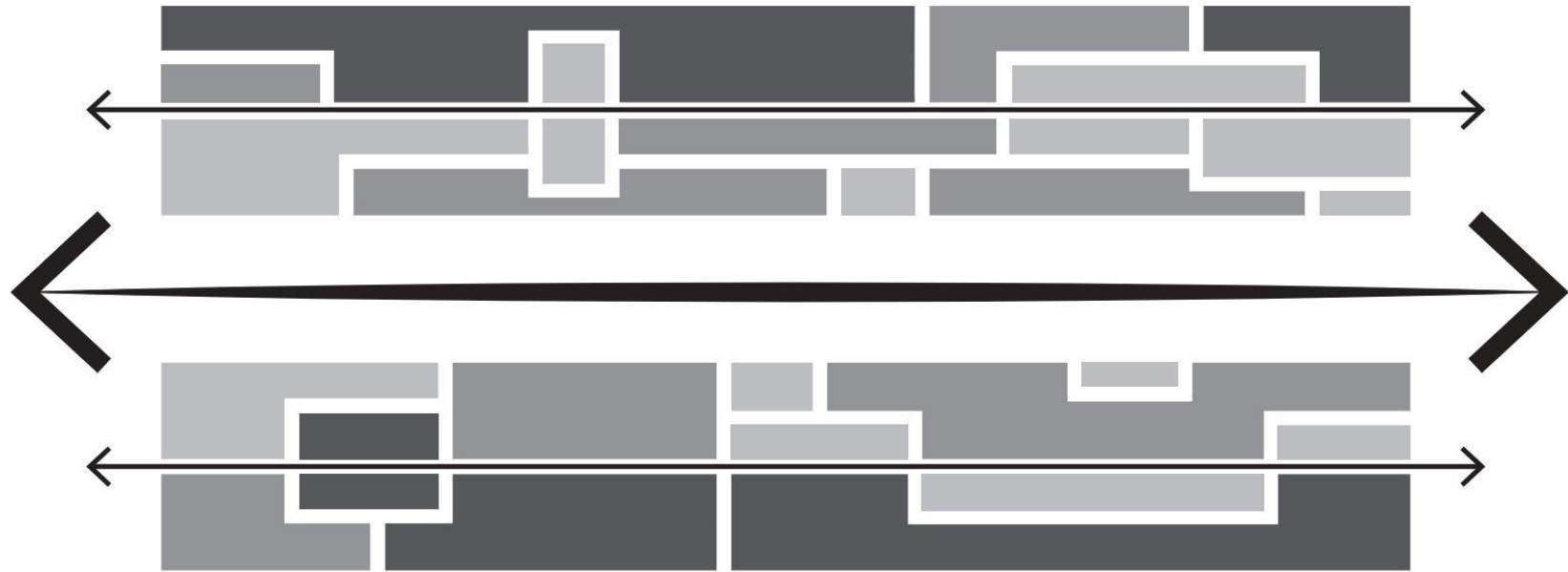
INTERSECTION DESIGN: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



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DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

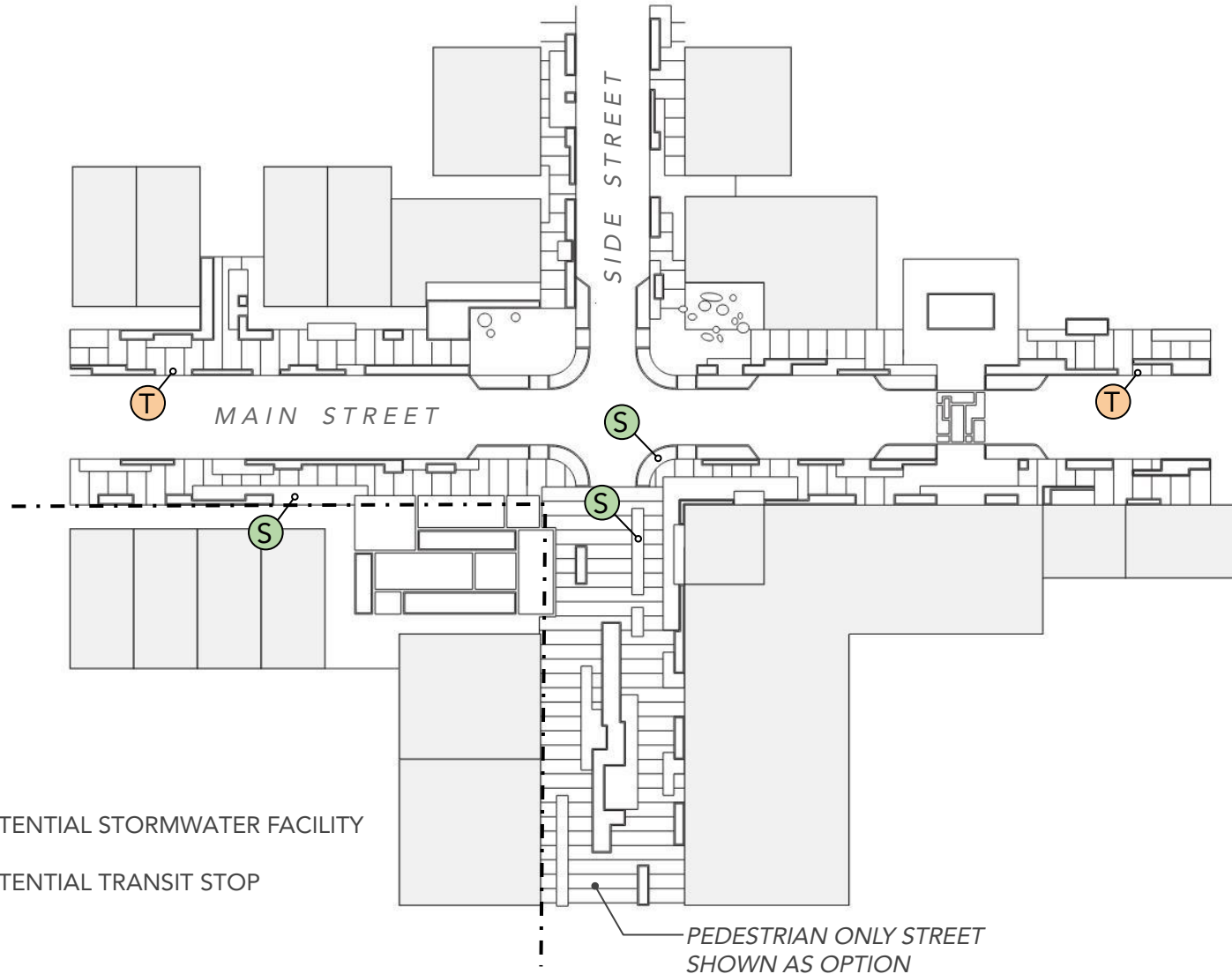
MODULARITY - SIMPLICITY - CONTRAST



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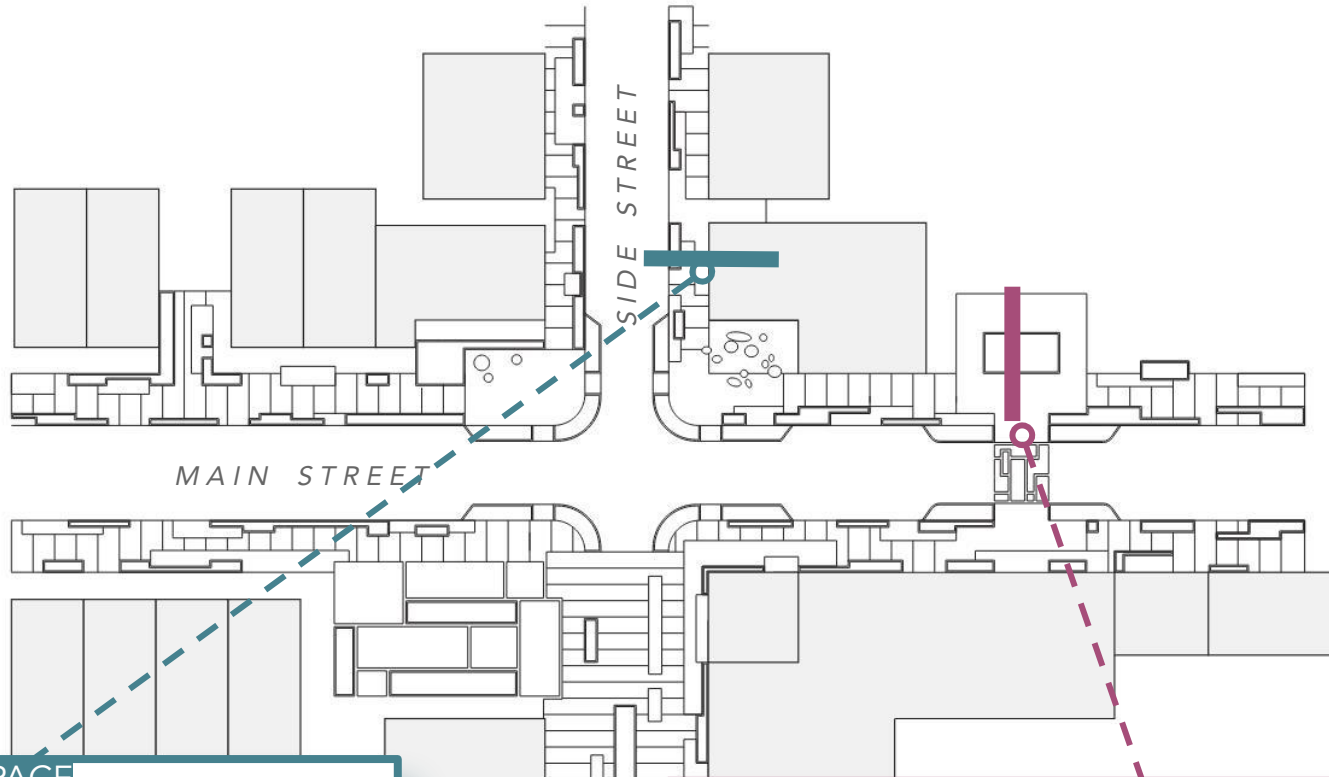
DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST

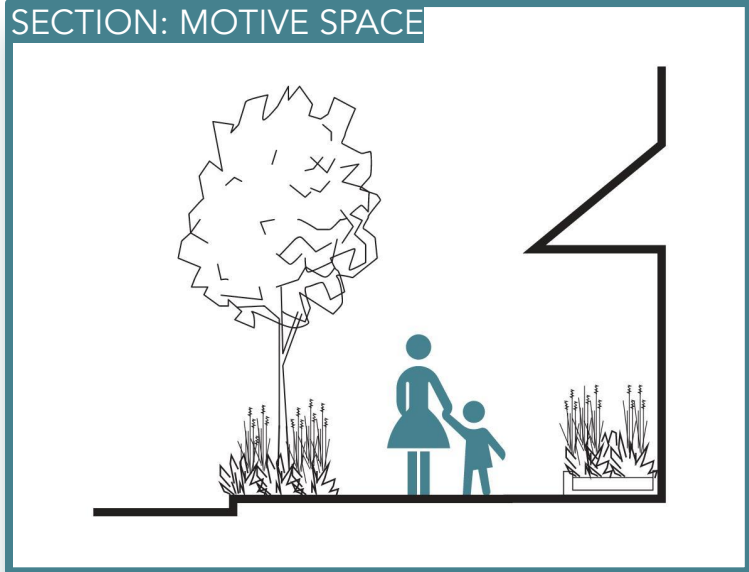


DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

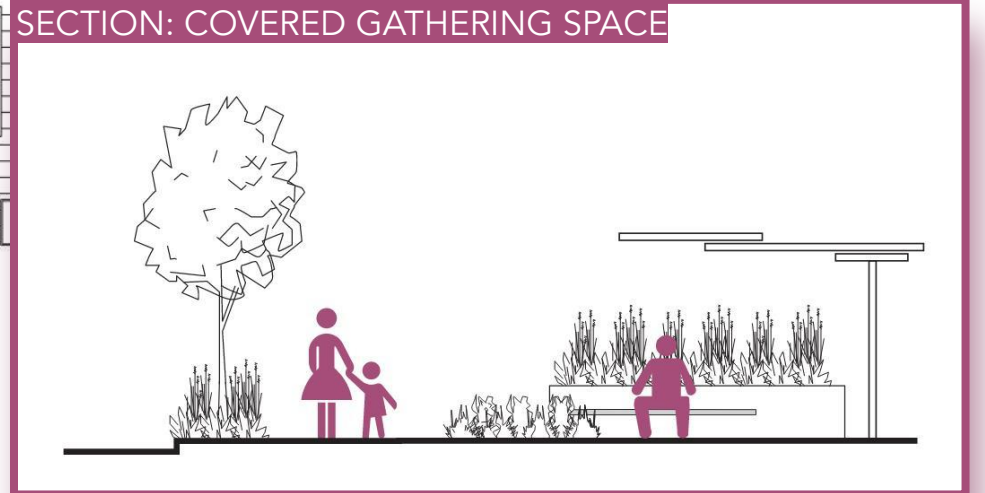
MODULARITY - SIMPLICITY - CONTRAST



SECTION: MOTIVE SPACE

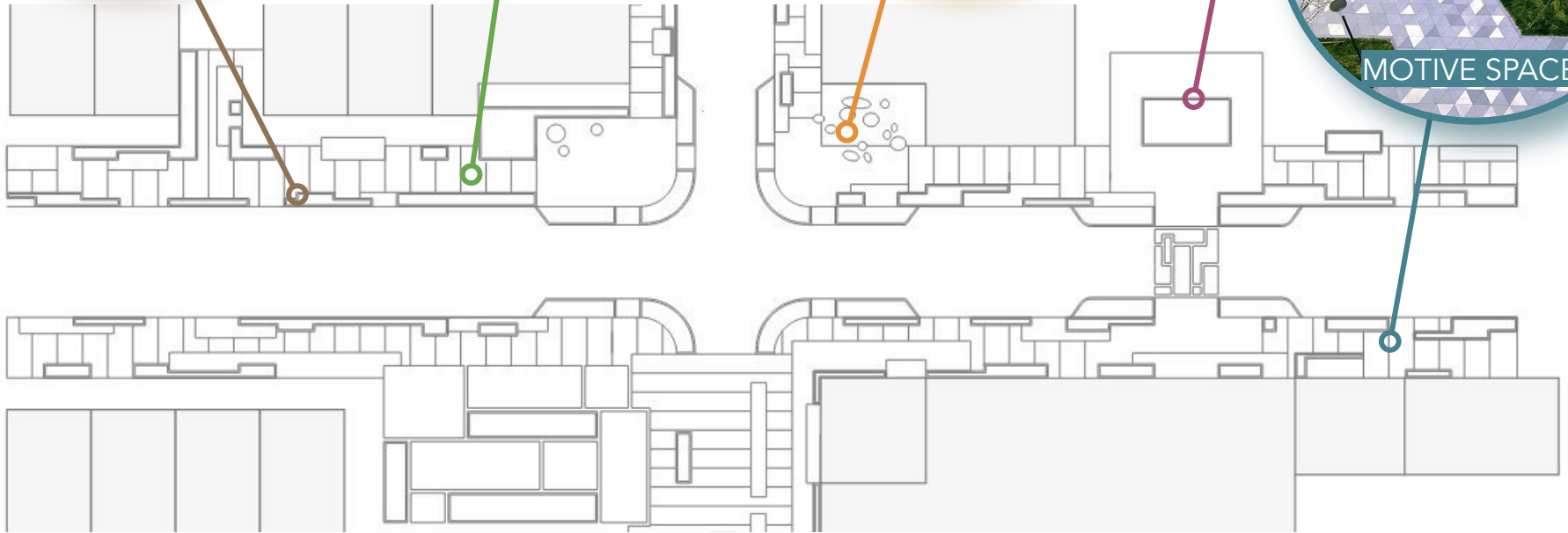


SECTION: COVERED GATHERING SPACE



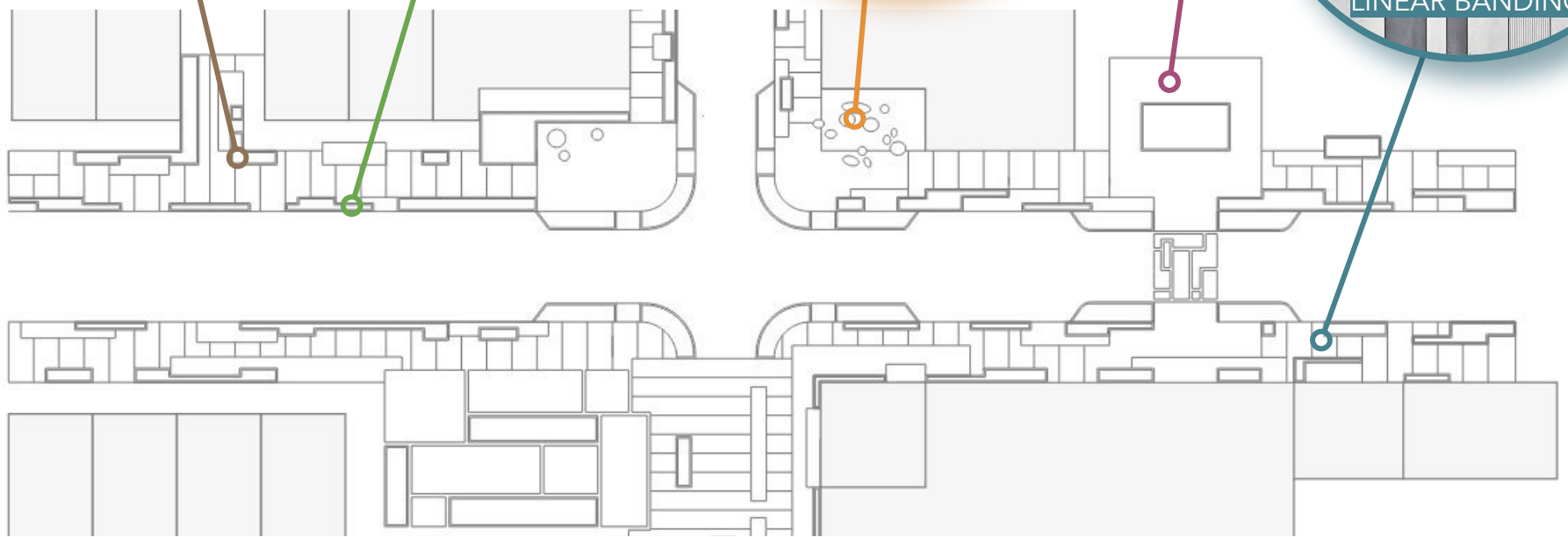
DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



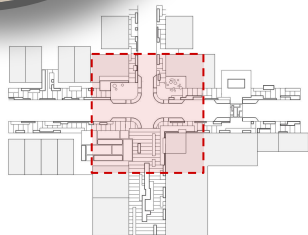
MATERIALS: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



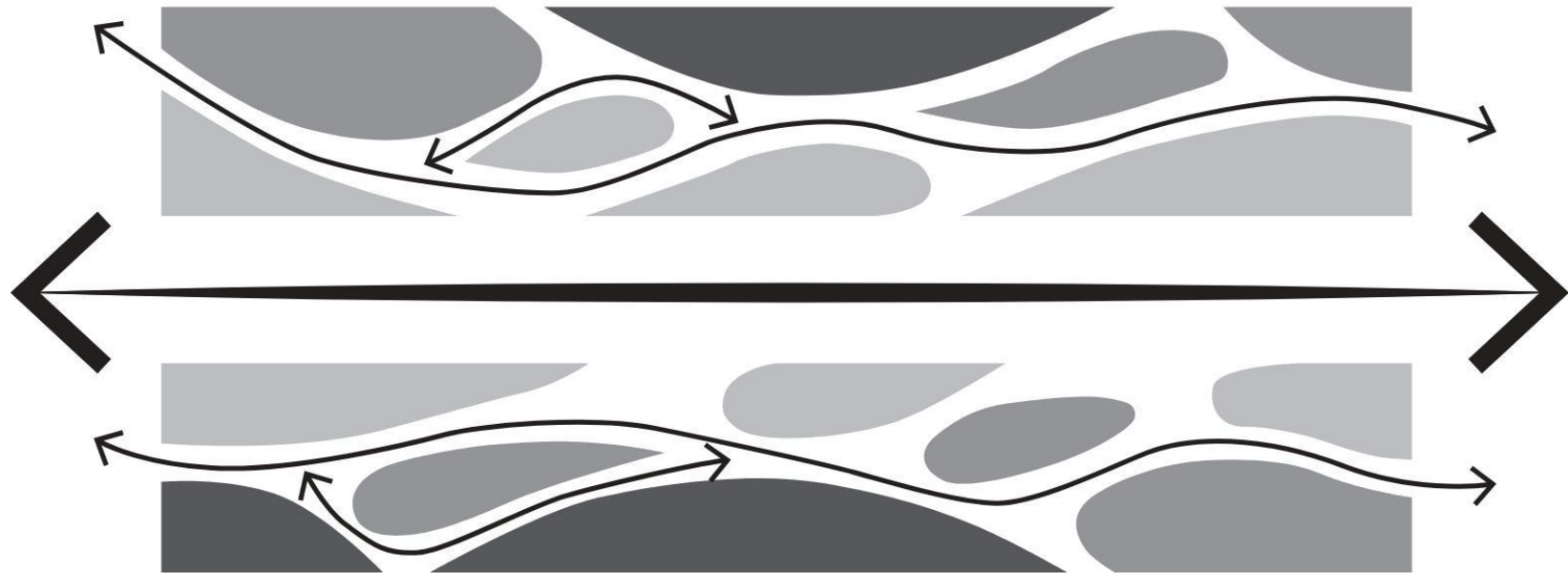
INTERSECTION DESIGN: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



DESIGN CONCEPT: RIVER ENVIRONMENT

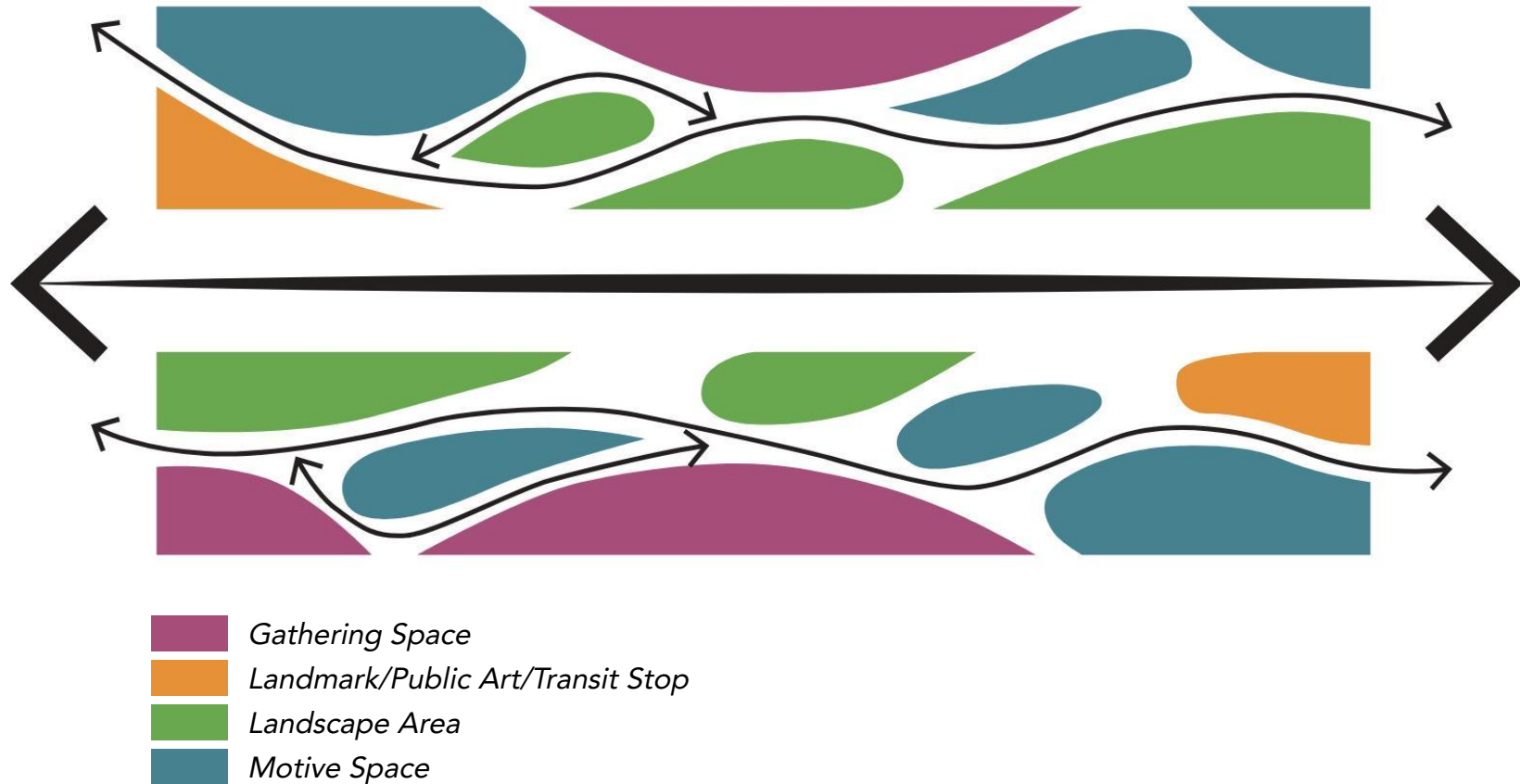
NATURAL - FLUIDITY - ORGANIC



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DESIGN CONCEPT: RIVER ENVIRONMENT

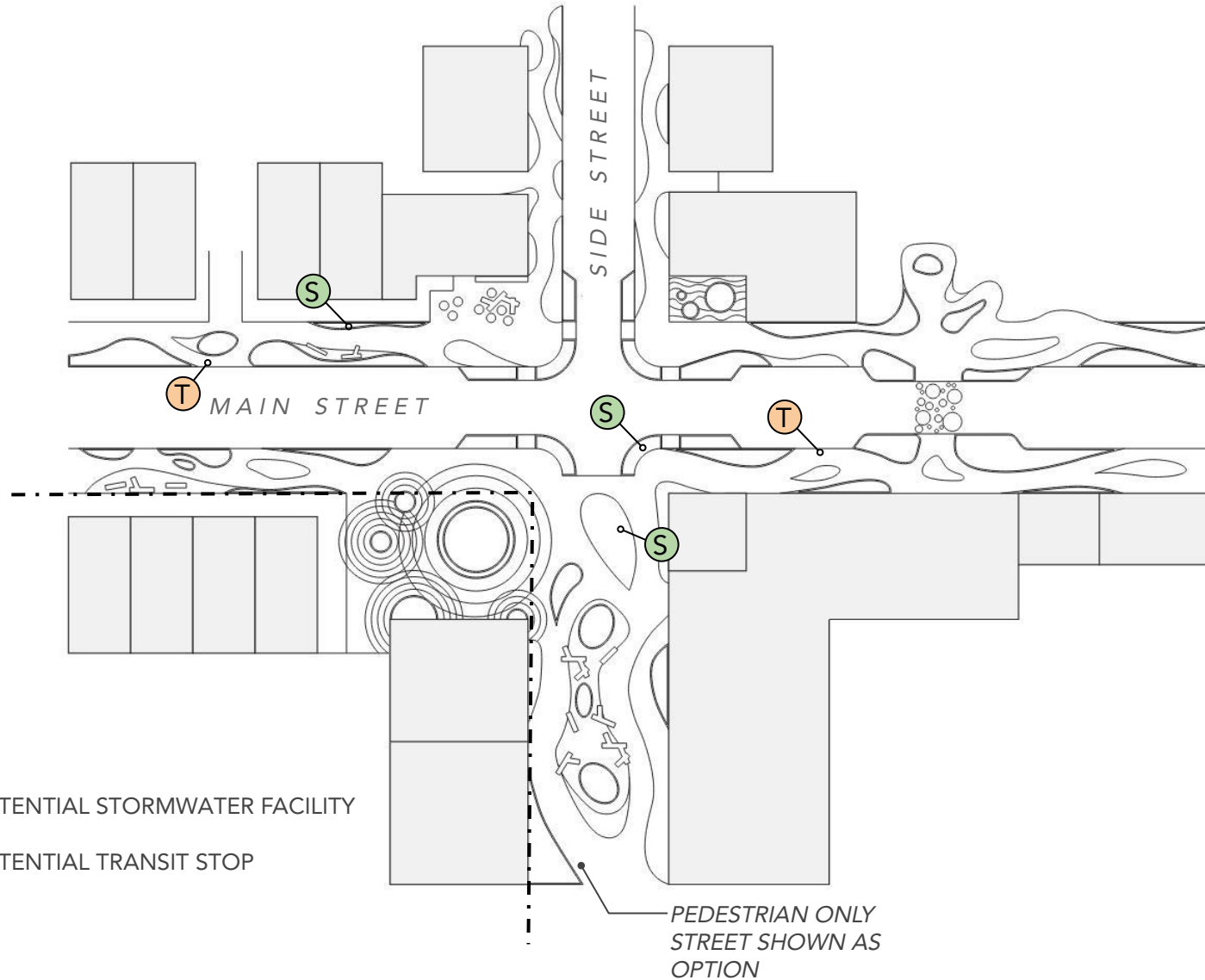
NATURAL - FLUIDITY - ORGANIC



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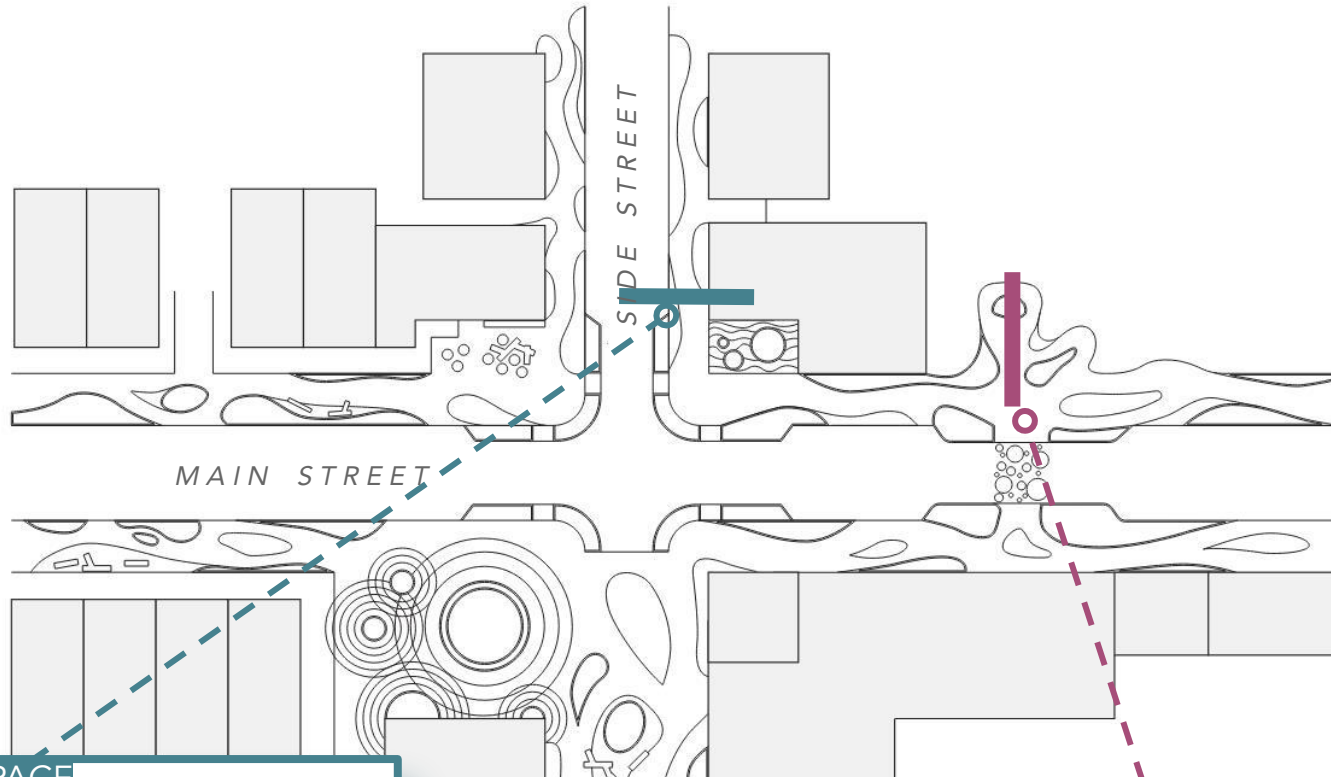
DESIGN CONCEPT: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC

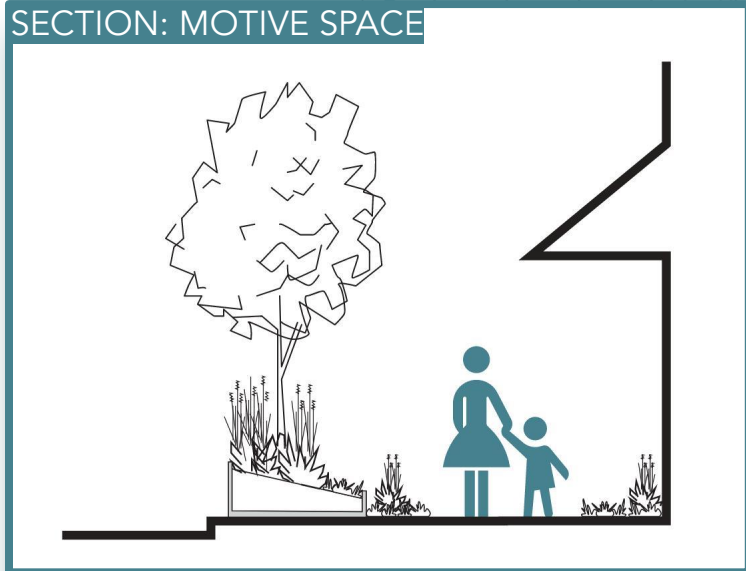


DESIGN CONCEPT: RIVER ENVIRONMENT

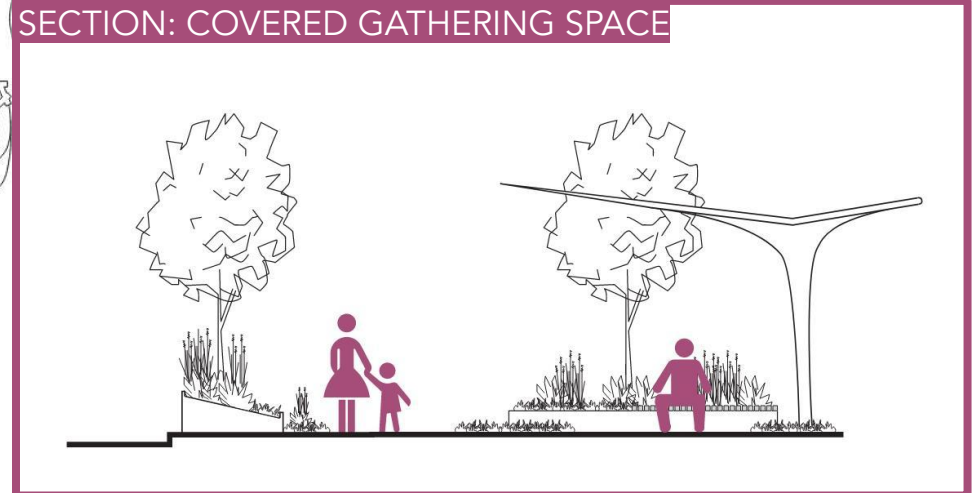
NATURAL - FLUIDITY - ORGANIC



SECTION: MOTIVE SPACE

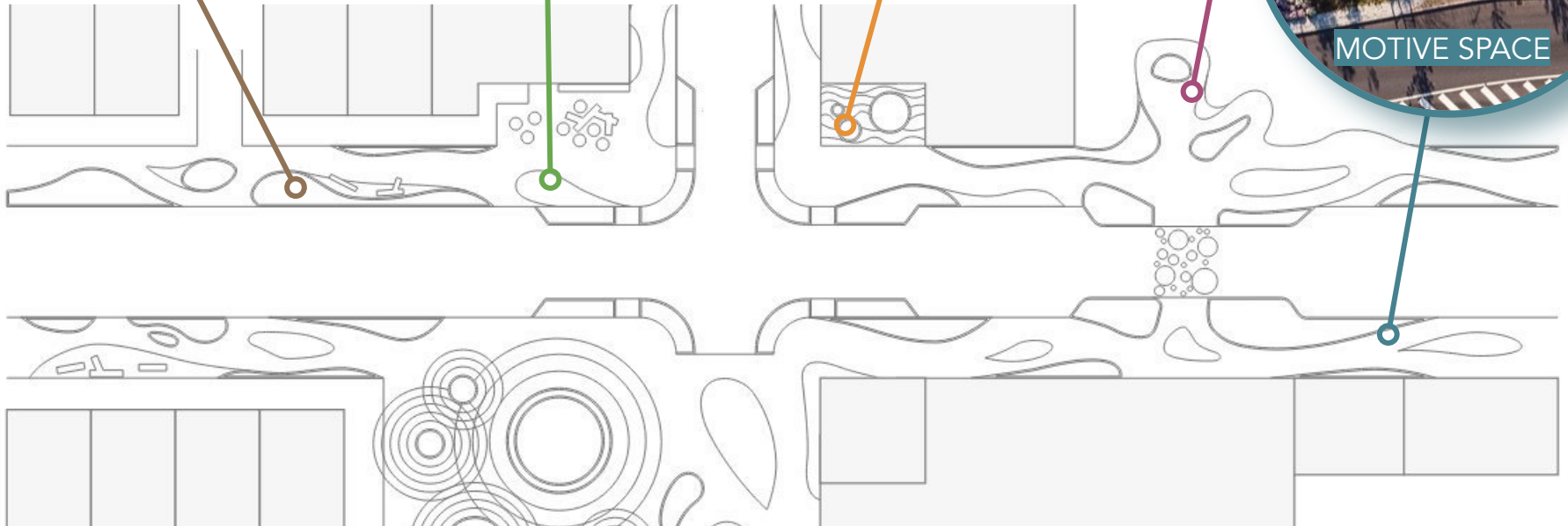


SECTION: COVERED GATHERING SPACE



DESIGN CONCEPT: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC



MATERIALS: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC



CORTEN + TIMBER
BENCHES



POWDERCOATED
IRON TREE GRATES



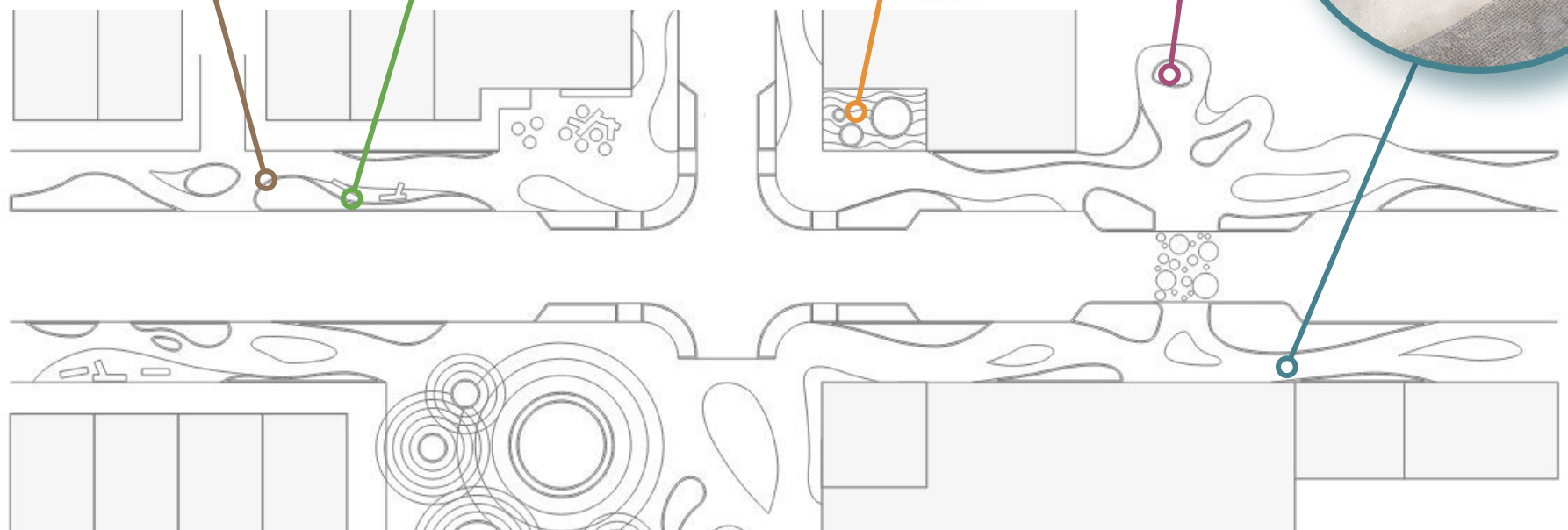
NATURAL STONE



DECOMPOSED
GRANITE

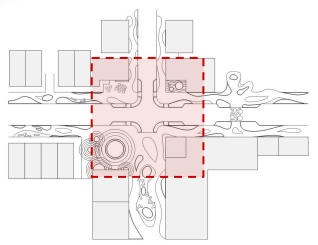
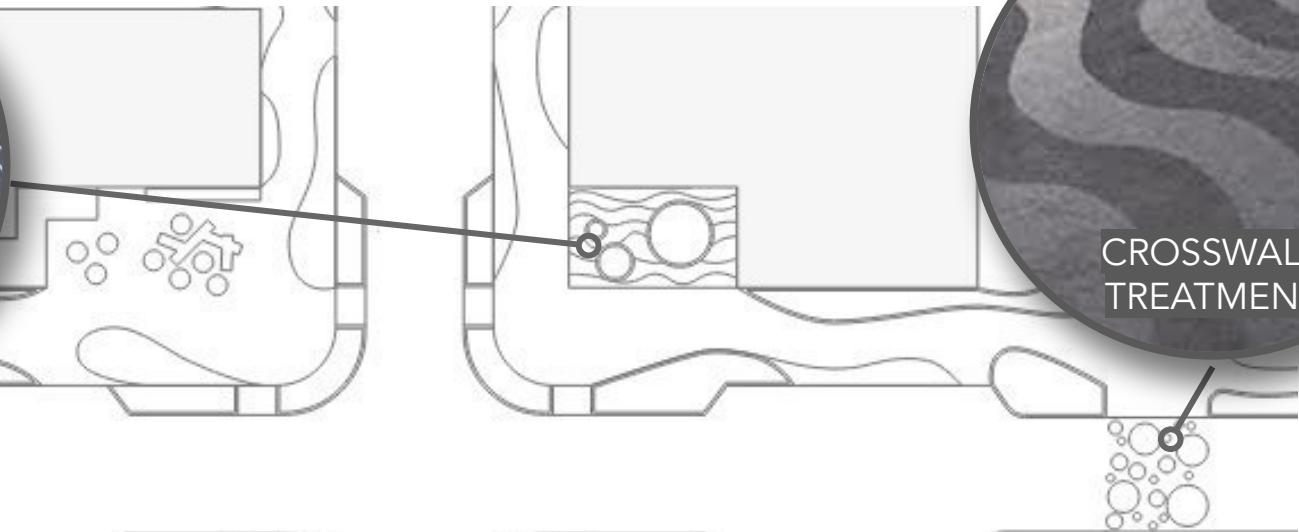


CIP CONCRETE
BANDING



INTERSECTION DESIGN: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC

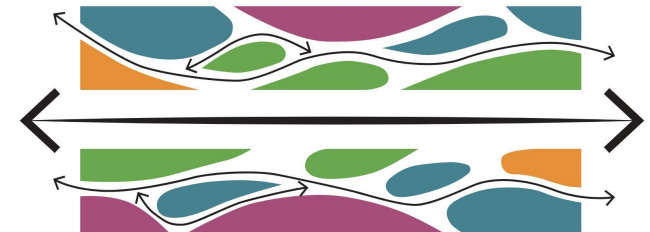
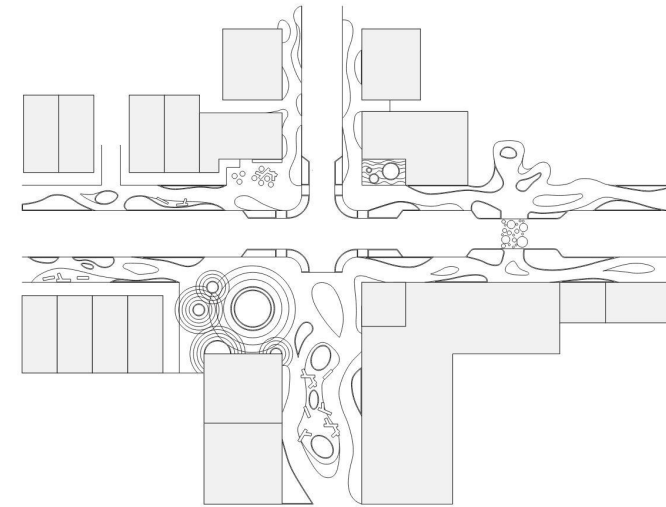
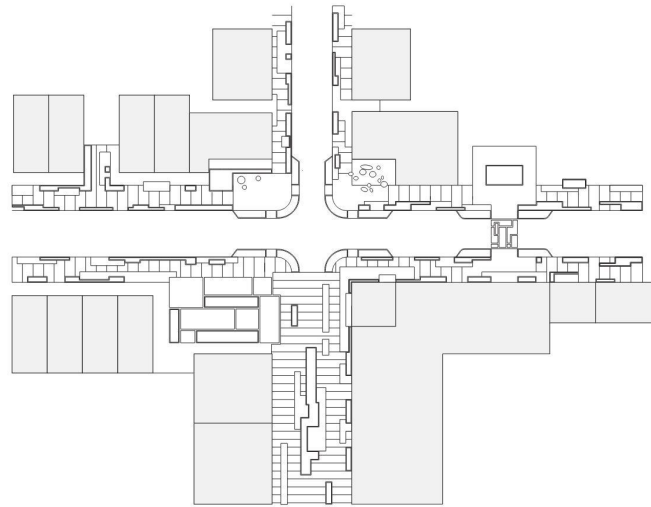
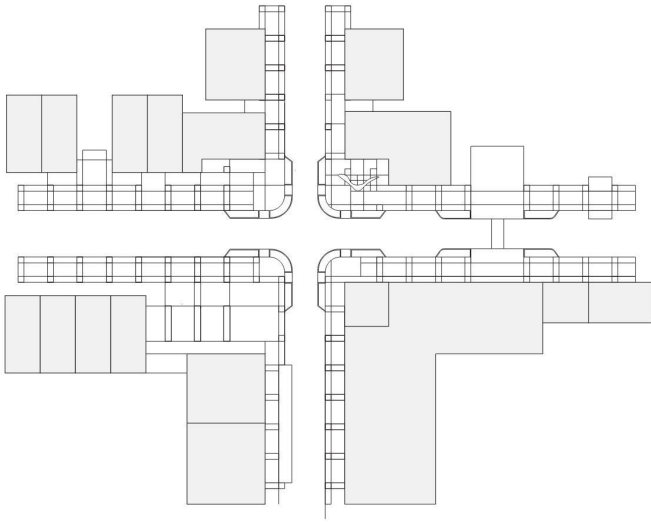




DESIGN CONCEPT COMPARISON

Concept 1: Agriculture

Concept 2: Technology

Concept 3: River



-  *Gathering Space*
-  *Landmark/Public Art/Transit Stop*
-  *Landscape Area*
-  *Motive Space*

appendix B: public engagement summary

INTRODUCTION

One of the implementation items included in the Town Center Master Plan calls for developing a Streetscape Plan. The Town Center Master Plan project launched in 2016 and concluded in 2019, with a robust public engagement process that resulted in detailed feedback from the community and other stakeholders. Additionally, the Citywide Signage and Wayfinding Plan and I-5 Pedestrian Bridge Project public engagement efforts further identified design preferences valued by residents and stakeholders in Wilsonville. This allowed the Town Center Streetscape project team to begin with a palette of materials and general design concepts using the community preferences identified by previous community engagement efforts. The feedback indicated a strong preference for modern designs with natural materials such as stone, wood, brick, and glass. Based on this information, the project team utilized these materials to prepare three initial design concepts.

COVID-19

When staff began the initial preparations to initiate the Town Center Streetscape project planning effort in late 2019 and early 2020, we envisioned holding open houses, engaging with students and seniors in person, and participating in City events to conduct public engagement for the project similar to what was done with the Town Center Master Plan. On March 11, 2020, the World Health Organization (WHO) declared the Covid-19 outbreak a pandemic. Governor Kate Brown issued a statewide stay-at-home order on March 23, 2020. As the pandemic evolved, the planning staff, which normally conducts public engagement in person, had think creatively about how to interact with the public in the midst of a pandemic and ever changing restrictions. The project scope accounted for remote public engagement activities and as a result, the project has conducted all public engagement efforts remotely. Remote public engagement allowed greater access to interested parties for providing input to the project, as people could participate in a variety of meeting times. However, the project team anticipated up to three stakeholder interviews to discuss the streetscape in depth and only two were conducted as it was prove challenging to contact various entities especially in commercial real estate as the pandemic most severely impacted the retail and restaurant industries.

PUBLIC FORUM 1

The first community engagement event for the Town Center Streetscape Plan was held on November 10, 2020. The project team held two sessions via Zoom from 12 PM – 1 PM and from 6 PM – 7 PM. The first forum provided an opportunity for attendees to learn more about the project ask questions and provide input on important streetscape elements to consider in developing the plan. The three initial concepts were introduced during the first public forum and the public was asked to provide their general feedback on the three so that the project team could refine them further for presentation at the second set of Public Forums. Between Forum 1 and Forum 2 the project went before Planning Commission and City Council for additional input and direction that further shaped the direction of the design concepts.

PUBLIC FORUM 2

The second community engagement event for the Town Center Streetscape plan was held on February 9, 2021. The project team once again held two sessions via Zoom from 12 PM – 1 PM and from 6 PM – 7 PM. The second public forum provided specific materials that would be proposed for each of the three design concepts, and provided a street cross-section to show how the streetscape would take shape in the context of each theme. The second public forum showed participants specific materials that would potentially be selected for each theme. An illustrative street intersection for each of the three concepts was shown to demonstrate how each of the themes could manifest in Town Center in the future. The project team took quick polls within the Zoom meeting and held a discussion to gauge participants preference for each of the three concepts. The project team conducted a corresponding survey on *Let's Talk, Wilsonville!* which is further discussed below.

LET'S TALK WILSONVILLE SURVEYS

The Town Center Streetscape Project Team conducted two public engagement activities utilizing the Let's Talk Wilsonville! The first engagement activity utilized the Ideas feature and participants were asked the following question: Are there streetscape designs in other places that you like and want us to consider for Town Center? To respond participants were able to provide free form responses and add pictures regarding what they would like to see in the future streetscapes in Town Center. This engagement activity corresponded to Forum 1 to broaden the reach for community engagement and gather additional preferences on the preliminary design phase of the project.

The second survey corresponded to Public Forum 2 and similar questions were posed to participants to gather input on the refined concept designs for each of the three concepts. The combined feedback from Public Forum 2 and the online survey component on Let's Talk Wilsonville indicated a strong preference toward the River Environment theme; however, discussion within the Public Forum and in the freeform response as part of the survey provided a strong rationale for incorporating elements of the Technological Innovation concept.

STAKEHOLDER INTERVIEWS

The project team held two stakeholder interviews to explore various topics related to the streetscape plan in depth with stakeholders who could provide detailed industry specific feedback. As the community has identified environmental stewardship and natural features as an important subject, the project team sought out a stakeholder interview with someone who had a similar interest in enhancing the urban tree canopy. A stakeholder interview with PlanITGeo, the consultancy working on the City's Urban Forestry Management Plan, was held on January 18, 2021. The interview sought to obtain recommendations on future street trees and trees within Town Center that may be worthy of preserving as future development occurs. This project coordination will lay the groundwork for matching recommendations for future street trees that are well suited for urban conditions, and identify other areas where the two projects can collaborate to create a healthy urban forest canopy as Town Center develops.

STAKEHOLDER INTERVIEWS CONT.

One topic mentioned multiple times during the Public Forums and initial Planning Commission and City Council Work Sessions was cost effectiveness and feasibility of the streetscape design and materials. As a result, the project team thought it would be essential to speak to a landowner or developer in Town Center to discuss long-term maintenance responsibilities and streetscape related elements tenants and employees seek out when leasing or developing land. The project team spoke with Susan Meyers of Capital Realty on March 2, 2021. Susan has been involved in Town Center for many years and developed numerous properties within Town Center. During this stakeholder interview a variety of plant materials and landscape designs were discussed that required additional maintenance that the project team will seek to avoid. It was also noted that prospective tenants are emphasizing walkability and bike friendliness as people want to be able to walk to lunch or coffee from their office. Tenants and employees also preferred clear visibility and sightlines when walking in an urban environment. The project team was able to incorporate this valuable insider feedback into landscape materials choices and choices were made to focus on more linear pathway systems in the Streetscape Plan.

OUTCOME

Despite the inherent challenges faced when conducting public engagement during a pandemic, the project was able to conduct a robust public engagement effort and obtain valuable feedback from the public. Throughout the planning process, the outreach and engagement activities solicited input and ideas from a broad range of community members and stakeholders including but not limited to: Wilsonville residents, youth and seniors, Spanish-speakers, service providers in Town Center, Town Center employees, Town Center residents, Town Center business and property owners and City staff.

OUTCOME CONT.

The public engagement effort began with the first Public Forum in November. There were two online public forums conducted on November 10, 2020, which introduced the project to participants. The afternoon session had ten participants and the evening session had five. The next two online public forums were conducted on February 9, 2021. The afternoon session had 12 participants and the evening session had 15. Participants of the public forums were asked four questions; the questions along with the responses provided by participants are shown below:

- Which of these concepts best reflects the goals of the Town Center Plan for: Design, Ecology, Safety and Comfort, Versatility, Sociability, Vibrant and Active?

Results: 13 River Environment, 7 Technological Innovation, 2 Agricultural Legacy

- Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape? Do you see those qualities in these concepts?

Results: 4 Movement Areas, 3 Plazas, 2 Landscape

- Please rank these concepts in order from favorite to least favorite

Results: 1st Place – 9 River Environment, 2 Technological Innovation, 0 Agricultural Legacy

2nd Place – 1 River Environment, 5 Technological Innovation, 5 Agricultural Legacy

3rd Place – 0 River Environment, 4 Technological Innovation, 6 Agricultural Legacy

- Open Response: Things you like or don't, Ways the concepts could blend together, Anything we haven't shown, Ways you could see yourself and the people you know using these streets?

OUTCOME CONT.

As a result of the second forum the following themes emerged:

- Construction costs and long term maintenance cost concerns
- Importance of lighting for safety and 24/7 usability of Town Center
- Concern about impact to existing businesses
- Movement areas (motive space) should be most prioritized
- Ensure design speeds of future Town Center streets are low to ensure safety
- Integrate public art into streetscape pavement or plaza / gathering spaces
- Incorporate art from young residents as seen in the Wilsonville Road / I-5 Interchange
- Include spaces for tactical urbanism (Tactical urbanism refers to low-cost, short-term changes to the built environment with the intent of catalyzing long-term change. Citizens, organizations, or local governments most commonly initiate tactical urbanism efforts.)
- Incorporate public art that reflects multi-ethnic backgrounds of residents
- Provide ADA plates that are tactile and highly visible
- River Environment concept is strong but may be excessive for the large scale of Town Center
- Movement areas should be direct and less meandering even if other components are curvilinear due to accessibility concerns
- Interest in a design that will age well

OUTCOME CONT.

Within the online components of the public engagement effort held on *Let's Talk, Wilsonville!* utilizing the ideas feature where the public can provide free form narrative responses asked interested parties the following question:

- Are there streetscape designs in other places that you like and want us to consider for Town Center?

We received two responses before the portal closed, the two participants noted streetscapes with separation or buffer strips containing trees and landscaping between the road and pedestrians, and ample room for outdoor dining.

The Streetscape Concepts Survey was posted on February 18, 2021 and closed on February 26, 2021. There were 67 participants that responded to the survey providing the bulk of the community engagement input for the project. Participants were asked four questions:

1. Which streetscape concept contains the materials you would most like to see in future Town Center streetscapes?
2. Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape?
3. Please rank the three streetscape concepts in order of preference:
4. Provide any additional feedback you have for the project team, such as: likes / dislikes, additional elements to incorporate, how you see yourself using these streetscapes, ways the concepts could be blended together.

OUTCOME CONT.

The results indicated that 61% of participants preferred the materials shown in the River Environment concept with materials shown for Technological Innovation in second place with 25%.

Of the elements listed, participants ranked Landscaped Areas highest, with Gatherings Spaces, Motive Space (Sidewalks and Pathways), and Public Art and Public Plazas last.

The ranking of the concepts provided similar results as the material preference with River Environment 1st, Technological Innovation 2nd, and Agricultural Legacy in 3rd place.

The free form responses for question 4 emphasized landscaping and trees, and curvilinear lines. Several comments emphasized clear linear movement and connections through Town Center, which led the team to incorporate elements from the Technological Innovation concept into the final design.

Overall, the feedback and discussions that stemmed from the public engagement efforts reflect the priorities and values noted by the community in past Town Center related planning efforts. The input received during the Town Center Streetscape Community engagement process informed various design decisions included in the Streetscape Plan.

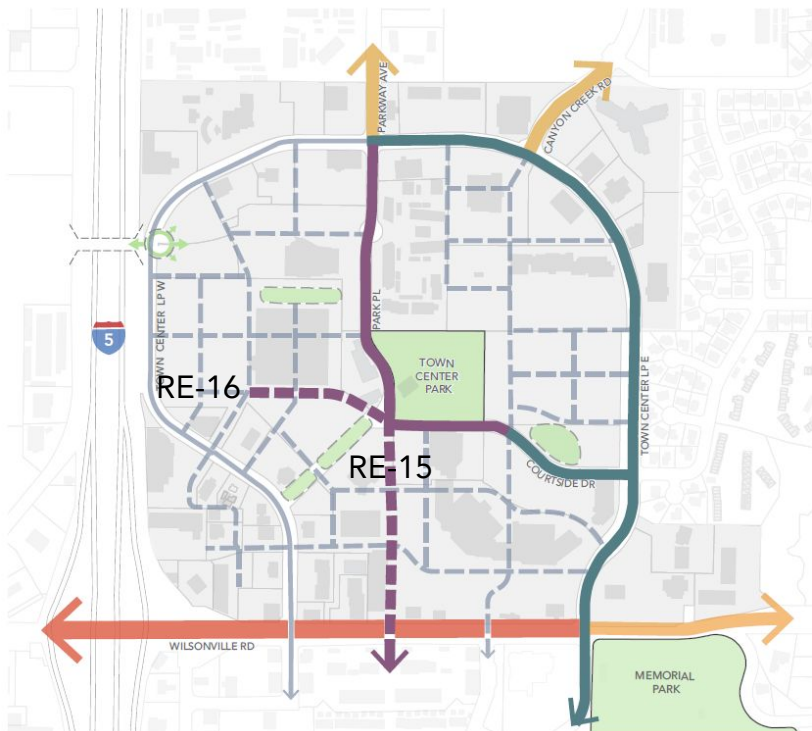
***appendix C: transportation system plan 2020
update summary***

TRANSPORTATION SYSTEM PLAN - 2020 UPDATE

The Wilsonville Transportation System Plan (TSP) is the City's long-term transportation plan and is an element of its Comprehensive Plan. It includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding.

The two images here describe the Functional Classification (left image) and Bikeway Classification (right image) applied to certain Town Center streets. The project list for the Town Center is provided on the following pages.

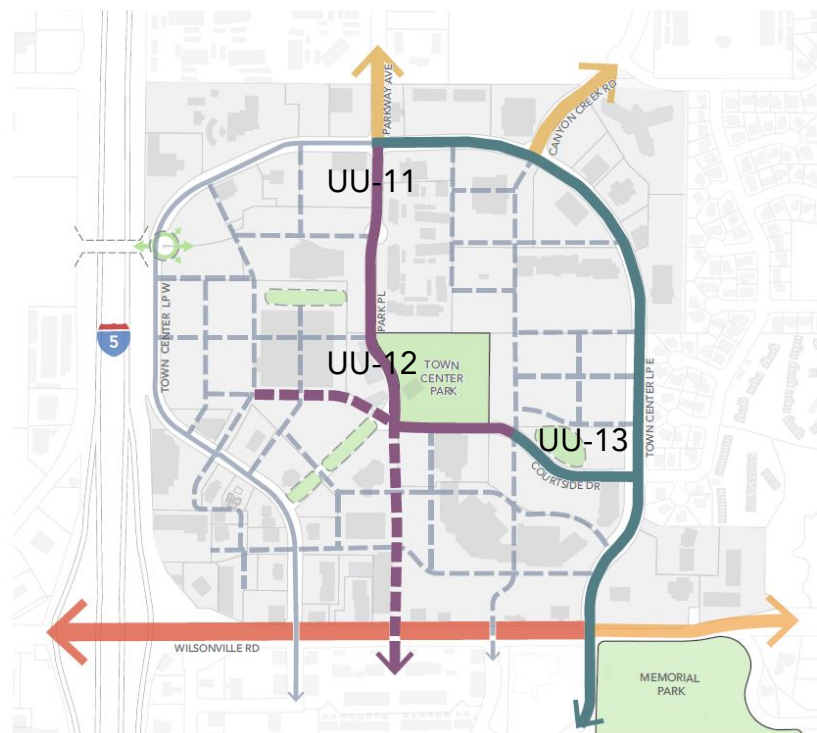




Project	Description	Cost
Roadway Extensions		
RE-15 Park Place Extension	Construct an extension of Park Place from Courtside Drive to Wilsonville Road as a new main street with two travel lanes, parking, and sidewalks on both sides (see Figure 3- 13). This extension will create a new signalized intersection at Wilsonville Road (SI-10).	\$6,300,000
RE-16 Courtside Drive Extension	Construct an extension of Courtside Drive from Park Place to Town Center Loop West as a new main street with two travel lanes, buffered bike lanes, and sidewalks (see Figure 3-13).	\$6,600,000

PLANNING CONTEXT

TRANSPORTATION SYSTEM PLAN - 2020 UPDATE

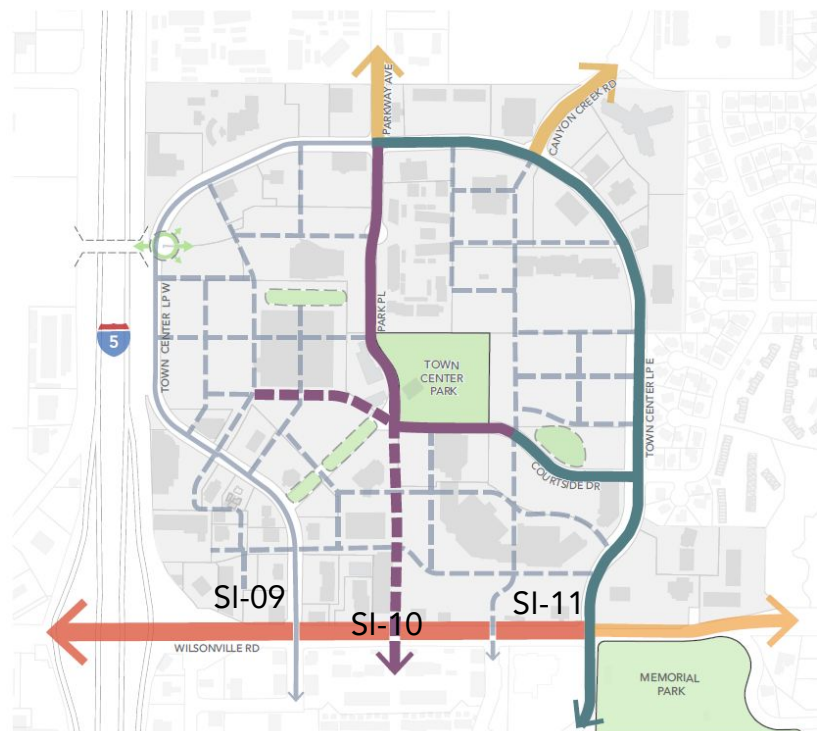


Project	Description	Cost
Urban Upgrades		
UU-11 Park Place Redesign	Upgrade Park Place between Town Center Loop and northern edge of Town Center Park to meet the cross-section standard in Figure 3-13, which includes two-travel lanes with buffered bike lanes and sidewalks.	\$4,400,000
UU-12 Park Place at Town Center Park Redesign	Upgrade Park Place between the northern edge of Town Center Park to Courtside Drive to meet the cross-section standard in Figure 3-13, which includes the installation of two-lane curb-less street with on street parking, a two-way buffered cycle track, and sidewalks.	\$3,700,000
UU-13 Courtside Drive Updates	Upgrade Courtside Drive between Town Center Loop East and Park Place to meet the cross-section standard in Figure 3-13, which includes the addition of a buffered two-way cycle track and parking on the south side of Courtside Drive.	\$7,900,000

PLANNING CONTEXT

TRANSPORTATION SYSTEM PLAN - 2020 UPDATE

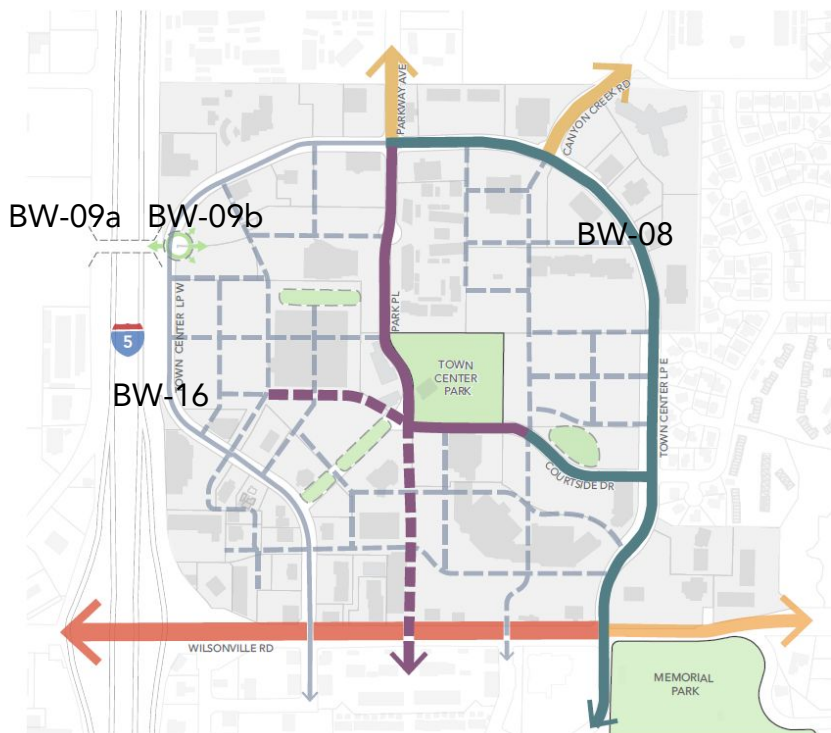
Project	Description	Cost
Spot Improvements		
SI-09 Wilsonville Road/ Town Center Loop West Turn Lane Removal	Modify the existing signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and add a crosswalk to the west side of the intersection with a median refuge island. This project should include a "trap lane" to mitigate queuing into the ramp terminal intersection unless at the time of construction a 20-year analysis demonstrates that it is not needed or if alternative mitigation is identified that that has similar or better results.	\$750,000
SI-10 Wilsonville Road/Park Place New Traffic Signal	Modify the intersection to add left turn lanes on Wilsonville Road and install a traffic signal that allows all turning movements. To be installed in conjunction with SI-09 and RE-15. The project should include signal coordination with dump loop sensors unless at the time of construction a 20-year analysis demonstrates that the sensors and signal coordination in the corridor is not needed or if alternative mitigation is identified that that has similar or better results. Both projects SI-09 and SI-10 should be implemented simultaneously.	\$1,500,000
SI-11 Wilsonville Road/ Town Center Loop East Dual Left Turn Lanes	Modify the existing traffic signal to include dual eastbound left turn lanes and modify the north leg to have dual receiving lanes. Removed eastbound and southbound dedicated right turn lanes to accommodate added lanes. Coordinate the signal modifications to accommodate project BW-19b (see next page).	\$1,500,000



PLANNING CONTEXT

TRANSPORTATION SYSTEM PLAN - 2020 UPDATE

Project	Description	Cost
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-08 Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct other similar treatments that support pedestrian, bicycle, and transit access and circulation; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue.	\$500,000
BW-09a I-5 Bike/Pedestrian Bridge	Construct Bike/Pedestrian Bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments.	\$4,000,000
BW-09b I-5 Bike/Pedestrian Bridge Gateway Treatments	Install architectural elements, seating, landscaping, and wayfinding/directional signage at the gateway of the I-5 Pedestrian/Bicycle bridge.	\$1,500,000
BW-16 Town Center Loop Bike Lanes	Reduce the number of travel lanes on Town Center Loop West between Parkway Avenue and Wilsonville Road to three lanes and restripe the outside lanes for bicycle lanes.	\$207,000



PLANNING CONTEXT

TRANSPORTATION SYSTEM PLAN - 2020 UPDATE

Project	Description	Cost
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-17 Wilsonville/ Rebekah Enhanced Pedestrian Crossing	Remove the existing traffic signal and restrict minor street turning movements to right-in, right-out only. Install activated flashers for pedestrian and bicycle crossings of Wilsonville Road.	\$500,000
BW-18 Park Place Promenade	Convert the existing segment of Park Place between Courtside Drive and Town Center Loop West from a motor vehicle route to pedestrian/bicycle facilities only. Construct a promenade that includes a cycle track and wide walkway for pedestrians.	\$2,400,000
BW-19a Cycle Track: Ped/Bike bridge to Town Center Park	Install a two-way cycle track connecting the I-5 ped/bike bridgehead to Park Place near Town Center Park. This segment would likely require purchasing right-of-way or could be combined with future redevelopment of the Fry's site	\$75,000
BW-19b Cycle Track: Town Center Loop East	Install a two-way cycle track on the east side of Town Center Loop East from Courtside Drive to Wilsonville Road. This project would not likely be implemented until after SI-11 has been completed.	\$51,000
BW-20 Promenade Framework Improvements	Install a promenade along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.	\$1,800,000

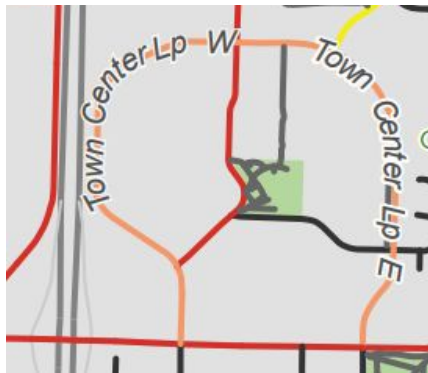
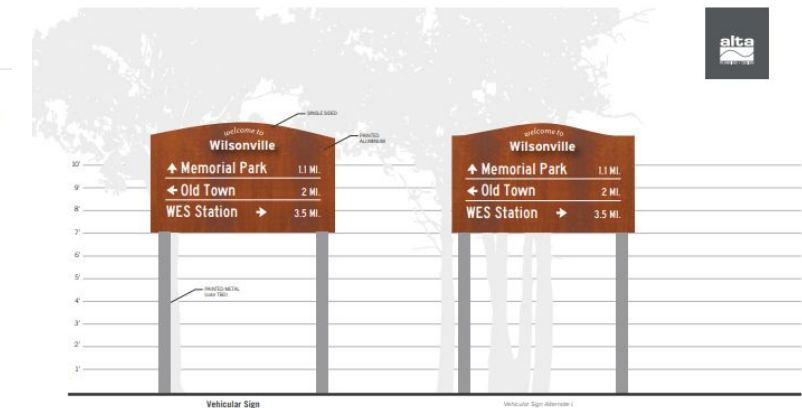
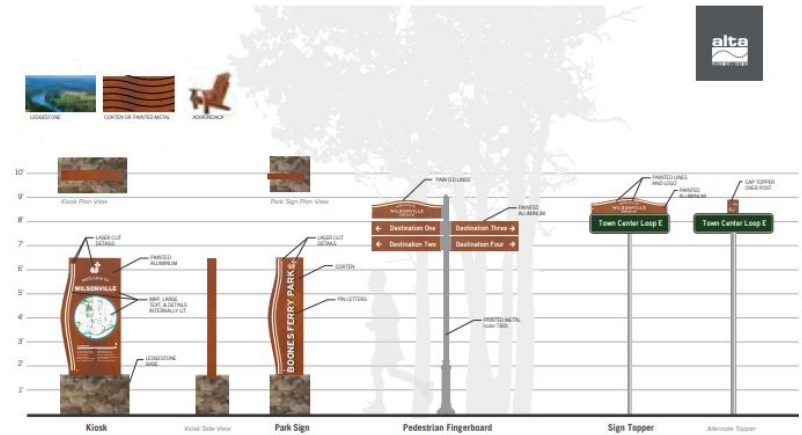


appendix D: signage and wayfinding plan summary

PLANNING CONTEXT

CITYWIDE SIGNAGE AND WAYFINDING PLAN - 2018

The Signage and Wayfinding Plan contains recommendations for the Town Center's streets and public spaces. The navigation and place markers will support people travelling by all modes and for various reasons to more easily orient themselves in the Town Center and make their way to destinations. Signage made of metal, stone, and other natural materials will be installed along Parkway Avenue and Town Center Loop in upcoming phases (Implementation Phases below). The Sign Type figure describes the location of future signage installations, and a sample of each sign type is shown at right.



IMPLEMENTATION PHASES

- PHASE ONE
- PHASE TWO
- PHASE THREE



SIGN TYPES

- VEHICULAR SIGN
- WELCOME SIGN
- KIOSK
- PARK SIGN (LARGE OR SMALL)
- GATEWAY SIGN
- PEDESTRIAN SIGN

appendix E: product and material specification sheets

**Content forthcoming in
Final Plan**

PLANNING COMMISSION

August 11, 2021



WILSONVILLE TOWN CENTER STREETScape PLAN

AGENDA – 8/11/2021

1. Draft Plan Updates:
 1. Investment Levels
 2. Lighting
 3. Street Trees
2. Discussion & Feedback on Draft Plan

STANDARD INVESTMENT



ENHANCED INVESTMENT



SIGNATURE INVESTMENT



RECOMMENDED LOCATIONS / INVESTMENT

Location IN.3 - Park Place Redesign (Framework)
(Town Center Park to Courtside Drive)

Signature Design

Location IN.4 - Park Place Extension (Framework)
(Courtside Drive to Wilsonville Road)

Signature Design

Location IN.6 - Courtside Drive Extension
(Framework)
(Park Place East to Town Center Loop West)

Enhanced Design

Location IN.7 - Intersection of Wilsonville Road and
Park Place

Signature Design

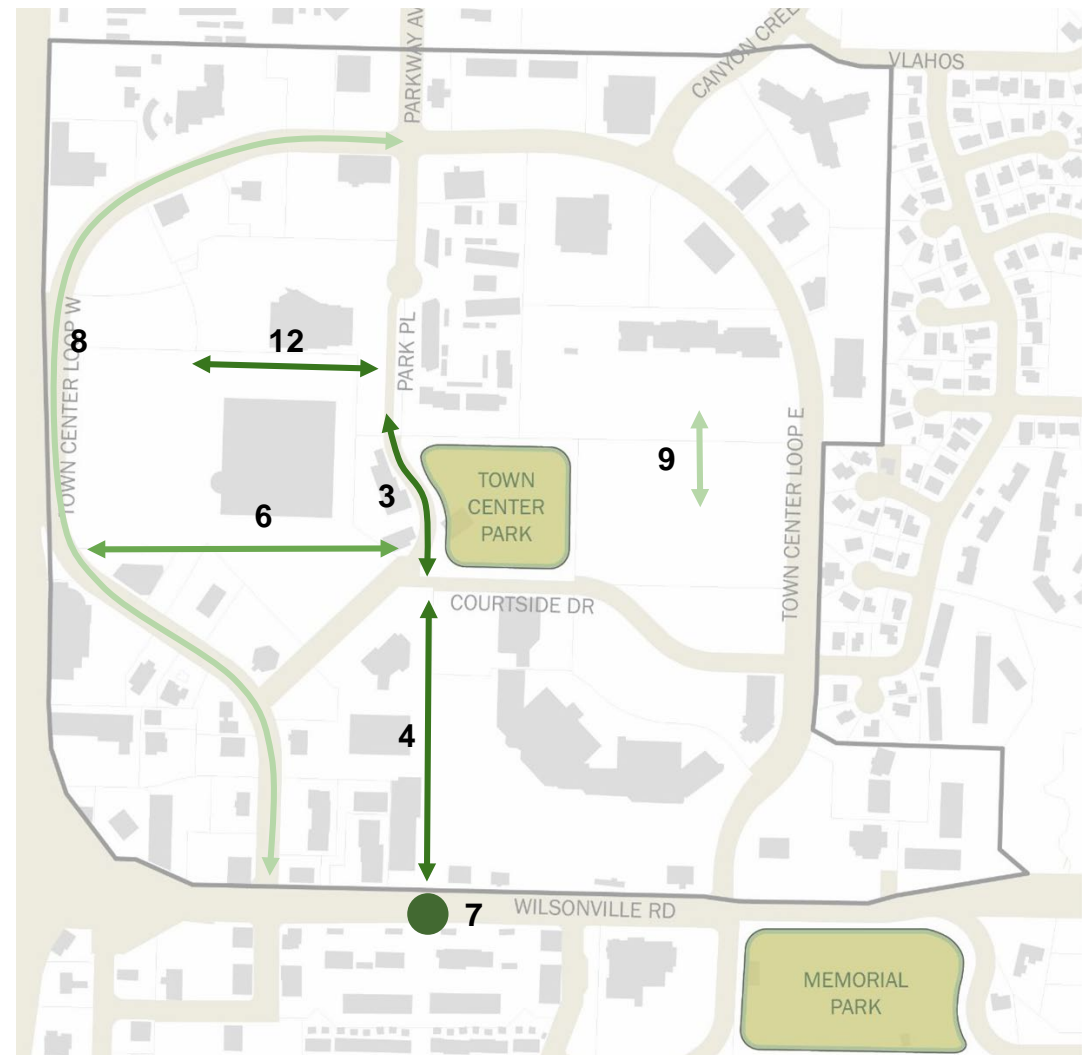
Location IN.8 - Town Center Loop West
Standard Design

*Note: IN.8 is less specifically prescribed in the Town Center Plan
- numerous street options exist

Location IN.9 - Local Road Network
Standard Design (but may vary based on location)

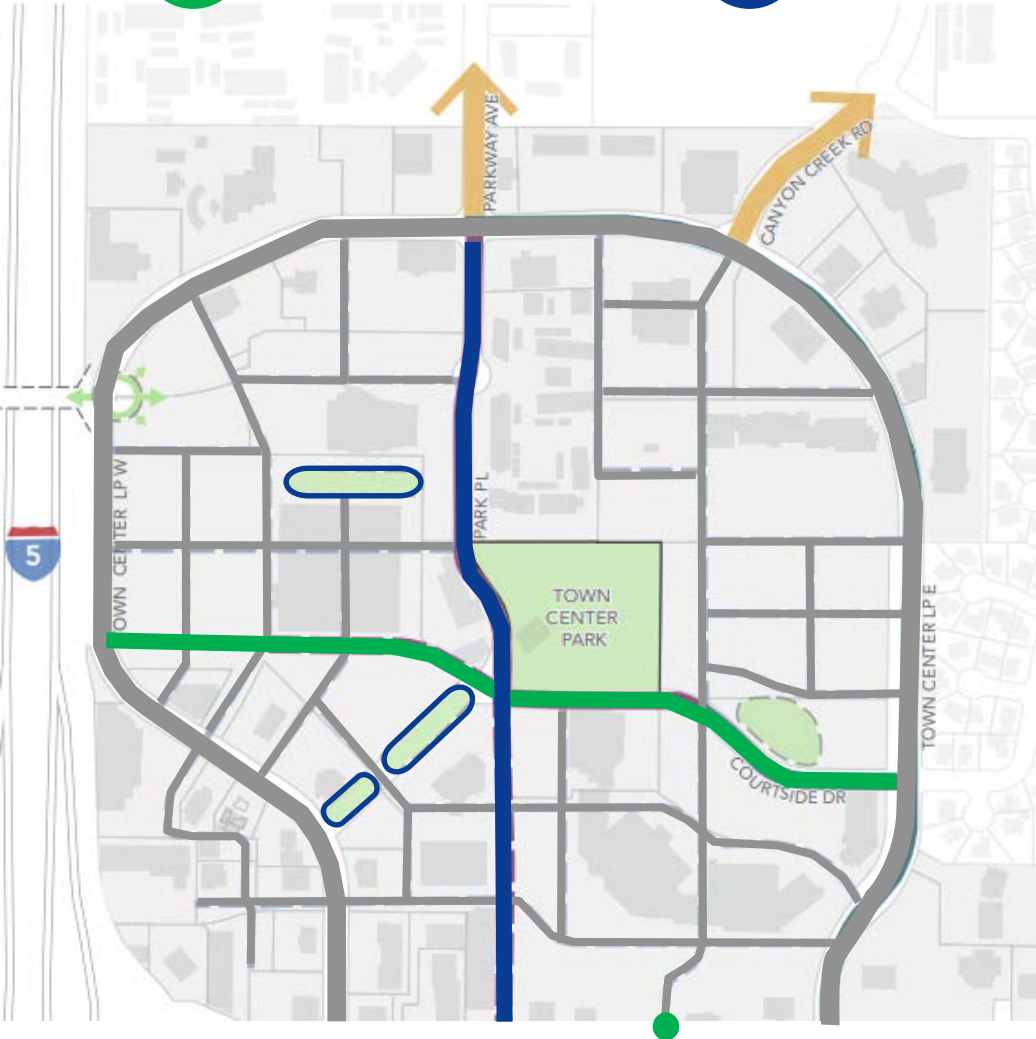
Location IN.12 - Promenade (Framework Project)

Signature Design



RECOMMENDED LOCATIONS / INVESTMENT

● STANDARD ● ENHANCED ● SIGNATURE

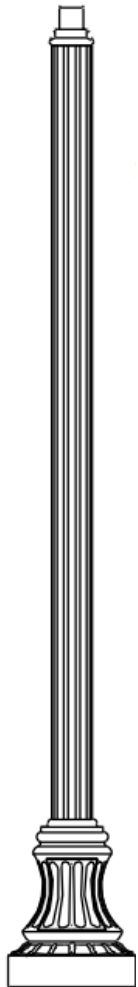


LIGHTING SELECTION

**POLE: HADCO
P2065-16-A**

**FIXTURE:
AURORA**

**PREVIOUS
SELECTION:
RAMA**



STREET TREE RECOMMENDATIONS



QUESTIONS:

- *Do you identify any aspects of the Streetscape Plan that need edits or modifications?*
- *Are there any other key elements or considerations that should be included in the final draft Streetscape Plan?*



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: June 21, 2021		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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 checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Review and provide feedback on design elements included in the initial draft of the Town Center Streetscape Plan.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Town Center Plan Implementation	<input checked="" type="checkbox"/> Adopted Master Plan(s): Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: The project team will provide an update on the Town Center Streetscape project and share proposed street design elements included within the first draft of the Streetscape Plan.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

One of the implementation strategies within the Town Center Plan calls for the development of a streetscape design plan. The intent of the Town Center Streetscape Plan project is to create a document containing the specificity necessary to guide the future construction of the multi-modal street network identified in the Town Center Plan, achieving the well-designed public realm envisioned by the Plan. The Town Center Streetscape Plan includes sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center.

In April 2021, City Council provided input on a recommended streetscape concept, which, based on public input and Planning Commission feedback, blended elements of the River Environment and Technological Innovation design concepts presented during the project's public outreach. With general support of the recommended concept, the project began development of the draft Town Center Streetscape Plan.

A key component of the draft Streetscape Plan is the section focused on the design elements that will be used throughout Town Center, such as lighting, street furniture, and sidewalk materials (Attachment 1). The draft plan also includes recommendations for three different levels of investment, standard, enhanced, and signature, to reflect the range of investment desired at various points throughout Town Center and provide an opportunity to highlight key areas within the streetscape by utilizing unique treatments and fixtures. Staff and the consultant team have reviewed the individual street design elements to ensure that the recommended materials and designs are feasible from a maintenance and construction standpoint, ensuring that selected elements and designs comply with all applicable state and federal guidelines that impact streetscape design. In order to move forward with the material selections and refine the draft Plan, the project team seeks feedback from City Council on the following questions:

- Do the materials and fixtures capture the vision for Town Center consistent with the recommended concept?
- Are there any other modifications to the design elements that should be considered for the final draft plan?

On June 9, the Planning Commission held a work session on the initial draft plan, which has several elements still under development, and provided feedback on the locations to receive detailed design direction and areas that warrant standard, enhanced, and signature levels of investment. The project team will share a brief summary of this feedback at the work session.

EXPECTED RESULTS:

The project team will incorporate City Council feedback into a refined draft Streetscape Plan document.

TIMELINE:

Project work will continue to finalize the Streetscape Plan document with adoption hearings anticipated in fall 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with a majority of these funds anticipated to be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENT:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The project team conducted community outreach holding Public Forums via Zoom, along with an ideas board and survey on *Let's Talk, Wilsonville!* Stakeholder interviews have been held with relevant business owners, City Staff, and outside consultants to provide in depth feedback on the project.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan's implementation activities, including the Streetscape Plan, the City will begin to realize the community's vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

City Council can recommend additional or alternative design elements for inclusion in the final draft Streetscape Plan.

CITY MANAGER COMMENT:

ATTACHMENTS:

1. Draft Streetscape Plan Excerpt – Design Elements

How to read this draft

- Red text will remain but needs deep review and/or completion of TBD content.
- Yellow highlights are internal notes to consider - deleted once resolved with actual content.
- White text on red background indicated placeholders.



WILSONVILLE TOWN CENTER STREETScape PLAN

DRAFT

6/16/2021



03 *design elements*

A small number of humble but elegant pieces can create an inspired place

FURNISHINGS, MATERIALS, AND FLORA COMPOSE A STREETScape

The following chapter describes the products, materials, plantings, and other component pieces that add up to a complete streetscape. Each category was considered for the impact it would have on the aesthetics and functionality of the street, as well as practical concerns such as cost and maintenance. Whether constructed by the City as a Framework project or private developers along with their site, these standards and guidelines will shape a cohesive design palette that unifies the Town Center, aids wayfinding and sense of place, and supports travel options.

In certain instances - such as light poles, benches, and primary street trees - specific products and plantings are recommended. In other cases - such as the Signature concrete stamp/color pattern - a general aesthetic is described and will be further detailed in later steps by the City and potentially with development partners. The design elements also reflect the three investment tiers of Standard, Enhanced, and Signature (described on the following page), while maintaining the flexibility and cross-compatibility to function throughout the Town Center's various streets and promenades. Product details are described when possible, along with links to specifications websites. As the design needs of the Town Center evolve, these selections can be changed and updated with comparable products that match the overall aesthetic.

- Insert filler photo?
- Example streetscape
 - Wilsonville image
 - Other

Caption

DEGREES OF INVESTMENT AND CHANGE

Different streets around the Town Center will be constructed with varying degrees of investment and design detail. These determinations were made based on the Town Center Plan framework for streets, relationship of streets to adjacent development patterns, and identification of streets as high activity and visibility locations or lower activity locations.

(See TC Plan for possible other methodology on identifying street hierarchy and investment)

This might function better as a table, series of icons, simple diagram, and/or sample imagery

STANDARD DESIGN

- Mostly compliant with existing Public Works standards and details
- Standard sidewalk and crosswalk design
- Street trees along entire block lengths
- Street lighting at intersections and certain full-block segments
- Curb extensions in certain locations to serve pedestrian safety and provide on-site stormwater facilities - must also correspond with bike lane and cycletrack designs
- Little, if any, Signature seating and landscape bed use

ENHANCED DESIGN

- Introduces Signature elements in selected locations to provide specific placemaking, mobility, and safety improvements
- Mostly Standards sidewalk and crosswalk design, with Signature treatment in higher-priority locations
- Street trees along entire block lengths
- Street lighting assumed along most complete block lengths
- Curb extensions more widely used where feasible for pedestrian safety and stormwater services - must also correspond with bike lane and cycletrack designs
- May include Signature seating and landscape beds, especially in curb extensions

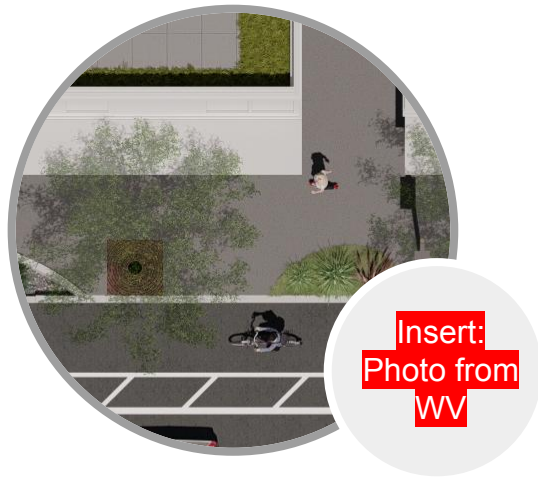
SIGNATURE DESIGN

- Signature elements used extensively throughout the streetscape and around corners and intersections to produce a coherent and complete design
- Signature sidewalk patterns at corners and Signature crosswalk designs
- Street trees along entire block lengths
- Street lighting assumed along most complete block lengths
- Curb extensions used wherever possible to provide pedestrian amenity space, landscape and stormwater collection areas, and traffic calming functions - must also correspond with bike lane and cycletrack designs
- Signature seating and landscape beds used prevalently at intersections and appropriate midblock locations

SIDEWALK DESIGN

Sidewalks are the heart of any active street. They are where travel to destinations occurs, but also where may unexpectedly gather to talk, grab a coffee, or window shop. Sidewalks will be wide, well-protected, shaded by a robust tree canopy, and accommodating of changing uses throughout the year. On Signature streets, a concrete stamping pattern marks the space, reflects the busiest places in the Town Center, and aids in navigation.

STANDARD



Sidewalks will be located throughout the Town Center per Transportation System Plan designations. Sidewalk through area will be at least 5 feet in all locations and is often significantly wider (see location details). Sidewalks will have a light broom finish and will conform with other Public Works Standards in [201.2.25, Detail No. RD-1075](#) Concrete Sidewalk, and [RD-1076](#) Sidewalk Next to Swale.

This treatment will be used commonly on Standard streets and mid-block locations for Enhanced and Signature locations.

ENHANCED



A furnishing stripe of Permeable Concrete Interlocking Pavers can be used, especially in Enhanced and Signature streets, to highlight the area for plantings, benches, bike racks, and vehicle egress from on-street parking. The stripe helps visually separate the sidewalk through zone from parking and street.

A new detail will be required to describe product and installation method. The Western Interlock [La Pietra Modern](#) Cambridge Blend recommended.

SIGNATURE



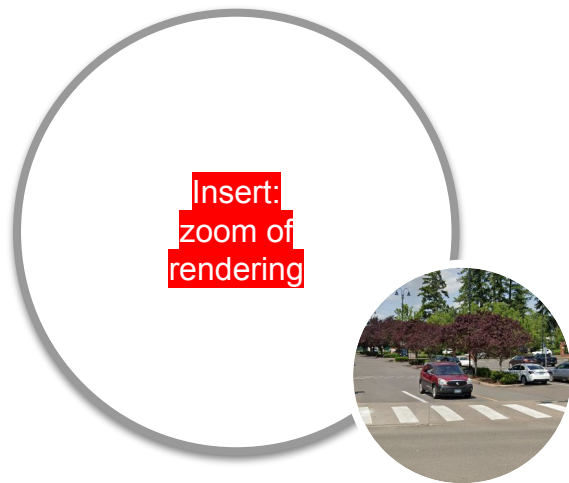
A custom concrete stamping pattern, potentially with several varying color treatments, is to be used in corner intersection areas along Signature Streets and wrapping the corner onto intersecting streets. The Signature pattern can be used for the full sidewalk length, **or simplified for cost savings.**

This effect is more labor-intensive than a Standard concrete surface. The City will need to finalize a pattern and prepare a construction detail.

CROSSWALK DESIGN

Crosswalks are a complement to sidewalks in allowing safe passage and easy connections across streets, and thus throughout the entire Town Center and beyond. Sidewalks are subject to numerous roadway marking requirements established at the City and Federal level. Conventional Continental patterns are suitable for most Standard and Enhanced locations, while a custom high-visibility concrete banded stamp pattern will greatly improve pedestrian visibility at crossings and overall wayfinding in high investment streetscape areas.

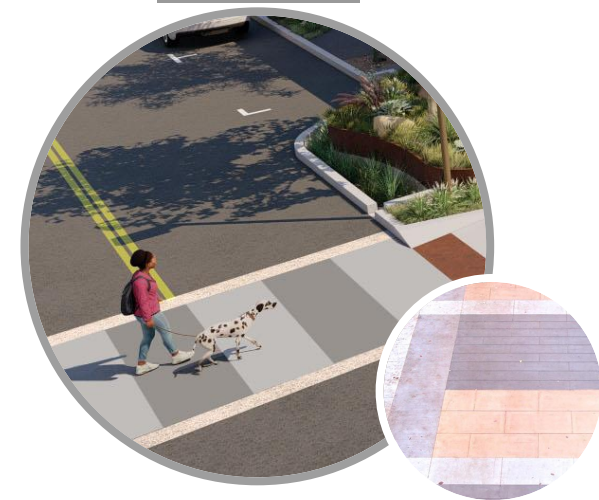
STANDARD



Standard crosswalks shall use a Staggered Continental pattern (also known as “zebra stripe”) in accordance with Pavement Marking [Detail No. RD-1280](#).

Examples of this crosswalk treatment abound in Wilsonville, including in the Town Center, along Wilsonville Road, in Old Town, and in Villebois.

SIGNATURE



The Signature crosswalk uses a custom concrete stamping and color treatment to highlight high-volume pedestrian crossings in key Town Center locations.

This will require a new detail drawing. [Detail No. RD-1110](#) for Curb Extensions will need amendment or addition to reflect new curb ramp orientation, surface materials, tactile pad specifications, planters, wing depth, and travel lane width.

[Detail No. RD-1145](#) describes mid-block crossing construction with associated crossing marking, planter locations, curb ramp placement, and signage. This detail may need an amendment or addition to include mid-block crossing with curb-extension treatments.

BENCH AND SEATING

Streets are not simply spaces for moving along, they are also places to linger, gather, and do business. Seating in a variety of forms provides places to rest and socialize with others. Benches and seating can also be attractive pieces of the streetscape, using natural and quality materials, and taking on dynamic, artful forms. Several seating options are described below for use varyingly across the Standard, Enhanced, and Signature configurations.

STANDARD



The Landscape Forms [Generation 50](#) bench is suitable for Standard installation throughout the Town Center's streets, plazas, and open spaces. It is an attractive, wood-based, off-the-shelf product offering simple installation and low maintenance requirements.

The traditional-backed model with angle end arms is recommended (shown in image).

ENHANCED



The [StreetLife Rough&Ready Curved Bench](#) product with [slat back accessory](#) uses a kit of wood and metal materials to configure a range of seating options in various forms and sizes. The Enhanced approach for Town Center can use this product as a built-in bench setting typically three people in common locations along blocks.

This product is suitable in furnishing zones of the street and plaza spaces on adjoining properties. The City will need to prepare an installation detail. The FSC hardwood model with CorTen base is recommended.

SIGNATURE



The [StreetLife Rough&Ready Free Form Tree Isles](#) product is also readily installed in custom forms and sizes tailored to provide seating as part of planter installations in curb extensions along Signature streets.

The seating uses a metal structure and cladding that integrates into a raised planter. The seat surface is a durable, weather-resistant milled wood attached to the frame using concealed fasteners. The FSC hardwood model with CorTen base is recommended and will need to be coordinated with the raised planter design.

STREET TREES

Planting information is under review and will be further aligned with Urban Forestry Management Plan recommendations

Street trees in the Town Center help fulfill goals for _____, _____, and _____. Street trees provide shade and enclosure to sidewalks and gathering spaces, habitat for birds and other animals, and will help unify the appearance of the Town Center as trees mature and become prominent street features that change throughout the year. [Detail No RD-1240](#) described tree planting requirements, but may be amended per the Forestry Plan.

PRIMARY STREET TREE



The Street Design Plan recommends sidewalk trees placed in tree wells of minimum 4ft width and minimum 6ft length. Tree spacing along the street can vary, but will typically run 30-40ft between trees on-center. Tree spacing and installation also depends on if the tree is new or a preservation of an existing tree. [Detail No. RD-1235](#) specifies tree wells and grates. [Detail No. RD-1240](#) specifies tree clearance and spacing

Where possible and consistent with the overall Town Center tree plan, existing trees should be preserved and integrated in the new design.

Bur oak, Kentucky coffeetree, and Oregon white oak may be appealing primary street tree species.

ACCENT TREE



Accent trees will be used primarily in Enhanced and Signature street locations to bring variety and uniqueness to plantings in curb extensions, high activity corners, and mid-block crossing locations. A species with a different form and foliage color is often desirable.

Recommended species include _____, _____, and _____

STORMWATER TREES/PLANTS



Stormwater facilities will be part of the streetscape where needed and spacing allows for inclusion of the facility. In Signature locations stormwater facilities will be integrated with seating areas.

The Urban Forestry Management Plan will outline species and planting standards stormwater facilities. Species will be selected for their attractiveness, durability, ease of maintenance, and hardiness to seasonal rain and dry spells.

See also [Chapter 301 Stormwater](#).

STREET LIGHTING

Street lighting plays a key role in helping define a district and creating a welcoming environment for travel, gathering, holding festivals, and doing business. Lighting also supports a safer place by increasing visibility of street users. Lighting in the Town Center uses two options, a Standard option approved by PGE, and an Enhanced / Signature option of a specifically-selected off-the-shelf product for the Town Centers most active locations.

TOWN CENTER LOOP AND WILSONVILLE ROAD



ALL OTHER TOWN CENTER INTERIOR STREETS



SIGNATURE



The Standard lighting product, the Leotek [Green Cobra Series](#) in Gray finish with the Leotek [RPB Round Pole Bracket](#) and [Shakespeare H-series](#) smooth finish, 18 foot mounting height, direct-bury, gray finish pole is suitable for Standard street design locations.

Lighting for Standard streets is most important at intersection, mid-block crossings, and high-volume driveway locations, and shall be installed per regulations in City of Wilsonville Public Works Standards [201.9.01](#) and [Detail No. RD-1300](#).

This product requires an Option A approval from [Portland General Electric](#) for lighting owned by the electric utility. In most Standard street applications the fixture will be a single-mount light projecting over the roadway.

A unique, off-the-shelf lighting product, such as the Landscape Forms [Rama](#) product, in Dusk color (**color not shown in picture**), provides a simple, versatile, and clean aesthetic to a streetlight that can be installed in a number of location and configurations. The RAF11 pole (4.5m mounting height) and RAL01 single-mount can be used with a luminaire specifications **to-be-determined (LED pattern, drive current, color temperature, distribution, and lens type)**

Product to be spaced roughly every 50-70ft on Enhanced and Signature streets, and at key intersections and crossing along Standards streets, ensuring not to interfere with tree placement, loading zones, ADA parking, and other priority access areas.

This product requires an Option C approval from [Portland General Electric](#) for lighting selected and owned by the municipality.

STREET DESIGN ELEMENTS

A variety of streetscape furnishings and surfaces can be used throughout the Town Center, which can be used in the Standard, Enhanced and Signature locations to bolster the sense of place, gathering locations, wayfinding, and design unity of the street. The descriptions below and the location-specific designs in the following chapter describe more siting and installation guidance.

BIKE RACKS



The Landscape Forms [Loop](#) (recommended in low-sheen Onyx finish) bicycle parking racks will be installed as part of the public streetscape design and associated with private development to fulfill bicycle parking requirements.

These bicycle racks are suitable in the planting/furnishing (on the sidewalk near the curb) and frontage (on the sidewalk near private property) zones of the streetscape. This specific product is not suitable for in-street Bike Corral parking in locations that might otherwise be vehicle parking; a different product can be used in those locations.

Product Recommendation: Landscape Forms Loop bicycle rack in low-sheen Onyx finish.

BOLLARDS



The Streetlife Solid [Quatro](#) bollard may be used selectively to limit or prevent vehicle traffic. This will be applicable at the Promenade location in particular, and other locations around the Town Center (some of which are identified in the Location-specific designs). Bollards will be installed per [Detail No. RD-1195](#), though the exact product specification for in-street will differ and may require a custom detail.

Recommended finishes are the FSC Hardwood and CorTen steel base; options include both with and without LED illumination.

TRASH CONTAINER



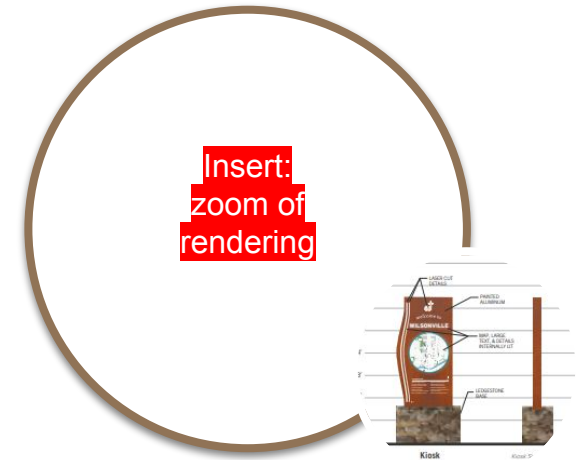
Landscape Forms Generation 50 waste container. Low sheen Onyx color finish with Ash wood accents.

PUBLIC ART



The Streetscape Design Plan does not specify exact art products nor locations for their installation. The street design seeks to provide abundant spaces in furnishing zones, curb extensions, planter beds, and adjoining plazas for a variety of free-standing sculptural, light-based, surface-mounted, and temporary art installations.

SIGNAGE AND WAYFINDING



The Town Center's streets and public areas will incorporate wayfinding signage in locations recommends in the [Signage and Wayfinding Plan](#) (details of which are in the Appendix).

These typically include pedestrian navigation, vehicle navigation, and gateway welcoming signs.

STREET DESIGN ELEMENTS

POWDERCOATED IRON TREE GRATES



The Iron Age Designs [Spin](#) model tree grate will add a subtle sense of movement and whimsy to tree plantings in the Signature street locations.

A 4 foot by 4 foot tree grate is recommended in most locations. Other trees may be integrated as part of a larger planter bed or stormwater facility, in which case a tree grate is not used.

The City's current specification for an Urban Accessories tree grate, in [Detail No. 1235](#) is suitable for Standard and Enhanced locations when tree grates are desirable. The Iron Age product may also be substituted Town Center wide if procurement and cost are feasible.

NATURAL STONE



Decorative rocks can be placed in landscape area, stormwater basins, and selectively as seating in certain street and plaza gathering areas. This Plan doesn't specify an exact product, but recommends locally-sources basalt or granite for durability, color selection, and prevention of freeze/thaw cracking.

ADA TACTILE PAD



The Neenah Foundry [Quick Connect](#) cast iron tactile pad adds a functional and attractive detectable surface to Signature street location curb ramps at crosswalks.

In Standard and Enhanced locations, the ADA Solutions [Cast-in-Place Tactile Panel](#) in black color shall be used.

STREET DESIGN ELEMENTS

TRANSIT STOP

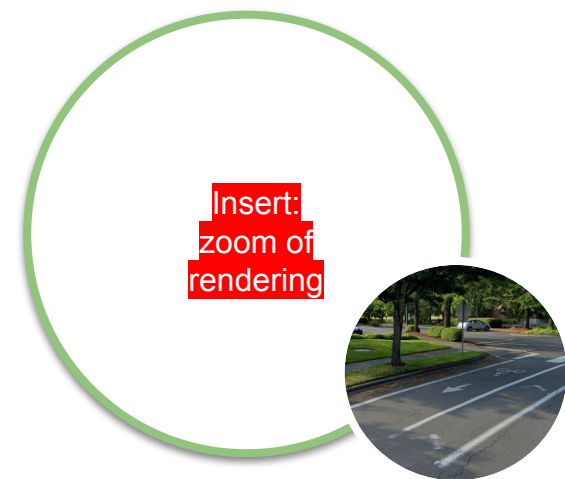


SMART Transit uses an Oregon Corrections Enterprises [bus shelter](#) at select stop locations around the network. This product will be suitable for certain higher-volume transit stops in the Town Center and will be integrated into the streetscape design where needed (see the Location-specific design chapter).

Placement of the shelters should provide easy access to bus doors while not interfering with sidewalk or bikeway travel, parked vehicle door swing zones, or entrances to buildings, places, and parks.

Will City specify exact locations of transit stops in each Street Plan location?
On-street versus pullout? Other amenities?

BIKEWAY DESIGN



Most bikeway routes are already identified and facility types provided in the Town Center Plan and subsequent Transportation System Plan 2020 Update. Bikeway varieties include shared-street markings, buffered bikeways, protected cycletracks, and car-free promenade routes.

Buffered bikeways are a commonly-recommended facility, and are depicted in several location-specific designs. The NACTO [Urban Bikeway Design Guide](#) is instructive for routing and marking buffered bikeways. The City's Detail No. [RD-1290](#) provides specific standards for buffered bikeway lane markings.

Are there bikeway and transit stop conflicts to resolve?

CITY COUNCIL

JUNE 21, 2021



WILSONVILLE TOWN CENTER **STREETSCAPE PLAN**

AGENDA - 6/21/2021

1. Location and Investment Level Recommendations
2. Review of Streetscape Furnishings and Elements
3. Discussion
 - a. Alignment of design with vision
 - b. Any modifications to consider

PROJECT SCHEDULE



EXAMPLE: SIGNATURE STREET DESIGN

Park Place Extension draft design - showing most Signature elements



1. CURB EXTENSION

- Seating and landscape area
- Traffic calming function

2. SIDEWALK PATTERN

- Used in "main street" areas
- Marks busy activity/retail cores

3. CUSTOM SEATING / PLANTING

- Integrated seating and planting area
- Stormwater catchment curb extension

4. BIKE FACILITIES

- Shared-lane marking
- Street traffic calming

RECOMMENDED PROTOTYPE LOCATIONS / INVESTMENT LEVELS

Location IN.3 - Park Place Redesign (Framework)
(Town Center Park to Courtside Drive)
Signature Design

Location IN.4 - Park Place Extension (Framework)
(Courtside Drive to Wilsonville Road)
Signature Design

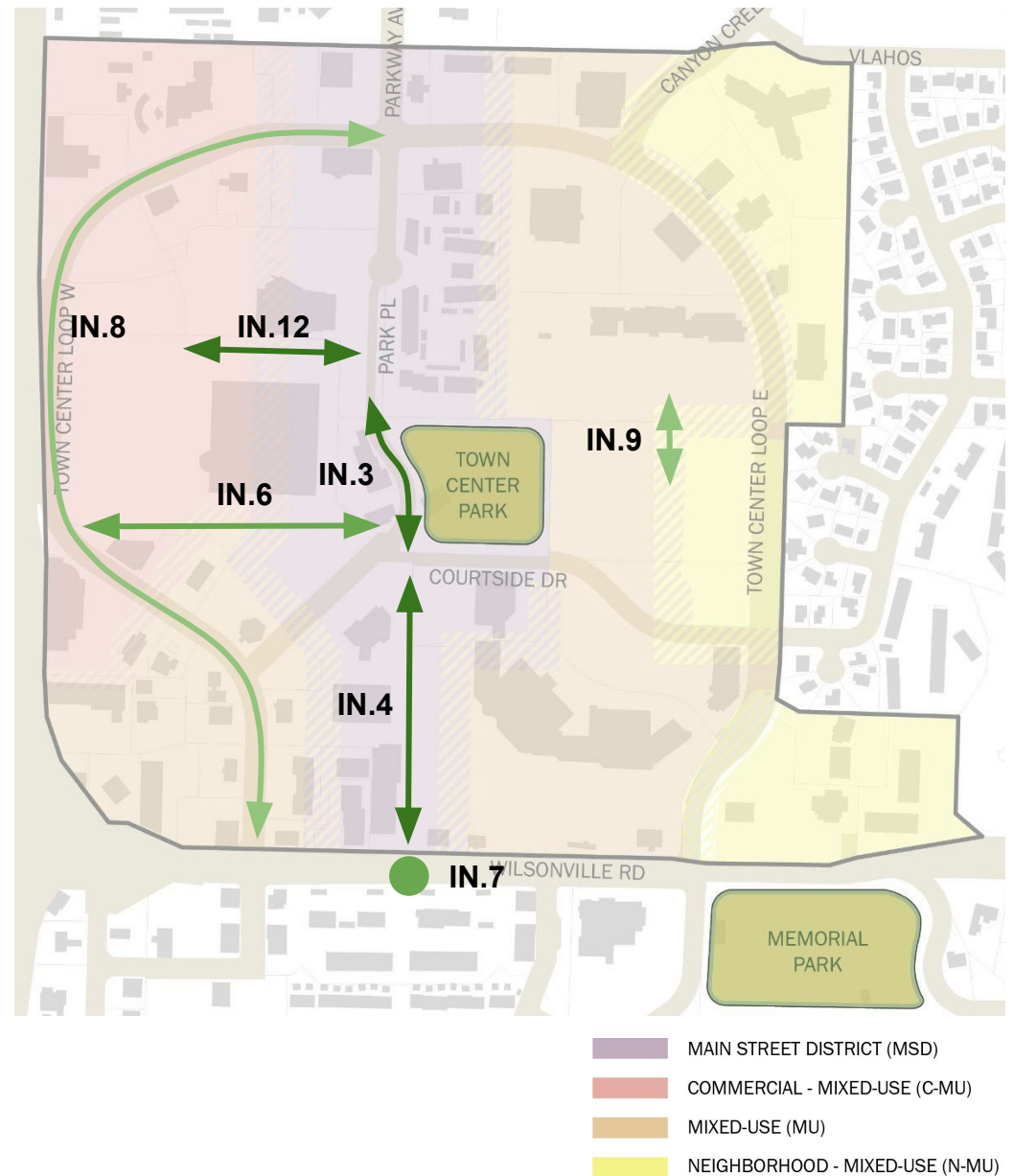
Location IN.6 - Courtside Drive Ext. (Framework)
(Park Place East to Town Center Loop West)
Enhanced Design

Location IN.7 - Intersection of Wilsonville Road
and Park Place
Enhanced Design

Location IN.8 - Town Center Loop West
Standard Design

Location IN.9 - Local Road Network
Standard Design (each location could vary)

Location IN.12 - Promenade (Framework)
Signature Design



DEGREES OF INVESTMENT AND CHANGE

STANDARD DESIGN

- Uses mostly existing Public Works standards and details
- Some products unique to Town Center
- Basic curb extensions and crosswalks

ENHANCED DESIGN

- Mostly Standard sidewalk and crosswalk design
- Enhanced treatment in furnishing zone and curb extensions (texture/paver material, seating, stormwater, art)
- Uses custom off-the-shelf products

SIGNATURE DESIGN

- Custom sidewalk and crosswalk
- Signature seating, light fixtures, bike racks, tree grates, and other elements used extensively
- Curb extensions used to provide pedestrian amenity space, stormwater areas, and traffic calming

EXAMPLES OF INVESTMENT LEVEL

STANDARD DESIGN



Northwest Crossing - Bend, OR

ENHANCED DESIGN



Slabtown District - Portland, OR

SIGNATURE DESIGN



Cascade Ave (Hwy 20) - Sisters, OR



North Mississippi - Portland, OR



Main Street - Grand Junction, CO

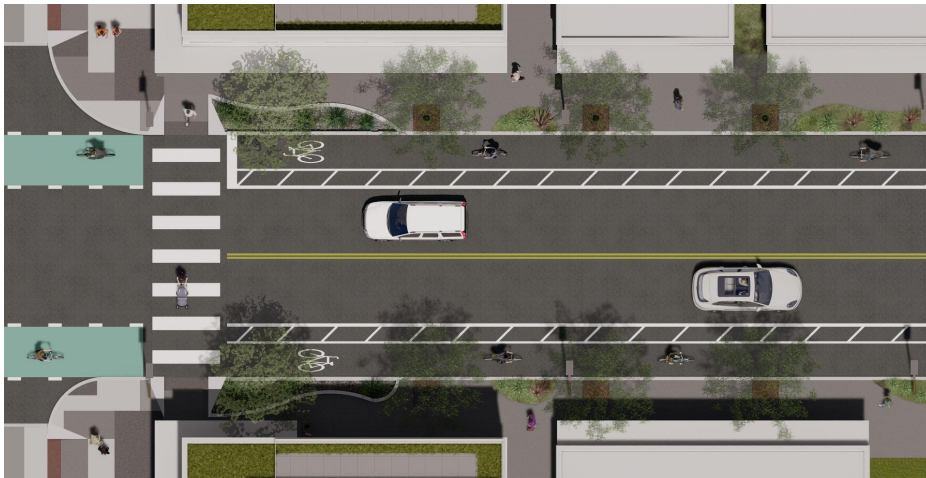


Winslow Way - Bainbridge Island, WA

DEGREES OF INVESTMENT AND CHANGE

Examples from the draft Streetscape Design Plan

STANDARD DESIGN - Local Streets



- Based on City standards
- Overall safety improvements
- Minor embellishments

SIGNATURE DESIGN - Park Place Extension



- Numerous custom/unique features
- Higher investment level
- Large and distinct seating and landscape furnishing areas

SIDEWALK DESIGN

STANDARD



Basic scoring pattern and broom finish (City standard)

*Larger image is a rendering from the draft Plan

ENHANCED



Special surface (pavers, concrete stamp) in the furnishing zone

*Larger image is a rendering from the draft Plan

SIGNATURE



Custom concrete color and scoring pattern creates a unique geometry

CROSSWALK DESIGN

STANDARD / ENHANCED



Continental Stripe

SIGNATURE



Custom repeating integral color concrete pattern

BENCH AND SEATING

STANDARD



Landscape Forms Generation
50 bench

ENHANCED



Streetlife Rough&Ready
Curved Bench (Will establish
one size and shape as typical
for all Enhanced locations)

SIGNATURE



Streetlife Rough&Ready Tree
Isles Bench (fully customizable
shape, size, and integration
with planter)

*Larger image is a rendering from the
draft Plan

STREET TREES

Planting information is under review and will be further aligned with Urban Forestry Management Plan recommendations

DESIGN ELEMENTS

PRIMARY STREET TREE



Primary tree selection pending Urban Forestry Management Plan guidance

*Image is a rendering from the draft Plan

ACCENT TREE



Accent tree selection pending Urban Forestry Management Plan guidance and determination of use in Standard, Enhanced, and Signature locations

*Image is a rendering from the draft Plan

STORMWATER PLANTINGS



Stormwater planting species pending Urban Forestry Management Plan guidance, and will reference City stormwater standards

*Image is a rendering from the draft Plan

STREET LIGHTING

TOWN CENTER LOOP
& WILSONVILLE ROAD



Leotek Cobra Series (Silver)

INTERNAL STANDARD AND
ENHANCED STREETS



Landscape Forms Rama street
light - single fixture version

SIGNATURE STREETS



Landscape Forms Rama street
light - double fixture version



Would require PGE Option C approvals -
City to own and maintain

STREET DESIGN ELEMENTS

DESIGN ELEMENTS

BIKE RACKS



Landscape Forms Loop

BOLLARDS



Streetlife Solid Quattro with FSC-certified hardwood and CorTen steel base mount

Options for lighted and removable (for fire access and festival streets)

TRASH CONTAINER



Landscape Forms Generation 50 trash container

Low-sheen Onyx finish and Ash wood accents

STREET DESIGN ELEMENTS

POWDERCOATED IRON
TREE GRATES



Iron Age Design Spin model
tree grate - for use throughout
Town Center

NATURAL STONE



Natural stone placed in
planters and stormwater areas,
and can also be used as
bollards, seating, and accent
in sidewalk furnishing areas

ADA TACTILE PAD



Neenah Foundry Quick
Connect cast iron tactile pad
for Signature locations

ADA Solutions Cast-in-Place Tactile Panel
in black for Standard/Enhanced

*Smaller image is a rendering from the
draft Plan

RECOMMENDED PROTOTYPE LOCATIONS / INVESTMENT LEVELS

Location IN.3 - Park Place Redesign (Framework)
(Town Center Park to Courtside Drive)
Signature Design

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(Courtside Drive to Wilsonville Road)
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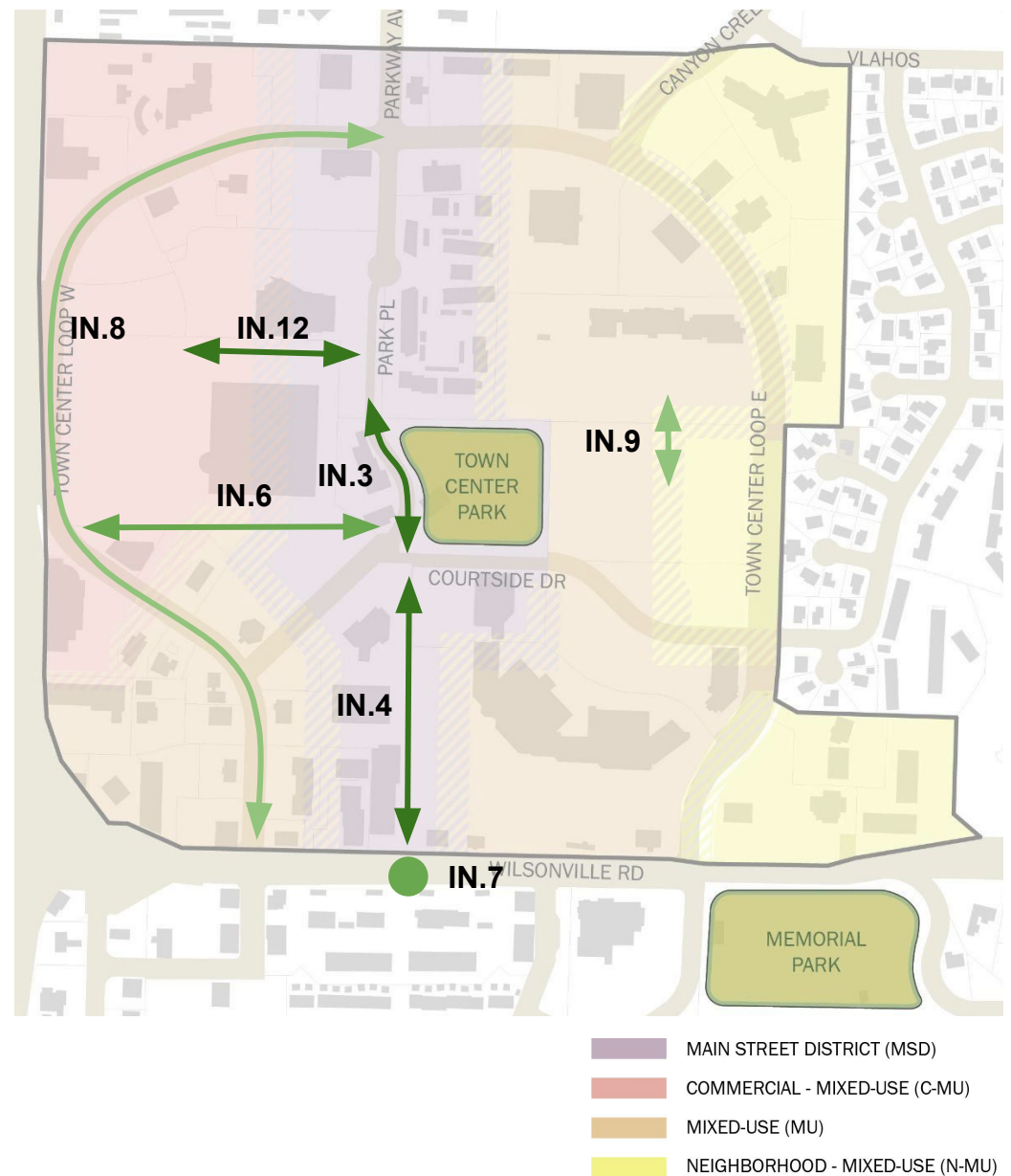
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Location IN.7 - Intersection of Wilsonville Road
and Park Place
Enhanced Design

Location IN.8 - Town Center Loop West
Standard Design

Location IN.9 - Local Road Network
Standard Design (each location could vary)

Location IN.12 - Promenade (Framework)
Signature Design



QUESTIONS:

- *Do the materials and fixtures capture the vision for Town Center consistent with the recommended concept?*
- *Are there any other modifications to the design elements that should be considered for the final draft plan?*



PLANNING COMMISSION

WEDNESDAY, JUNE 9, 2021

III. WORK SESSIONS

- A. Town Center Streetscape Plan (Bradford) (45 Minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: June 9, 2021		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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 checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Review and provide feedback on location specific design details and investment levels in the initial draft of the Town Center Streetscape Plan.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input checked="" type="checkbox"/> Adopted Master Plan(s) Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The project team will share an initial draft of the Town Center Streetscape Plan and seek input on location-specific illustrations and investment levels.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

One of the implementation strategies within the Town Center Plan calls for the development of a streetscape design plan. The intent of the Town Center Streetscape Plan project is to create a document containing the specificity necessary to guide the future construction of the multi-modal street network identified in the Town Center Plan, achieving the well-designed public realm envisioned by the Plan. The Town Center Streetscape Plan includes sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center.

In March 2021, the Planning Commission provided input on a recommended streetscape concept, which, based on public input, blended elements of the River Environment and Technological Innovation design concepts presented during the project's public outreach. The project team further refined this concept for presentation to City Council in April. With general support of the recommended concept, the project began development of the draft Town Center Streetscape Plan.

The initial draft (Attachment 1) illustrates the overall framework and context of the Town Center Streetscape Plan, with several elements still under development as noted in the document. As part of the project scope, the consultant will develop up to eight location specific designs with details on design elements such as lighting, street furnishing, and sidewalk treatments planned in those locations. The plan will also include recommendations for three different levels of investment at these locations. The three levels, standard, enhanced, and signature, reflect the range of investment desired at various points throughout Town Center and provide an opportunity to highlight key areas within the streetscape by utilizing unique treatments and fixtures. Page 25 of the plan identifies locations and levels of investment for implementation. Design details for two of these locations, the Standard Local Street and the Park Place Extension (Wilsonville Road to Town Center Park), are included within this draft as a representation of how the plan's streetscape elements will be depicted and differentiated based on investment level.

To finalize development of the draft Streetscape Plan, the project team seeks feedback from the Planning Commission on the following questions:

- Do you agree with the locations identified in this draft of the Streetscape Plan to receive detailed design direction and investment levels in Town Center?
- Of these locations, which areas warrant either a Standard Design, Enhanced Design or Signature Design?
- Are there any other key elements or considerations that should be included in a refined draft Streetscape Plan?

EXPECTED RESULTS:

The project team will incorporate Planning Commission feedback into a refined draft Streetscape Plan document to be presented at a future work session. Following this discussion, staff and the consultant team will also review the individual street design elements to ensure that the recommended materials and designs are feasible from a maintenance and construction standpoint. This review will also ensure that selected elements and designs comply with all applicable state and federal guidelines that impact streetscape design. Exact details and designs may be refined as a result.

TIMELINE:

Project work will continue to refine the draft Streetscape Plan document with adoption hearings anticipated in fall 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with a majority of these funds anticipated to be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The project team conducted community outreach holding Public Forums via Zoom, along with an ideas board and survey on *Let’s Talk, Wilsonville!* Stakeholder interviews have been held with relevant business owners, City Staff, and outside consultants to provide in depth feedback on the project.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan’s implementation activities, including the Streetscape Plan, the City will begin to realize the community’s vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

Planning Commission can recommend alternative levels of investment or additional design detail within the plan for other locations not outlined by the project team.

CITY MANAGER COMMENT:

ATTACHMENTS:

- 1. Draft Streetscape Plan – June 2, 2021

How to read this draft

- Red text will remain but needs deep review and/or completion of TBD content.
- Yellow highlights are internal notes to consider - deleted once resolved with actual content.
- White text on red background indicated placeholders.



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

DRAFT
6/2/2021



acknowledgments

A special “thank you” to community members and all who participated in this planning process. We appreciate your time and ideas.

CITY COUNCIL

Mayor Julie Fitzgerald
Kristin Akervall, Councilor President
Charlotte Lehan, Councilor
Ben West, Councilor
Joann Linville, Councilor
Tim Knapp, Former Mayor

PLANNING COMMISSION

Kamran Mesbah, Chair
Jennifer Willard, Vice Chair
Ronald Heberlein, Commissioner
Jerry Greenfield, Commissioner
Olive Gallagher, Commissioner
Breanne Tusinski, Commissioner
Aaron Woods, Commissioner
Phyllis Millan, Former Commissioner

CITY OF WILSONVILLE PROJECT TEAM

Miranda Bateschell
Kim Rybold
Philip Bradford
Zach Weigel
Georgia McAllister
Eric Loomis
Preston Langeliers

CONSULTANT TEAM

SERA Architecture and Design

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IN.4: Park Place Extension	##
IN.9: Local Street	##
Others to be added	##
Appendix	##

PAGE NUMBERS TBD

01 *project background, vision, and context*

“Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work”.

- Wilsonville Town Center Plan (2019)

PLAN PURPOSE

The Town Center Streetscape Design Plan functions as a further guide to implementing the street designs conceived in the 2019 Town Center Plan. That recent past effort describes a vision for a vibrant, walkable community hub that will offer an increasing array of opportunities to live, work, play, shop, and gather. One of the Town Center Plan’s goals is for Harmonious Design, seeking to link buildings, parks, and streets through coherent and attractive design, especially of streets.

The Streetscape Design Plan provides more detail about sizes, locations, and materials for vehicle lanes, parking, sidewalks, landscape and tree planting, seating, crosswalks, and other features of the public realm.

This Plan integrates guidance from other recent or currently-underway plans including the Citywide Signage and Wayfinding Plan, the Urban Forestry Management Plan, and the I-5 pedestrian and bikeway bridge concept design.

Finally, the Streetscape Design Plan described implementation actions and partnerships between the City and private landowners developing property. This section helps clarify roles as well as various responsibilities by each agency or organization.



“Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to the Town Center for shopping, dining, culture, and entertainment.

- Wilsonville Town Center Plan (2019)

THE STARTING POINT: WILSONVILLE TOWN CENTER PLAN

The Streetscape Design Plan is one piece of many ongoing efforts to implement and refine the community’s vision documented in the Town Center Plan. The Town Center Plan, adopted in 2019, comprehensively plans for changing land uses, public investment, open space, streets, and infrastructure.

Town Center, which has been in development and undergoing constant change since the early 1970s, is a largely vehicle-oriented, low-density commercial district (with some residential), covered as much by parking lots as any other use. The Town Center Plan (2019) envisions a walkable, vibrant district bolstered by welcoming public realm designs and a healthy mix of uses supporting people’s’ needs.

This Plan aims to ensure buildings and streets are pedestrian-oriented with a cohesive and attractive design founded on the community’s principles and vision for the Town Center.



Concept illustrations from the Town Center Plan describe how the streetscape and public environment support development and placemaking.

THE STARTING POINT: WILSONVILLE TOWN CENTER PLAN

The six Town Center Plan goals below all support the vision for an active, diverse destination serving people throughout the day.

GOAL 1



Environmental Stewardship. Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville’s natural resources.

GOAL 2



Harmonious Design. Ensure buildings and streets are pedestrian-oriented and there are a variety of quality building types and land uses.

GOAL 3



Mixed-Uses. Encourage development that provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.

GOAL 4



Safe Access and Connectivity. Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center,

foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

GOAL 5



Community Gathering Places. Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.

GOAL 6



Economic Prosperity. Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

PLAN PROCESS

The Streetscape Design Plan began in September 2020 and concluded in **Month** 2021 upon adoption. Following the team’s efforts to explore Town Center streets on-site and conduct plan review, preliminary concepts based on the themes of River Environment, Agricultural Legacy, and Technological Innovation (further described on the following page and in the Appendix) were presented at a community forum and Planning Commission in November 2020.

That input guided refinement of the concepts into a more recognizable streetscape pattern and initial selection of products and materials. This design was presented at another forum in February 2021, online survey, and Planning Commission in March 2021. City Council reviewed the refined design in April 2021 and confirmed it to move into design detailing.

The team then elaborated on the recommended design details, configurations, and furnishings in designs for each street location (see Chapter **##**) from **April-July 2021**. Planning Commission and City Council reviewed the draft Plan in June 2021, approving the team to complete location-specific designs; finalize the product, materials, and landscaping palette; and prepare the final Plan. Planning Commission reviewed and City Council **adopted the Plan in Months 2021**.

Fall 2020

Existing Conditions	Background Plan Review
Preliminary Concept Designs	
Public Forum #1	Planning Commission Review #1 and City Council Briefing

Winter 2021

Refined Preliminary Concepts	
Public Forum #2 and Online Survey	Planning Commission Review #2 and City Council Review
Recommended Design Selection, Location-Specific Design, and Draft Plan Preparation	
Planning Commission Review #3 and City Council Review	

Summer 2021

Additional Location-Specific Design, Design Elements Refinement, and Final Plan Preparation
Planning Commission Review #4 and City Council Adoption Hearings

STREETSCAPE DESIGN SELECTION PROCESS

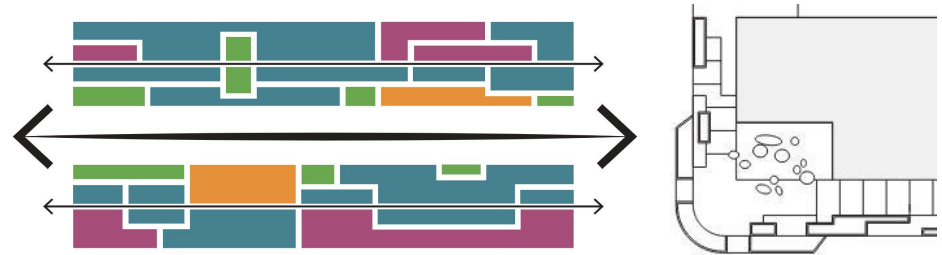
The Streetscape Design Plan describes further steps and design details for the range of street locations and types anticipated through the Town Center Plan, which identifies approximate alignments and overall street configurations. To consider alternatives for the overall design theme, palette, and aesthetic of the streets, the Streetscape Design Plan team prepared three preliminary concepts (diagrams of which at right) to explore the arrangement of streetscape elements.

Each concept intended to reflect a central piece of Wilsonville’s economic and natural history. Results from the first community forum and Planning Commission review were favorable towards the orderly and linear style of the sidewalk surfaces in the Technological Innovation concept blended with the sinuous shapes of the combined planter beds and seating areas in the River Environment concept.

The recommended concept uses a bold, geometric sidewalk pattern to define different spaces and provide rhythm to the design, and punctuates it with curving, soft-edged seating and planters at corners and key mid-block locations to provide visual contrast and create spaces for plant ecology and people gathering along the street.



Concept 1. Agricultural Legacy: rectilinear arrangement of walking, landscape, and gathering areas; rustic stone, wood, and metal elements



Concept 2. Technological Innovation: linear pattern forms help organize spaces for walking, plantings, and gathering; clean, smooth, simple materials



Concept 3. River Environment: curvilinear arrangement of spaces, used of “river eddies” to define gathering and landscape area; stone and texture patterns with landscape pockets

INFLUENTIAL PLANS

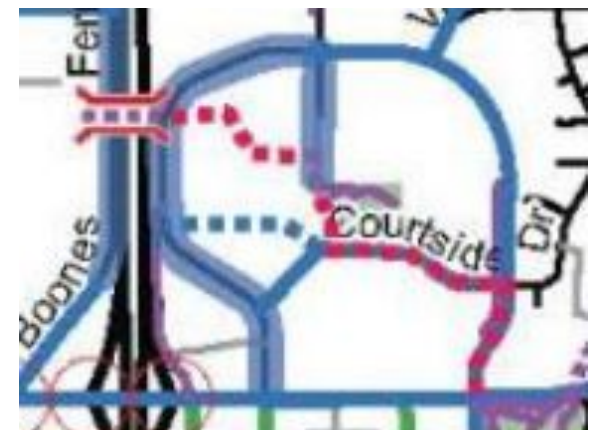
Several recent or underway plans are relevant to the Streetscape Design Plan effort. These include the Citywide Signage and Wayfinding Plan (2019), which establishes consistent signage designs to guide residents and visitors to destinations and activities throughout the City.

Additionally, a citywide Urban Forest Management Plan is underway with anticipated adoption in **late 2021**.. This planning effort contains a specific focus area on Town Center where existing tree’s health, condition, and location will be evaluated for possible future incorporation into the redevelopment of the Town Center area consistent with the vision established in the Town Center Plan. The Urban Forestry Management Plan also provides tree species recommendations, described in this Plan’s Street Design chapter.

The City is working on a new pedestrian and bikeway bridge crossing Interstate 5 from the northwest corner of the Town Center. This bridge is a framework project in the Town Center Plan, and relates to the Streetscape Design Plan, particularly at the Gateway Plaza where the bridge connects to land in the Town Center and ties into the street and Emerald Chain network.

In 2020 the City adopted a Town Center update to the Transportation System Plan, which incorporated recommendations from the Town Center Plan to define the multimodal network, formalize a capital improvements project list, and update alignments and configurations for the variety of streets identified for improvement in the Town Center Plan.

Further information on the above plans can be found in the appendix.



Top to Bottom: Signage and Wayfinding Plan; I-5 Pedestrian/Bike Bridge Concept; 2020 TSP Update Bicycle Network

02 opportunities & constraints

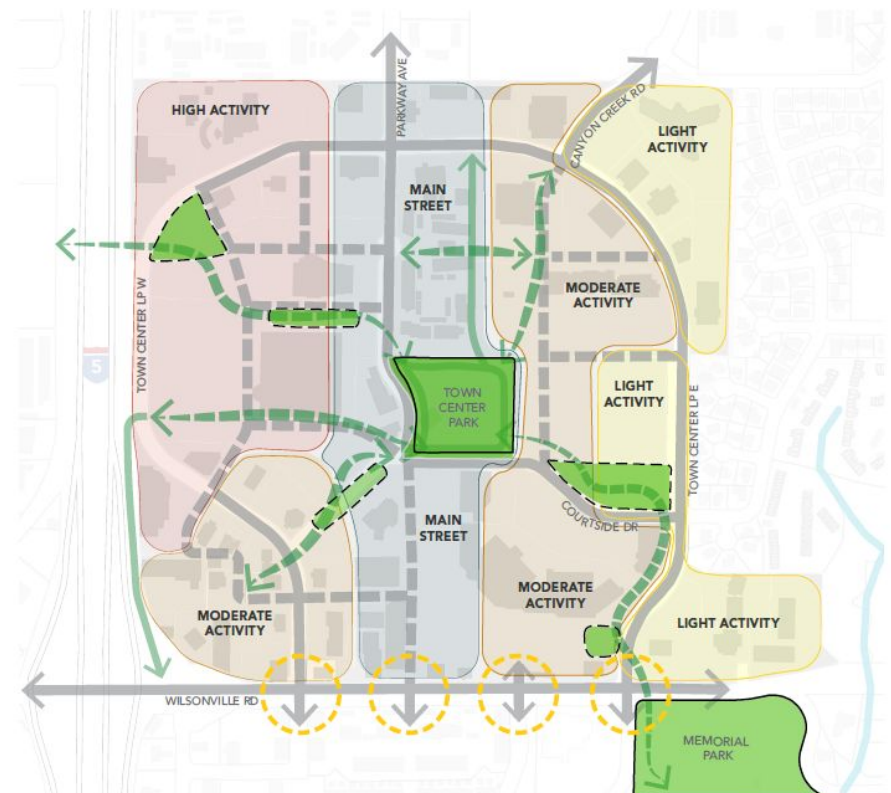
A street network that supports people living, working, and playing on a daily basis. Design features that feel at home in the Town Center yet derive influence from the entire city and the Willamette Valley region.

OPPORTUNITIES TO IMPLEMENTS THE TOWN CENTER'S URBAN FRAMEWORK

The Town Center Plan establishes the overall relationship of streets to land uses, open spaces, and other connectivity routes (see diagram at right). Streets through the Main Street district comprise several Framework projects, which are vital routes to be constructed in initial phases and with public leadership and funding support ensuring their early implementation as catalyst projects.

The Town Center Plan was initiated several years ago in recognition that the Town Center lacks continuity and doesn't feel like a deliberately created place. This Street Design Plan builds upon recommendations for urban and street design for both specific locations and to unify the aesthetic of streets and public spaces generally throughout the Town Center.

A diagram of key routes and improvement opportunity locations, and a photo catalog of current disjointed conditions are on the following pages to further describe the features and places the Street Design Plan offers improvement recommendations for.



This diagram, which is Figure 2 Design Concept, in the Town Center Plan, depicts the relationship of character areas, such as Main Street, to streets and key routes such as the Emerald Chain.



LOCATION IN.2
 Opportunity for Parkway Ave street improvements and cul-de-sac cleanup



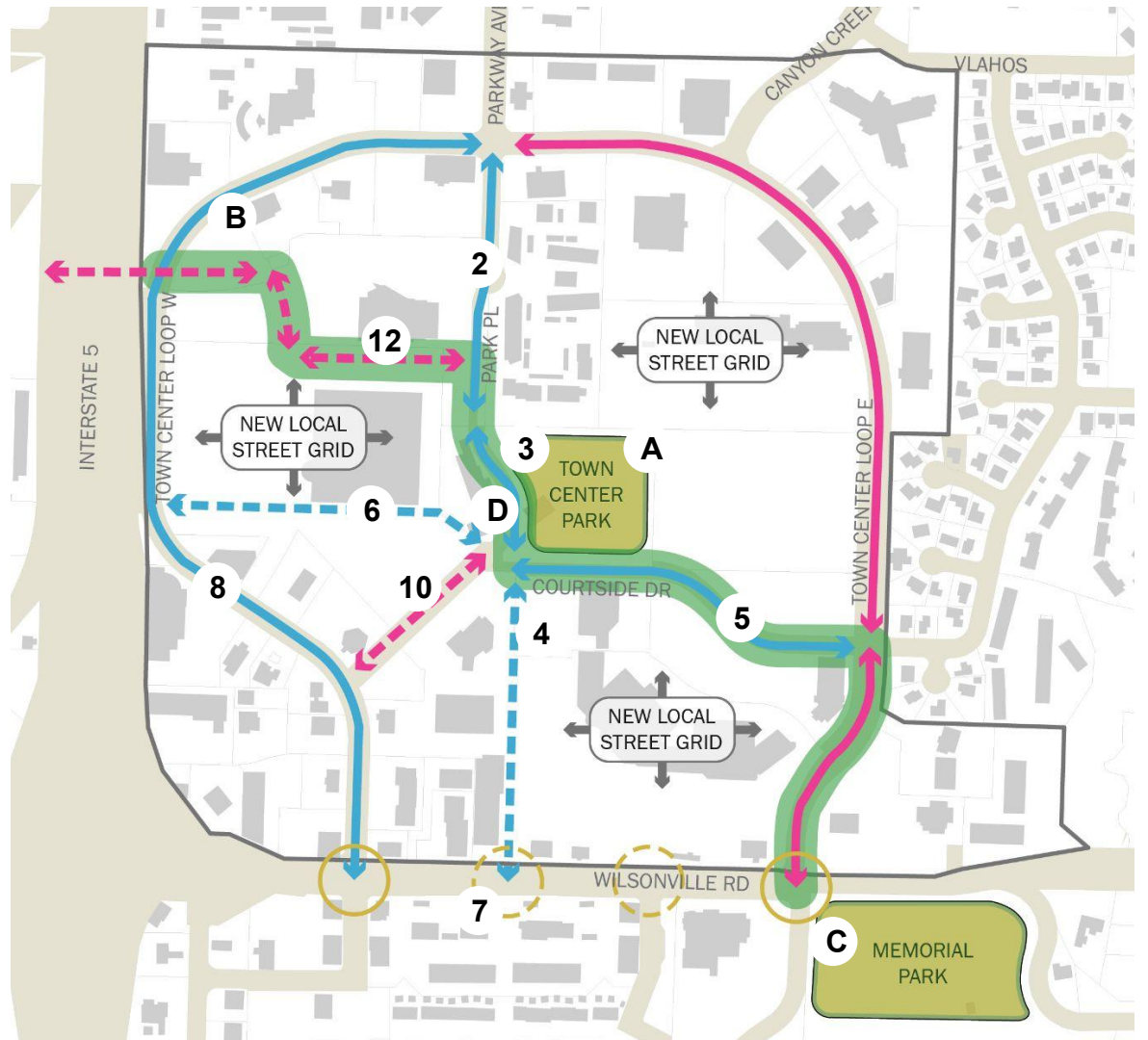
LOCATION IN.3
 Opportunity for Park Place "Main Street" shared-street style improvements



LOCATION IN.4
 Potential new "Framework" street to extend Park Ave to Wilsonville Road

- ### ATTACHMENT 1
- NEW STREET
 - EXISTING STREET IMPROVEMENT
 - NEW PEDESTRIAN/BICYCLE ROUTE
 - PEDESTRIAN/BICYCLE IMPROVEMENTS
 - NEW INTERSECTION
 - INTERSECTION IMPROVEMENTS
 - POTENTIAL OPEN SPACE / PARK

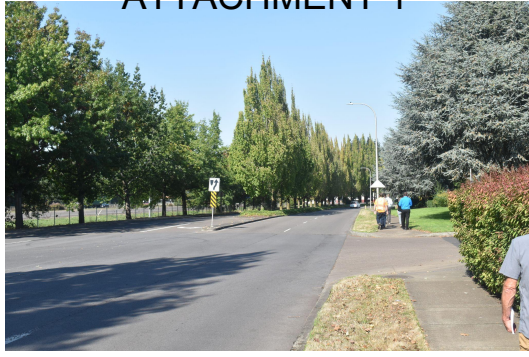
OPPORTUNITIES & CONSTRAINTS



ATTACHMENT 1



LOCATION IN.5
Opportunity for Courtside Drive multimodal and transit improvements



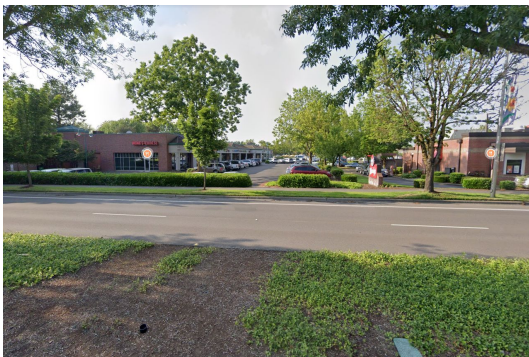
LOCATION IN.8
Opportunity to calm traffic and add sidewalks and bikeways on TC Loop W.



LOCATION IN.6
Potential Courtside Drive extension from Park Ave to Town Center Loop West



LOCATION IN.10
Opportunity to improve Park Place as a no-vehicle walking and biking park route



LOCATION IN.7
Potential new intersection of new Park Ave extension and Wilsonville Road



LOCATION IN.12
Potential new "Promenade" street behind Commission Meeting to I-5 Bridge

The images on the preceding page and this page show key streets identified in the Town Center Plan for significant improvement. While Town Center's streets today are generally functional for moving vehicles and accessing parking, they have obviously been built over many phases and lack coherence in the ways they provide (or often don't) sidewalks, on-street parking, landscaping, lighting, seating areas, and other amenities.

Streets lack much hierarchy, other than what is needed to move different volumes of vehicles around, and don't complement the developed areas of the Town Center well.

ATTACHMENT 1

OPPORTUNITIES & CONSTRAINTS

Streets in the Town Center can much better serve people's needs in the future through improvements in a few key areas: support for multi-modal, active transportation; a harmonious and unified design; and flexibility to provide changing amenities and support different uses as the Town Center develops over time.

The Streetscape Design Plan recommends features, materials, and placemaking details that describe how streets of different types and uses will complement one another. The images on this page describe some of the materials, locations, and uses in Wilsonville found inspiring for the Town Center streets.

This assessment helps identify which streets (both existing and future) will be most important for shaping the Town Center as a singular place, and which are most in need of investment. Chapter ## describes the varying investment levels recommended for different specific street locations.



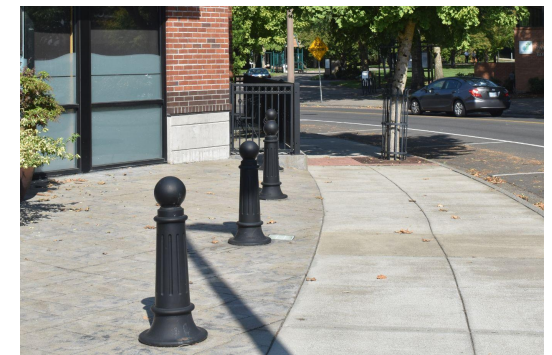
INSPIRATION A
Use of stone, brick, metal, and other natural features - Korean War Memorial



INSPIRATION B
Stormwater facilities on sites and streets with stone and abundant plantings



INSPIRATION C
Murase Plaza: stone structures, CorTen steel, paver blocks, seating areas



INSPIRATION D
A newer business development in the Town Center, with more abundant street trees, wider sidewalks, and a connected entryway plaza

03 *design elements*

A small number of humble but elegant pieces can create an inspired place

FURNISHINGS, MATERIALS, AND FLORA COMPOSE A STREETScape

The following chapter describes the products, materials, plantings, and other component pieces that add up to a complete streetscape. Each category was considered for the impact it would have on the aesthetics and functionality of the street, as well as practical concerns such as cost and maintenance. Whether constructed by the City as a Framework project or private developers along with their site, these standards and guidelines will shape a cohesive design palette that unifies the Town Center, aids wayfinding and sense of place, and supports travel options.

In certain instances - such as light poles, benches, and primary street trees - specific products and plantings are recommended. In other cases - such as the Signature concrete stamp/color pattern - a general aesthetic is described and will be further detailed in later steps by the City and potentially with development partners. The design elements also reflect the three investment tiers of Standard, Enhanced, and Signature (described on the following page), while maintaining the flexibility and cross-compatibility to function throughout the Town Center's various streets and promenades. Product details are described when possible, along with links to specifications websites. As the design needs of the Town Center evolve, these selections can be changed and updated with comparable products that match the overall aesthetic.

- Insert filler photo?
- Example streetscape
 - Wilsonville image
 - Other

Caption

DEGREES OF INVESTMENT AND CHANGE

Different streets around the Town Center will be constructed with varying degrees of investment and design detail. These determinations were made based on the Town Center Plan framework for streets, relationship of streets to adjacent development patterns, and identification of streets as high activity and visibility locations or lower activity locations.

(See TC Plan for possible other methodology on identifying street hierarchy and investment)

This might function better as a table, series of icons, simple diagram, and/or sample imagery

STANDARD DESIGN

- Mostly compliant with existing Public Works standards and details
- Standard sidewalk and crosswalk design
- Street trees along entire block lengths
- Street lighting at intersections and certain full-block segments
- Curb extensions in certain locations to serve pedestrian safety and provide on-site stormwater facilities - must also correspond with bike lane and cycletrack designs
- Little, if any, Signature seating and landscape bed use

ENHANCED DESIGN

- Introduces Signature elements in selected locations to provide specific placemaking, mobility, and safety improvements
- Mostly Standards sidewalk and crosswalk design, with Signature treatment in higher-priority locations
- Street trees along entire block lengths
- Street lighting assumed along most complete block lengths
- Curb extensions more widely used where feasible for pedestrian safety and stormwater services - must also correspond with bike lane and cycletrack designs
- May include Signature seating and landscape beds, especially in curb extensions

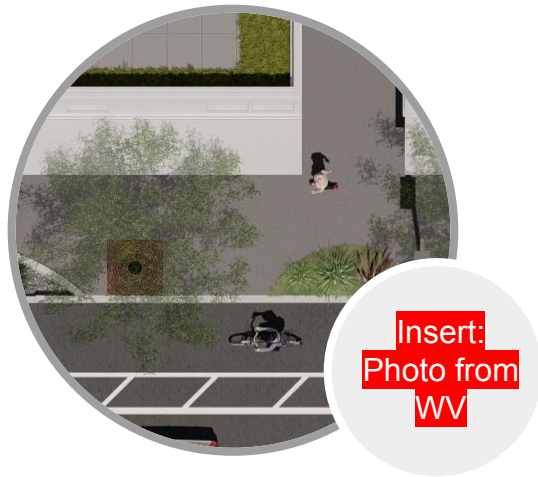
SIGNATURE DESIGN

- Signature elements used extensively throughout the streetscape and around corners and intersections to produce a coherent and complete design
- Signature sidewalk patterns at corners and Signature crosswalk designs
- Street trees along entire block lengths
- Street lighting assumed along most complete block lengths
- Curb extensions used wherever possible to provide pedestrian amenity space, landscape and stormwater collection areas, and traffic calming functions - must also correspond with bike lane and cycletrack designs
- Signature seating and landscape beds used prevalently at intersections and appropriate midblock locations

SIDEWALK DESIGN

Sidewalks are the heart of any active street. They are where travel to destinations occurs, but also where may unexpectedly gather to talk, grab a coffee, or window shop. Sidewalks will be wide, well-protected, shaded by a robust tree canopy, and accommodating of changing uses throughout the year. On Signature streets, a concrete stamping pattern marks the space, reflects the busiest places in the Town Center, and aids in navigation.

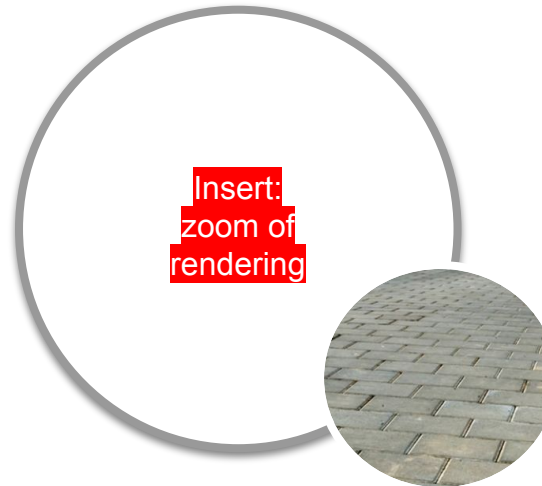
STANDARD



Sidewalks will be located throughout the Town Center per Transportation System Plan designations. Sidewalk through area will be at least 5 feet in all locations and is often significantly wider (see location details). Sidewalks will have a light broom finish and will conform with other Public Works Standards in [201.2.25, Detail No. RD-1075](#) Concrete Sidewalk, and [RD-1076](#) Sidewalk Next to Swale.

This treatment will be used commonly on Standard streets and mid-block locations for Enhanced and Signature locations.

ENHANCED



A furnishing stripe of Permeable Concrete Interlocking Pavers can be used, especially in Enhanced and Signature streets, to highlight the area for plantings, benches, bike racks, and vehicle egress from on-street parking. The stripe helps visually separate the sidewalk through zone from parking and street.

A new detail will be required to describe product and installation method. The Mutual Materials [Holland Paver](#) Single in running bond pattern using the Summit Blend color mix is recommended.

SIGNATURE



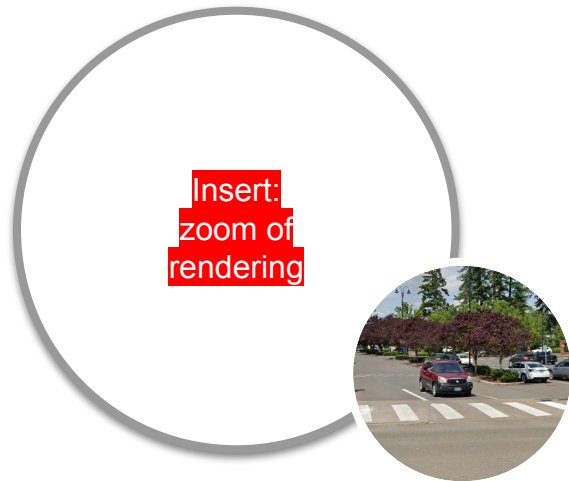
A custom concrete stamping pattern, potentially with several varying color treatments, is to be used in corner intersection areas along Signature Streets and wrapping the corner onto intersecting streets. The Signature pattern can be used for the full sidewalk length, **or simplified for cost savings.**

This effect is more labor-intensive than a Standard concrete surface. The City will need to finalize a pattern and prepare a construction detail.

CROSSWALK DESIGN

Crosswalks are a complement to sidewalks in allowing safe passage and easy connections across streets, and thus throughout the entire Town Center and beyond. Sidewalks are subject to numerous roadway marking requirements established at the City and Federal level. Conventional Continental patterns are suitable for most Standard and Enhanced locations, while a custom high-visibility concrete banded stamp pattern will greatly improve pedestrian visibility at crossings and overall wayfinding in high investment streetscape areas.

STANDARD



Standard crosswalks shall use a Staggered Continental pattern (also known as “zebra stripe”) in accordance with Pavement Marking [Detail No. RD-1280](#).

Examples of this crosswalk treatment abound in Wilsonville, including in the Town Center, along Wilsonville Road, in Old Town, and in Villebois.

SIGNATURE



The Signature crosswalk uses a custom concrete stamping and color treatment to highlight high-volume pedestrian crossings in key Town Center locations.

This will require a new detail drawing. [Detail No. RD-1110](#) for Curb Extensions will need amendment or addition to reflect new curb ramp orientation, surface materials, tactile pad specifications, planters, wing depth, and travel lane width.

[Detail No. RD-1145](#) describes mid-block crossing construction with associated crossing marking, planter locations, curb ramp placement, and signage. This detail may need an amendment or addition to include mid-block crossing with curb-extension treatments.

BENCH AND SEATING

Streets are not simply spaces for moving along, they are also places to linger, gather, and do business. Seating in a variety of forms provides places to rest and socialize with others. Benches and seating can also be attractive pieces of the streetscape, using natural and quality materials, and taking on dynamic, artful forms. Several seating options are described below for use varyingly across the Standard, Enhanced, and Signature configurations.

STANDARD



The Landscape Forms [Generation 50](#) bench is suitable for Standard installation throughout the Town Center’s streets, plazas, and open spaces. It is an attractive, wood-based, off-the-shelf product offering simple installation and low maintenance requirements.

The traditional-backed model with angle end arms is recommended (shown in image).

ENHANCED



The [StreetLife Rough&Ready Free Form Tree Isles](#) product uses a kit of wood and metal materials to configure a range of seating options in various forms and sizes. The Enhanced approach for Town Center can use this product as a built-in bench setting typically three people in common locations along blocks.

This product is suitable in furnishing zones of the street and plaza spaces on adjoining properties. The City will need to prepare an installation detail. The FSC hardwood model with CorTen base is recommended.

SIGNATURE



The [StreetLife Rough&Ready Free Form Tree Isles](#) product is also readily installed in custom forms and sizes tailored to provide seating as part of planter installations in curb extensions along Signature streets.

The seating uses a metal structure and cladding that integrates into a raised planter. The seat surface is a durable, weather-resistant milled wood attached to the frame using concealed fasteners. The FSC hardwood model with CorTen base is recommended and will need to be coordinated with the raised planter design.

STREET TREES

Planting information is under review and will be further aligned with Urban Forestry Management Plan recommendations

Street trees in the Town Center help fulfill goals for _____, _____, and _____. Street trees provide shade and enclosure to sidewalks and gathering spaces, habitat for birds and other animals, and will help unify the appearance of the Town Center as trees mature and become prominent street features that change throughout the year. [Detail No RD-1240](#) described tree planting requirements, but may be amended per the Forestry Plan.

PRIMARY STREET TREE



The Street Design Plan recommends sidewalk trees placed in tree wells of minimum 4ft width and minimum 6ft length. Tree spacing along the street can vary, but will typically run 30-40ft between trees on-center. Tree spacing and installation also depends on if the tree is new or a preservation of an existing tree. [Detail No. RD-1235](#) specifies tree wells and grates.

Where possible and consistent with the overall Town Center tree plan, existing trees should be preserved and integrated in the new design.

Bur oak, Kentucky coffeetree, and Oregon white oak may be appealing primary street tree species.

ACCENT TREE



Accent trees will be used primarily in Enhanced and Signature street locations to bring variety and uniqueness to plantings in curb extensions, high activity corners, and mid-block crossing locations. A species with a different form and foliage color is often desirable.

Recommended species include _____, _____, and _____

STORMWATER TREES/PLANTS



Stormwater facilities will be part of the streetscape where needed and spacing allows for inclusion of the facility. In Signature locations stormwater facilities will be integrated with seating areas.

The Urban Forestry Management Plan will outline species and planting standards stormwater facilities. Species will be selected for their attractiveness, durability, ease of maintenance, and hardiness to seasonal rain and dry spells.

See also [Chapter 301 Stormwater](#).

STREET LIGHTING

Street lighting plays a key role in helping define a district and creating a welcoming environment for travel, gathering, holding festivals, and doing business. Lighting also supports a safer place by increasing visibility of street users. Lighting in the Town Center uses two options, a Standard option approved by PGE, and an Enhanced / Signature option of a specifically-selected off-the-shelf product for the Town Centers most active locations.

STANDARD



The Standard lighting product, the Leotek [Green Cobra Series](#) in Gray finish with the Leotek [RPB Round Pole Bracket](#) and [Shakespeare H-series](#) smooth finish, 18 foot mounting height, direct-bury, gray finish pole is suitable for Standard street design locations.

Lighting for Standard streets is most important at intersection, mid-block crossings, and high-volume driveway locations, and shall be installed per regulations in City of Wilsonville Public Works Standards [201.9.01](#).

This product requires an Option A approval from [Portland General Electric](#) for lighting owned by the electric utility. In most Standard street applications the fixture will be a single-mount light projecting over the roadway.

ENHANCED / SIGNATURE



A unique, off-the-shelf lighting product, such as the Landscape Forms [Rama](#) product, in Dusk color (**color not shown in picture**), provides a simple, versatile, and clean aesthetic to a streetlight that can be installed in a number of location and configurations. The RAF11 pole (4.5m mounting height) and RAL01 single-mount can be used with a luminaire specifications **to-be-determined (LED pattern, drive current, color temperature, distribution, and lens type)**

Product to be spaced roughly every 50-70ft on Enhanced and Signature streets, and at key intersections and crossing along Standards streets, ensuring not to interfere with tree placement, loading zones, ADA parking, and other priority access areas.

This product requires an Option B approval from [Portland General Electric](#) for lighting owned by the municipality.

STREET DESIGN ELEMENTS

A variety of streetscape furnishings and surfaces can be used throughout the Town Center, which can be used in the Standard, Enhanced and Signature locations to bolster the sense of place, gathering locations, wayfinding, and design unity of the street. The descriptions below and the location-specific designs in the following chapter describe more siting and installation guidance.

BIKE RACKS



The Landscape Forms [Loop](#) (recommended in low-sheen Onyx finish) bicycle parking racks will be installed as part of the public streetscape design and associated with private development to fulfill bicycle parking requirements.

These bicycle racks are suitable in the planting/furnishing (on the sidewalk near the curb) and frontage (on the sidewalk near private property) zones of the streetscape. This specific product is not suitable for in-street Bike Corral parking in locations that might otherwise be vehicle parking; a different product can be used in those locations.

Product Recommendation: Landscape Forms Loop bicycle rack in low-sheen Onyx finish.

BOLLARDS

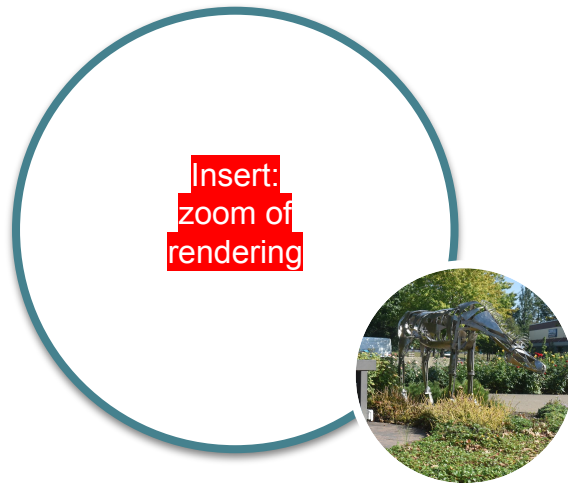


The Streetlife Solid [Quatro](#) bollard may be used selectively to limit or prevent vehicle traffic. This will be applicable at the Promenade location in particular, and other locations around the Town Center (some of which are identified in the Location-specific designs). Bollards will be installed per [Detail No. RD-1195](#), though the exact product specification for in-street will differ and may require a custom detail.

Recommended finishes are the FSC Hardwood and CorTen steel base without LED illumination.

STREET DESIGN ELEMENTS

PUBLIC ART

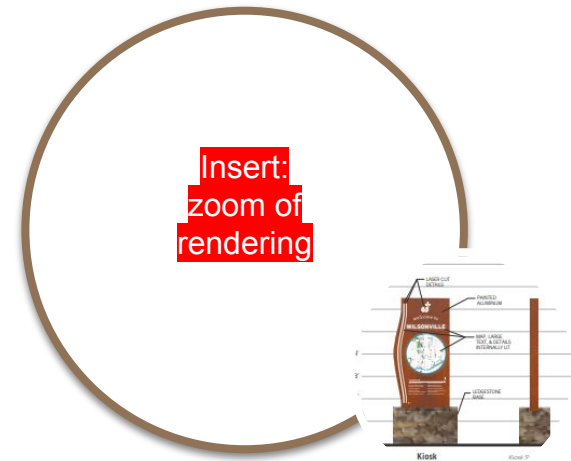


The Streetscape Design Plan does not specify exact art products nor locations for their installation. The street design seeks to provide abundant spaces in furnishing zones, curb extensions, planter beds, and adjoining plazas for a variety of free-standing sculptural, light-based, surface-mounted, and temporary art installations.

Is City seeking standards or guidance for placement of public art, size of installation, etc.?

It's often an entire public program to fund, select, and locate public art.

SIGNAGE AND WAYFINDING



The Town Center's streets and public areas will incorporate wayfinding signage in locations recommends in the [Signage and Wayfinding Plan](#) (details of which are in the Appendix).

These typically include pedestrian navigation, vehicle navigation, and gateway welcoming signs.

STREET DESIGN ELEMENTS

POWDERCOATED IRON TREE GRATES



The Iron Age Designs [Spin](#) model tree grate will add a subtle sense of movement and whimsy to tree plantings in the Signature street locations.

A 4 foot by 4 foot tree grate is recommended in most locations. Other trees may be integrated as part of a larger planter bed or stormwater facility, in which case a tree grate is not used.

The City's current specification for an Urban Accessories tree grate, in [Detail No. 1235](#) is suitable for Standard and Enhanced locations when tree grates are desirable. The Iron Age product may also be substituted Town Center wide if procurement and cost are feasible.

NATURAL STONE



Decorative rocks can be placed in landscape area, stormwater basins, and selectively as seating in certain street and plaza gathering areas. This Plan doesn't specify an exact product, but recommends locally-sources basalt or granite for durability, color selection, and prevention of freeze/thaw cracking.

ADA TACTILE PAD



The Neenah Foundry [Quick Connect](#) cast iron tactile pad adds a functional and attractive detectable surface to Signature street location curb ramps at crosswalks.

In Standard and Enhanced locations, the ADA Solutions [Cast-in-Place Tactile Panel](#) in black color shall be used.

STREET DESIGN ELEMENTS

TRANSIT STOP

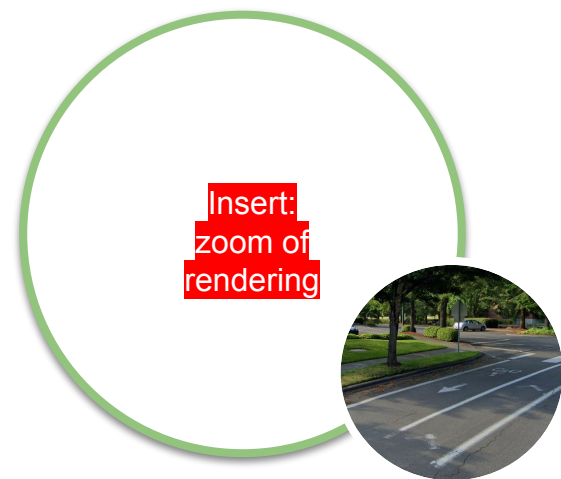


SMART Transit uses an Oregon Corrections Enterprises [bus shelter](#) at select stop locations around the network. This product will be suitable for certain higher-volume transit stops in the Town Center and will be integrated into the streetscape design where needed (see the Location-specific design chapter).

Placement of the shelters should provide easy access to bus doors while not interfering with sidewalk or bikeway travel, parked vehicle door swing zones, or entrances to buildings, places, and parks.

Will City specify exact locations of transit stops in each Street Plan location?
On-street versus pullout? Other amenities?

BIKEWAY DESIGN



Most bikeway routes are already identified and facility types provided in the Town Center Plan and subsequent Transportation System Plan 2020 Update. Bikeway varieties include shared-street markings, buffered bikeways, protected cycletracks, and car-free promenade routes.

Buffered bikeways are a commonly-recommended facility, and are depicted in several location-specific designs. The NACTO [Urban Bikeway Design Guide](#) is instructive for routing and marking buffered bikeways. The City's Detail No. [RD-1290](#) provides specific standards for buffered bikeway lane markings.

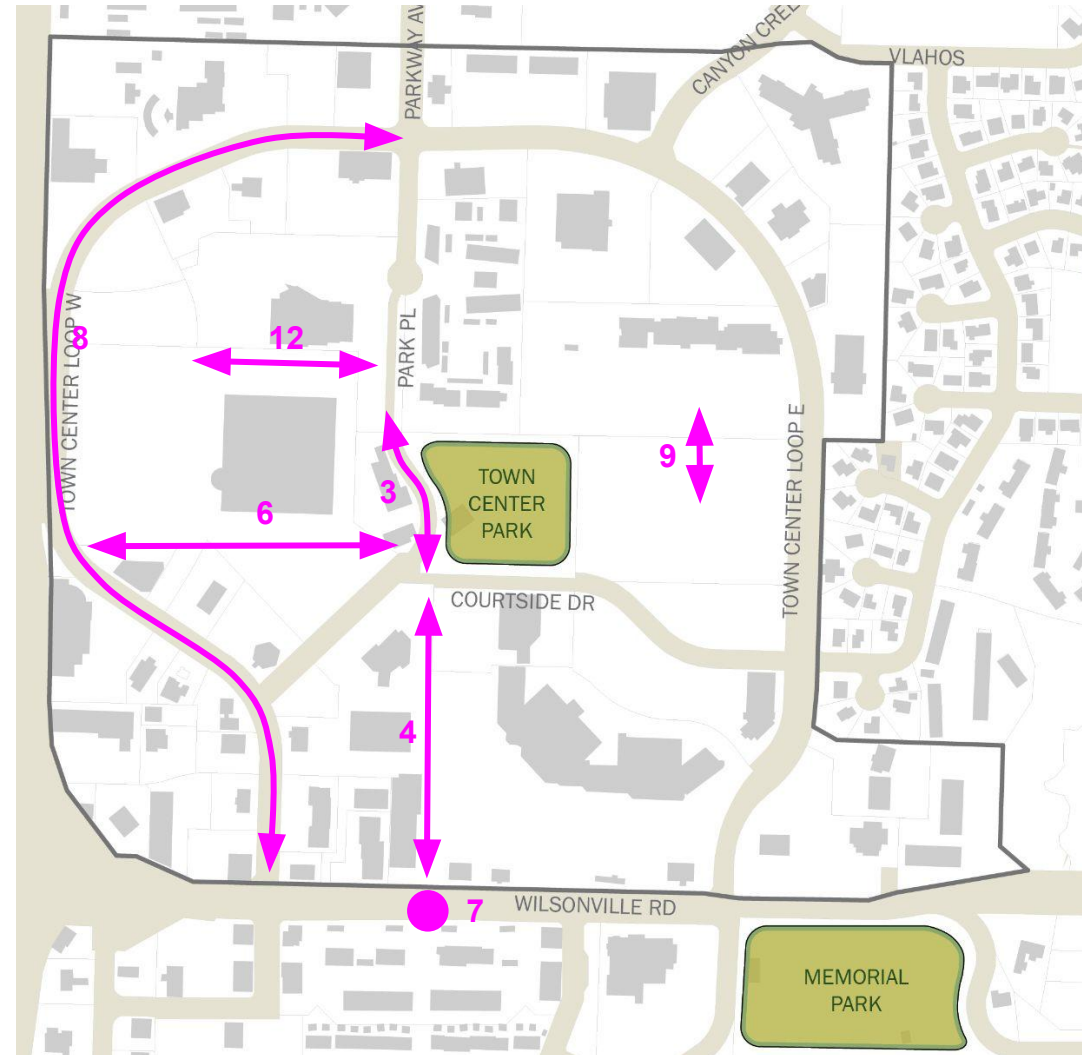
Are there bikeway and transit stop conflicts to resolve?

04 *location-specific design*

This Plan applies the previous chapter’s design elements locations around the Town Center at a conceptual level. These location-specific studies guide implementation of the streets and identify which level of investment is suitable for each. This map provides a key to those locations, which are further described in the following pages. **The locations provide guidance about design features, placement of elements, and certain specific products - additional design will be necessary before construction.**

- Location IN.3** - Park Place Redesign (Framework)
(Town Center Park to Courtside Drive)
- Location IN.4** - Park Place Extension (Framework)
(Courtside Drive to Wilsonville Road)
- Location IN.6** - Courtside Drive Extension (Framework)
(Park Place East to Town Center Loop West)
- Location IN.7** - Intersection of Wilsonville Road and Park Place
- Location IN.8** - Town Center Loop West
- Location IN.9** - Local Road Network
- Location IN.12** - Promenade (Framework Project)

Other streets not specified in these location designs, but identified in the Town Center Plan, are also candidates to streetscape investment. Those locations could be formally assigned an investment level and design palette at a future date, or the design details can be finalized during development review and influenced by the context of site development, adjoining street compatibility, and the phasing of the street’s construction or improvements.



LOCATION IN.3: PARK PLACE REDESIGN

(Along west side of Town Center Park) (Framework Project)

LOCATION INTRO

Text

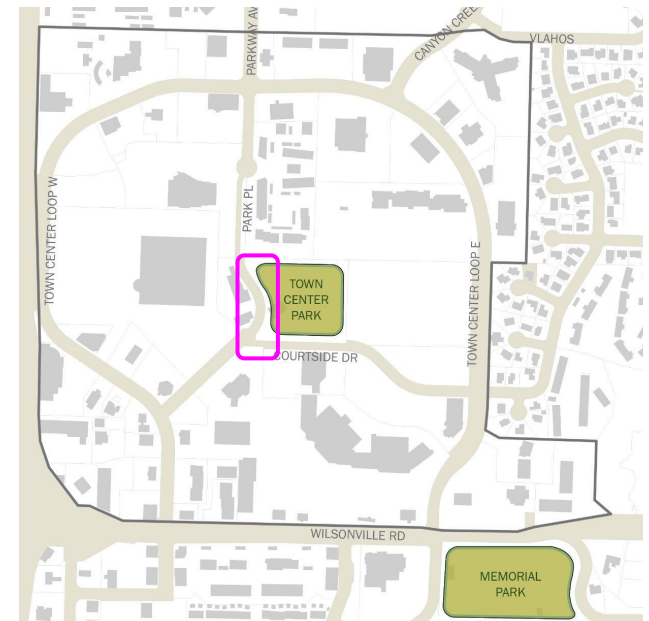
TO BE DRAFTED AND INCLUDED IN CITY COUNCIL 6/21/21 AGENDA

TOWN CENTER PLAN FUNDAMENTALS

- Text
- Text

IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
SIGNATURE	
ENHANCED	
STANDARD	

LOCATION IN.3: PARK PLACE REDESIGN

TO BE DRAFTED AND INCLUDED IN CITY
COUNCIL 6/21/21 AGENDA

INSERT RENDERING

LOCATION IN.3: PARK PLACE REDESIGN

TO BE DRAFTED AND INCLUDED IN CITY
COUNCIL 6/21/21 AGENDA

INSERT CROSS SECTION

LOCATION IN.3: PARK PLACE REDESIGN

TO BE DRAFTED AND INCLUDED IN CITY
COUNCIL 6/21/21 AGENDA

INSERT PLAN ILLUSTRATION

LOCATION IN.4: PARK PLACE EXTENSION

(Courtside Drive to Wilsonville Road) (Framework Project)

EXPANDING THE TOWN CENTER "MAIN STREET"

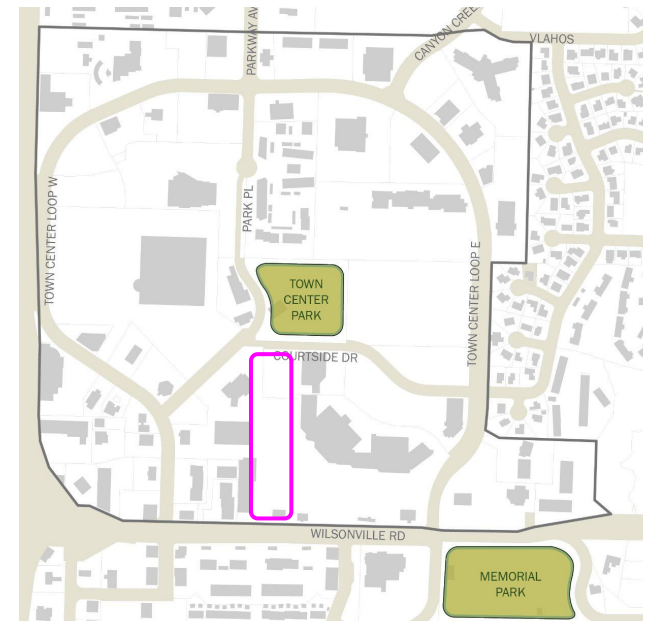
An extension of Park Place through existing parking lots helps complete the walkable, retail-oriented main street through the entire Town Center. Wide sidewalks, shared lanes supporting bicycle travel, and on-street parking support people visiting businesses by many different modes. Abundant landscaping with street trees, planting boxes, and stormwater catchment areas improves the functionality and aesthetic appeal of the street. Importantly, no businesses would be displaced by the alignment of this route.

TOWN CENTER PLAN FUNDAMENTALS

- Framework (high priority) Project
- Walkable, modern main street district with wide sidewalks
- Two travel lanes, shared with bikes
- Street parking / stormwater areas
- Creates new signalized intersection at Wilsonville Road

IMPLEMENTATION BASICS

- New construction street in place of existing parking lot
- Partially funded through public investment and likely to be completed as a single construction project
- Possible stub-outs of intersecting Local Streets
- Limited driveway access from Park Place Extension - emphasize driveway access off intersecting Local Streets
- Connects to a new intersection planned where Park Place meets Wilsonville Road



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.4: PARK PLACE EXTENSION



1. CURB EXTENSION

- Seating and landscape area
- Traffic calming function

2. SIDEWALK PATTERN

- Used in "main street" areas
- Marks busy activity/retail cores

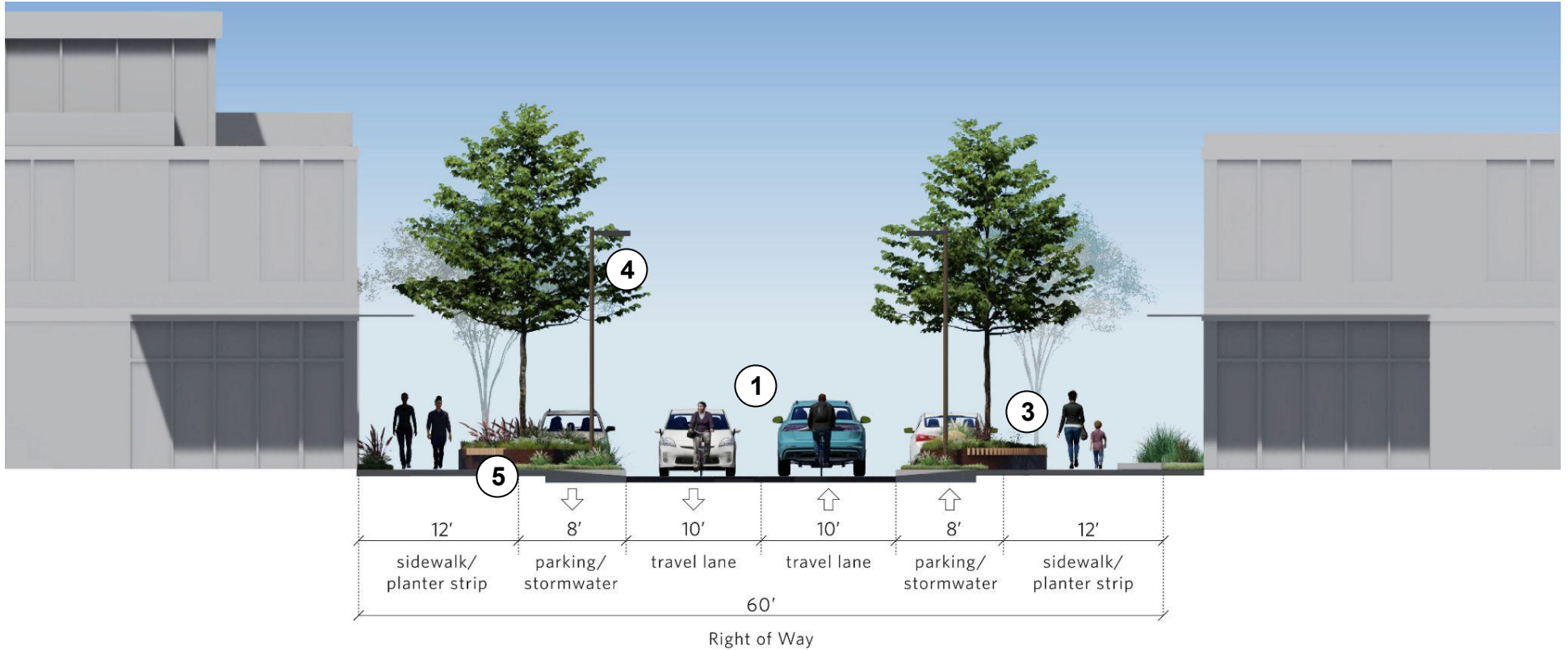
3. CUSTOM SEATING / PLANTING

- Integrated seating and planting area
- Stormwater catchment curb extension

4. BIKE FACILITIES

- Shared-lane marking
- Street traffic calming

LOCATION IN.4: PARK PLACE EXTENSION



1. STREET ZONE

- Bikes and vehicles share street
- On-street parking and parklet options

2. TRANSIT

- No transit routing or stops planned

3. SEATING

- Signature custom seating at corners
- Standard bench in midblock locations

4. LIGHTING

- Standard fixture mounted 40-70 feet on-center along the length of the street

5. CURB EXTENSIONS

- Along the Park Place Extension
- Integrated seating
- Planting bed and stormwater areas

LOCATION IN.4: PARK PLACE EXTENSION



6. CORNER SIDEWALK

- Signature stamped concrete in corner and curb extension area

7. MIDBLOCK SIDEWALK

- Signature stamped concrete - option for a simplified pattern compared to corner sidewalk

8. CROSSWALKS

- Signature stamped concrete
- CorTen pads
- Intersection and midblock locations

9. LANDSCAPE

- Trees roughly 35ft spacing
- Planter areas in curb extensions and building frontages

10. STORMWATER

- Stormwater catchment in curb extensions and midblock locations

LOCATION IN.6: COURTSIDE DRIVE EXT.

(Park Place East to Town Center Loop West) (Framework Project)

LOCATION INTRO

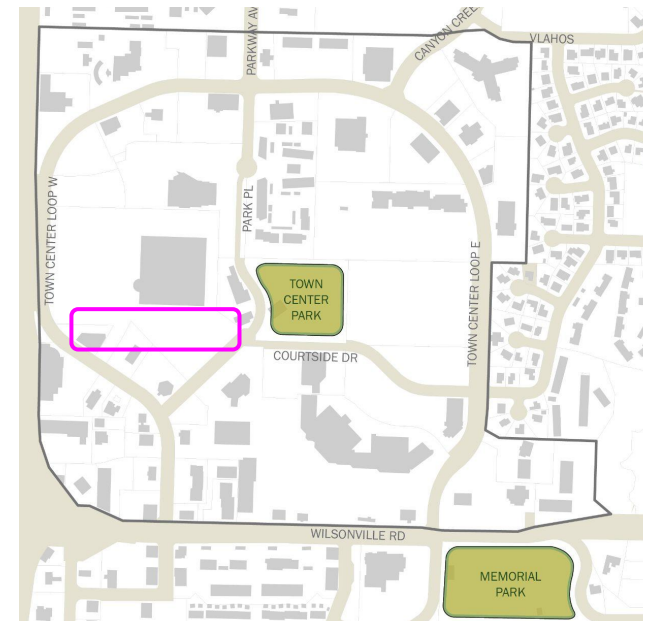
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TOWN CENTER PLAN FUNDAMENTALS

- Text
- Text

IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
SIGNATURE	
ENHANCED	
STANDARD	

LOCATION IN.6: COURTSIDE DRIVE EXT.

ADDITION CONTENT FORTHCOMING
AFTER 6/21/21 CITY COUNCIL REVIEW

- Descriptive text
- Cross Section
- Plan illustration
- Possible rendering

LOCATION IN.7: PARK PL / WILSONVILLE RD

(New intersection design)

LOCATION INTRO

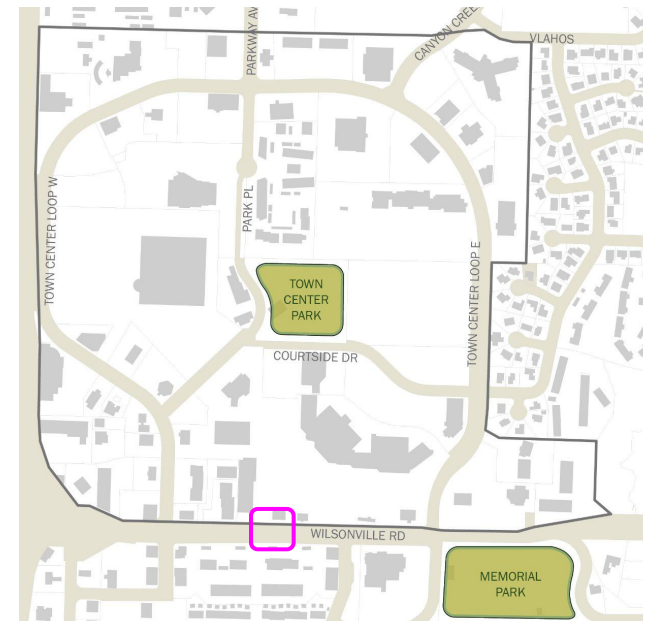
Text

TOWN CENTER PLAN FUNDAMENTALS

- Text
- Text

IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
SIGNATURE	
ENHANCED	
STANDARD	

LOCATION IN.7: PARK PL / WILSONVILLE RD

ADDITION CONTENT FORTHCOMING
AFTER 6/21/21 CITY COUNCIL REVIEW

- Descriptive text
- Cross Section
- Plan illustration
- Possible rendering

LOCATION IN.8: TOWN CENTER LOOP WEST

(Wilsonville Road to Parkway Ave - this location selected near I-5 Bridge)

LOCATION INTRO

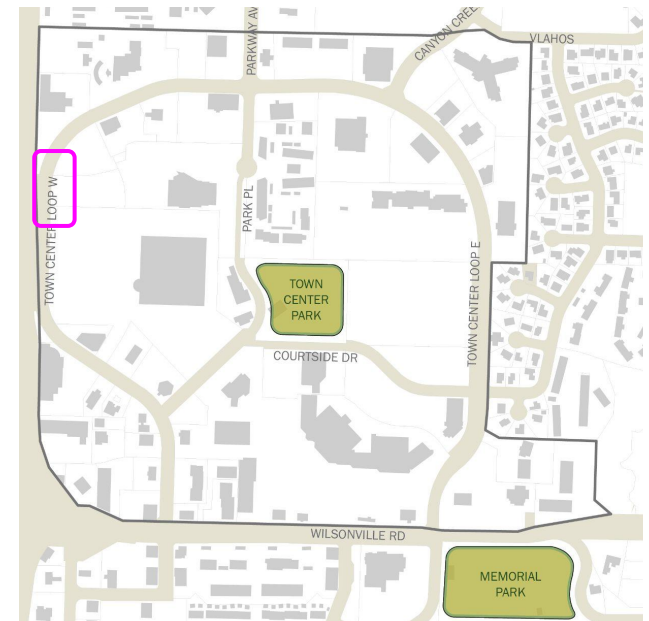
Text

TOWN CENTER PLAN FUNDAMENTALS

- Text
- Text

IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
SIGNATURE	
ENHANCED	
STANDARD	

LOCATION IN.8: TOWN CENTER LOOP WEST

ADDITION CONTENT FORTHCOMING
AFTER 6/21/21 CITY COUNCIL REVIEW

- Descriptive text
- Cross Section
- Plan illustration
- Possible rendering

LOCATION IN.9: LOCAL STREET

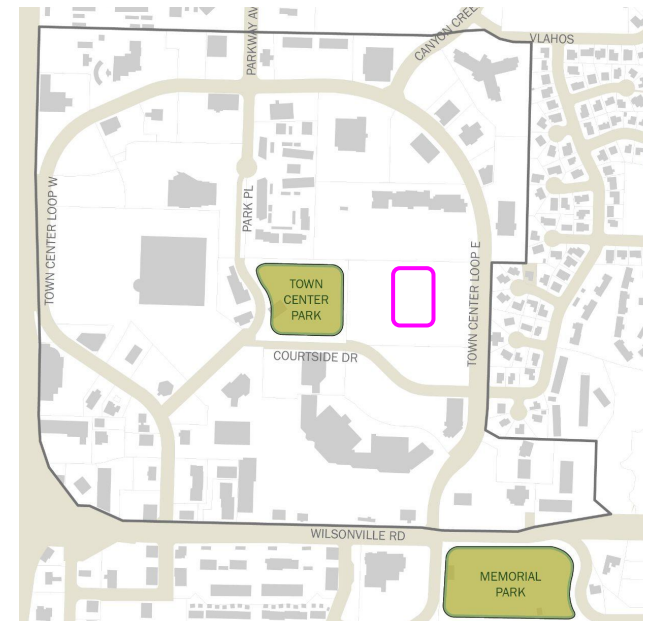
(Typical, non-specific location)

EXPANDING THE TOWN CENTER "MAIN STREET"

New development and a finer-grained block structure in the Town Center includes new Local Streets. These streets will be constructed as part of private development and will generally include wide sidewalks with street trees, vehicle travel lanes, and on-street parking with stormwater catchment or buffered bikeways (as illustrated).

TOWN CENTER PLAN FUNDAMENTALS

- A network of new local streets providing multimodal access to sites and defining a smaller block grid of under 400'
- Local streets connect to the existing network and often route through locations of existing parking lots
- The 60' right-of-way accommodates two vehicle lanes, on-street parallel parking, stormwater and landscape, and wide sidewalk areas.
- Other design options include buffered bikeways instead of parking or Woonerf-style shared, slow-traffic roadways that allow more space for pedestrian movement and gathering. (See the Town Center Plan Appendix D)

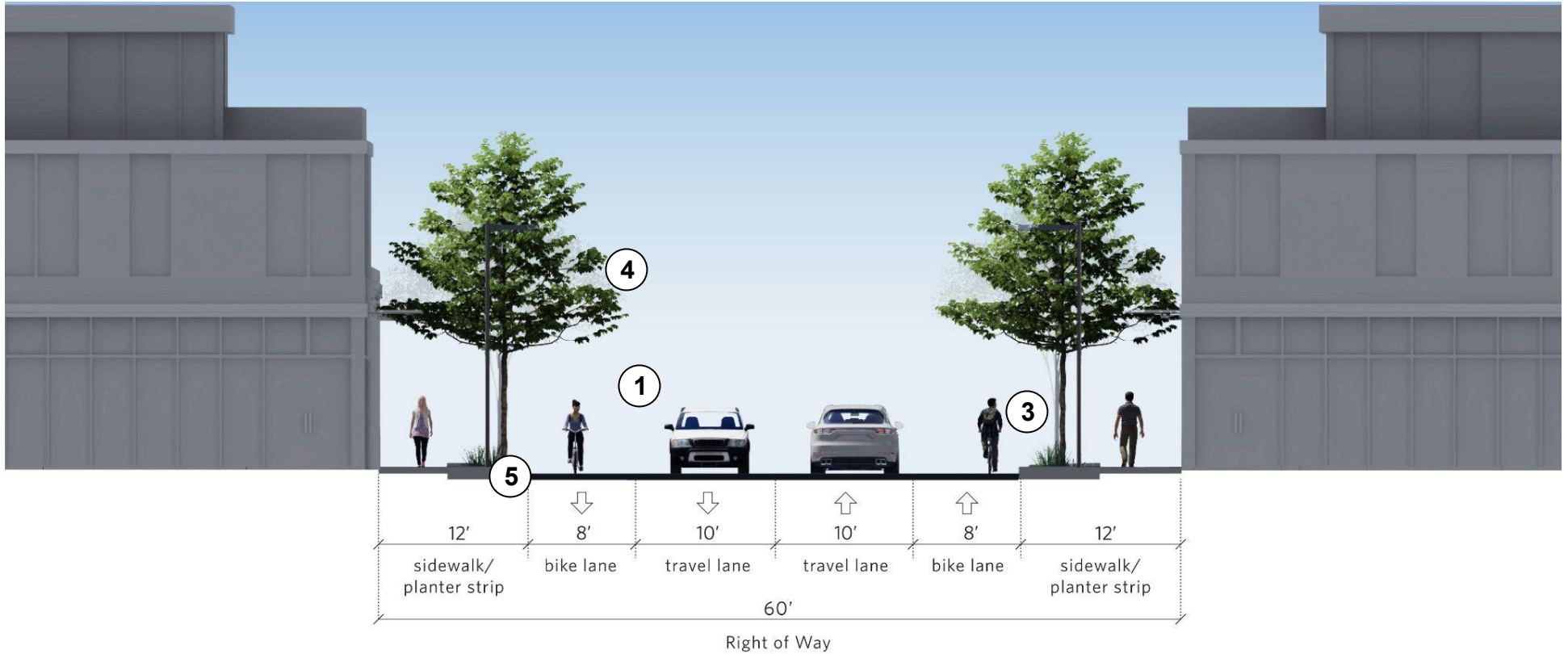


IMPLEMENTATION BASICS

- Constructed as part of private development, with private landowner assuming the majority of costs
- Requires new right-of-way designation and dedication

INVESTMENT LEVEL	TBD
SIGNATURE	
ENHANCED	
STANDARD	

LOCATION IN.9: LOCAL STREET



1. STREET ZONE

- Buffered bikeway in each direction (potential for protective features)
- One vehicle lane each direction

2. TRANSIT

- No transit routing or stops planned

3. SEATING

- Standard bench in suitable corner and midblock locations (note: no curb extensions)

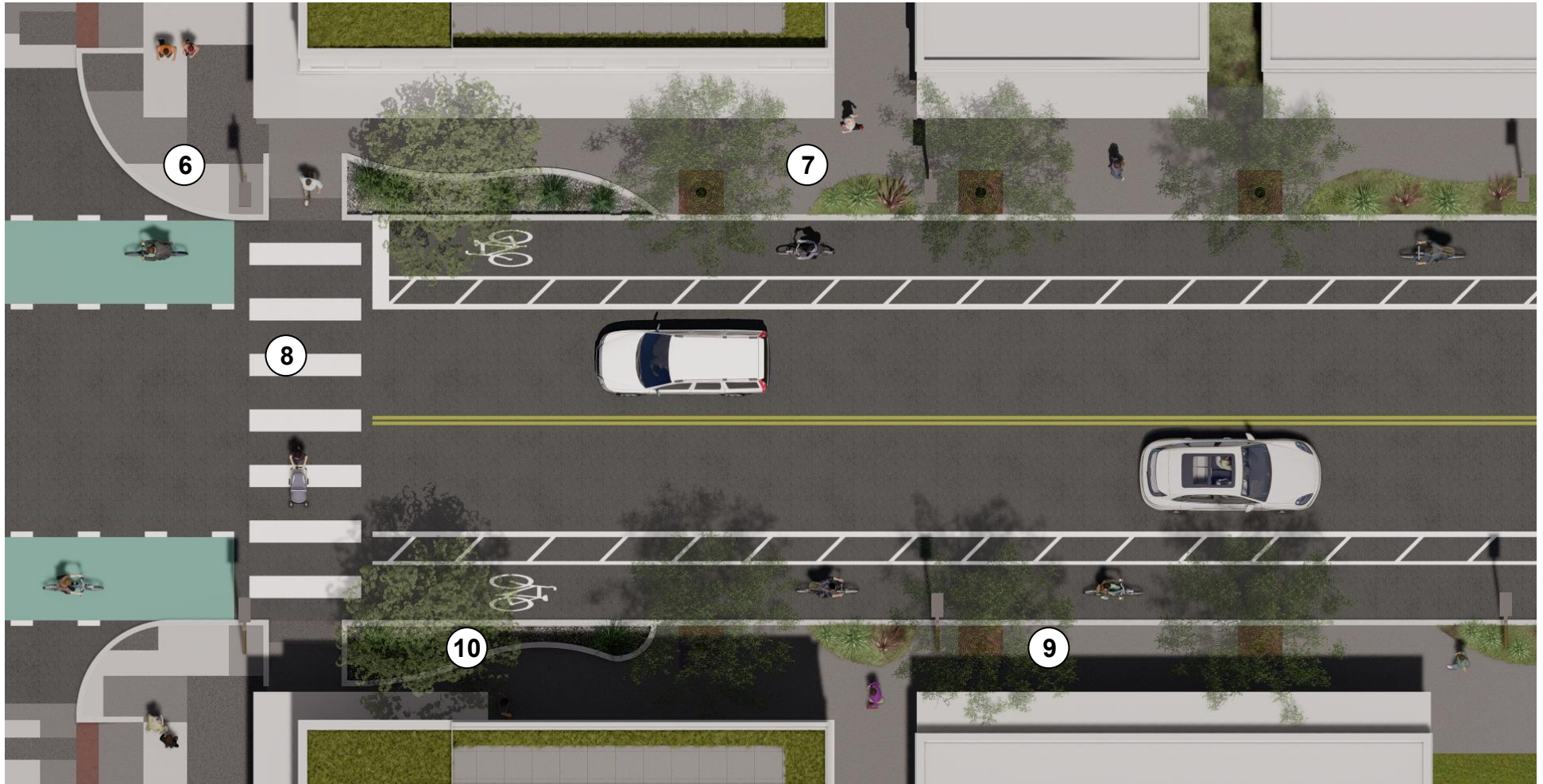
4. LIGHTING

- Standard fixture mounted at corners, high volume driveways, and midblock crossings

5. CURB EXTENSIONS

- No curb extensions in concept with bike lanes
- Curb extensions possible if no bike lanes

LOCATION IN.9: LOCAL STREET



6. CORNER SIDEWALK

- Standard concrete pattern, except where intersecting Signature street (where stamp pattern wraps, as shown)

7. MIDBLOCK SIDEWALK

- Standard concrete pattern
- Option for furnishing zone paver strip if seeking Enhanced element

8. CROSSWALKS

- Staggered Continental ("zebra stripe") pattern

9. LANDSCAPE

- Trees roughly 35ft spacing
- integrated or movable planters in furnishing or frontage zone

10. STORMWATER

- May be built into curb edge of sidewalk and other locations deemed necessary and fitting

LOCATION IN.12: PROMENADE

(Park Ave westward towards I-5 Bridge) (Framework Project)

LOCATION INTRO

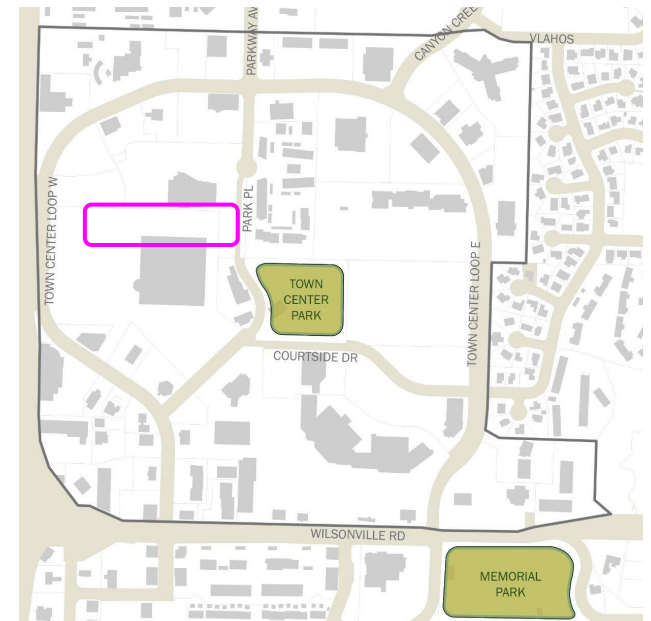
Text

TOWN CENTER PLAN FUNDAMENTALS

- Text
- Text

IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
SIGNATURE	
ENHANCED	
STANDARD	

ADDITION CONTENT FORTHCOMING
AFTER 6/21/21 CITY COUNCIL REVIEW

- Descriptive text
- Cross Section
- Plan illustration
- Possible rendering

appendices

Appendix A. Preliminary Concepts Summary

Appendix B. Public Involvement Summary

Appendix C. Transportation System Plan 2020 Update Summary

Appendix D. Signage and Wayfinding Plan Summary

Appendix E. Urban Forestry Management Plan Summary

Appendix F. Product and Material Specification Sheets

PLANNING COMMISSION

JUNE 9, 2021



WILSONVILLE TOWN CENTER STREETScape PLAN

AGENDA - 6/9/2021

1. Process and Planning Commission Role
2. Location and Investment Level Overview
3. Location and Investment Level Recommendations and Discussion
4. Draft Plan - seeking preliminary feedback

PROJECT SCHEDULE

FALL
2020

WINTER
2021

SPRING
2021

SUMMER 2021

FALL
2021

PRELIMINARY
STREETSCAPE
CONCEPTS

FORUM #1

PLANNING
COMMISSION

REFINED
CONCEPTS

FORUM #2

PREFERRED
CONCEPT

PLANNING
COMMISSION
AND CITY
COUNCIL

PLANNING COMMISSION
AND CITY COUNCIL
REVIEW OF LOCATIONS
& INVESTMENT LEVELS

DRAFT PLAN

FINAL PLAN AND
ADOPTION

PLANNING
COMMISSION
AND CITY
COUNCIL

Review of locations and
investments; first draft Plan

- PC: 6/9
- CC: 6/21

Worksession on updated
draft Plan

- PC: 8/11/21

Adoption Hearings

- PC: 9/9
- CC: 10/4
- CC: 10/18

04 *location-specific design*

This Plan applies the previous chapter’s design elements locations around the Town Center at a conceptual level. These location-specific studies guide implementation of the streets and identify which level of investment is suitable for each. This map provides a key to those locations, which are further described in the following pages. **The locations provide guidance about design features, placement of elements, and certain specific products - additional design will be necessary before construction.**

Location IN.3 - Park Place Redesign (Framework)
(Town Center Park to Courtside Drive)

Location IN.4 - Park Place Extension (Framework)
(Courtside Drive to Wilsonville Road)

Location IN.6 - Courtside Drive Extension
(Framework)
(Park Place East to Town Center Loop West)

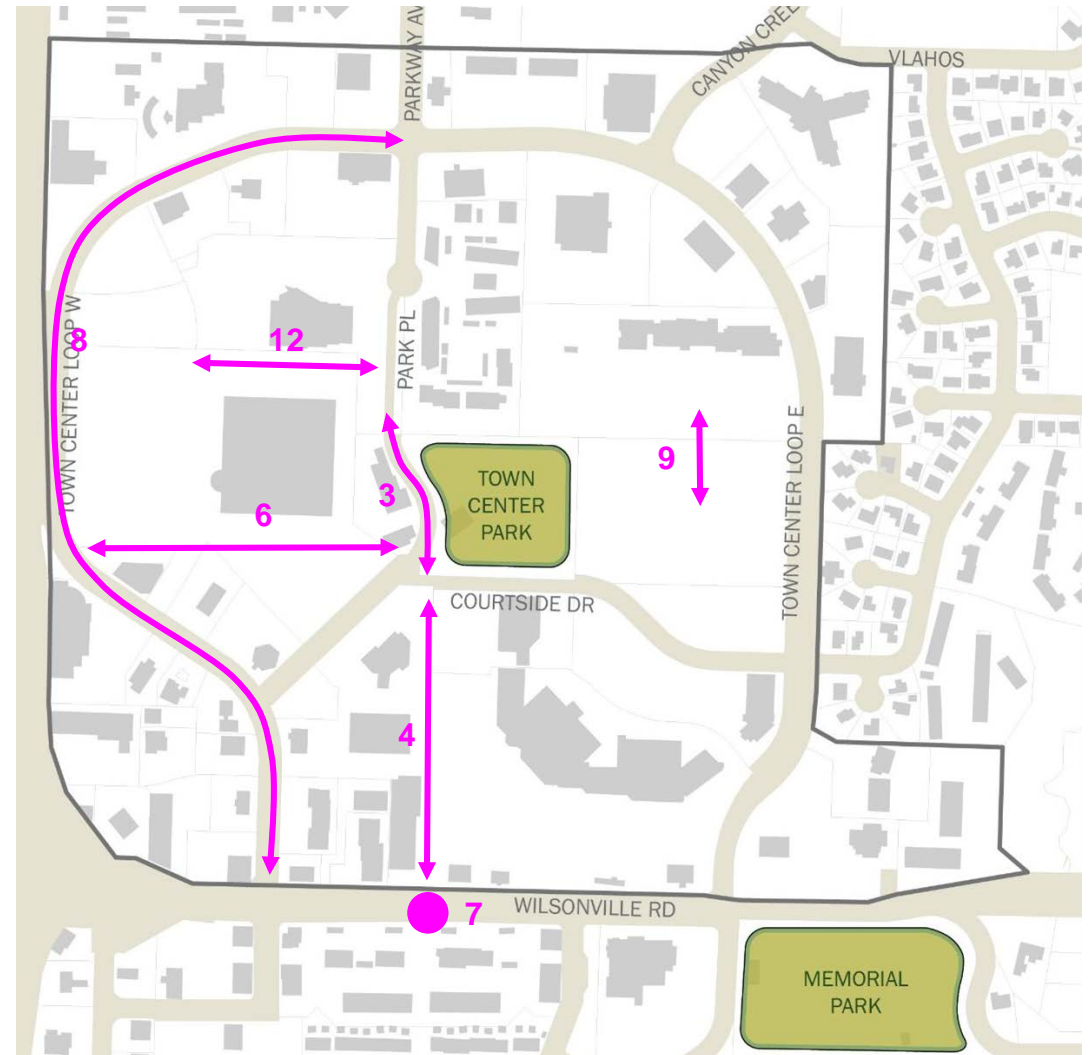
Location IN.7 - Intersection of Wilsonville Road and
Park Place

Location IN.8 - Town Center Loop West

Location IN.9 - Local Road Network

Location IN.12 - Promenade (Framework Project)

Other streets not specified in these location designs, but identified in the Town Center Plan, are also candidates to streetscape investment. Those locations could be formally assigned an investment level and design palette at a future date, or the design details can be finalized during development review and influenced by the context of site development, adjoining street compatibility, and the phasing of the street’s construction or improvements.



DEGREES OF INVESTMENT AND CHANGE

Different streets around the Town Center will be constructed with varying degrees of investment and design detail. These determinations were made based on the Town Center Plan framework for streets, relationship of streets to adjacent development patterns, and identification of streets as high activity and visibility locations or lower activity locations.

(See TC Plan for possible other methodology on identifying street hierarchy and investment)

This might function better as a table, series of icons, simple diagram, and/or sample imagery

STANDARD DESIGN

- Mostly compliant with existing Public Works standards and details
- Standard sidewalk and crosswalk design
- Street trees along entire block lengths
- Street lighting at intersections and certain full-block segments
- Curb extensions in certain locations to serve pedestrian safety and provide on-site stormwater facilities - must also correspond with bike lane and cycletrack designs
- Little, if any, Signature seating and landscape bed use

ENHANCED DESIGN

- Introduces Signature elements in selected locations to provide specific placemaking, mobility, and safety improvements
- Mostly Standards sidewalk and crosswalk design, with Signature treatment in higher-priority locations
- Street trees along entire block lengths
- Street lighting assumed along most complete block lengths
- Curb extensions more widely used where feasible for pedestrian safety and stormwater services - must also correspond with bike lane and cycletrack designs
- May include Signature seating and landscape beds, especially in curb extensions

SIGNATURE DESIGN

- Signature elements used extensively throughout the streetscape and around corners and intersections to produce a coherent and complete design
- Signature sidewalk patterns at corners and Signature crosswalk designs
- Street trees along entire block lengths
- Street lighting assumed along most complete block lengths
- Curb extensions used wherever possible to provide pedestrian amenity space, landscape and stormwater collection areas, and traffic calming functions - must also correspond with bike lane and cycletrack designs
- Signature seating and landscape beds used prevalently at intersections and appropriate midblock locations

EXAMPLES OF INVESTMENT LEVEL

STANDARD DESIGN



Historic Columbia Hwy - Troutdale, OR

ENHANCED DESIGN



Slabtown District - Portland, OR

SIGNATURE DESIGN



Cascade Ave (Hwy 20) - Sisters, OR



North Mississippi - Portland, OR



Denver Ave - Portland, OR



Winslow Way - Bainbridge Island, WA

DEGREES OF INVESTMENT AND CHANGE

Examples from the draft Streetscape Design Plan

STANDARD DESIGN - Local Streets



- Overall design simplicity and consistency
- Facilities for all users and safely improvements
- Minor embellishments, for example tree grates, small landscape beds, a unique off-the-shelf bench

SIGNATURE DESIGN - Park Place Extension

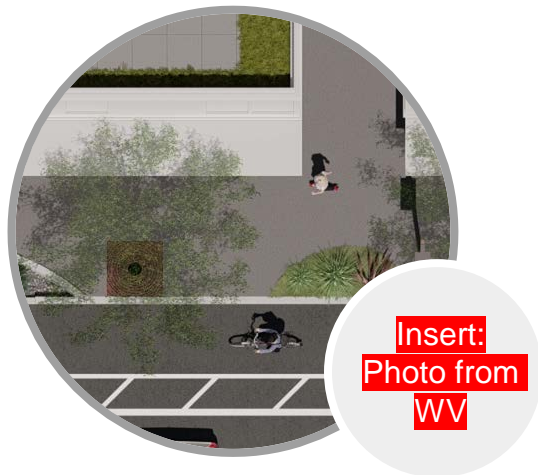


- Design unity and custom elements in high-priority locations
- Abundant seating, landscaping, wayfinding, and materials choices unique to Signature locations
- Custom sidewalk concrete stamping, built-in planters, and bespoke benches

SIDEWALK DESIGN

Sidewalks are the heart of any active street. They are where travel to destinations occurs, but also where may unexpectedly gather to talk, grab a coffee, or window shop. Sidewalks will be wide, well-protected, shaded by a robust tree canopy, and accommodating of changing uses throughout the year. On Signature streets, a concrete stamping pattern marks the space, reflects the busiest places in the Town Center, and aids in navigation.

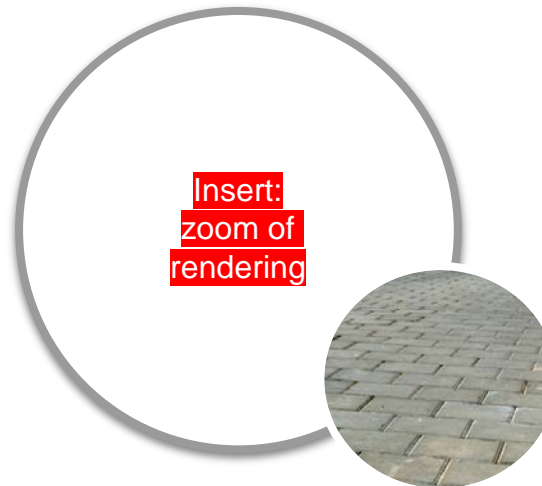
STANDARD



Sidewalks will be located throughout the Town Center per Transportation System Plan designations. Sidewalk through area will be at least 5 feet in all locations and is often significantly wider (see location details). Sidewalks will have a light broom finish and will conform with other Public Works Standards in [201.2.25](#), [Detail No. RD-1075 Concrete Sidewalk](#), and [RD-1076 Sidewalk Next to Swale](#).

This treatment will be used commonly on Standard streets and mid-block locations for Enhanced and Signature locations.

ENHANCED



A furnishing stripe of Permeable Concrete Interlocking Pavers can be used, especially in Enhanced and Signature streets, to highlight the area for plantings, benches, bike racks, and vehicle egress from on-street parking. The stripe helps visually separate the sidewalk through zone from parking and street.

A new detail will be required to describe product and installation method. The Mutual Materials [Holland Paver](#) Single in running bond pattern using the Summit Blend color mix is recommended.

SIGNATURE



A custom concrete stamping pattern, potentially with several varying color treatments, is to be used in corner intersection areas along Signature Streets and wrapping the corner onto intersecting streets. The Signature pattern can be used for the full sidewalk length, **or simplified for cost savings**.

This effect is more labor-intensive than a Standard concrete surface. The City will need to finalize a pattern and prepare a construction detail.

BENCH AND SEATING

Streets are not simply spaces for moving along, they are also places to linger, gather, and do business. Seating in a variety of forms provides places to rest and socialize with others. Benches and seating can also be attractive pieces of the streetscape, using natural and quality materials, and taking on dynamic, artful forms. Several seating options are described below for use varyingly across the Standard, Enhanced, and Signature configurations.

STANDARD



The Landscape Forms [Generation 50](#) bench is suitable for Standard installation throughout the Town Center's streets, plazas, and open spaces. It is an attractive, wood-based, off-the-shelf product offering simple installation and low maintenance requirements.

The traditional-backed model with angle end arms is recommended (shown in image).

ENHANCED



The [StreetLife Rough&Ready Free Form Tree Isles](#) product uses a kit of wood and metal materials to configure a range of seating options in various forms and sizes. The Enhanced approach for Town Center can use this product as a built-in bench setting typically three people in common locations along blocks.

This product is suitable in furnishing zones of the street and plaza spaces on adjoining properties. The City will need to prepare an installation detail. The FSC hardwood model with CorTen base is recommended.

SIGNATURE



The [StreetLife Rough&Ready Free Form Tree Isles](#) product is also readily installed in custom forms and sizes tailored to provide seating as part of planter installations in curb extensions along Signature streets.

The seating uses a metal structure and cladding that integrates into a raised planter. The seat surface is a durable, weather-resistant milled wood attached to the frame using concealed fasteners. The FSC hardwood model with CorTen base is recommended and will need to be coordinated with the raised planter design.

STREET TREES

Planting information is under review and will be further aligned with Urban Forestry Management Plan recommendations

Street trees in the Town Center help fulfill goals for _____, _____, and _____. Street trees provide shade and enclosure to sidewalks and gathering spaces, habitat for birds and other animals, and will help unify the appearance of the Town Center as trees mature and become prominent street features that change throughout the year. [Detail No RD-1240](#) described tree planting requirements, but may be amended per the Forestry Plan.

PRIMARY STREET TREE



The Street Design Plan recommends sidewalk trees placed in tree wells of minimum 4ft width and minimum 6ft length. Tree spacing along the street can vary, but will typically run 30-40ft between trees on-center. Tree spacing and installation also depends on if the tree is new or a preservation of an existing tree. [Detail No. RD-1235](#) specifies tree wells and grates.

Where possible and consistent with the overall Town Center tree plan, existing trees should be preserved and integrated in the new design.

Bur oak, Kentucky coffeetree, and Oregon white oak may be appealing primary street tree species.

ACCENT TREE



Accent trees will be used primarily in Enhanced and Signature street locations to bring variety and uniqueness to plantings in curb extensions, high activity corners, and mid-block crossing locations. A species with a different form and foliage color is often desirable.

Recommended species include _____, _____, and _____

STORMWATER TREES/PLANTS



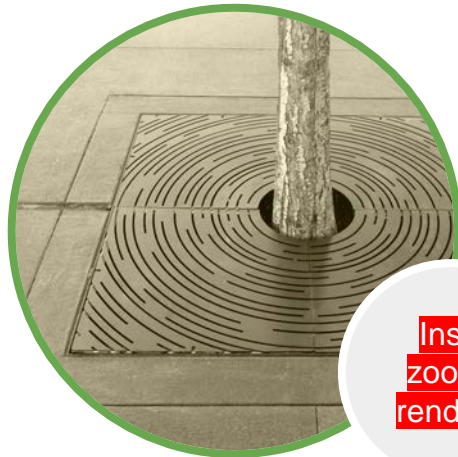
Stormwater facilities will be part of the streetscape where needed and spacing allows for inclusion of the facility. In Signature locations stormwater facilities will be integrated with seating areas.

The Urban Forestry Management Plan will outline species and planting standards stormwater facilities. Species will be selected for their attractiveness, durability, ease of maintenance, and hardiness to seasonal rain and dry spells.

See also [Chapter 301 Stormwater](#).

STREET DESIGN ELEMENTS

POWDERCOATED IRON TREE GRATES



Insert:
zoom of
rendering

The Iron Age Designs [Spin](#) model tree grate will add a subtle sense of movement and whimsy to tree plantings in the Signature street locations.

A 4 foot by 4 foot tree grate is recommended in most locations. Other trees may be integrated as part of a larger planter bed or stormwater facility, in which case a tree grate is not used.

The City's current specification for an Urban Accessories tree grate, in [Detail No. 1235](#) is suitable for Standard and Enhanced locations when tree grates are desirable. The Iron Age product may also be substituted Town Center wide if procurement and cost are feasible.

NATURAL STONE



Decorative rocks can be placed in landscape area, stormwater basins, and selectively as seating in certain street and plaza gathering areas. This Plan doesn't specify an exact product, but recommends locally-sources basalt or granite for durability, color selection, and prevention of freeze/thaw cracking.

ADA TACTILE PAD



Insert:
zoom of
rendering

The Neenah Foundry [Quick Connect](#) cast iron tactile pad adds a functional and attractive detectable surface to Signature street location curb ramps at crosswalks.

In Standard and Enhanced locations, the ADA Solutions [Cast-in-Place Tactile Panel](#) in black color shall be used.

EXAMPLE: SIGNATURE STREET DESIGN

Park Avenue Extension draft design - showing most Signature elements



1. CURB EXTENSION

- Seating and landscape area
- Traffic calming function

2. SIDEWALK PATTERN

- Used in “main street” areas
- Marks busy activity/retail cores

3. CUSTOM SEATING / PLANTING

- Integrated seating and planting area
- Stormwater catchment curb extension

4. BIKE FACILITIES

- Shared-lane marking
- Street traffic calming

RECOMMENDED LOCATIONS / INVESTMENT

Location IN.3 - Park Place Redesign (Framework)
(Town Center Park to Courtside Drive)

Signature Design

Location IN.4 - Park Place Extension (Framework)
(Courtside Drive to Wilsonville Road)

Signature Design

Location IN.6 - Courtside Drive Extension
(Framework)
(Park Place East to Town Center Loop West)

Enhanced Design

Location IN.7 - Intersection of Wilsonville Road and
Park Place

Enhanced Design

Location IN.8 - Town Center Loop West
Standard Design

*Note: IN.8 is less specifically prescribed in the Town Center Plan
- numerous street options exist

Location IN.9 - Local Road Network
Standard Design (but may vary based on location)

Location IN.12 - Promenade (Framework Project)

Signature Design



QUESTIONS:

- *Do you agree with the locations identified in this draft of the Streetscape Plan to receive detailed design direction and investment levels in Town Center?*
- *Of these locations, which areas warrant either a Standard Design, Enhanced Design or Signature Design?*

QUESTIONS:

- *Are there any other key elements or considerations that should be included in a refined draft Streetscape Plan?*

Appendix

**Recommended
Streetscape Concept
March 2021**

RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

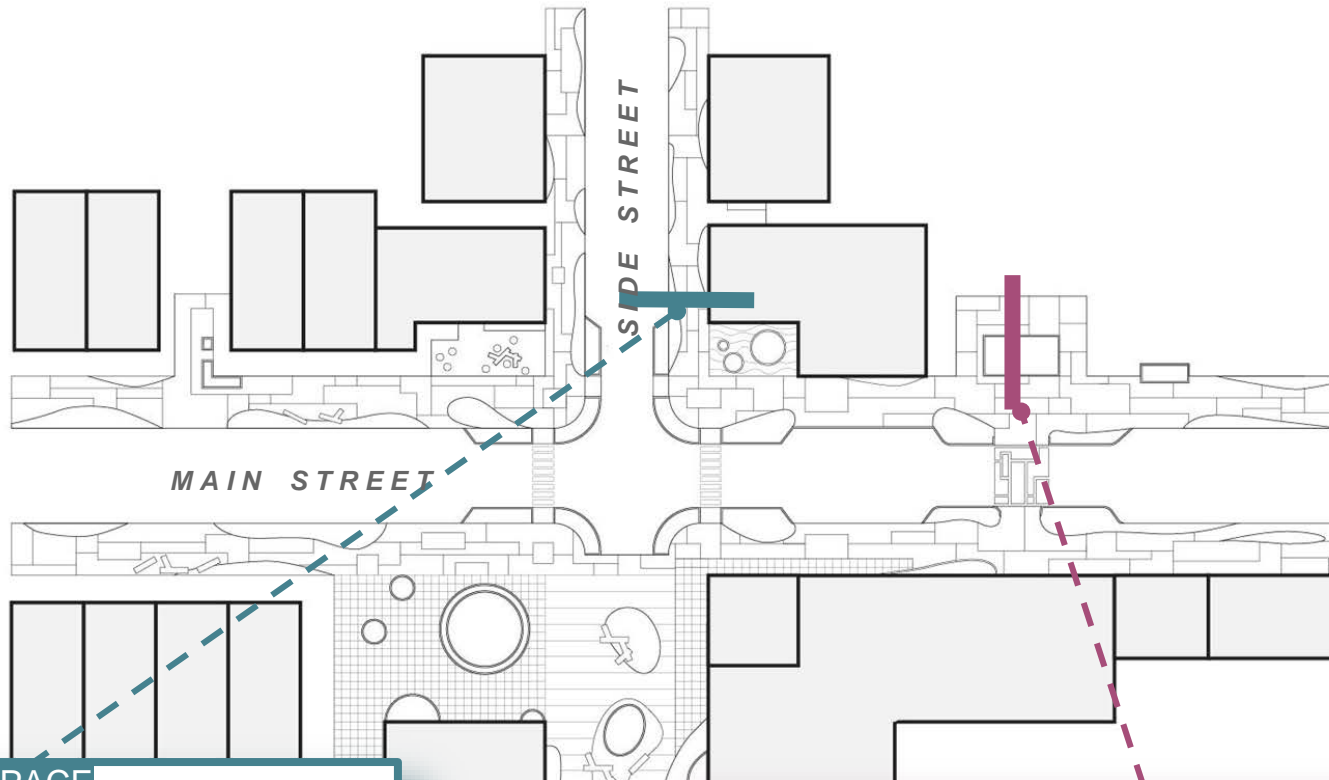
NATURAL CONTRAST MODULARITY



-  **Gathering Space**
-  **Landmark/Public Art/Transit**
-  **Scenicscape**
-  **Area**
-  **Motive Space**

***Concept diagrams are not intended to show an actual to-scale design. Instead, this is an abstract depiction of how streetscape elements can be arranged with arrows representing movement through space, and colored blocks represent street elements.*

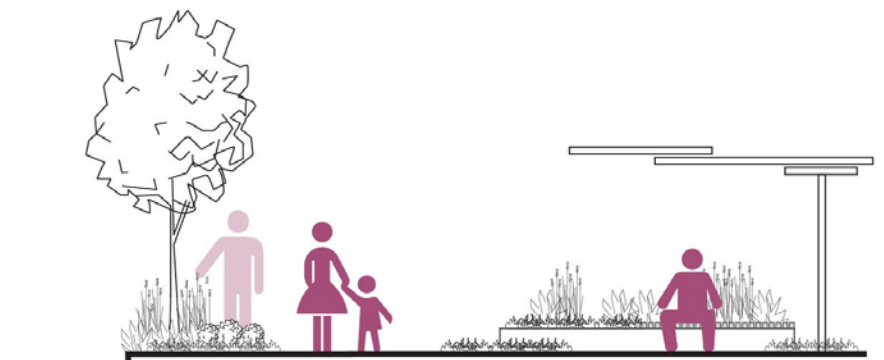
RECOMMENDED CONCEPT: RIVER + NATURAL CONTRAST MODULARITY TECHNOLOGICAL



SECTION: MOTIVE SPACE

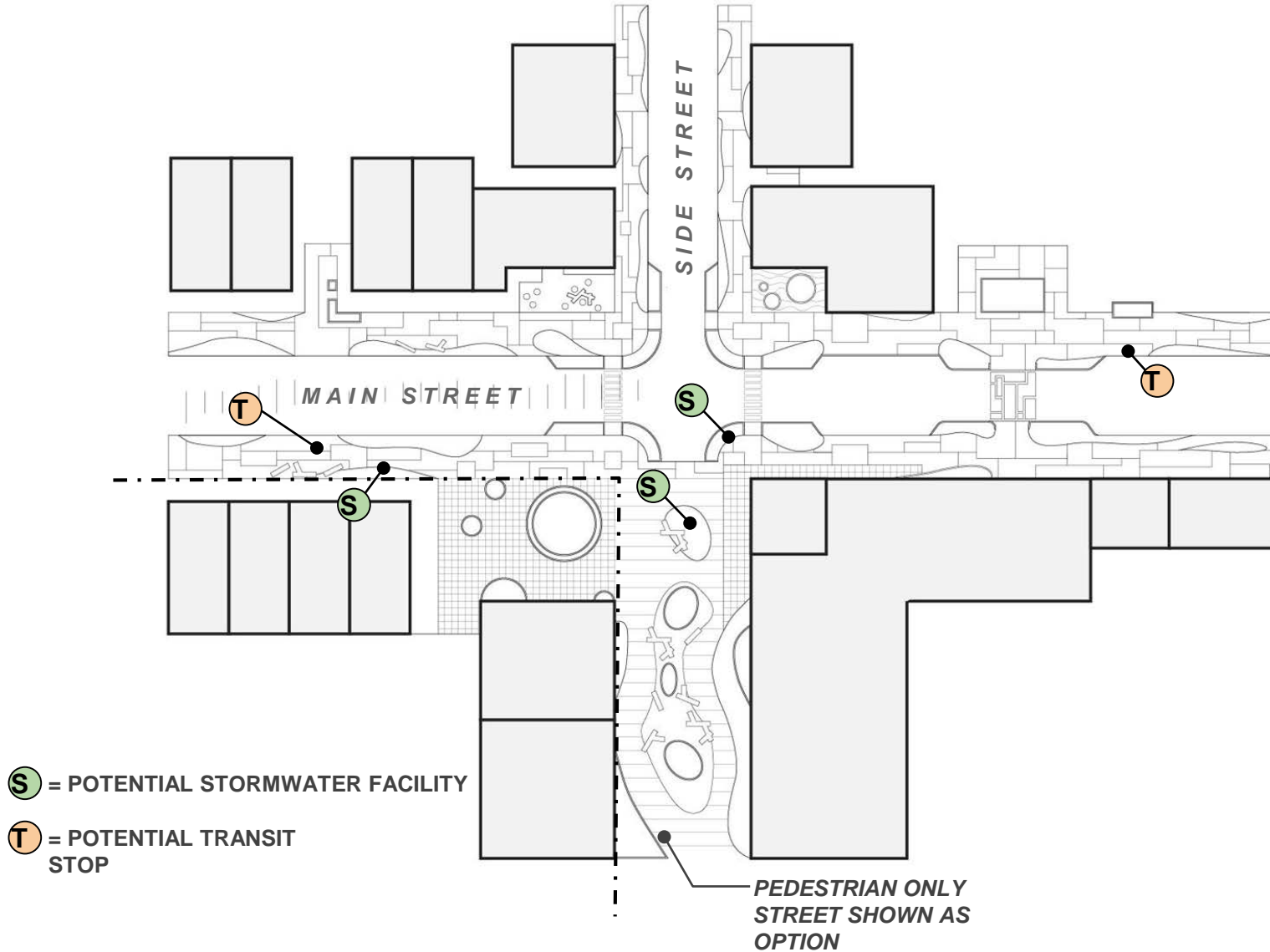


SECTION: COVERED GATHERING SPACE

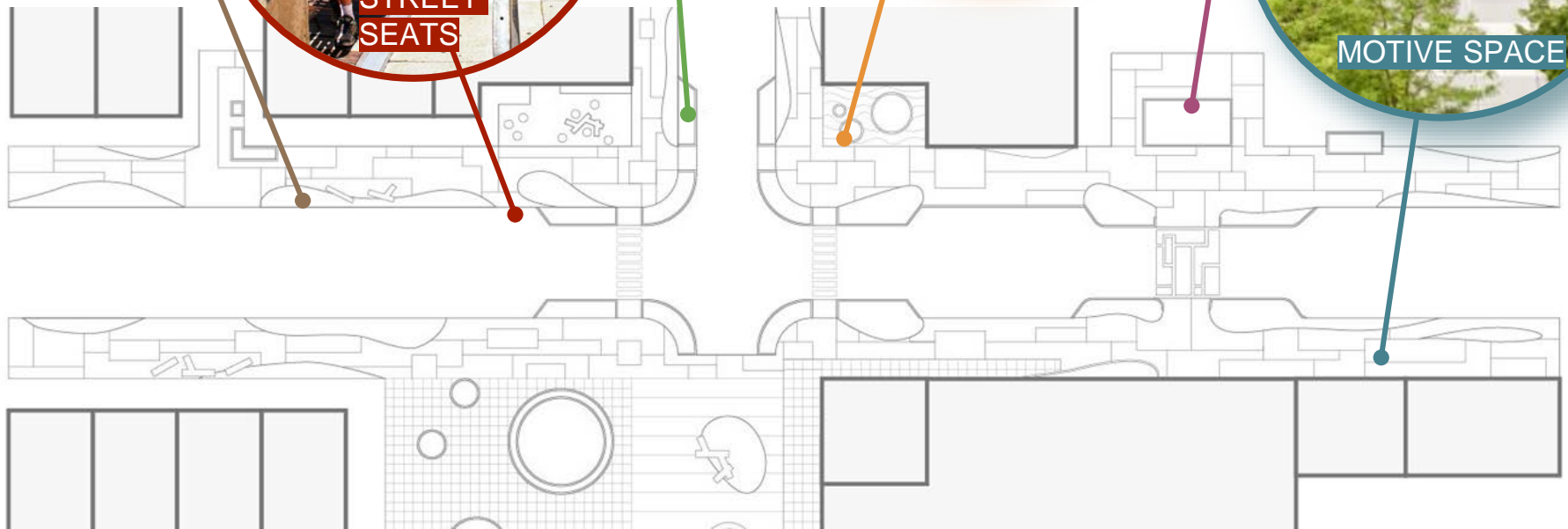


RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

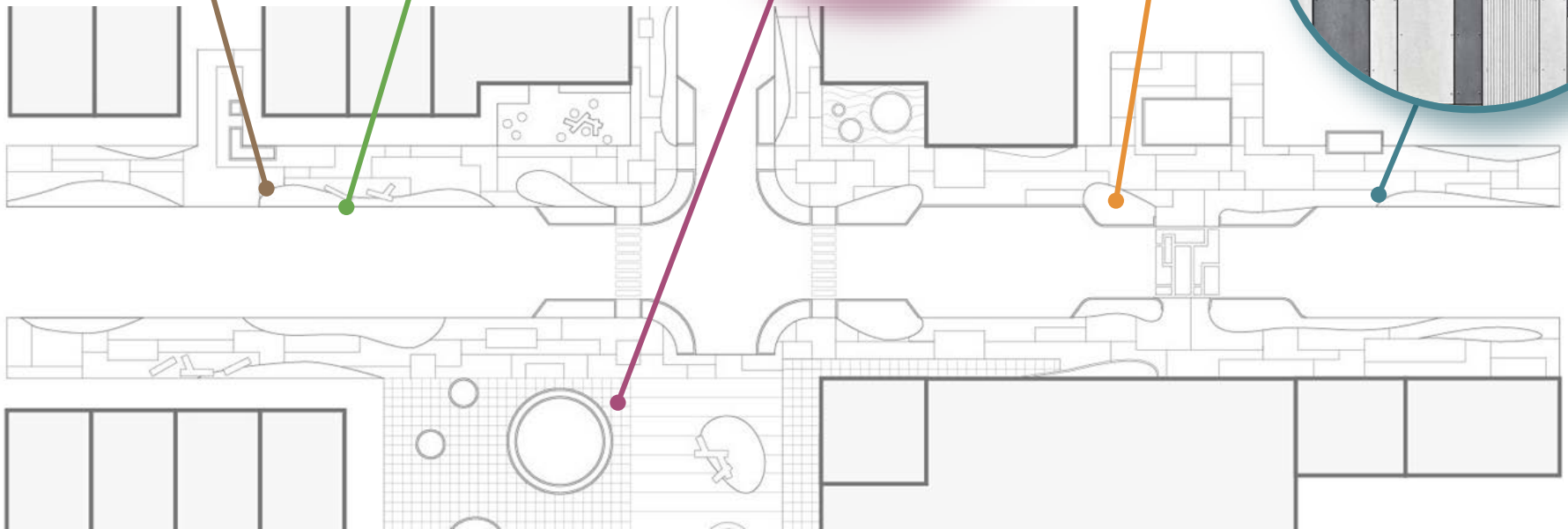
NATURAL CONTRAST MODULARITY



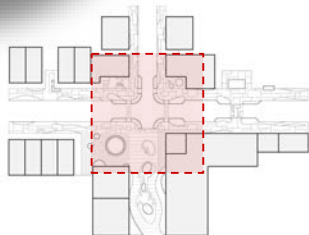
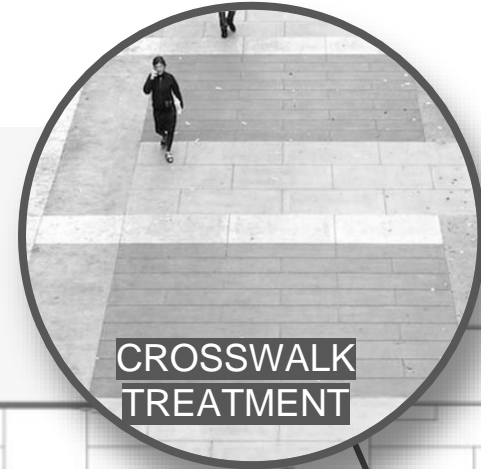
RECOMMENDED CONCEPT: RIVER + NATURAL CONTRAST MODULARITY TECHNOLOGICAL



RECOMMENDED CONCEPT: RIVER + NATURAL CONTRAST MODULARITY TECHNOLOGICAL



RECOMMENDED CONCEPT: RIVER + NATURAL CONTRAST MODULARITY TECHNOLOGICAL



**Town Center Plan Street
Design Concepts
2019**



PROMENADE

(LOOKING EAST)

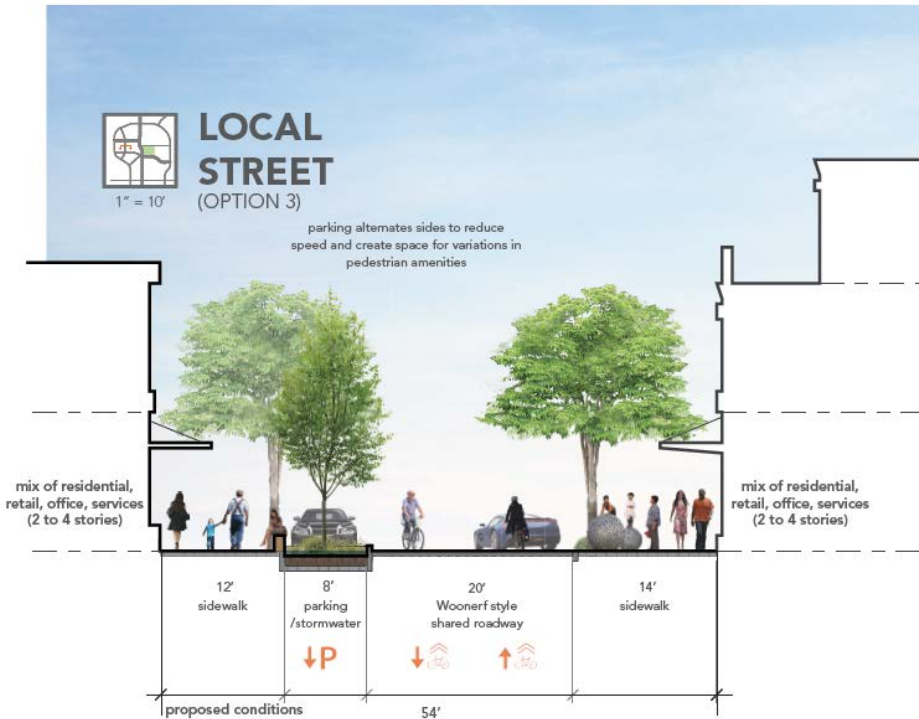
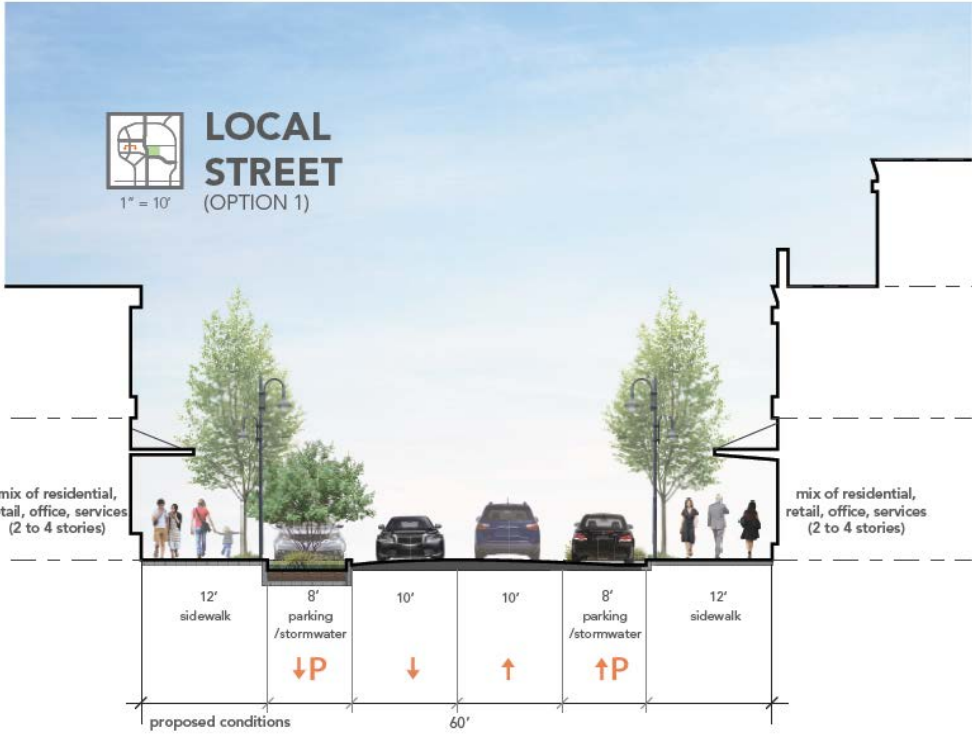
1" = 10'

existing theater



mix of office, entertainment, hospitality, residential and civic uses (3 to 5 stories)



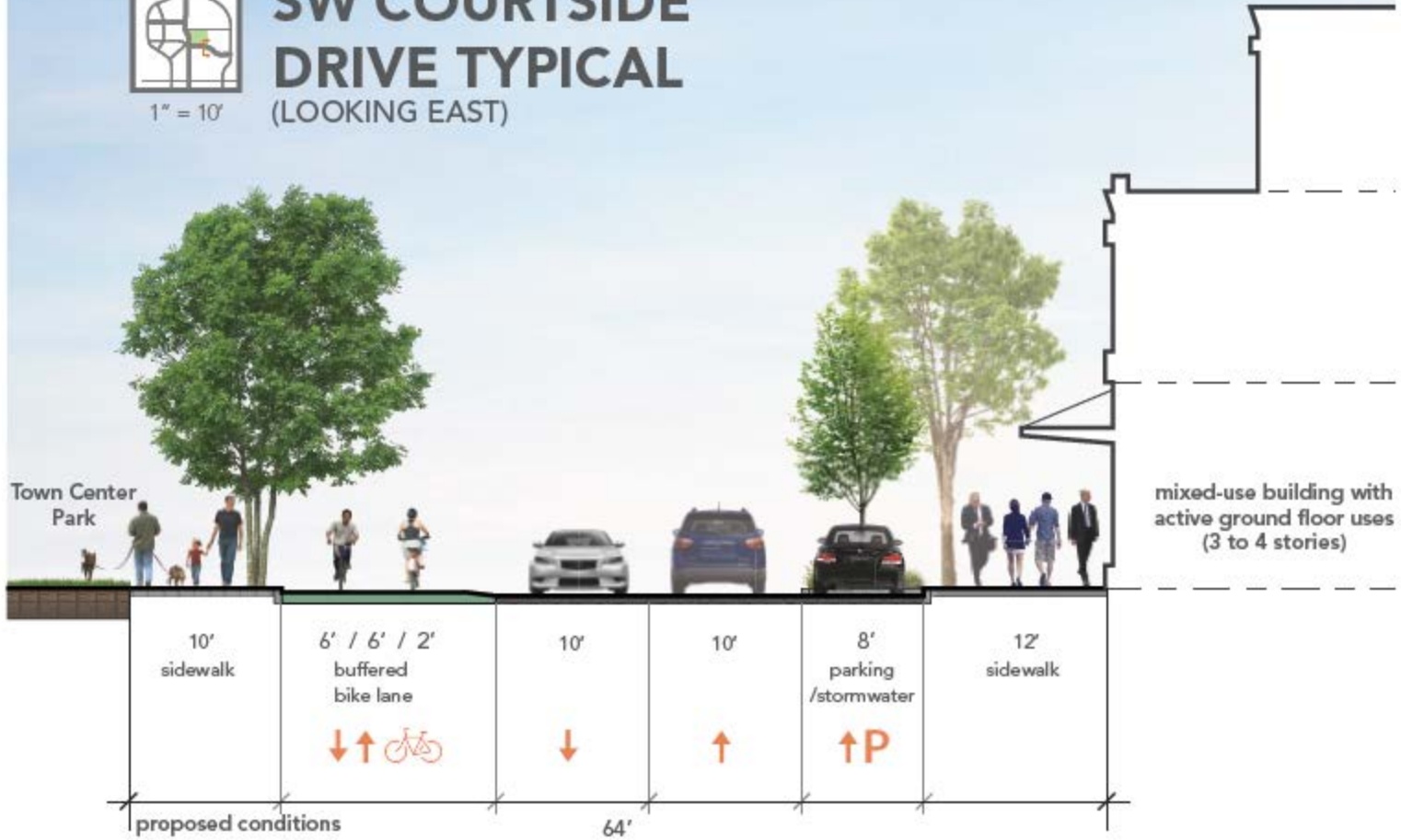




SW COURTSIDE DRIVE TYPICAL

(LOOKING EAST)

1" = 10'





PARK PLACE

(LOOKING NORTH)

1" = 10'

mixed-use building with active ground floor uses (3-4 stories)

optional setback 20' max.



private

12' sidewalk

8' buffered bike lane

10'

10'

8' buffered bike lane

12' sidewalk

existing apartments

proposed conditions

60'





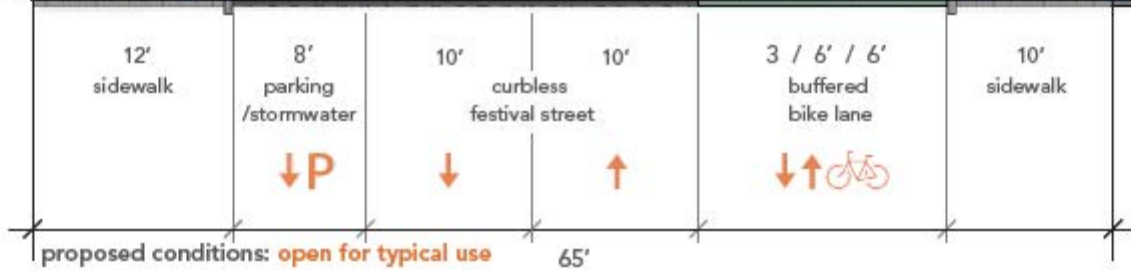
1" = 10'

PARK PLACE AT TOWN CENTER PARK

(LOOKING NORTH)

mixed-use building with active ground floor uses (3 to 4 stories)

Town Center Park parking area



proposed conditions: **open for typical use** 65'

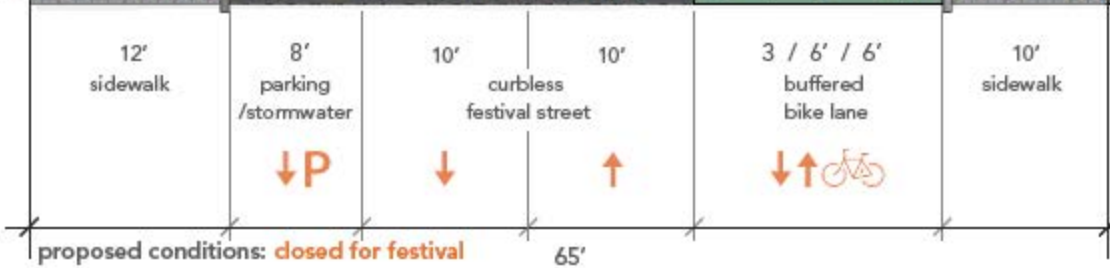


1" = 10'

PARK PLACE AT TOWN CENTER PARK

(LOOKING NORTH)

mixed-use building with active ground floor uses (3 to 4 stories)





1" = 10'

PARK PLACE EXTENSION

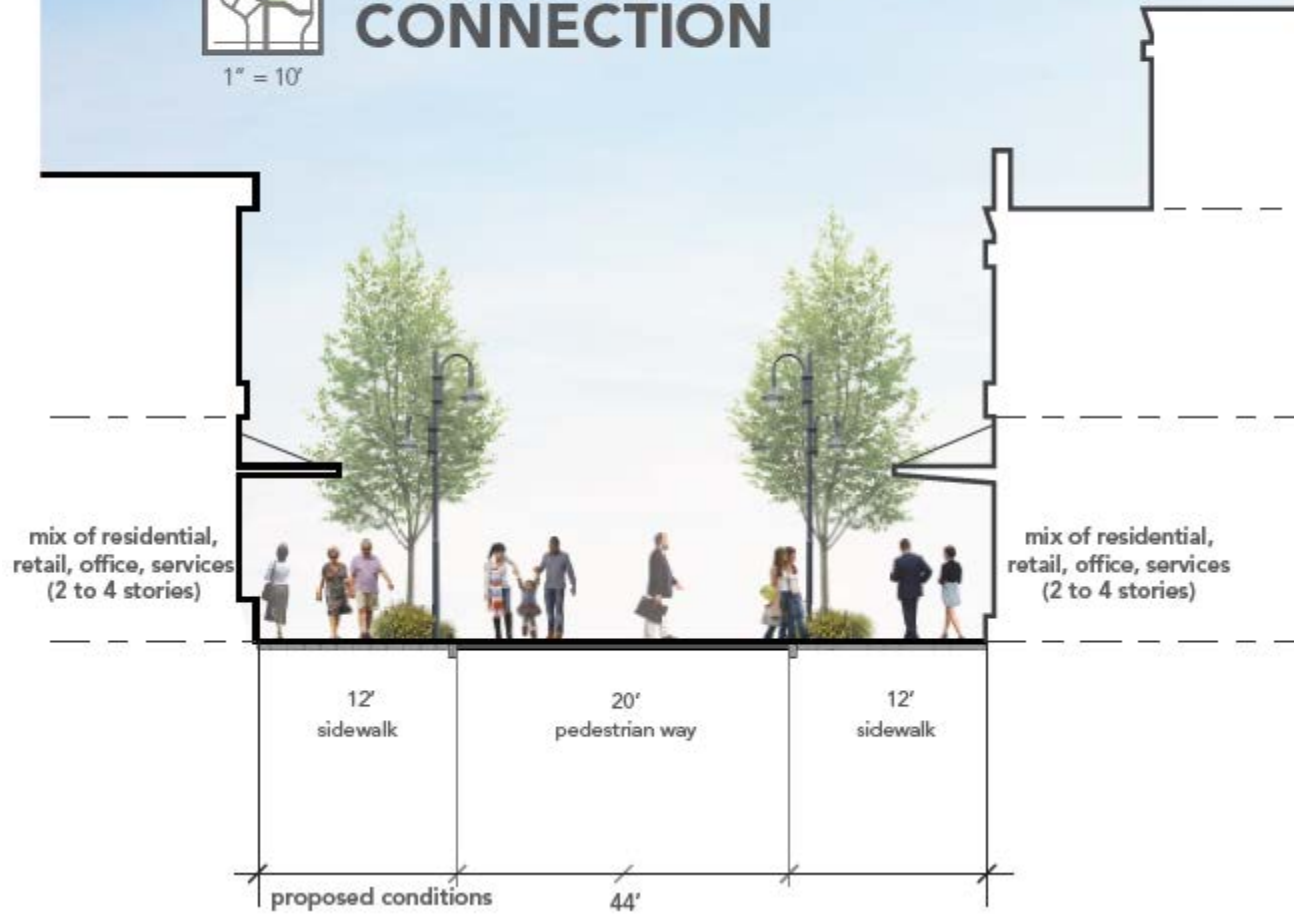
(LOOKING NORTH)





1" = 10'

PEDESTRIAN/BICYCLE CONNECTION



**PLANNING COMMISSION
WEDNESDAY, JUNE 9, 2021
6:00 P.M.**

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

*Draft PC Minutes were
reviewed and approved at the
July 14, 2021 PC Meeting.*

Minutes Excerpt

I. CALL TO ORDER - ROLL CALL

Chair Kamran Mesbah called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Kamran Mesbah, Jennifer Willard, Ron Heberlein, Jerry Greenfield, Aaron Woods, Breanne Tusinski, and Olive Gallagher

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, Phillip Bradford, Georgia McAlister, Kim Rybold, and Tami Bergeron.

II. WORK SESSIONS

A. Town Center Streetscape Plan (Bradford)

Miranda Bateschell, Planning Director, noted over many years, a lot of conversations had been held about the Town Center and the community's vision for the project. The Town Center Plan was adopted in the summer of 2019, and there were multiple different implementation actions to be taken. A few of those actions had been completed, including adoption of infrastructure projects into the Transportation System Plan, and one of the key components connected to that was the Streetscape Plan. Some different concepts were floated with the community for input, and the River concept was the highest favored but with a desire to keep some of it streamlined without being too curvilinear to respect a streetscape and acknowledge some of the components of the Technological Innovation concept that was also favored. The project team had some additional detail for the Commission to review with design elements that would capture what the combined concepts would look like on the ground. The draft plan in the packet showed what they were starting to look like, but the team wanted early input from the Commission in order to be strategic about where the most investment should be done or where any extra money should be spent. There was not enough money to implement everything that was wanted everywhere, so the team sought the Commission's thoughtful input on where to invest and put more time, attention, and detail into Signature or special treatments while recognizing the Town Center Plan.

Philip Bradford, Associate Planner, noted the Commission last reviewed the Town Center Streetscape Plan in March and confirmed the hybrid concept of River Environment and Technological Innovation concepts. Tonight's presentation was initially planned to present the draft plan; however, the project team would present two design-related questions prior to finalizing the draft for review, so tonight's presentation was a preliminary draft with additional elements to be added later. Due to the large size of Town Center and the cost involved in providing higher levels of design, the project team outlined locations that would include additional details in the plan and wanted to know which locations the Commission believed warranted higher levels of investment.

Ben Weber, SERA Architects, presented the updates to the Town Center Streetscape Plan via PowerPoint, briefly highlighting the project's background, the Planning Commission's role and project schedule, and then describing the locations and levels of investment related to the proposed Standard, Enhanced, and Signature designs and recommendations. The Streetscape Plan would return before the Commission for a deeper review in August with the adoption hearings anticipated in this fall. At the end of the presentation, he posed the following questions to the Commission for discussion (Slide 14):

1. Do you agree with the locations identified in this draft of the Streetscape Plan to receive detailed design direction and investment levels in Town Center? (Slide 13)
2. Of these locations, which areas warrant either a Standard Design, Enhanced Design or Signature Design?

Discussion and feedback from the Planning Commission was as follows with responses by Staff to Commissioner questions as noted:

- In order to determine where the most focus and investment could go, decisions needed to be made about flow and where the center of the development was located. The center of the development needed to be the most enhanced as it moved outward.
 - Mr. Weber noted the streets needed to offer a lot of mobility solutions, and the project team was taking cues from the Town Center Plan two years ago, particularly with the signature locations, like Park Place and the Park Place Extension, which were considered the main streets of Town Center and shown as Locations 3 and 4. These were festival streets or streets that accessed the retail core. Another signature location was Location 12, the Promenade, which was a no-car street; a high-quality walking and biking location, particularly to make a link to the I-5 bridge. (Slide 13)
- The most bang for the buck should be put in the areas where most people were going to be and where there would be the highest level of enjoyment and appreciation, rather than in pass-through areas without as much traffic.
 - Locations 3 and 4 in the middle would be the main streets of the redesign and redevelopment, and because that would be where the focus of traffic, especially pedestrian traffic and activity was centered, the signature design elements would address that design principle.
- The Town Center Land Use Plan showed the main street district highlighted throughout Park Place from north to south, so the signature design should be highlighted for the entire route to Town Center Loop, and not just the lower two-thirds of Park Place.
 - Mr. Weber clarified that northern segment of Park Place was identified as Location 2. He explained investment recommendations were not applied to every street in the Town Center. The team had focused on identifying the seven locations that would be detailed out through the Streetscape Plan. Locations 3 and 4 captured a lot of the key features of Park Place, right by the park, and the Extension. Location 2 was not being ignored; the attention was being turned to the other locations to get them detailed out.
 - Location 2 should not be an orphan street, as it had to be used to get to Park Place from Parkway and was an important location to welcome people to Town Center. If the idea was to create an atmosphere to bring people into an environment, Location 2 should also have a signature design.
- Town Center welcome signage at Parkway or at Canyon Creek Rd would make sense for those coming from the north.
 - Mr. Weber understood some welcome signage would be off Wilsonville Rd, but he would need to check the Signage and Wayfinding Plan.
 - People going to the park would not go around Town Loop and come up the extension, but would enter straight in. The location of atmospherics should be based on the ingress and egress; the flow of people coming in and out.
- Mr. Weber confirmed the three locations were not the only places that would have signature design but were the areas on which the team would focus to create prototypes grounded in actual locations.
 - Ms. Bateschell clarified the Plan would identify the investment level for every street in Town Center, whether internal street locations, the different components of main street, Courtyard, etc. Renderings would not be provided for every segment of every road. The renderings would feature the prototypes of the seven different locations, calling out the specifics of what would be incorporated for the different types of streets in Town Center, whether a signature, enhanced, or standard design. The prototypes would be the investment levels with detailed renderings that would guide the project team in the future at implementation, whether the City or a developer was constructing a road. The prototypes would set the framework for what needed to be included in the signature design for a specific segment.

- Before the final adoption document, the project team would inventory where the different signature, enhanced, and standard designs would be applied. However, specific renderings of every single street would not be done, as 15 to 20 roads would be highlighted, and the budget did not support 20 renderings. Therefore, prototype renderings would be created and Staff would know how to apply the designs moving forward.
- She appreciated the Commission's input to include the northern part of Park Place, so that the full main street from Town Center Loop to Wilsonville Rd would all be the Signature design. She welcomed other observations on the different pieces of the road network for Town Center, such as how to treat the existing Courtside Dr.
- She noted the Commission was also being asked if these were the seven locations for the prototypes or if there were other locations the Commission wanted depicted with renderings that were different from what was shown on the map.
- Ms. Bateschell stated identifying the phases of the Town Center project partly depended on if development was seen in the short-term, which would influence identifying phases in the 25-year plan. Staff was working on an infrastructure funding strategy that would look specifically at phasing, but that was also influenced on whether any large applications were received between now and the next year or two.
 - When presenting to City Council, Staff should make it clear up front that the phasing was not yet determined, but the project team was looking at selected segments as prototypes for design that would then be put in the context of whatever phasing made sense in the coming year or so.
- The Commission agreed Locations 3 and 4 should be Signature segments and were representative for that kind of design treatment.
- The Parkway segment that connected Town Center to Town Center Loop W between Locations 4 and 6 warranted a more Enhanced or even Signature design, because it would be one of the first and most heavily trafficked areas through the early phases, regardless of where the improvements started. The segment was significantly highlighted in the Town Center Plan with open space and was a bit different from the other prototypes seen so far.
 - Mr. Weber confirmed the area of the angled Park Place was not on the map but was a City-identified framework project for Town Center, and the team was assuming it was a signature quality street, similar to the prototype for Location 12 which captured most of the elements of a promenade street. If Park Place between Locations 4 and 6 felt immediate and central enough to the early phases of Town Center, consideration could be given for making it a prototype.
 - Kim Rybold, Senior Planner, clarified that Park Place was envisioned in the Town Center Plan to be converted into a promenade in the future, similar to Location 12. Staff had identified illustrating Location 12 as opposed to that Park Place location because no cross section was adopted with the Town Center Plan, as there was more uncertainty with how exactly that space would transition. Staff envisioned that potentially, there could be transit in that location in the future with bicycle and pedestrian spaces, but it was less clear how that would lay out. The cross section for Location 12 had a bit more certainty to work from, which was why Staff recommended illustrating that location in lieu of the Park Place location. Any other ideas or input regarding how that Park Place segment should be designed would be taken into account.
- Phasing would bring into play what went first. If the Park Place diagonal was turned into a promenade before Locations 4 and 6 were constructed, traffic would not be able to use the diagonal as a detour while those locations were constructed. Locations 4 and 3 would need to be completed first, so the main street would have traffic and the side street could be taken out of service and turned into a promenade. What happened first, what followed, and what made sense in the design, functioning, and implementation of the infrastructure had to be considered.

Chair Mesbah asked for the Commissioner's input on having Locations 6, 8, 9, and 12 as prototypes.

Commissioner Heberlein stated he was okay with the prototype locations. For presentation to City Council and others, he believed talking about prototype design locations would be clearer than talking about recommended

locations or investment, which might send the wrong message. Making a choice on investment without knowing the cost was difficult. Different messaging would help eliminate confusion.

Commissioner Greenfield agreed, adding he was curious how the new streetscape in the Town Center Streetscape Plan would be integrated around the existing Town Center Park. He would like a visual example to see how that juxtaposition might be treated, particularly with Location 3, which was more amenable to more immediate development. The identity of the entire area could be built out to occur from that central location. Town Center Park was well established and had an identity. He was not aware how amenable the establishments across from the park were to early change, but there was opportunity for substantial redevelopment in the Fry's property across from Town Center Park. Location 3 was in the middle and should be considered for early development to take advantage of the existing landmarks available at Town Center Park.

Commissioner Tusinski agreed with the other Commissioners' comments, adding she liked Location 6 as more of the Enhanced design as it would have a lot of traffic even though it was not the main artery. The plan looked good so far.

Commissioner Woods stated Commissioner Greenfield's comment made sense and asked where initial construction would start.

- Mr. Weber responded initial construction would depend on the overall phasing and what minor or major site redevelopment warranted new streets or adjacent street improvements, whether it was Fry's or anything else. The framework streets had been identified as priorities within Town Center to be jump-started by the City and a potentially greater share of public investment, so the framework streets would potentially happen at an earlier phase as a catalyst for the Town Center. A lot moving pieces would need to be considered as to what happened first, as well as the phasing for construction, traffic flow, detours, and minimizing disturbances as much as possible. The Plan would speak in general terms about implementation and making the streets ready for a variety of different phasing options in the future and would include guidance on how to build half-streets or stub-out streets at intersections that would be set up for later completion when other sites redeveloped. Location 3 was a very central street with adjacency to the park and with qualities as a festival street; and because the street would potentially be realigned to link with the Park Place Extension (Location 4), the street would be favored for detailed design attention.

Mr. Weber confirmed the Commission had asked for more clarity about distinguishing prototypes from investment levels as well as some of the implementation and phasing relationships. He posed the project team's last question for the Commission:

3. Are there any other key elements or considerations that should be included in a refined draft Streetscape Plan? (Slide 15)

Commissioner Woods asked if the flow of transportation, including SMART transit, had been considered or if it was too early in the project. It would be important for residents in other areas to be able to get around via city transit.

- Mr. Weber noted the project team was looking at transit shelter design and how to fit a shelter or conventional post stop into the streetscape in a variety of locations and was coordinating with Eric Loomis at SMART to identify a couple likely transit stop locations in Town Center. The team was working to make the plans flexible enough for SMART to be able to reroute with different stop locations or have a consolidated mini transit center within Town Center.
- Ms. Bateschell added the City and Transportation Advisory Committee (TAC) had worked with SMART during the Town Center planning while developing the different cross-sections designed for all of the street types to ensure street widths and cross-sections could accommodate transit and bus. SMART's preference was for converting on-street parking to serve as a transit pull-out, though other potential designs would be considered. The Courtside Dr rendering would include an example of that pull-out, as Courtside Dr would most likely be one of the locations for a future transit stop. Transit was a very important priority to keep in mind.

Chair Mesbah noted the designs were doing as much as possible to maintain flexibility in different uses and changes of uses over time and in different seasons. He encouraged that continued effort, noting it was difficult to know what the spaces would be used for and how they would look. The design and expenditures in the infrastructure needed to be flexible enough to accommodate changes.

Mr. Weber welcomed any additional comments and suggestions from the Commissioners on the draft Streetscape Plan which could be sent to Mr. Bradford.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, LLC. for
Tami Bergeron, Administrative Assistant-Planning



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: April 5, 2021		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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 checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Town Center Plan Implementation	<input checked="" type="checkbox"/> Adopted Master Plan(s): Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: The project team will provide an update on the Town Center Streetscape project. The project team will present a brief overview of recent public outreach feedback and seek input from Council regarding the recommended concept that will serve as the basis for the first draft of the Streetscape Plan.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

One of the implementation strategies within the Town Center Plan calls for the development of a streetscape design plan. The intent of the Town Center Streetscape Plan project is to create a document containing the specificity necessary to guide the future construction of the multi-modal street network identified in the Town Center Plan, achieving the well-designed public realm envisioned by the Plan. The Town Center Streetscape Plan will include sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center.

The project was introduced to City Council at the February 1, 2021, work session. The Council provided confirmation the three streetscape design concepts (Agricultural Legacy, Technological Innovation, and River Environment) capture the vision for Town Center and staff should solicit public feedback on the designs of each concept. The project team presented the refined concepts at the second Public Forum on February 9, 2021. To accompany the Public Forum, the project team posted a short survey with similar questions that were asked in the Public Forum to receive additional public input on the concept designs. A summary of key themes from the February 9th Public Forums is attached (Attachment 1) along with the results of the *Let's Talk, Wilsonville!* survey (Attachment 2).

The overall preference of participants in the second Public Forum and on *Let's Talk, Wilsonville!* was the River Environment concept, with the Technological Innovation concept second in ranked choice voting. The goal of the Streetscape Plan was always to produce a plan that incorporates a variety of elements that resonated with the public into the final plan; therefore, the project team recommends moving forward with a concept that is predominantly River Environment focused with favorably viewed elements of Technological Innovation incorporated into the final design. One of the recurring themes of the public input was that while River Environment is the strongest of the three concepts, the linear motive space provided by the Technological Innovation concept would be more appropriate for large-scale application throughout Town Center. A hybrid River Environment and Technological Innovation design also captures the role Town Center serves as a central hub linking the Tech / Industrial portions of the city with the Willamette River via the future I-5 Bike and Pedestrian Bridge and the Emerald Chain.

The project team presented the recommended concept to the Planning Commission at the March 10, 2021 work session and commissioners provided feedback on the draft recommendation and visualizations of the recommended design concept. An excerpt of the slide deck shown to the Planning Commission containing the recommended concept is provided in Attachment 3. Commissioners generally supported the recommended concept and requested more detailed renderings to better understand how the design would look in reality. In response to this feedback, the project team will present at the City Council work session an overview of the draft

recommended concept, along with detailed visualizations to provide a more realistic depiction of future streetscapes in Town Center. In order to begin developing the first draft of the Streetscape Plan, the project team seeks feedback from City Council on the following questions:

- Based on the visualizations presented tonight, does Council support the project team moving forward with the recommended concept?
- Are there any additional recommendations or adjustments to the recommended draft concept?

Based on Council feedback, the project team will refine the recommended concept and begin development of the draft Streetscape Plan. Additional work sessions are planned with City Council and the Planning Commission in the spring to review and provide input on the draft Streetscape Plan with adoption planned for Summer 2021.

EXPECTED RESULTS:

The project team will incorporate City Council feedback into the recommended concept to serve as the basis for the draft Streetscape Plan.

TIMELINE:

Project work and public engagement activities will continue in 2021 to further inform the design concepts utilized in the Streetscape Plan. Additional work sessions will be facilitated with City Council over the course of this project. The draft plan will be presented in the spring of 2021, with adoption of the plan anticipated during the summer of 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with all of these funds anticipated to be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENT:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The project team conducted community outreach holding Public Forums via Zoom, along with an ideas board and survey on *Let's Talk, Wilsonville!* Stakeholder interviews are planned along with additional work sessions and public hearings before City Council and the Planning Commission.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan's implementation activities, including the Streetscape Plan, the City will begin to realize the community's vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

City Council can recommend additional design elements and aesthetic themes to be considered in

development of the Streetscape Plan.

CITY MANAGER COMMENT:

ATTACHMENTS:

1. Public Forum #2 Engagement Summary
2. Results of *Let's Talk, Wilsonville!* Survey
3. Recommended Concept Visualizations



Public Forum #2 Feedback Summary – Town Center Streetscape Plan

The project team conducted two online public forums on February 9, 2021. The afternoon session had 12 participants and the evening session had 15. Participants of the public forums were asked four questions; the questions along with the responses provided by participants are shown below:

- Which of these concepts best reflects the goals of the Town Center Plan for: Design, Ecology, Safety and Comfort, Versatility, Sociability, Vibrant and Active?
Results: 13 River Environment, 7 Technological Innovation, 2 Agricultural Legacy
- Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape? Do you see those qualities in these concepts?
Results: 4 Movement Areas, 3 Plazas, 2 Landscape
- Please rank these concepts in order from favorite to least favorite
Results: 1st Place – 9 River Environment, 2 Technological Innovation, 0 Agricultural Legacy
2nd Place – 1 River Environment, 5 Technological Innovation, 5 Agricultural Legacy
3rd Place – 0 River Environment, 4 Technological Innovation, 6 Agricultural Legacy
- Open Response: Things you like or don't, Ways the concepts could blend together, Anything we haven't shown, Ways you could see yourself and the people you know using these streets

The purpose of this attachment is to provide an overview of the themes that emerged in response to these questions from public forum participants in order to familiarize Planning Commission and City Council with the feedback received on the aesthetic direction of the refined Streetscape concepts.

Summary of Key Comments:

- Construction costs and long term maintenance cost concerns
- Importance of lighting for safety and 24/7 usability of Town Center
- Concern about impact to existing businesses
- Movement areas (motive space) should be most prioritized
- Ensure design speeds of future Town Center streets are low to ensure safety
- Integrate public art into streetscape pavement or plaza / gathering spaces
- Incorporate art from young residents as seen in the Wilsonville Road / I-5 Interchange



- Include spaces for tactical urbanism (Tactical urbanism refers to low-cost, short-term changes to the built environment with the intent of catalyzing long-term change. Citizens, organizations, or local governments most commonly initiate tactical urbanism efforts.)
- Incorporate public art that reflects multi-ethnic backgrounds of residents
- Provide ADA plates that are tactile and highly visible
- River Environment concept is strong but may be excessive for the large scale of Town Center
- Movement areas should be direct and less meandering even if other components are curvilinear due to accessibility concerns
- Interest in a design that will age well



Streetscape Concepts Survey

SURVEY RESPONSE REPORT

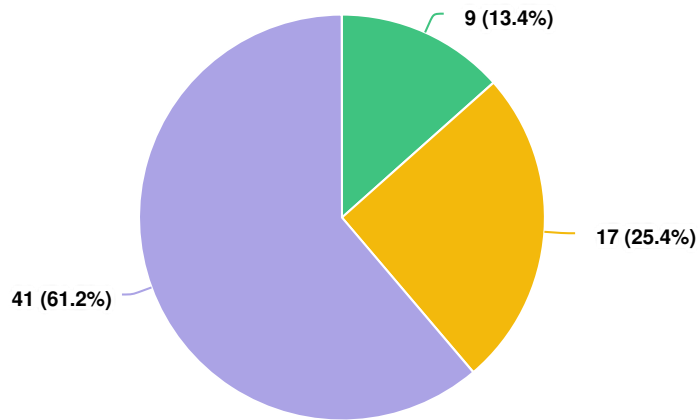
19 July 2019 - 28 February 2021

PROJECT NAME:

Wilsonville Town Center Streetscape Plan

SURVEY QUESTIONS

Q1 Which streetscape concept contains the materials you would most like to see in future Town Center streetscapes? (Click to e...



Question options

- Agricultural Legacy
- Technological Innovation
- River Environment

Optional question (67 response(s), 1 skipped)
 Question type: Radio Button Question

Q2 Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape? (Please rank in order of importance)

OPTIONS	AVG. RANK
Landscaped Areas	1.84
Gathering Space	2.62
Movement Areas / Motive Space	2.72
Plaza / Public Art / Transit Stop	2.82

Optional question (68 response(s), 0 skipped)
 Question type: Ranking Question

Q3 | Please rank the three streetscape concepts in order of preference:

OPTIONS	AVG. RANK
Concept 3: River Environment	1.55
Concept 2: Technological Innovation	2.10
Concept 1: Agricultural Legacy	2.34

Optional question (67 response(s), 1 skipped)
Question type: Ranking Question

Q4 | Provide any additional feedback you have for the project team, such as: likes / dislikes, additional elements to incorporate, how you see yourself using these streetscapes, ways the concepts could be blended together

<p>Screen Name Redacted 2/17/2021 11:05 PM</p>	<p>I really appreciate the Korean War memorial and the history as well as the inclusion in unity it represents towards our fellow humans.</p>
<p>Screen Name Redacted 2/18/2021 09:33 AM</p>	<p>The more trees and landscaping, the better! Please don't cover everything up with concrete. I think creating a downtown environment that seamlessly blends with our surrounding area will look the most timeless of the three options.</p>
<p>Screen Name Redacted 2/18/2021 09:34 AM</p>	<p>Not a big fan of any of these. I love how McMenamin's Old Church has paid tribute to our agricultural and river roots in its design at its 97070 restaurant. There are elements of all three designs that could be combined. Not sure why agriculture and river are split in the design concepts? I like the "concepts" but the imagery of the agricultural and river designs is not a home run in my opinion. Murase Plaza was well done.</p>
<p>Screen Name Redacted 2/18/2021 11:57 AM</p>	<p>I would love to see a combination of the technological and the River environment especially with curved concrete banding. I personally love a modern industrial look with touches of eco friendly mixed in. As for the concrete I think the use of porous concrete should be utilized.</p>
<p>Screen Name Redacted 2/18/2021 01:05 PM</p>	<p>Would like to add more water features</p>
<p>Screen Name Redacted 2/18/2021 01:38 PM</p>	<p>I would prefer green materials and sustainable concepts whenever possible</p>
<p>Screen Name Redacted 2/19/2021 04:09 PM</p>	<p>Stay true to our River community and nature.</p>
<p>Screen Name Redacted 2/19/2021 04:54 PM</p>	<p>Open air dining and street fair friendly options</p>
<p>Screen Name Redacted 2/19/2021 05:01 PM</p>	<p>While parks are wonderful, it would be great to have gathering areas where family can meet up and there are restaurants, cafes, stores. The plaza in Villebois is a great "meet up spot" but there isn't much to do besides the coffee cart. The splash pads are a great meet up, but not many restaurants or coffee shops to walk to from there. I would love to see areas that are perfect for 8 months of rainy weather where people can gather and get outdoors without being soaked, like in other countries where it rains, snows, or is cold. We have a lot of spaces for great summer weather to socialize, but almost no where to be active in nasty weather. No aquatic park, indoor play space, indoor skatepark, indoor museums, etc.</p>
<p>Screen Name Redacted 2/19/2021 05:05 PM</p>	<p>The Technological Innovation, because its ease of movement, facilitates access to business and services establishments; and therein lends itself to the most practical and productive features to this project. If the goal is to act as a magnet to draw residents (and out of town shoppers) to a "downtown"venue , which benefits everyone; then this is the most effective</p>

<p>Screen Name Redacted 2/19/2021 05:28 PM</p>	<p>innovation.</p> <p>I would like to be able to walk under trees with beautiful landscaping while having the opportunity to meet new people and visit friends.</p>
<p>Screen Name Redacted 2/19/2021 06:08 PM</p>	<p>I love the materials used for the Technological Innovation concept, and would suggest adding some of the curvilinear touches from the River Environment. The Agricultural Legacy look seems outdated.</p>
<p>Screen Name Redacted 2/19/2021 08:55 PM</p>	<p>Nice job!!</p>
<p>Screen Name Redacted 2/20/2021 09:01 AM</p>	<p>I would love to see as much organic landscape/ greenery as possible included! Less concrete and more natural materials, trees, and plants</p>
<p>Screen Name Redacted 2/20/2021 10:02 AM</p>	<p>Avoid rigid grid feel, but don't go overboard with wavy either; use plantings and natural or natural-looking materials where practical</p>
<p>Screen Name Redacted 2/20/2021 06:09 PM</p>	<p>Very nice work thus far, and much appreciation for the opportunity to provide input!</p>
<p>Screen Name Redacted 2/20/2021 08:24 PM</p>	<p>I really love the presence of water features and material design elements. I'm strongly in favor of the organic shapes and non-rectilinear vibe. I say this as an aerospace engineer. Features that provide cooling in the summer are especially helpful in the hot months</p>
<p>Screen Name Redacted 2/21/2021 07:12 AM</p>	<p>I like the curving lines of the river concept. Nature doesn't typically produce straight lines and the curving lines gives it a natural look which I find beautiful.</p>
<p>Screen Name Redacted 2/21/2021 11:43 AM</p>	<p>Please use plants that are not invasive. Use low maintenance plants that will not spread into public walking spaces, ie: roses are pretty, but when they are not properly maintained their prickly branches can cause harm to pedestrians. Keep the plants that are placed by streets, especially cross walks. short in stature so that both drivers and pedestrians can see one another.</p>
<p>Screen Name Redacted 2/21/2021 10:38 PM</p>	<p>River gives a calm, serene feeling. I like the way it flows.</p>
<p>Screen Name Redacted 2/22/2021 10:20 AM</p>	<p>I would like to see as much landscaping with native plants as possible, including native trees, shrubs, flowers, and ground cover. It is important to maintain a larger landscaping element than the other elements, in order to promote healthy air quality and a soothing sense of nature in an urban area.</p>
<p>Screen Name Redacted 2/22/2021 03:13 PM</p>	<p>These all look good. Anything will be far better than the asphalt & strip malls that we have now.</p>
<p>Screen Name Redacted</p>	<p>I would recommend that the committee and staff making the final</p>

2/25/2021 03:35 PM

recommendations take a field trip to the Lake Oswego streetscape being constructed along Boons Ferry Rd in Lake Oswego. I seems to be very well done and provides all the elements needed for a livable community.

Screen Name Redacted

2/25/2021 07:25 PM

Given covid challenges, I would urge folks to design larger spaces across from business locations for future gathering spaces.

Screen Name Redacted

2/25/2021 08:35 PM

Without easily accessible parking, I will avoid this area of town.

Screen Name Redacted

2/25/2021 09:42 PM

I believe Wilsonville should be community-focused, moving more high-density living spaces closer to where people want to hang out in open gathering spaces with nearby options to shop. Wilsonville already has a strong community but it could be bolstered by encouraging city design that allows access to large areas to gather easily but not with cars. I Personally bike and walk places and don't drive at all and I feel that living near mentor graphics puts me at a distance from the cities core. I already live next to a loud highway which puts me near my job but far from walking distance to our downtown, I think this could be a good direction the city can move toward

Optional question (26 response(s), 42 skipped)

Question type: Essay Question



WILSONVILLE TOWN CENTER

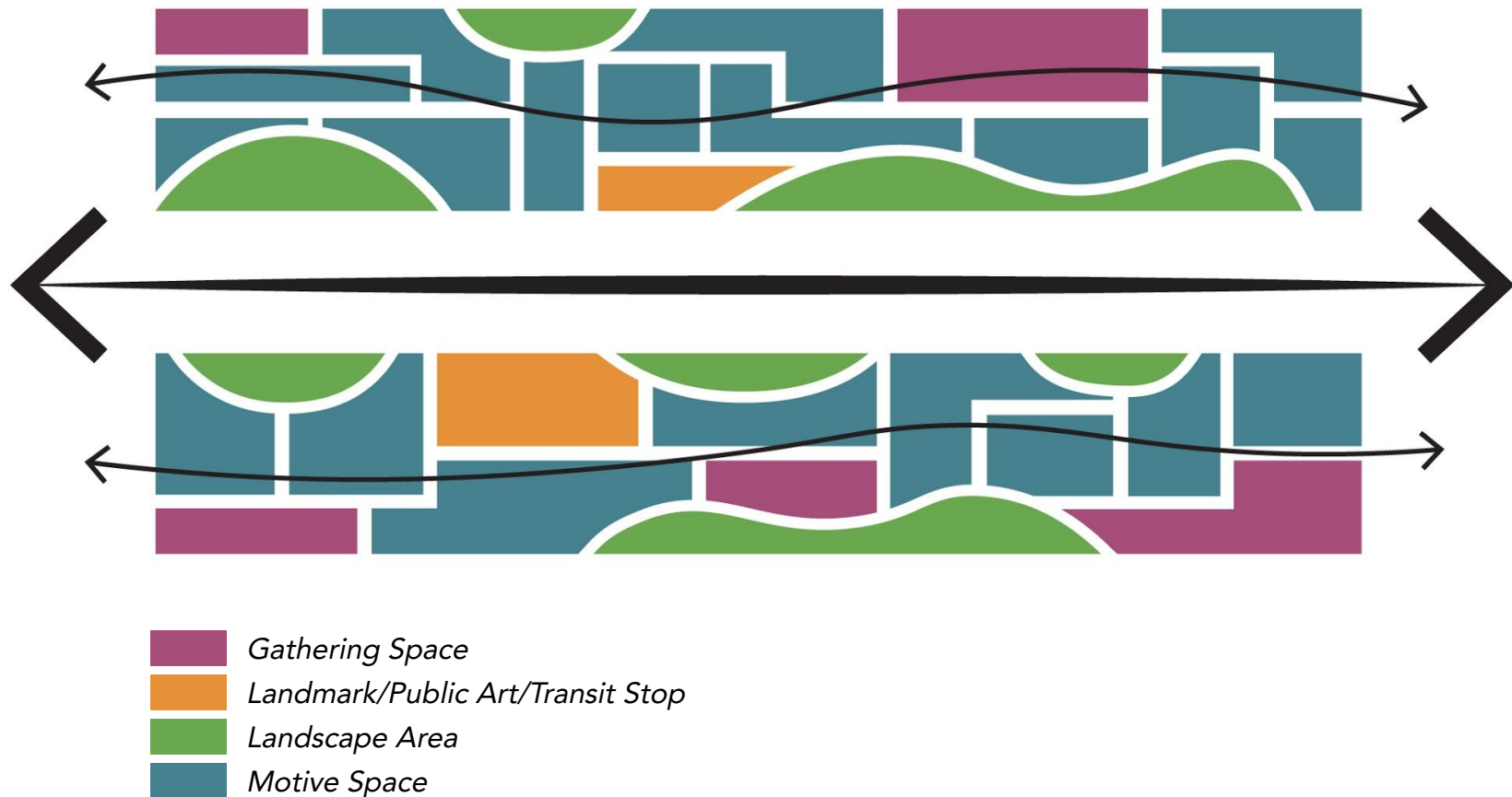
STREETSCAPE PLAN

PREFERRED STREETSCAPE CONCEPT

The following six (6) slides contain illustrations of the recommended streetscape design concept that combines the River Environment with elements of Technological Innovation. These slides were presented to the Planning Commission at the March 10, 2021 work session. Additional visualizations of the recommended concept will be presented to Council at the April 5, 2021 work session for feedback and refinement.

RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

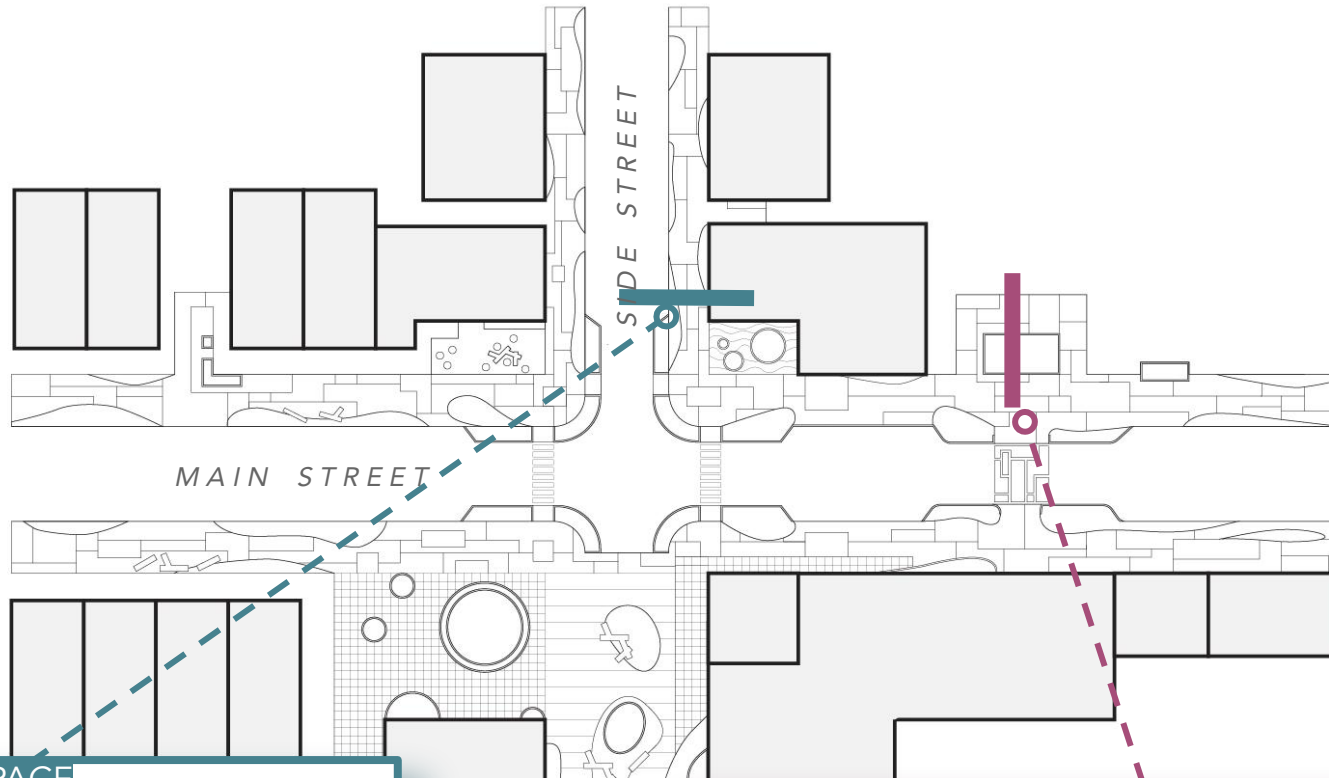
NATURAL - CONTRAST - MODULARITY



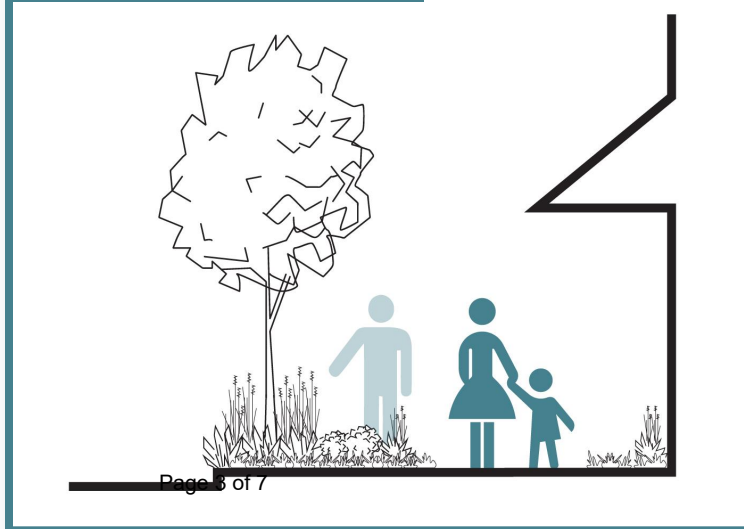
***Concept diagrams are not intended to show an actual to-scale design. Instead, this is an abstract depiction of how streetscape elements can be arranged with arrows representing movement through space, and colored blocks represent street elements.*

RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

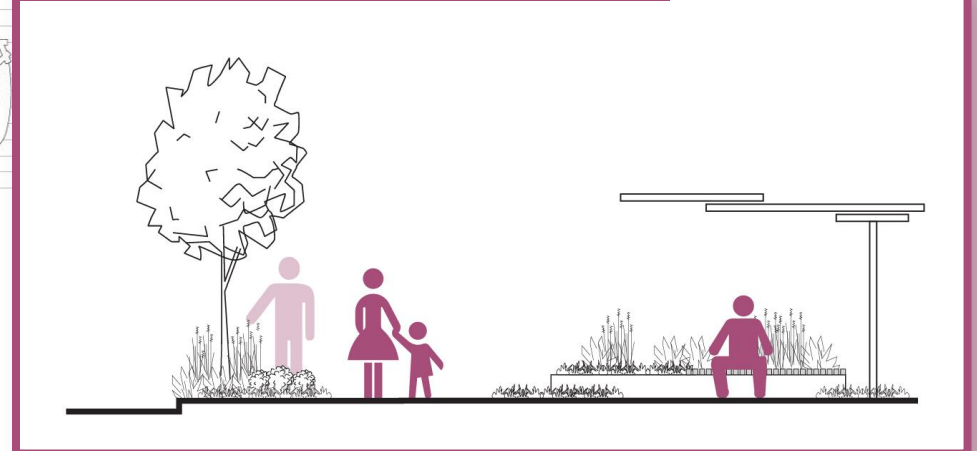
NATURAL - CONTRAST - MODULARITY



SECTION: MOTIVE SPACE

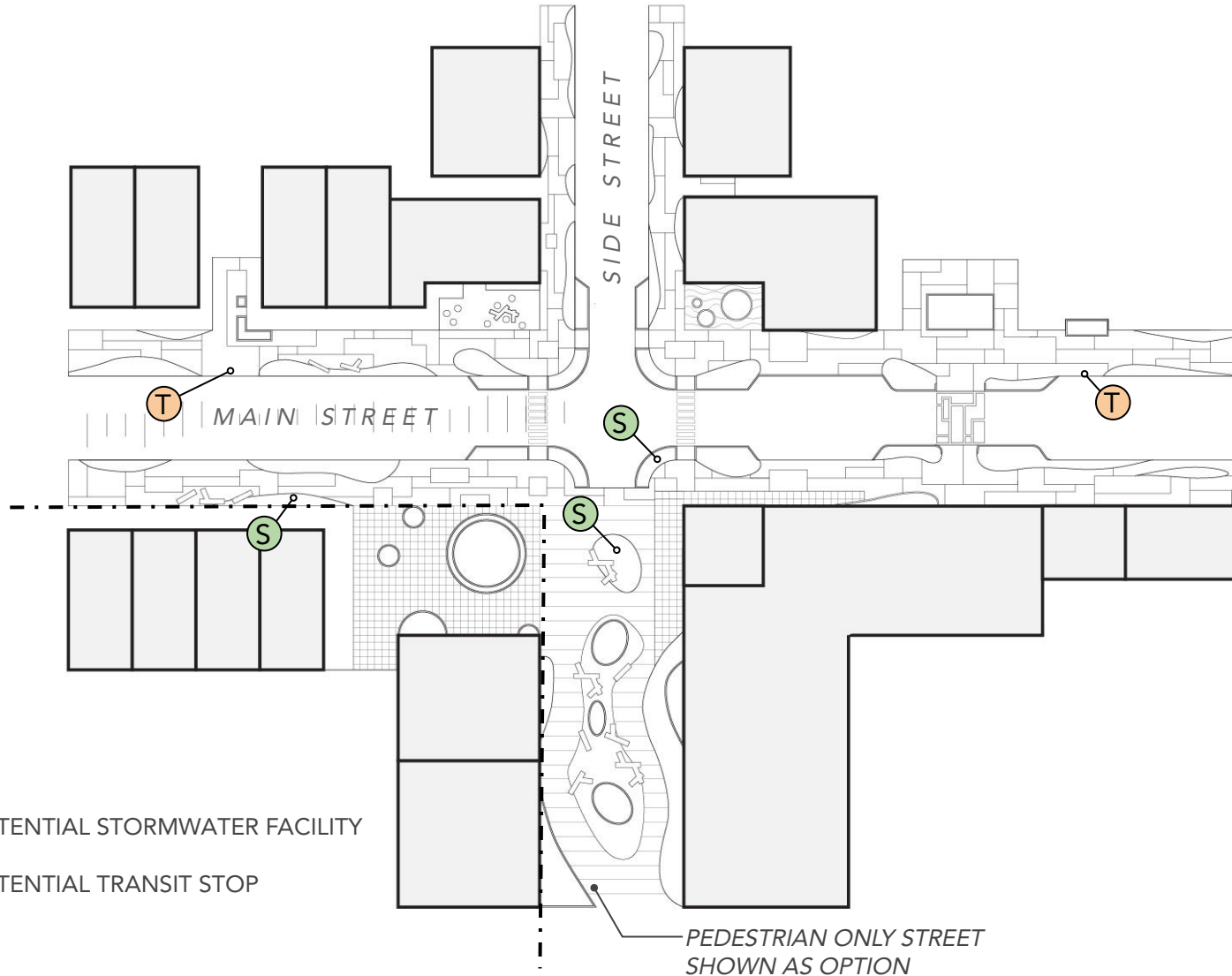


SECTION: COVERED GATHERING SPACE



RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY

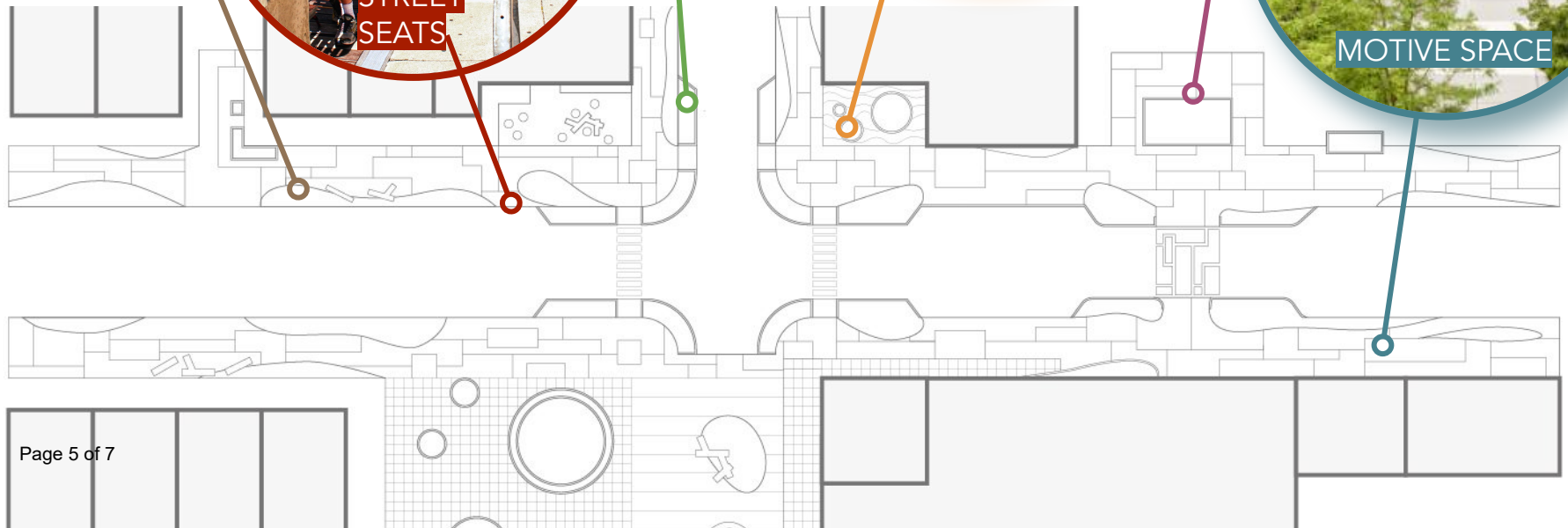


S = POTENTIAL STORMWATER FACILITY

T = POTENTIAL TRANSIT STOP

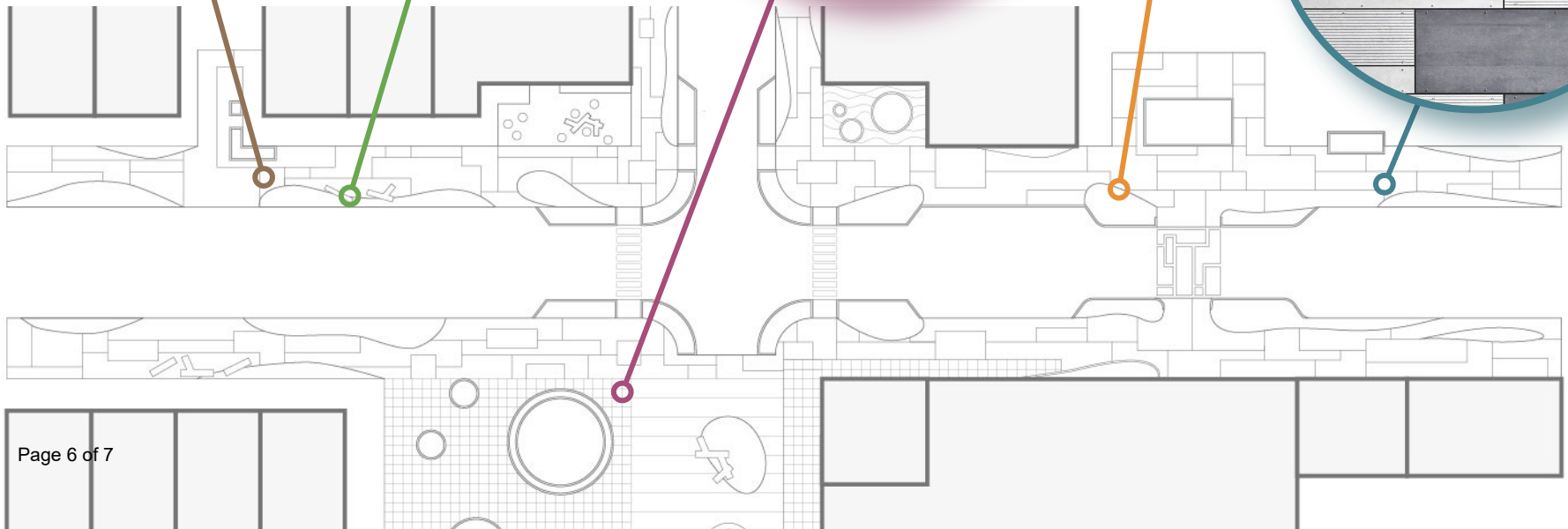
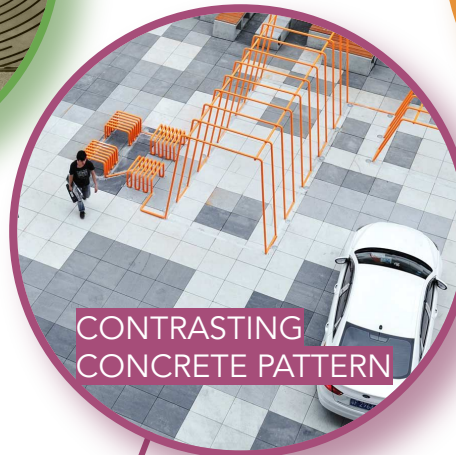
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



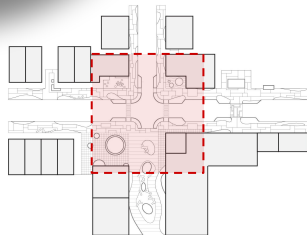
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



RECOMMENDED CONCEPT REVIEW

CITY COUNCIL

APRIL 5, 2021



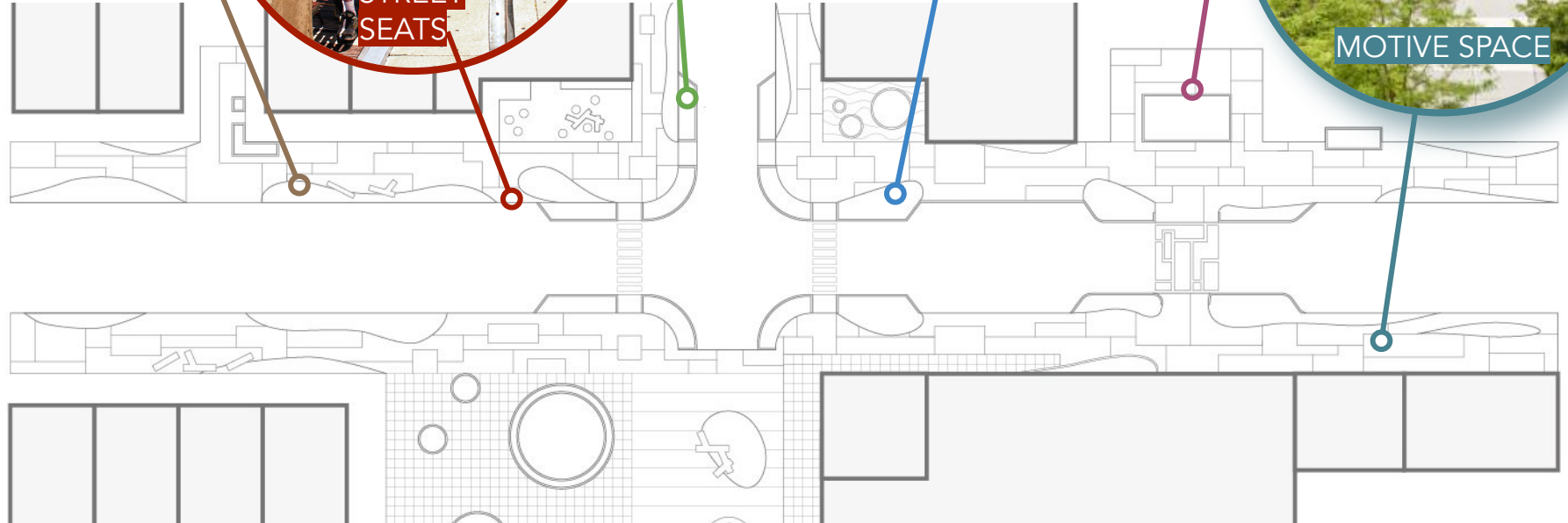
WILSONVILLE TOWN CENTER STREETSCAPE PLAN

AGENDA / PURPOSE

Action Needed:

- Seeking support for Recommended Concept
- Gather any other input you have

RECOMMENDED CONCEPT ELEMENTS



RECOMMENDED CONCEPT



RECOMMENDED CONCEPT



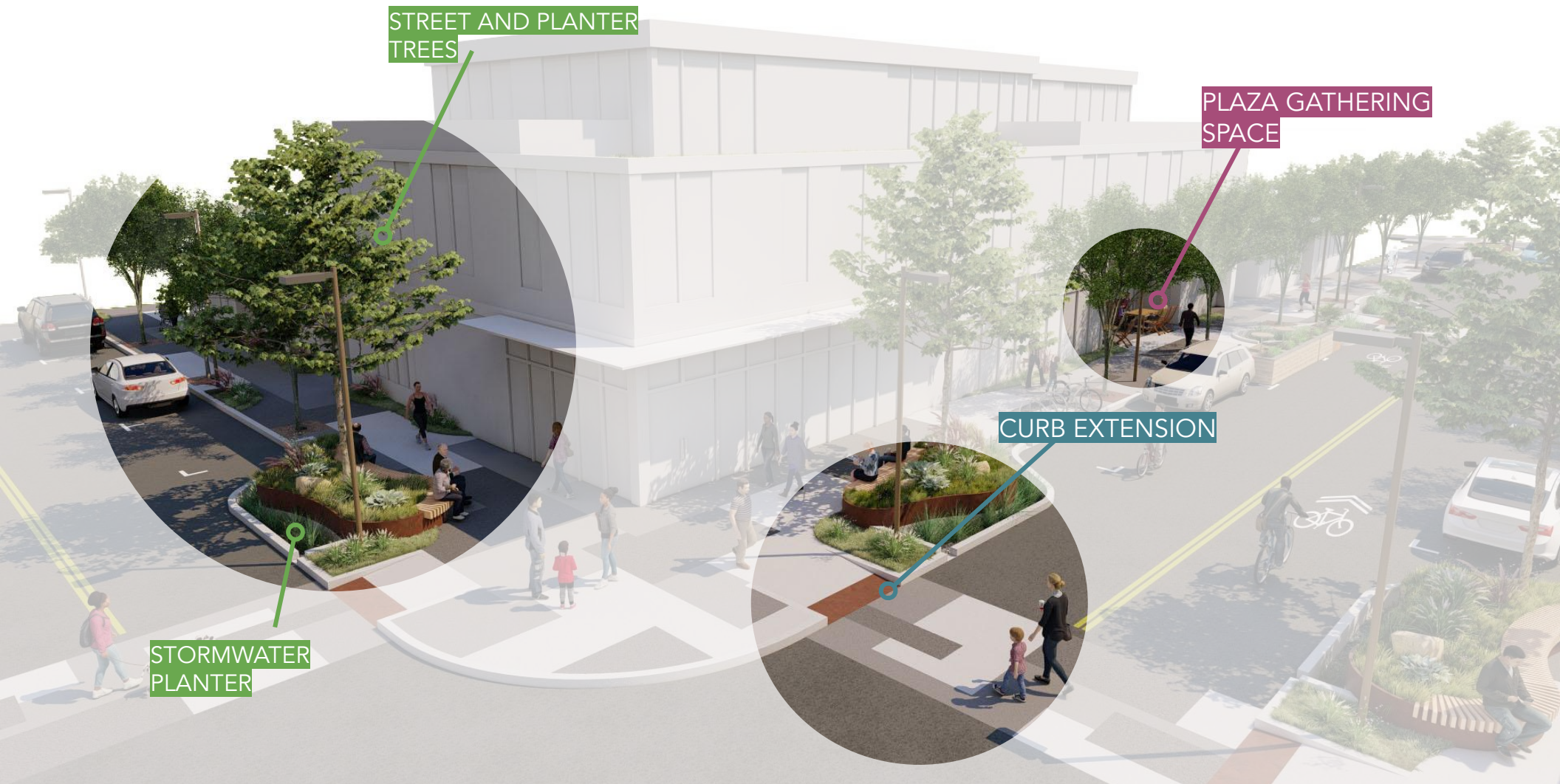
CONCRETE BANDING

BIKE RACKS

STREET SEATS

COR-TEN AND TIMBER BENCH

RECOMMENDED CONCEPT



STREET AND PLANTER TREES

PLAZA GATHERING SPACE

CURB EXTENSION

STORMWATER PLANTER

QUESTIONS:

Do you support us moving ahead with the Recommended Street Design Concept?

Do you have any additional comments or suggestions to offer about the Recommended Concept?

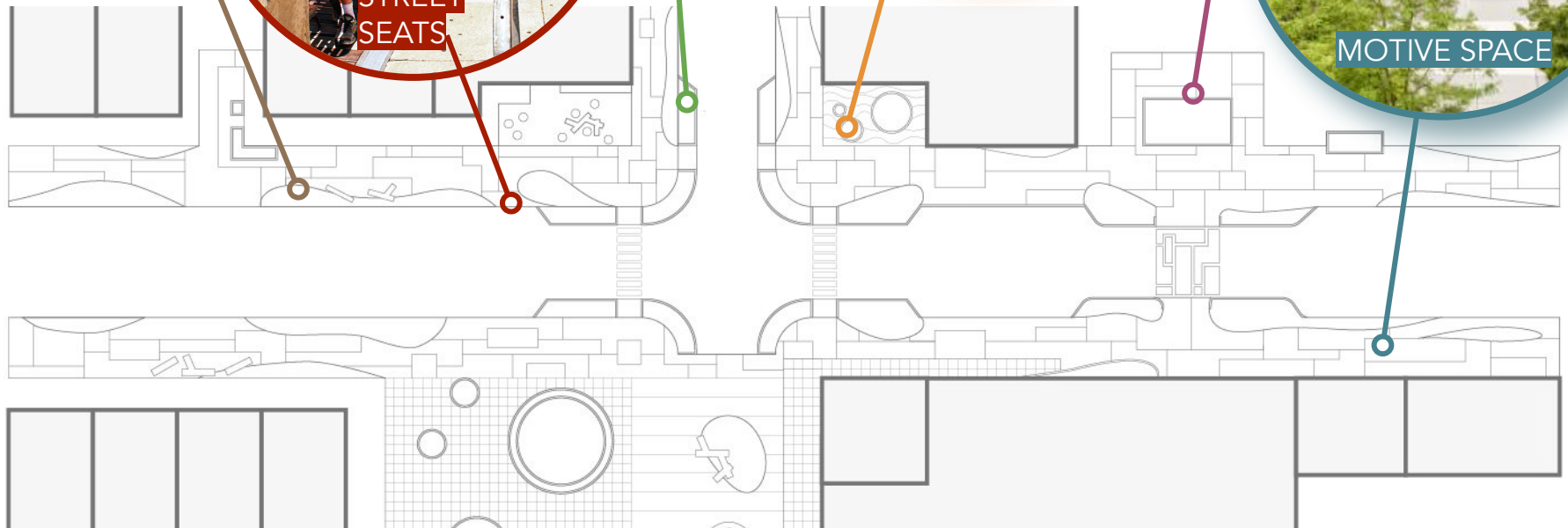
RECOMMENDED CONCEPT



Appendix

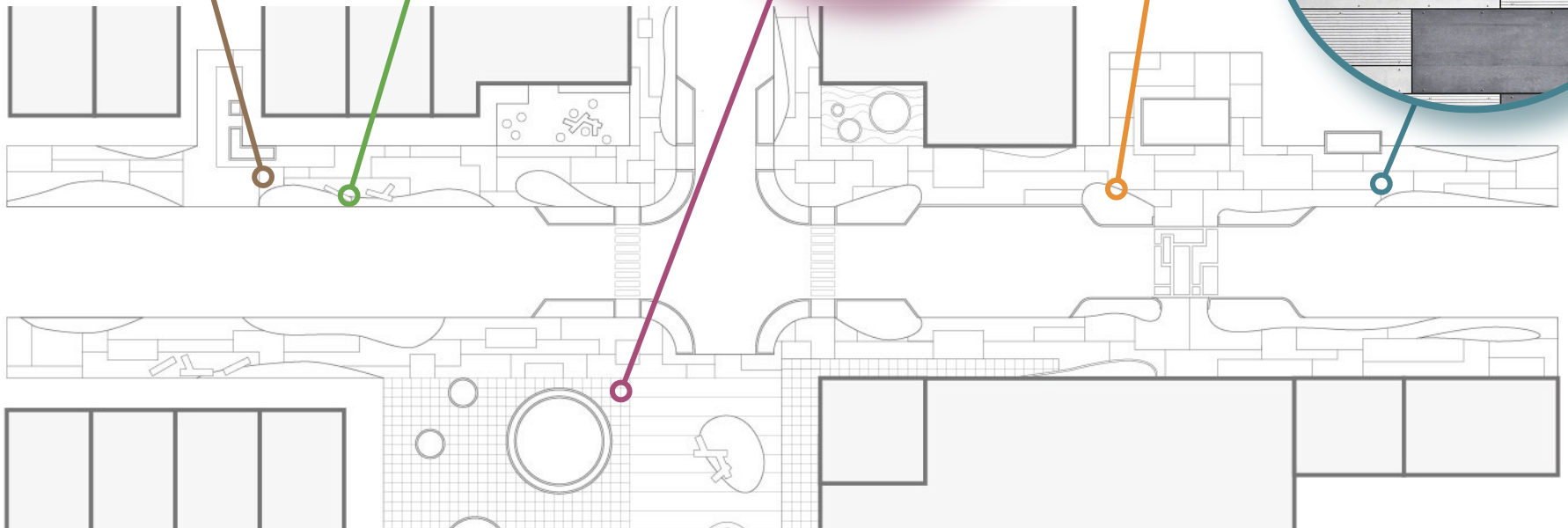
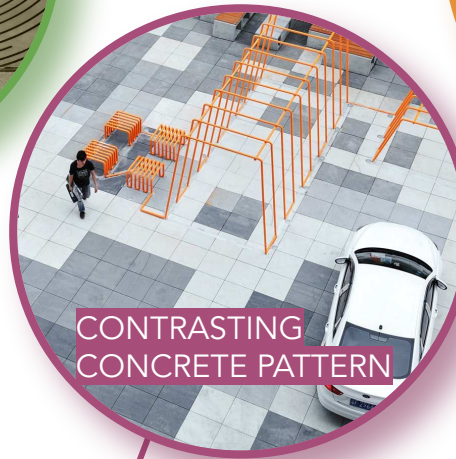
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



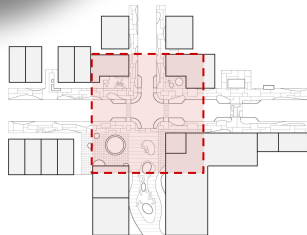
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



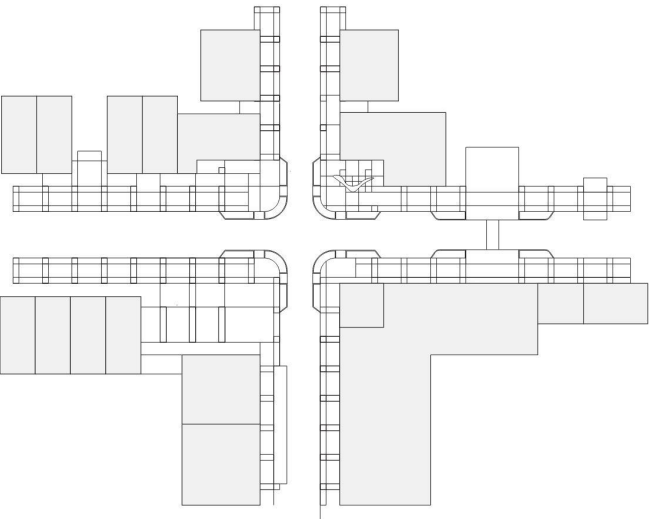
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY

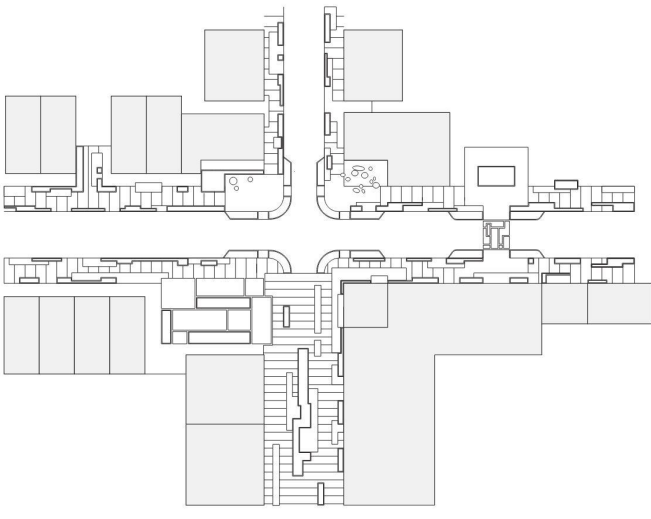


DESIGN CONCEPT COMPARISON

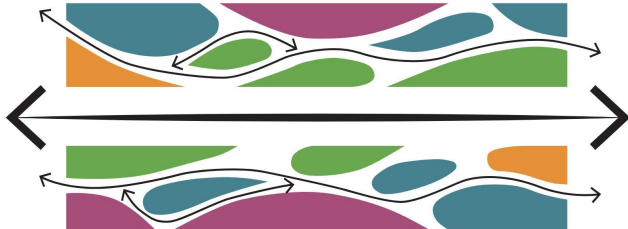
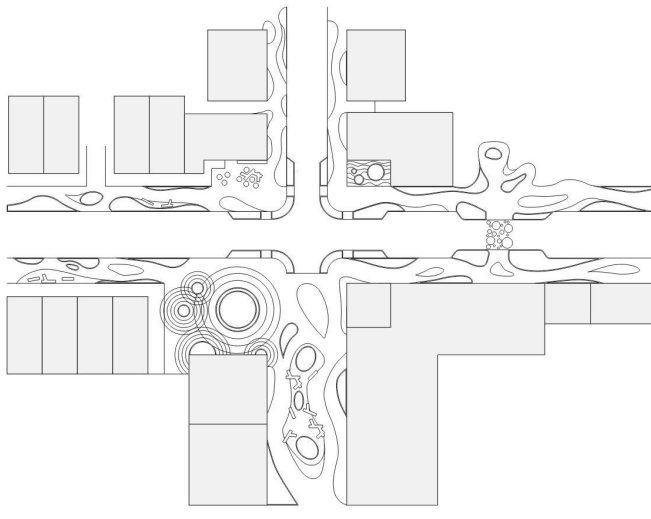
Concept 1: Agriculture



Concept 2: Technology



Concept 3: River



-  *Gathering Space*
-  *Landmark/Public Art/Transit Stop*
-  *Landscape Area*
-  *Motive Space*

PROJECT SCHEDULE



FALL
2020

WINTER
2021

SPRING
2021

SUMMER
2021

PRELIMINARY
STREETScape
CONCEPTS

FORUM #1

PLANNING
COMMISSION

REFINED
CONCEPTS

FORUM #2

RECOMMENDED
CONCEPT

PLANNING
COMMISSION
AND CITY
COUNCIL

DRAFT PLAN

P.C. REVIEW

FINAL PLAN
AND
ADOPTION

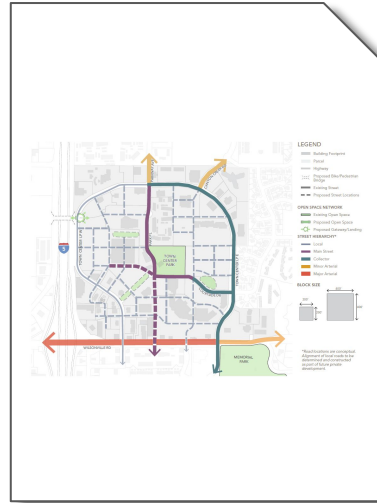
P.C. AND
CITY
COUNCIL

STREET DESIGN PLAN OUTLINE

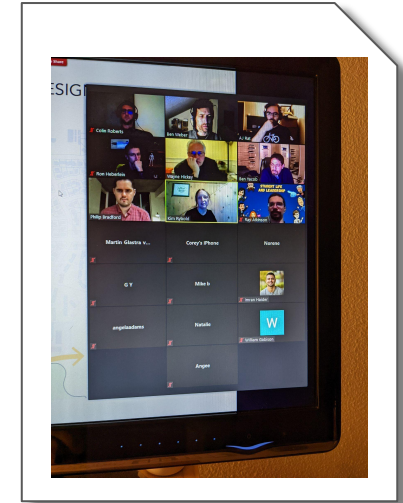
PROJECT VISION



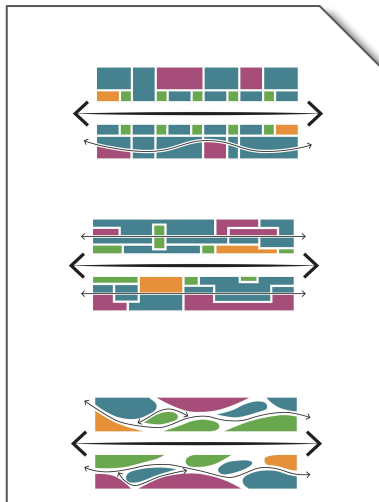
BACKGROUND & CONTEXT



PROCESS



CONCEPTS / RECOMMENDATION



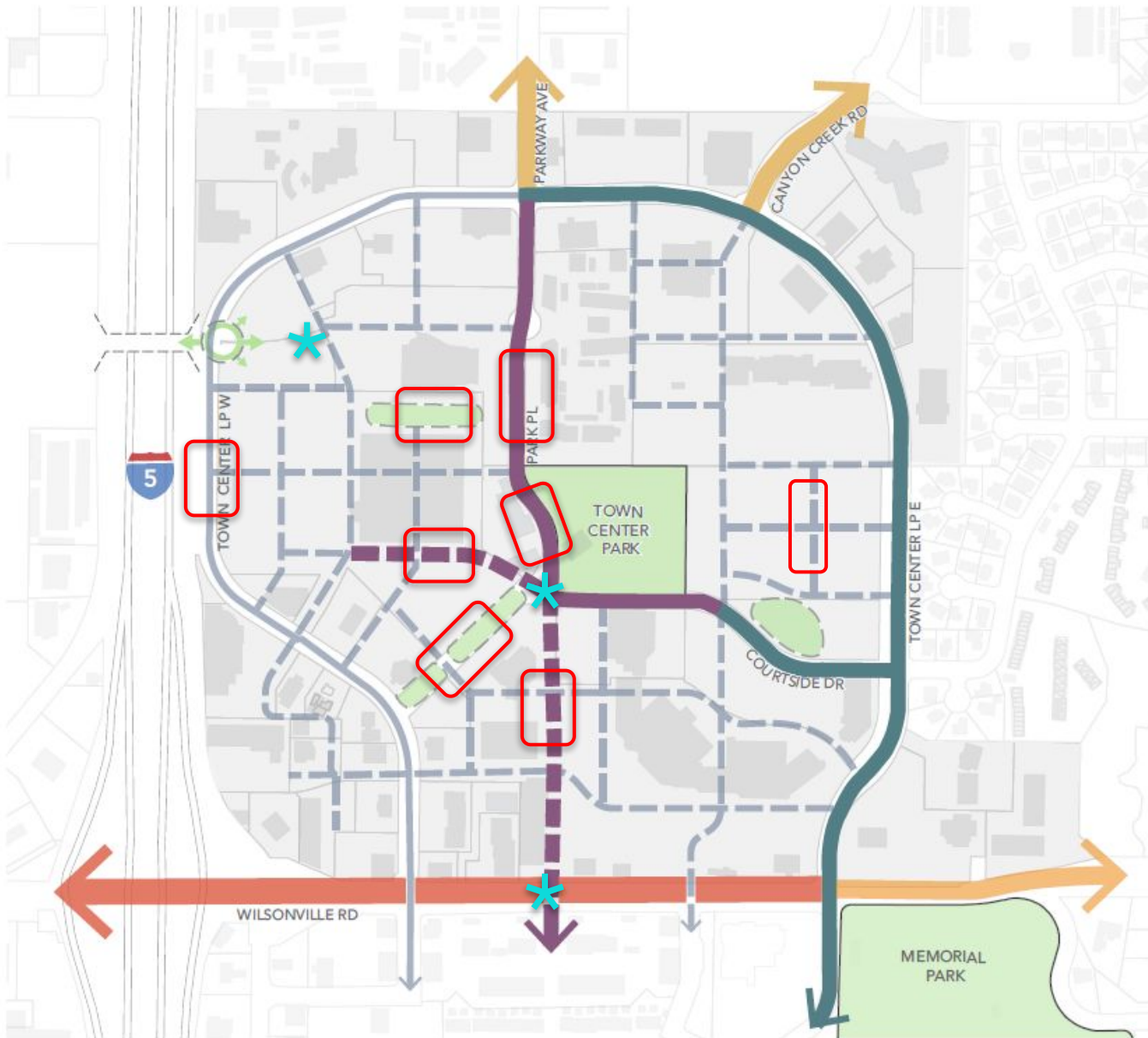
STREET DESIGN PLAN



IMPLEMENTATION / PARTNERSHIPS



TOWN CENTER STREETScape DESIGN



- Up to 8 street type designs (some types may get more than one design option)
- ✱ Up to 3 unique location designs

LEGEND

- Building Footprint
- Parcel
- Highway
- Proposed Bike/Pedestrian Bridge
- Existing Street
- Proposed Street Locations

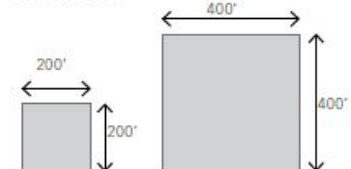
OPEN SPACE NETWORK

- Existing Open Space
- Proposed Open Space
- Proposed Gateway/Landing

STREET HIERARCHY*

- Local
- Main Street
- Collector
- Minor Arterial
- Major Arterial

BLOCK SIZE



RECOMMENDED CONCEPT

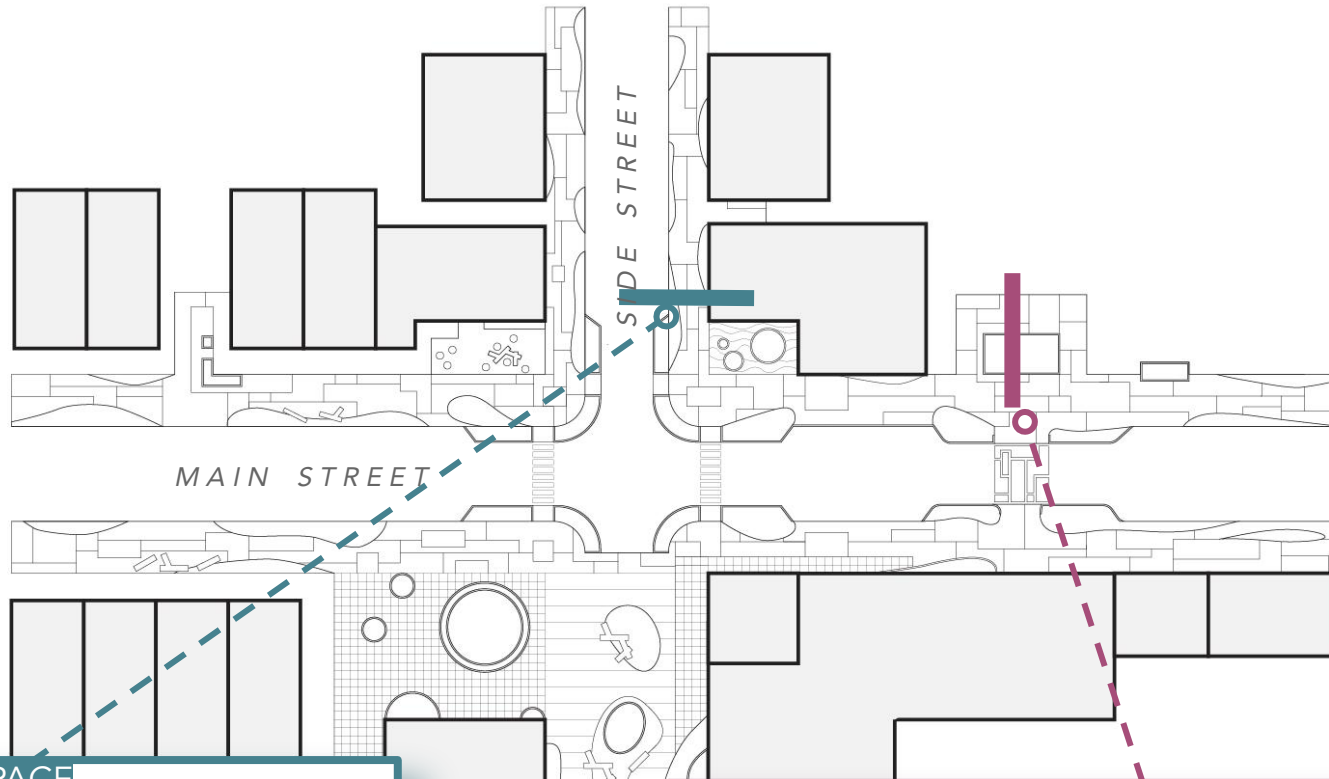
NATURAL - CONTRAST - MODULARITY



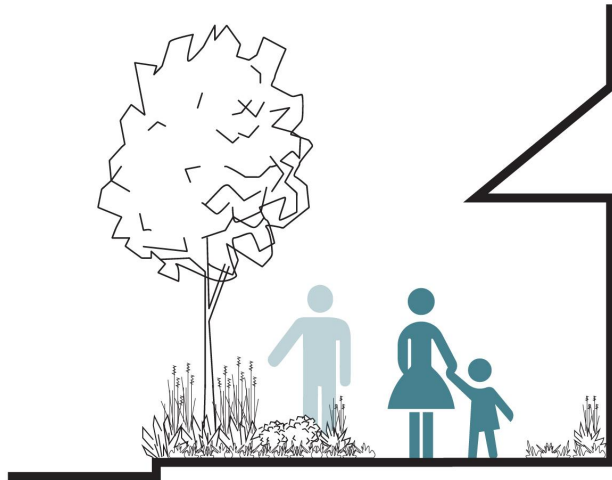
***Concept diagrams are not intended to show an actual to-scale design. Instead, this is an abstract depiction of how streetscape elements can be arranged with arrows representing movement through space, and colored blocks represent street elements.*

RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

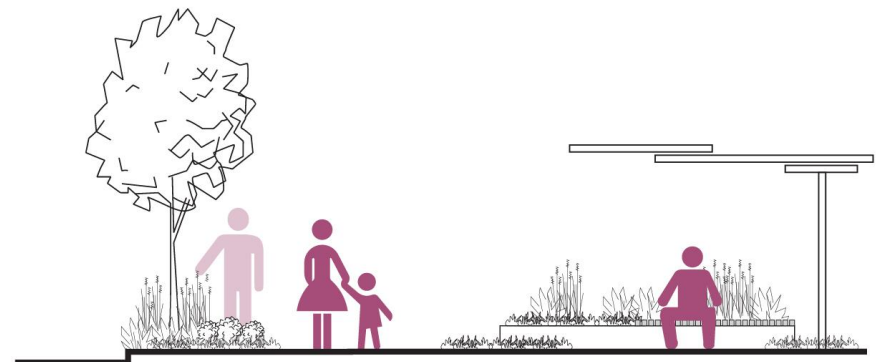
NATURAL - CONTRAST - MODULARITY



SECTION: MOTIVE SPACE



SECTION: COVERED GATHERING SPACE



TOWN CENTER VISION

Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.



TOWN CENTER GOALS

GOAL 1



Environmental Stewardship.

Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.

Measures of Success:

- ★ Identify appropriate landscaping that provides visual interest, minimizes City maintenance requirements, and is appropriate for walkable, mixed-use areas.
- ★ Design and implement stormwater management and treatment facilities to provide both functional and aesthetic value.
- Incorporate natural features such as rain gardens, eco-roofs, and community gardening areas into Town Center.

GOAL 2



Harmonious Design. Ensure buildings and streets are pedestrian-oriented and there are a variety of quality building types and land uses.

Measures of Success:

- ★ A cohesive design palette of aesthetic qualities, derived from community-identified features, both new and existing for the Town Center.
 - Provide for a variety of building types and uses within Town Center.
- ★ Development standards that bring buildings together, frame the street, and increase pedestrian comfort and visibility.

GOAL 3



Mixed-Uses. Encourage development that provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment

options, and increased opportunities for residential and employment uses.

Measures of Success

- ★ Create an urban design plan that removes physical barriers and promotes walking and biking as easy and safe ways to travel between different buildings and areas of recreation, residential and commercial/retail uses.
 - Identify locations where increased building heights, mixed-use buildings, and new housing opportunities are appropriate and complementary with surrounding residential neighborhoods.
- ★ Organize and manage parking to minimize visual impacts, support surrounding land uses, and improve pedestrian safety.

TOWN CENTER GOALS

GOAL 4



Safe Access and Connectivity.

Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center,

foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

Measures of Success

- ★ Create multimodal connections in and through Town Center that provide multiple, safe routes for residents, businesses and visitors.
 - Identify priority locations to connect to adjacent neighborhoods and land uses.
- ★ Integrate the multimodal transportation system with urban design and development standards developed for Town Center.
- ★ Incorporate wayfinding elements into Town Center's multimodal transportation system.

GOAL 5



Community Gathering Places.

Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.

Measures of Success

- ★ Identify locations, and necessary improvements, where year-round activities and events can be held in Town Center.
 - Increase programming at public facilities and park spaces to provide year-round interest and gathering opportunities.
- ★ Provide flexible public gathering spaces that provide opportunities for unprogrammed seasonal activities and pop-up events.

GOAL 6



Economic Prosperity.

Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

Measures of Success

- Programs and policies that support the development of a variety of small, medium, and large businesses that provide local and regional needs and increase tourism.
- Identify ways to organize and support businesses in Town Center to retain existing businesses, attract additional business and retail diversity, and increase economic development opportunities.
- ★ Attract development that supports the use of existing transit and non- motorized travel options.
 - Identify strategies to fund public improvements through a combination of public and private sources.

TOWN CENTER PLAN - SIGNS OF STREETSCAPE SUCCESS

- **DESIGN:** A cohesive and appropriate streetscape design using appealing materials and furnishings
- **ECOLOGY:** Landscaping is attractive, suitable for the T.C. environment, provides natural/ecosystem services, and is easy to maintain
- **SAFETY AND COMFORT:** Create a street that is welcoming and safe for people. of all abilities, traveling by many different methods, and using the Town Center for a variety of activities.
- **VERSATILITY:** Ensure streets work for all people and can adapt to serve a wide range of future uses from housing, to workplaces, to civic spaces.
- **SOCIABILITY:** Provide streets that offer gathering and public spaces, and that easily blend between public streets and private developments.
- **VIBRANT AND ACTIVE:** Introduce streets that support people creating economic activity visiting a range of businesses.



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: March 10, 2021		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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 checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center Plan Implementation	<input checked="" type="checkbox"/> Adopted Master Plan(s) Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: The project team will provide an update on the Town Center Streetscape project. The project team will present initial public outreach feedback and seek additional input from Commissioners regarding the refined design concept and styles to include in the first draft of the Streetscape Plan.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

The intent of the Town Center Streetscape Plan project is to create a document that contains the specificity necessary to guide the future construction of the multi-modal street network identified in the Town Center Plan that achieves the well-designed public realm envisioned by the Plan. The Town Center Streetscape Plan will include sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center. The Streetscape Plan will include streetscape treatments specific to the Main Street District, and also further refine design elements and street cross-sections for specific projects contained in the Town Center Plan such as Parklets, the Festival Street, and components of the Emerald Chain.

The project team led by project consultant SERA Architects began the streetscape project in September 2020. The project team utilized existing public engagement results on aesthetics to quickly move forward with three preliminary streetscape concepts. These were presented to the public at the initial public forum and at the November Planning Commission work session.

Utilizing the feedback received from the public, in addition to direction from City Council and Planning Commission, the project team further refined the streetscape design concepts (Agricultural Legacy, Technological Innovation, and River Environment). Each concept now contains an illustrative street intersection for each of the three concepts to demonstrate how these could look in the future, along with precedent images for each concept to highlight materials and other design characteristics that could be used in each.

The project was introduced to City Council at the February 1, 2021, work session. The Council provided confirmation the concepts capture the vision for Town Center and feedback on the designs of each concept. The project team also presented the refined concepts at the second Public Forum on February 9, 2021. To accompany the Public Forum, the project team posted a short survey with similar questions that were asked in the Public Forum to receive additional public input on the concept designs. A summary of key themes from the February 9th Public Forums is attached (Attachment 1) along with the results of the *Let's Talk, Wilsonville!* survey (Attachment 2).

The overall preference of participants in the second Public Forum and *the Let's Talk, Wilsonville!* was the River Environment concept, with the Technological Innovation concept second in ranked choice voting. One write-in response for the survey noted a preference of combining River Environment and Technological Innovation while another noted that Technological Innovation provides better ease of movement when compared to the more undulating forms of the River Environment. Participants of the forums noted that ease of movement and motive space areas were the most important element of the future streetscape. As Town Center is located near the Willamette River, and will be connected to the City's technology businesses to the north and west

through the I-5 Pedestrian Bridge project, the project team recommends moving forward with a concept that is predominantly River Environment focused and incorporates elements of the Technological Innovation concept that received positive feedback in the Public Forum and survey.

At the March 10 work session, the project team will present an overview of the refined concepts and initial visualizations of the draft concept that blends River Environment with the well-received elements of the Technological Innovation concept. Prior to moving forward with this concept, the project team seeks feedback from the Planning Commission on the following questions:

- Do you support the recommendation to move forward with a predominantly River Environment focused draft streetscape plan concept with elements of the Technological Innovation concept?
- Given cost considerations, which streetscape element(s) (motive space, gathering space, public art, landscaped areas) should receive priority for higher levels of design?
- Are there any additional recommendations or adjustments to the recommended draft concept?

Based on this feedback, the project team will develop a final concept that will serve as the basis for the draft Streetscape Plan. Additional work sessions are planned with the Planning Commission and City Council in the spring to review and provide input on the draft Streetscape Plan, with adoption planned for summer 2021.

EXPECTED RESULTS:

The project team will incorporate Planning Commission feedback along with public input gathered from the February public forums into a draft final concept to serve as the basis for the draft Streetscape Plan.

TIMELINE:

Project work and public engagement activities will continue in 2021 to further inform the design concepts utilized in the Streetscape Plan. Additional work sessions will be facilitated with the Planning Commission over the course of this project. The draft plan will be presented in the spring of 2021, with adoption of the plan anticipated during the summer of 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with all of these funds anticipated to be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS: N/A

LEGAL REVIEW / COMMENT: N/A

COMMUNITY INVOLVEMENT PROCESS:

The project team conducted community outreach holding Public Forums via Zoom, along with an ideas board and survey on *Let's Talk, Wilsonville!* Stakeholder interviews are planned along with additional work sessions and public hearings before the Planning Commission and City Council.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan’s implementation activities, including the Streetscape Plan, the City will begin to realize the community’s vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

The Planning Commission can recommend additional design elements and aesthetic themes to be considered in development of the Streetscape Plan.

ATTACHMENTS:

1. Public Forum #2 Engagement Summary
2. Results of *Let’s Talk, Wilsonville!* Survey



Public Forum #2 Feedback Summary – Town Center Streetscape Plan

The project team conducted two online public forums on February 9, 2021. The afternoon session had 12 participants and the evening session had 15. Participants of the public forums were asked four questions; the questions along with the responses provided by participants are shown below:

- Which of these concepts best reflects the goals of the Town Center Plan for: Design, Ecology, Safety and Comfort, Versatility, Sociability, Vibrant and Active?
Results: 13 River Environment, 7 Technological Innovation, 2 Agricultural Legacy
- Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape? Do you see those qualities in these concepts?
Results: 4 Movement Areas, 3 Plazas, 2 Landscape
- Please rank these concepts in order from favorite to least favorite
Results: 1st Place – 9 River Environment, 2 Technological Innovation, 0 Agricultural Legacy
2nd Place – 1 River Environment, 5 Technological Innovation, 5 Agricultural Legacy
3rd Place – 0 River Environment, 4 Technological Innovation, 6 Agricultural Legacy
- Open Response: Things you like or don't, Ways the concepts could blend together, Anything we haven't shown, Ways you could see yourself and the people you know using these streets

The purpose of this attachment is to provide an overview of the themes that emerged in response to these questions from public forum participants in order to familiarize Planning Commission and City Council with the feedback received on the aesthetic direction of the refined Streetscape concepts.

Summary of Key Comments:

- Construction costs and long term maintenance cost concerns
- Importance of lighting for safety and 24/7 usability of Town Center
- Concern about impact to existing businesses
- Movement areas (motive space) should be most prioritized
- Ensure design speeds of future Town Center streets are low to ensure safety
- Integrate public art into streetscape pavement or plaza / gathering spaces
- Incorporate art from young residents as seen in the Wilsonville Road / I-5 Interchange



- Include spaces for tactical urbanism (Tactical urbanism refers to low-cost, short-term changes to the built environment with the intent of catalyzing long-term change. Citizens, organizations, or local governments most commonly initiate tactical urbanism efforts.)
- Incorporate public art that reflects multi-ethnic backgrounds of residents
- Provide ADA plates that are tactile and highly visible
- River Environment concept is strong but may be excessive for the large scale of Town Center
- Movement areas should be direct and less meandering even if other components are curvilinear due to accessibility concerns
- Interest in a design that will age well



Streetscape Concepts Survey

SURVEY RESPONSE REPORT

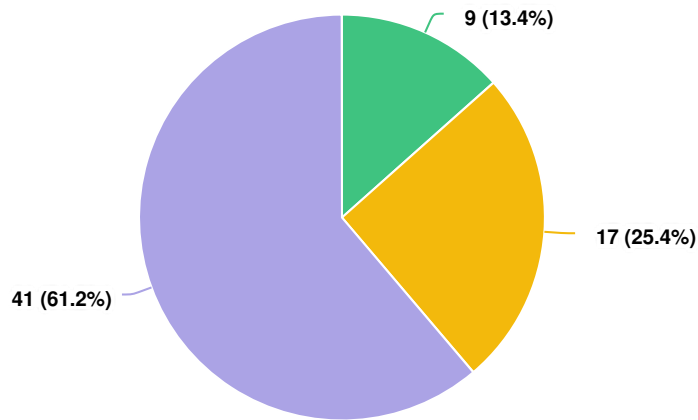
19 July 2019 - 28 February 2021

PROJECT NAME:

Wilsonville Town Center Streetscape Plan

SURVEY QUESTIONS

Q1 Which streetscape concept contains the materials you would most like to see in future Town Center streetscapes? (Click to e...



Question options

- Agricultural Legacy
- Technological Innovation
- River Environment

Optional question (67 response(s), 1 skipped)
 Question type: Radio Button Question

Q2 Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape? (Please rank in order of importance)

OPTIONS	AVG. RANK
Landscaped Areas	1.84
Gathering Space	2.62
Movement Areas / Motive Space	2.72
Plaza / Public Art / Transit Stop	2.82

Optional question (68 response(s), 0 skipped)
 Question type: Ranking Question

Q3 | Please rank the three streetscape concepts in order of preference:

OPTIONS	AVG. RANK
Concept 3: River Environment	1.55
Concept 2: Technological Innovation	2.10
Concept 1: Agricultural Legacy	2.34

Optional question (67 response(s), 1 skipped)
Question type: Ranking Question

Q4 | Provide any additional feedback you have for the project team, such as: likes / dislikes, additional elements to incorporate, how you see yourself using these streetscapes, ways the concepts could be blended together

<p>Screen Name Redacted 2/17/2021 11:05 PM</p>	<p>I really appreciate the Korean War memorial and the history as well as the inclusion in unity it represents towards our fellow humans.</p>
<p>Screen Name Redacted 2/18/2021 09:33 AM</p>	<p>The more trees and landscaping, the better! Please don't cover everything up with concrete. I think creating a downtown environment that seamlessly blends with our surrounding area will look the most timeless of the three options.</p>
<p>Screen Name Redacted 2/18/2021 09:34 AM</p>	<p>Not a big fan of any of these. I love how McMenamin's Old Church has paid tribute to our agricultural and river roots in its design at its 97070 restaurant. There are elements of all three designs that could be combined. Not sure why agriculture and river are split in the design concepts? I like the "concepts" but the imagery of the agricultural and river designs is not a home run in my opinion. Murase Plaza was well done.</p>
<p>Screen Name Redacted 2/18/2021 11:57 AM</p>	<p>I would love to see a combination of the technological and the River environment especially with curved concrete banding. I personally love a modern industrial look with touches of eco friendly mixed in. As for the concrete I think the use of porous concrete should be utilized.</p>
<p>Screen Name Redacted 2/18/2021 01:05 PM</p>	<p>Would like to add more water features</p>
<p>Screen Name Redacted 2/18/2021 01:38 PM</p>	<p>I would prefer green materials and sustainable concepts whenever possible</p>
<p>Screen Name Redacted 2/19/2021 04:09 PM</p>	<p>Stay true to our River community and nature.</p>
<p>Screen Name Redacted 2/19/2021 04:54 PM</p>	<p>Open air dining and street fair friendly options</p>
<p>Screen Name Redacted 2/19/2021 05:01 PM</p>	<p>While parks are wonderful, it would be great to have gathering areas where family can meet up and there are restaurants, cafes, stores. The plaza in Villebois is a great "meet up spot" but there isn't much to do besides the coffee cart. The splash pads are a great meet up, but not many restaurants or coffee shops to walk to from there. I would love to see areas that are perfect for 8 months of rainy weather where people can gather and get outdoors without being soaked, like in other countries where it rains, snows, or is cold. We have a lot of spaces for great summer weather to socialize, but almost no where to be active in nasty weather. No aquatic park, indoor play space, indoor skatepark, indoor museums, etc.</p>
<p>Screen Name Redacted 2/19/2021 05:05 PM</p>	<p>The Technological Innovation, because its ease of movement, facilitates access to business and services establishments; and therein lends itself to the most practical and productive features to this project. If the goal is to act as a magnet to draw residents (and out of town shoppers) to a "downtown"venue , which benefits everyone; then this is the most effective</p>

Screen Name Redacted 2/19/2021 05:28 PM	innovation. I would like to be able to walk under trees with beautiful landscaping while having the opportunity to meet new people and visit friends.
Screen Name Redacted 2/19/2021 06:08 PM	I love the materials used for the Technological Innovation concept, and would suggest adding some of the curvilinear touches from the River Environment. The Agricultural Legacy look seems outdated.
Screen Name Redacted 2/19/2021 08:55 PM	Nice job!!
Screen Name Redacted 2/20/2021 09:01 AM	I would love to see as much organic landscape/ greenery as possible included! Less concrete and more natural materials, trees, and plants
Screen Name Redacted 2/20/2021 10:02 AM	Avoid rigid grid feel, but don't go overboard with wavy either; use plantings and natural or natural-looking materials where practical
Screen Name Redacted 2/20/2021 06:09 PM	Very nice work thus far, and much appreciation for the opportunity to provide input!
Screen Name Redacted 2/20/2021 08:24 PM	I really love the presence of water features and material design elements. I'm strongly in favor of the organic shapes and non-rectilinear vibe. I say this as an aerospace engineer. Features that provide cooling in the summer are especially helpful in the hot months
Screen Name Redacted 2/21/2021 07:12 AM	I like the curving lines of the river concept. Nature doesn't typically produce straight lines and the curving lines gives it a natural look which I find beautiful.
Screen Name Redacted 2/21/2021 11:43 AM	Please use plants that are not invasive. Use low maintenance plants that will not spread into public walking spaces, ie: roses are pretty, but when they are not properly maintained their prickly branches can cause harm to pedestrians. Keep the plants that are placed by streets, especially cross walks. short in stature so that both drivers and pedestrians can see one another.
Screen Name Redacted 2/21/2021 10:38 PM	River gives a calm, serene feeling. I like the way it flows.
Screen Name Redacted 2/22/2021 10:20 AM	I would like to see as much landscaping with native plants as possible, including native trees, shrubs, flowers, and ground cover. It is important to maintain a larger landscaping element than the other elements, in order to promote healthy air quality and a soothing sense of nature in an urban area.
Screen Name Redacted 2/22/2021 03:13 PM	These all look good. Anything will be far better than the asphalt & strip malls that we have now.
Screen Name Redacted	I would recommend that the committee and staff making the final

2/25/2021 03:35 PM

recommendations take a field trip to the Lake Oswego streetscape being constructed along Boons Ferry Rd in Lake Oswego. I seems to be very well done and provides all the elements needed for a livable community.

Screen Name Redacted

2/25/2021 07:25 PM

Given covid challenges, I would urge folks to design larger spaces across from business locations for future gathering spaces.

Screen Name Redacted

2/25/2021 08:35 PM

Without easily accessible parking, I will avoid this area of town.

Screen Name Redacted

2/25/2021 09:42 PM

I believe Wilsonville should be community-focused, moving more high-density living spaces closer to where people want to hang out in open gathering spaces with nearby options to shop. Wilsonville already has a strong community but it could be bolstered by encouraging city design that allows access to large areas to gather easily but not with cars. I Personally bike and walk places and don't drive at all and I feel that living near mentor graphics puts me at a distance from the cities core. I already live next to a loud highway which puts me near my job but far from walking distance to our downtown, I think this could be a good direction the city can move toward

Optional question (26 response(s), 42 skipped)

Question type: Essay Question

PLANNING COMMISSION

MARCH 10, 2021

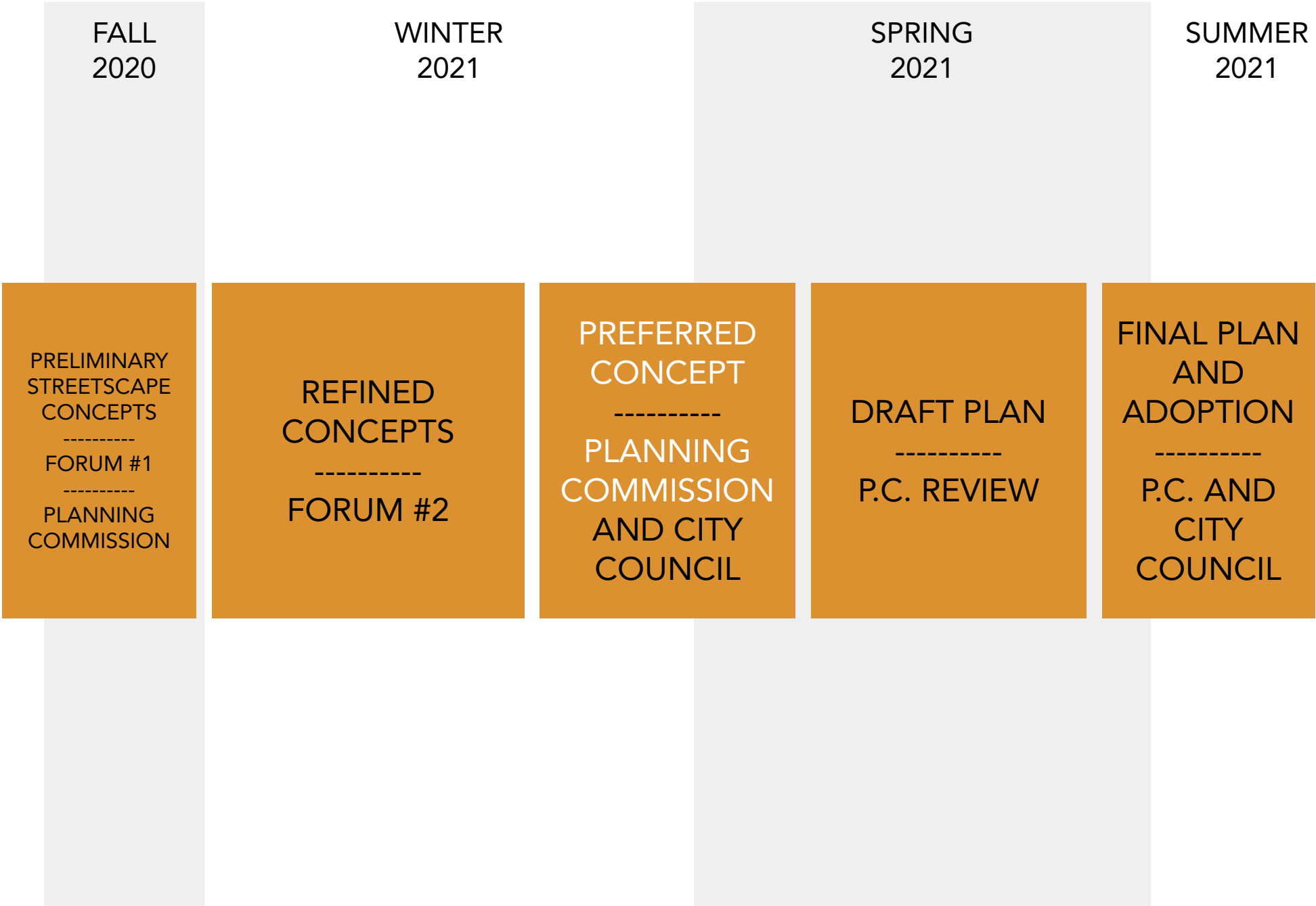


WILSONVILLE TOWN CENTER STREETSCAPE PLAN

AGENDA - 3/10/2021

1. Process and Planning Commission Role
2. Preliminary Design Concepts Review
3. Community Engagement Overview
4. Recommended Concept
5. Question and Next Steps

PROJECT SCHEDULE



FALL
2020

WINTER
2021

SPRING
2021

SUMMER
2021

PRELIMINARY
STREETScape
CONCEPTS

FORUM #1

PLANNING
COMMISSION

REFINED
CONCEPTS

FORUM #2

PREFERRED
CONCEPT

PLANNING
COMMISSION
AND CITY
COUNCIL

DRAFT PLAN

P.C. REVIEW

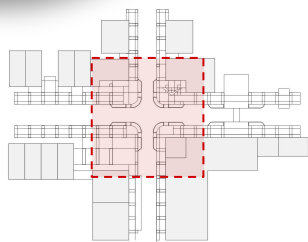
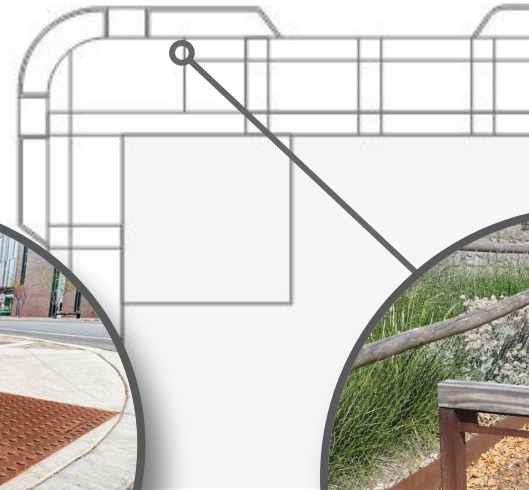
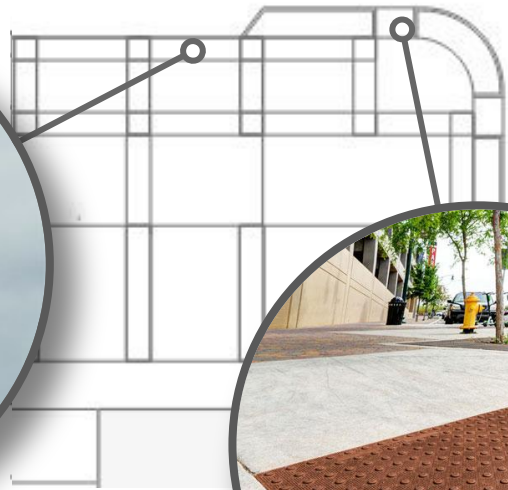
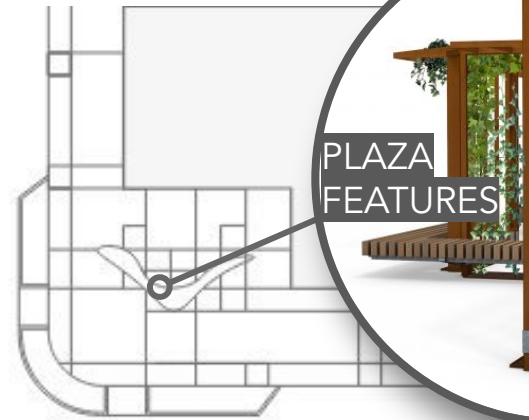
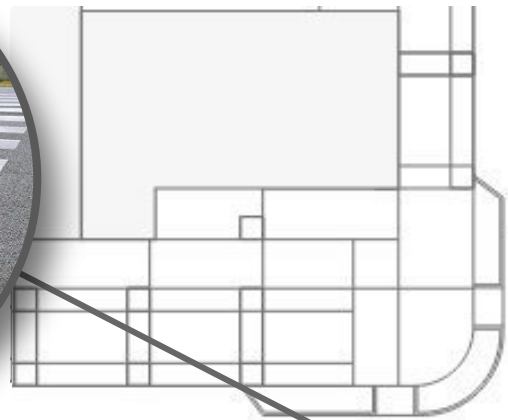
FINAL PLAN
AND
ADOPTION

P.C. AND
CITY
COUNCIL

Preliminary Streetscape Concepts

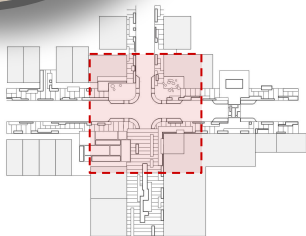
INTERSECTION DESIGN: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



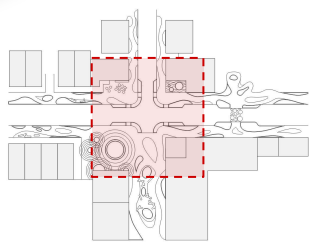
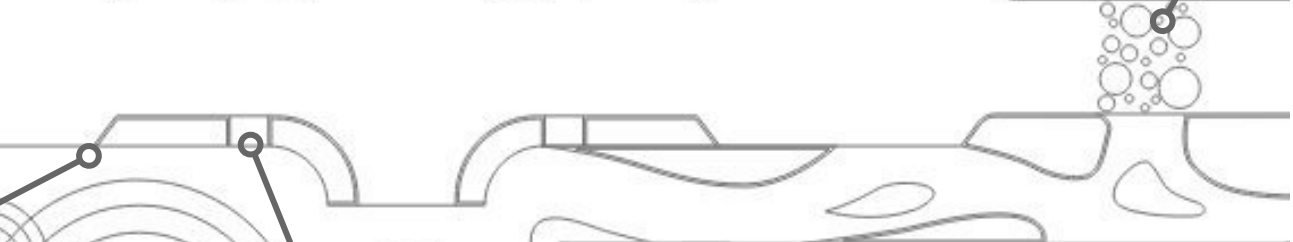
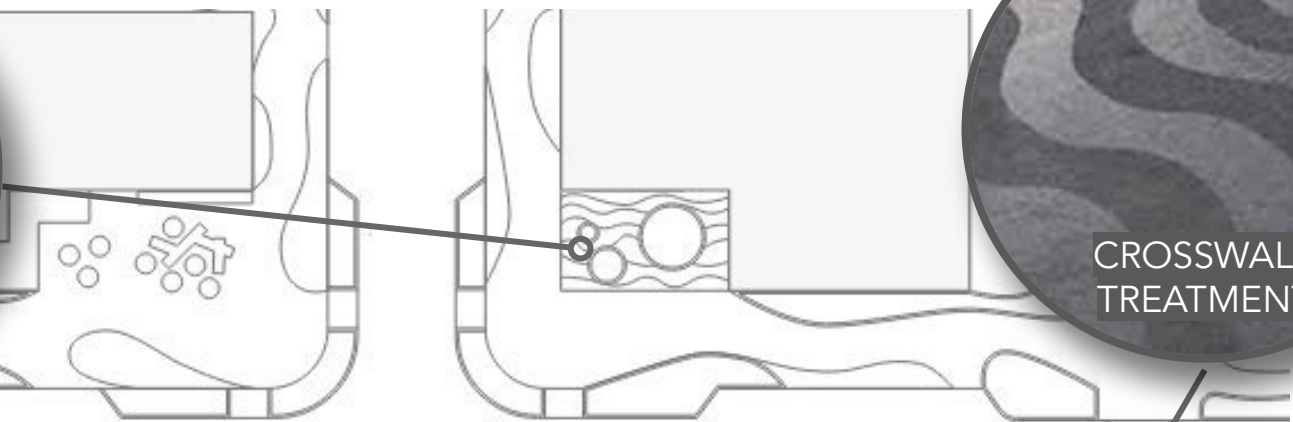
INTERSECTION DESIGN: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



INTERSECTION DESIGN: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC



Town Center Streetscape Community Engagement

COMMUNITY ENGAGEMENT APPROACH

STAKEHOLDER INTERVIEWS

- Urban Forestry Management Plan Consultants
- City Public Works, Engineering, and SMART
- Capital Realty Corp.
- One more TBD

COMMUNITY FORUMS

*#1: Project Foundation (Nov 10, 2020)
+ Let'sTalk mini-survey*

*#2: Concept Review (Feb 9, 2021)
+ Let'sTalk mini-survey*

COMMUNITY FEEDBACK: FORUM #2

Which of these concepts best reflects the goals of the Town Center Plan for: Design, Ecology, Safety and Comfort, Versatility, Sociability, Vibrant and Active?

Votes

Agricultural

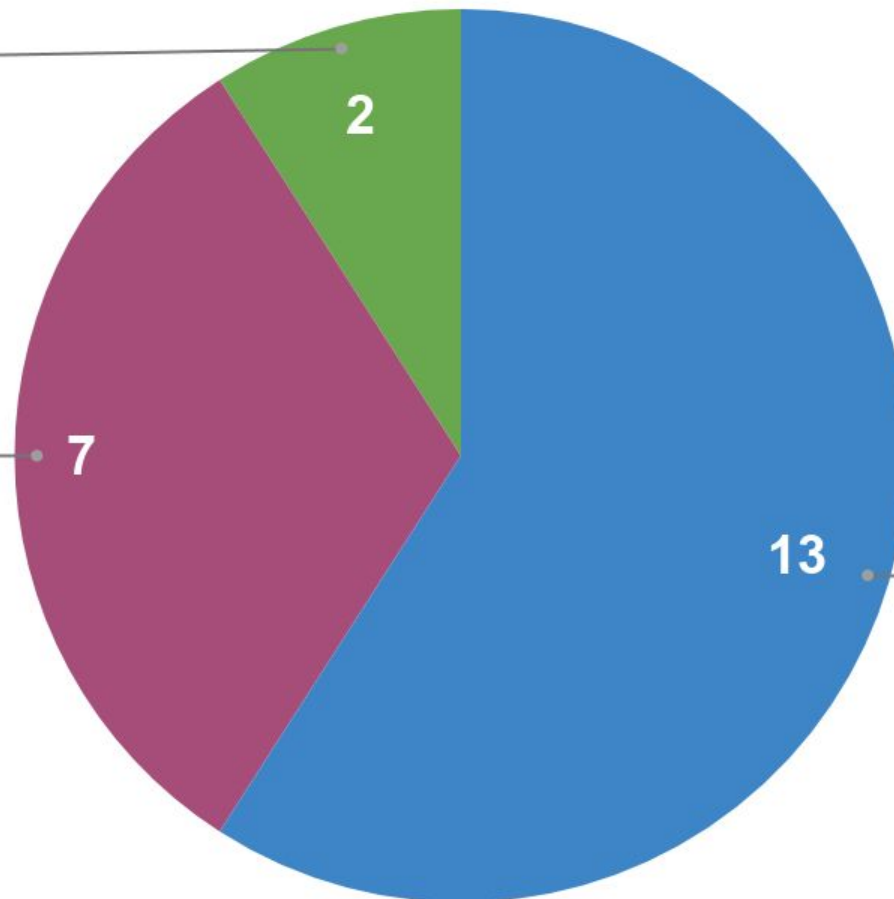
9.1%

Technology

31.8%

River

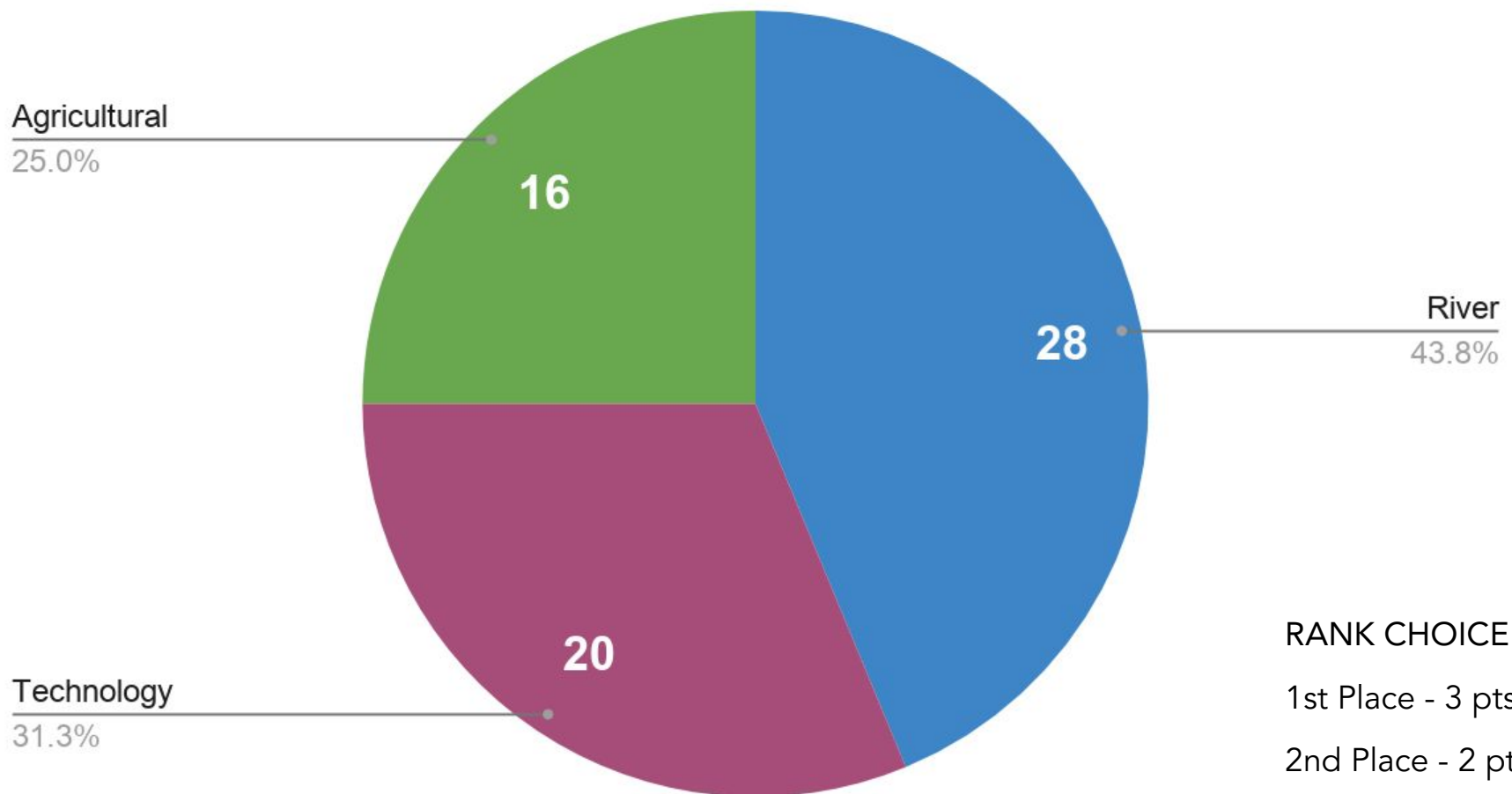
59.1%



COMMUNITY FEEDBACK: FORUM #2

Please rank these concepts in order from favorite to least favorite

Points scored



RANK CHOICE VOTING

- 1st Place - 3 pts
- 2nd Place - 2 pts
- 3rd Place - 1 pt

COMMUNITY FEEDBACK: FORUM #2 (THEMES)

- River curvilinear elements are nice - but seek to tone it down to the landscape and furnishings, not the movement spaces
- Consider greater investment and design in higher-priority locations; less investment in secondary areas
- Incorporate public art and student art
- Tailor designs to construction and maintenance costs
- Traffic calming and slow speeds throughout Town Center
- Ensure business and storefront visibility and access

COMMUNITY FEEDBACK: LET'S TALK

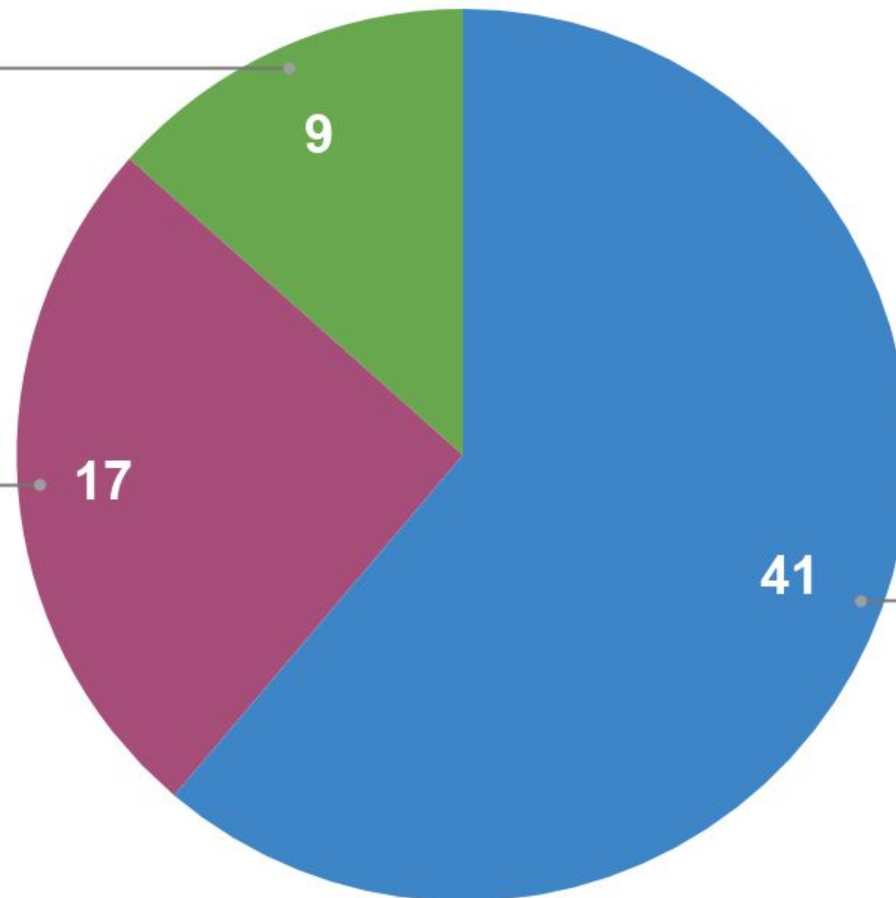
Which streetscape concept contains the materials you would most like to see in future Town Center streetscapes?

Votes

Agricultural
13.4%

Technology
25.4%

River
61.2%



COMMUNITY FEEDBACK: LET'S TALK

Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape?

Please rank the three streetscape concepts in order of preference:

	AVERAGE RANK
Landscape Areas	1.84
Gathering Spaces	2.62
Movement Areas	2.72
Plaza / Public Art / Transit Stop	2.82

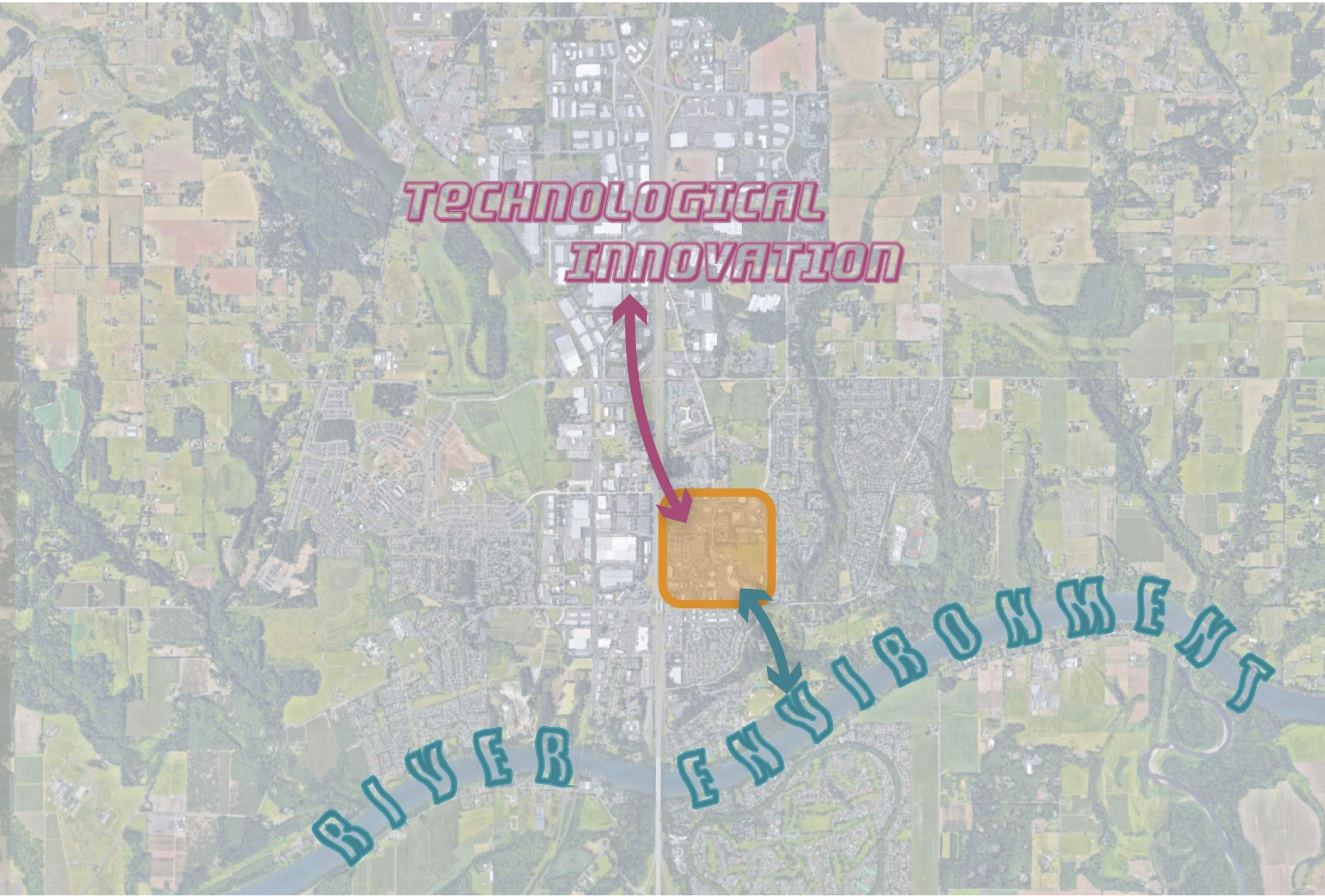
	AVERAGE RANK
River Environment	1.55
Technological Innovation	2.10
Agricultural Legacy	2.24

COMMUNITY FEEDBACK: LET'S TALK (THEMES)

- Make the movement spaces easier to navigate
- The more landscape and greenery the better
- More outdoor gathering areas that aren't just parks for business use
- Create spaces that put walking and biking first
- Shelter from winter rain and summer sun are welcome
- More water features throughout Town Center

Draft Recommended Streetscape Concept

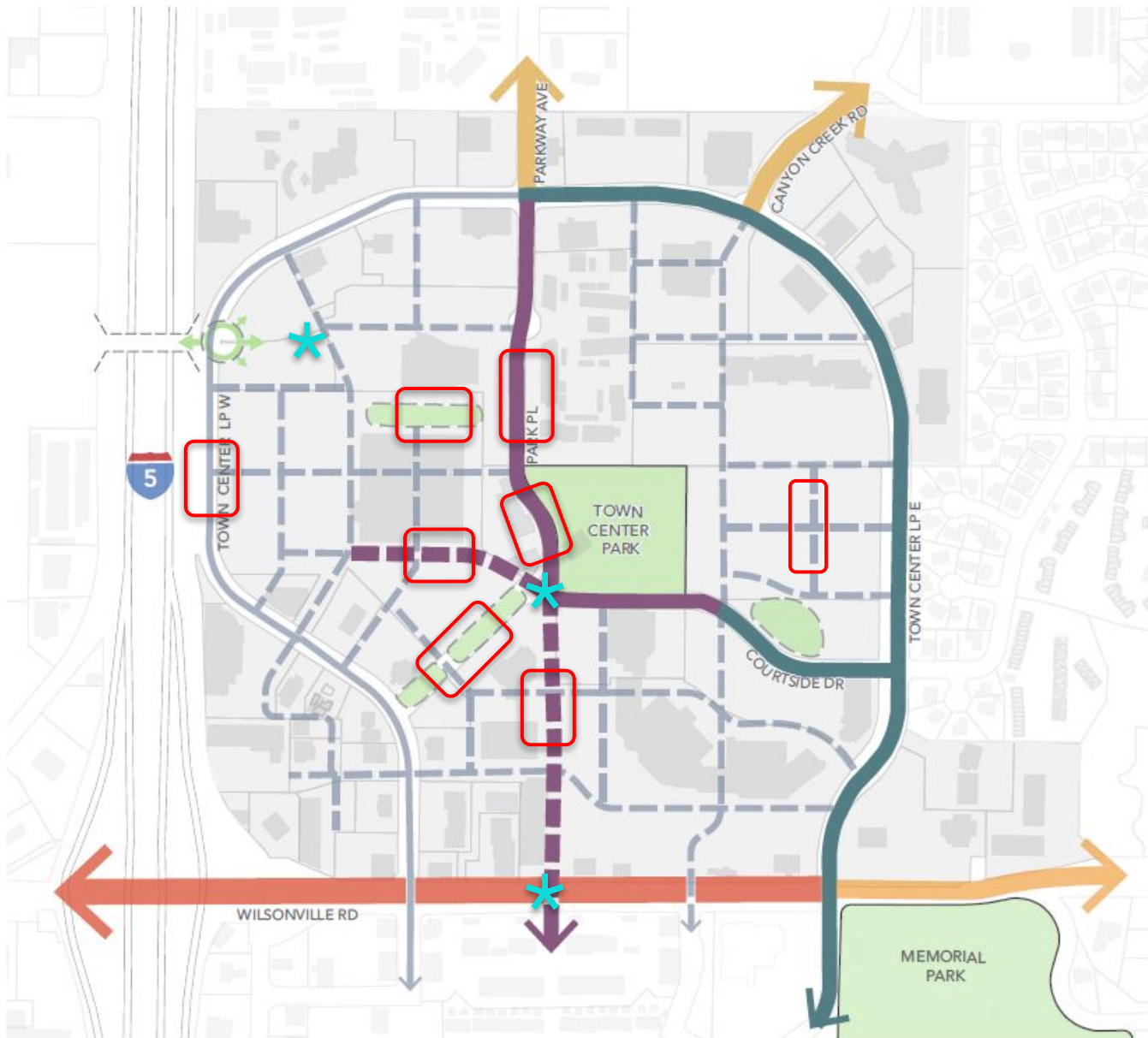
TOWN CENTER: WILSONVILLE'S CROSSROADS



*TECHNOLOGICAL
INNOVATION*

*RIVER
ENVIRONMENT*

TOWN CENTER STREETScape DESIGN



- Up to 8 street type designs (some types may get more than one design option)
- * Up to 3 unique location designs

LEGEND

- Building Footprint
- Parcel
- Highway
- Proposed Bike/Pedestrian Bridge
- Existing Street
- Proposed Street Locations

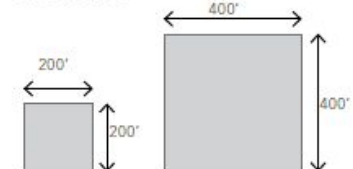
OPEN SPACE NETWORK

- Existing Open Space
- Proposed Open Space
- Proposed Gateway/Landing

STREET HIERARCHY*

- Local
- Main Street
- Collector
- Minor Arterial
- Major Arterial

BLOCK SIZE



RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY

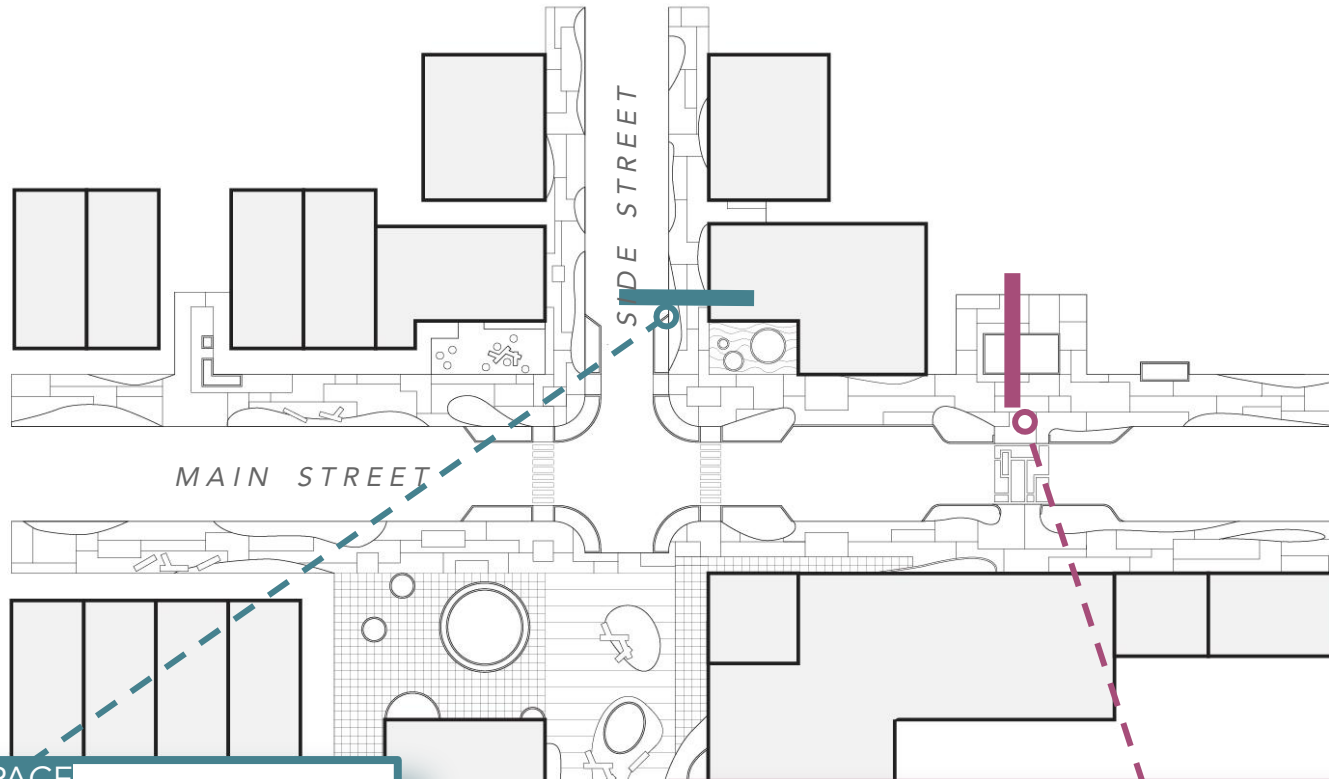


-  *Gathering Space*
-  *Landmark/Public Art/Transit Stop*
-  *Landscape Area*
-  *Motive Space*

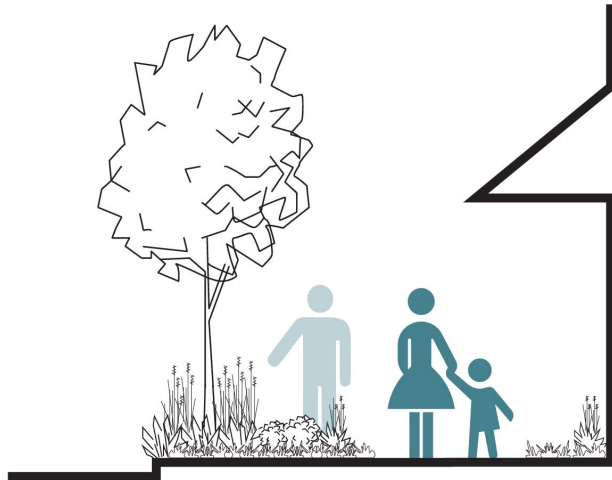
***Concept diagrams are not intended to show an actual to-scale design. Instead, this is an abstract depiction of how streetscape elements can be arranged with arrows representing movement through space, and colored blocks represent street elements.*

RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

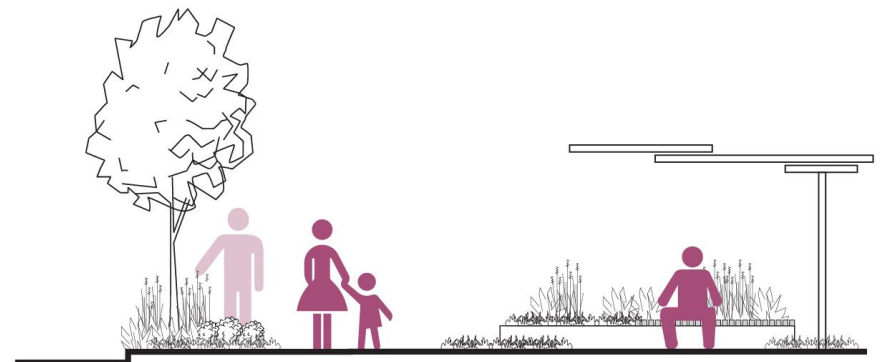
NATURAL - CONTRAST - MODULARITY



SECTION: MOTIVE SPACE

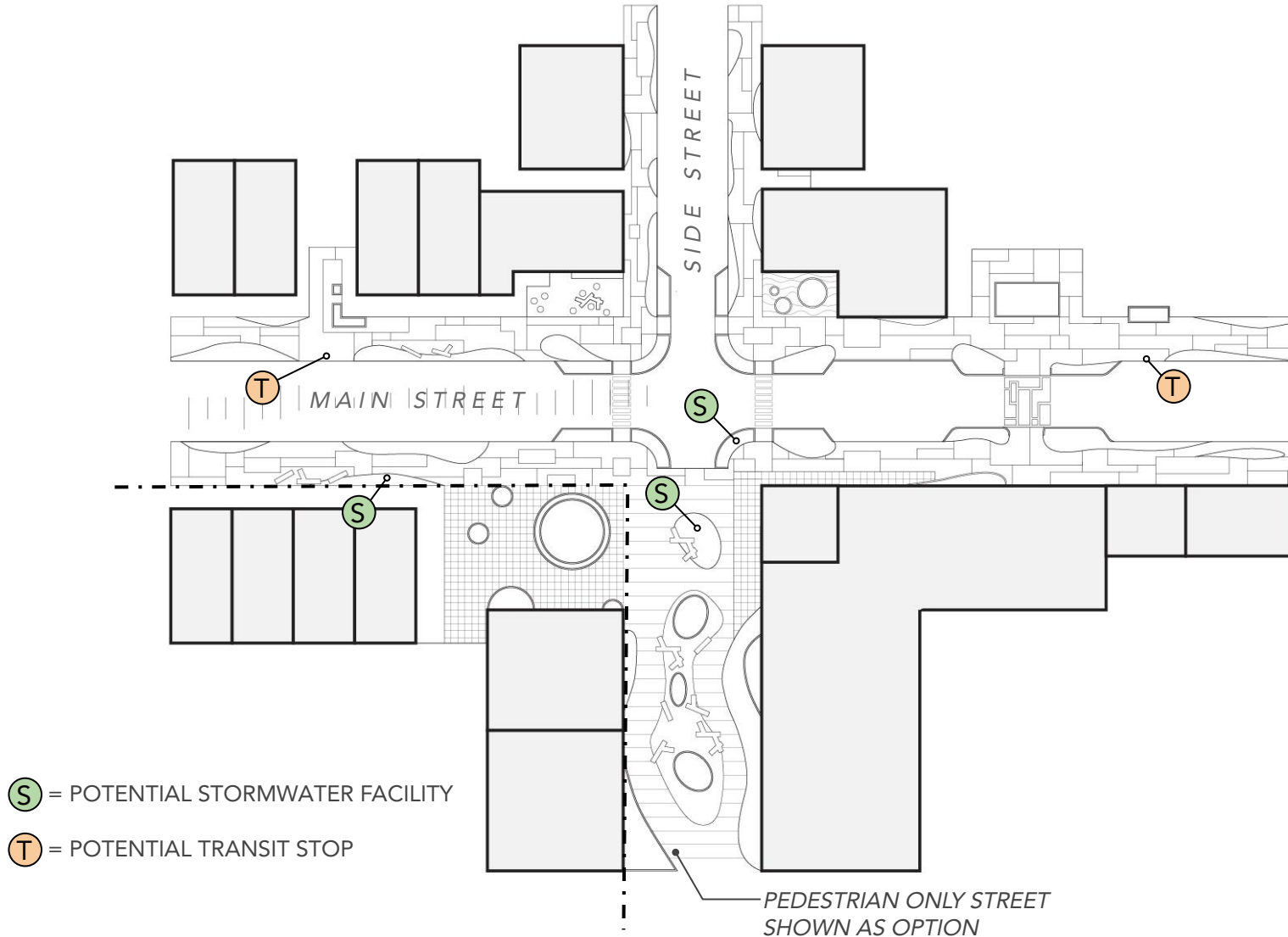


SECTION: COVERED GATHERING SPACE



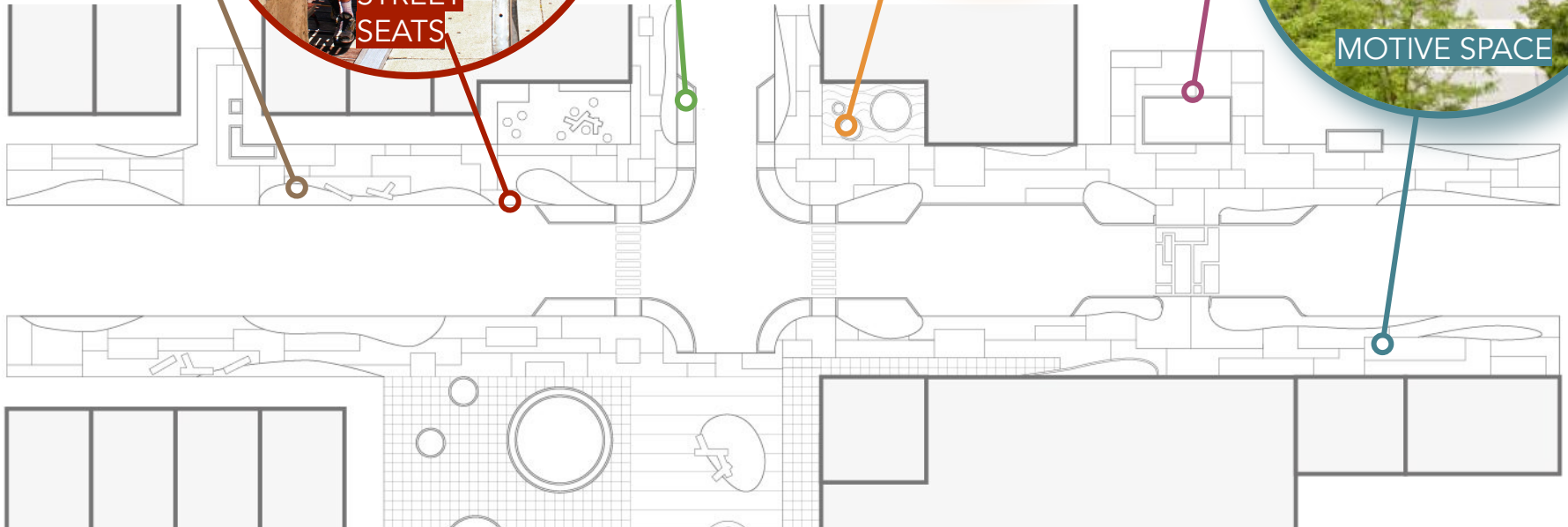
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



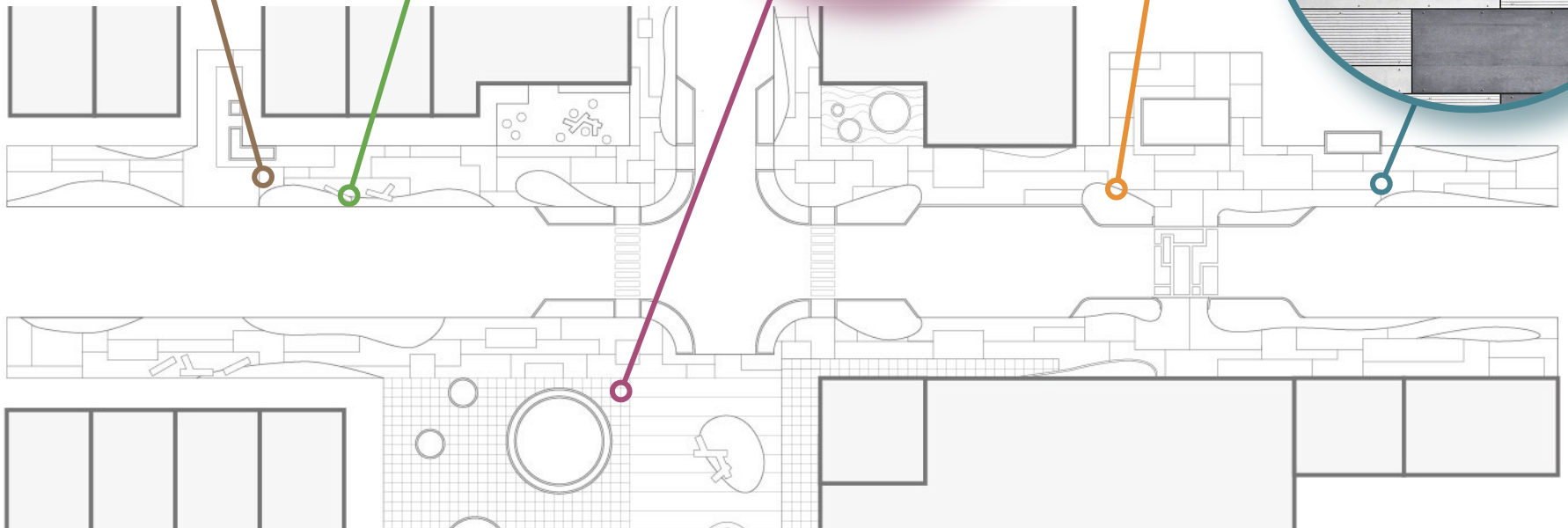
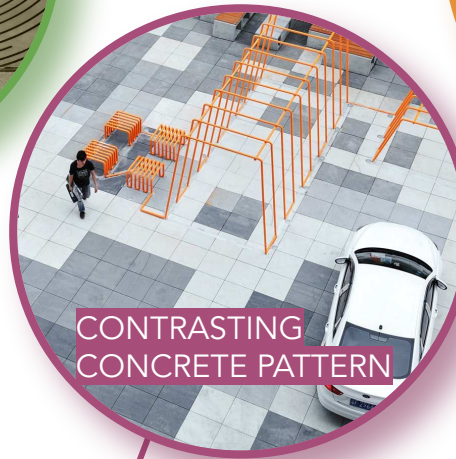
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



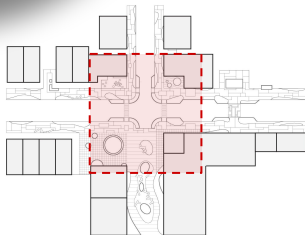
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



QUESTION:

Do you support the recommendation to move forward with the River Environment focused concept with elements of Technological Innovation?

QUESTIONS:

To limit costs where possible, which...

- *Elements of the streetscape (motive space, gathering areas, landscape, public art, other)*
- *Specific street locations*

...should be prioritized for higher levels of design and investment?

QUESTION:

Do you have any additional comments or recommendations for the draft preferred concept?



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: February 1, 2021		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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 checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Town Center Plan Implementation	<input checked="" type="checkbox"/> Adopted Master Plan(s): Town Center Master Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: Staff will introduce the Town Center Streetscape Plan project, provide an overview on the work that has been completed on the project thus far, and present preliminary design concepts for City Council confirmation prior to the next round of public outreach.

work sessions are planned with the Planning Commission and City Council to review and provide input on the refined concept.

EXPECTED RESULTS:

The project team will incorporate City Council feedback as the three concepts are refined into a single concept to serve as the basis for the draft Town Center Streetscape Plan.

TIMELINE:

Project work and public engagement activities will continue throughout 2021 to further inform the design concepts utilized in the Streetscape Plan. Additional public engagement, including online forums and outreach on *Let's, Talk, Wilsonville!* will occur in February 2021 to gather input on the three design concepts. Additional work sessions will be facilitated with Planning Commission and City Council over the course of the project. Refined design concepts and the draft plan will be presented to City Council in the spring of 2021. Adoption of the plan is anticipated during the summer of 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with all of these funds anticipated to be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENT:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The project team anticipates community outreach will be conducted through Public Forums conducted via Zoom, and other input opportunities on *Let's Talk, Wilsonville!* Stakeholder interviews are planned along with additional work sessions and public hearings before the Planning Commission and City Council.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan's implementation activities, including the Streetscape Plan, the City will begin to realize the community's vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

City Council can provide input on additional design elements and aesthetic themes to be considered in development of the Streetscape Plan.

CITY MANAGER COMMENT:

ATTACHMENTS:

1. Community Engagement Summary
2. PowerPoint Presentation



Public Forum / Planning Commission Feedback Summary – Town Center Streetscape Plan

The project team conducted two online public forums on November 10, 2020. The project team shared the results of the forums and sought additional feedback from the Planning Commission on November 12, 2020. Participants of the public forums and Planning Commissioners were asked the same four questions, which are as follows:

- The Town Center Plan feedback favored a modern /natural design aesthetic and use of wood, stone, glass, and brick; do you support these as some of the primary materials in the streetscape?
- Are there designs and key features in the Town Center today that you like and want to build upon for the Streetscape?
- Based on the example streetscapes just shown, are there any specific elements you would like us to consider as part of the design concepts for the streetscape?
- Do the three preliminary concepts capture the range of themes and ideas you would like to see further developed as we continue designing?

The purpose of this attachment is to provide an overview of the themes that emerged in response to these questions from public forum participants and the Planning Commission in order to familiarize City Council with the feedback received on the initial aesthetic direction of the Town Center Streetscape Plan.

Public Forums November 10, 2020

- Fully support modern / natural aesthetic
- Maintain similar look and feel as Murase Plaza and Town Center Park
- Expand upon and build new parks, open space areas, and fountains within future streetscapes
- Preference for natural, sustainable, and easy to maintain materials
- Incorporate covered / protected areas
- Improve lighting for pedestrian and bicycle safety
- Additional landmarks and wayfinding elements needed
- Develop a cohesive design aesthetic throughout Town Center
- Select appropriate tree species that will be viable long term
- Support for streetscapes such as Lake Oswego, OR and Bainbridge Island, WA (Winslow Way)



Planning Commission November 12, 2020

- Support for materials palette including wood, stone, and glass along with the incorporation of steel
- Use brick sparingly
- End result should have a timeless look
- Ensure materials can work with preference toward curvy lines
- Existing art is good but ensure more art can be incorporated for an outdoor art gallery feel
- Emphasize and connect existing features such as fountains, memorials, and public art
- Maintain uniformity but incorporate unique elements where appropriate such as "Emerald Chain"
- Concepts demonstrate project team is headed in the right direction
- Avoid hay bale planters shown
- River theme pairs well with I-5 Bike & Ped Bridge design aesthetic

CITY COUNCIL WORK SESSION

FEBRUARY 1, 2021

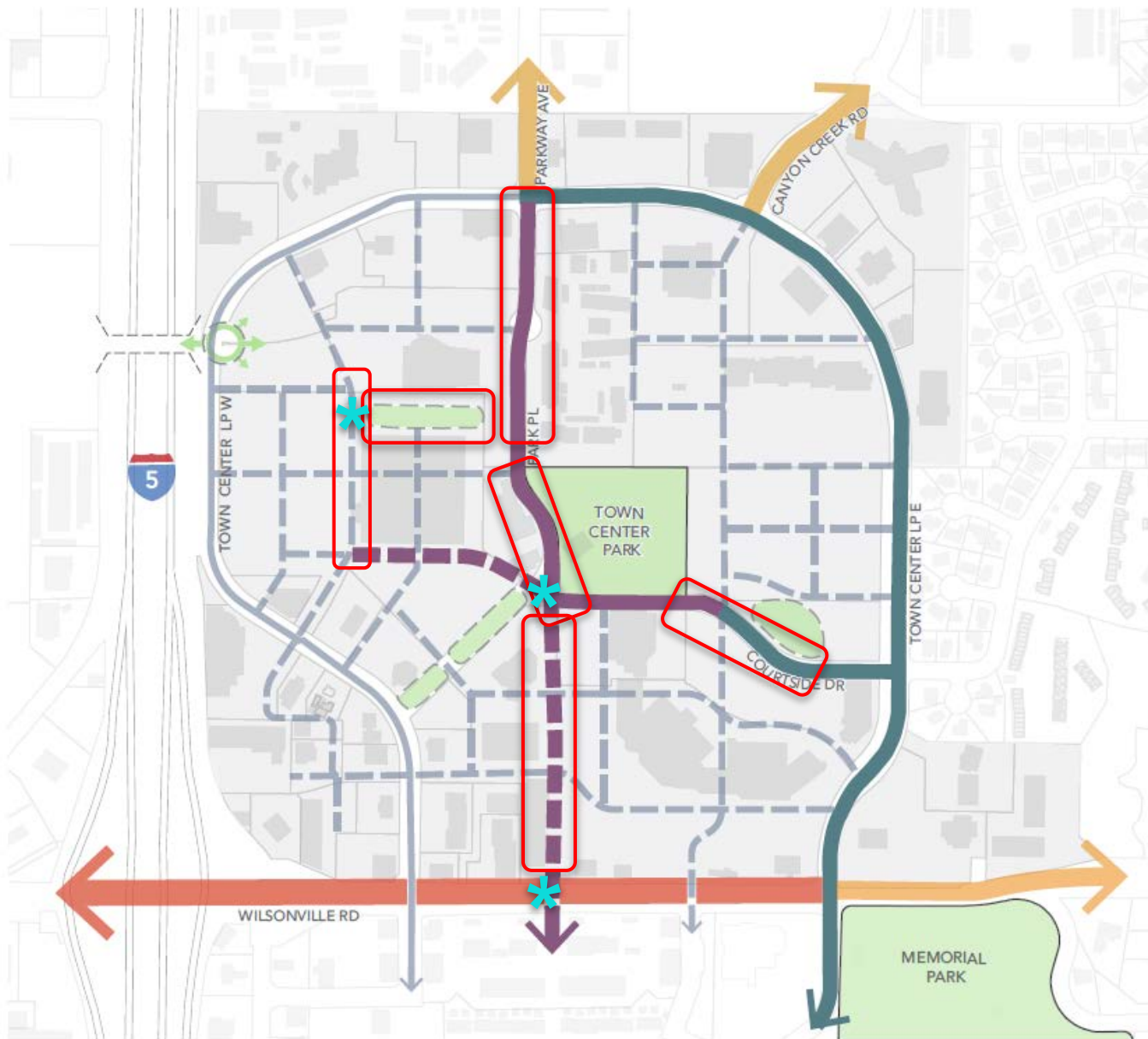


WILSONVILLE TOWN CENTER
STREETSCAPE PLAN

Meeting Agenda 02.01.21

- Project Introduction and Overview
- Existing Conditions
- Community Engagement Approach
- Preliminary Concepts
- Draft Refined Concepts
- Questions and Discussion

TOWN CENTER STREETScape DESIGN

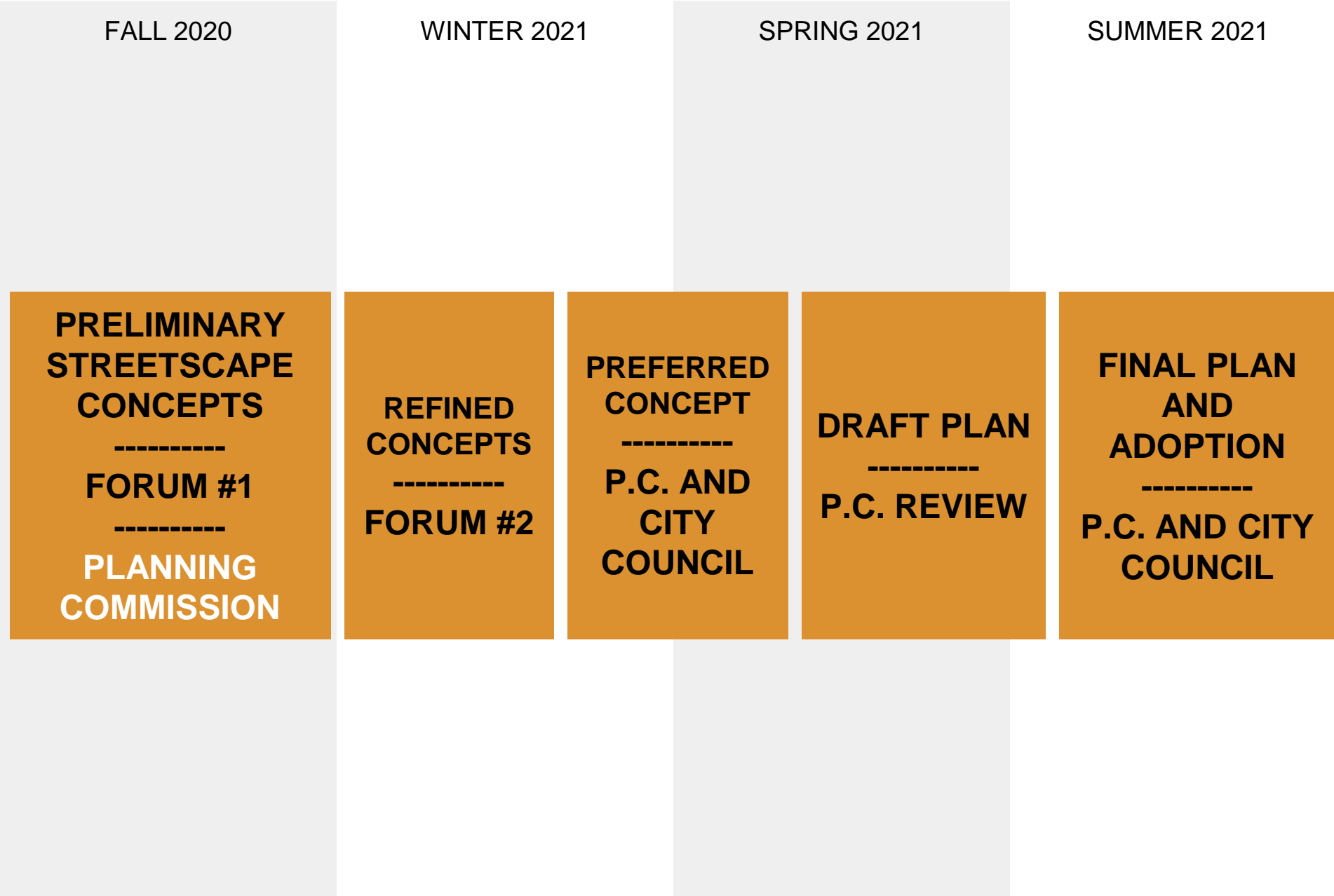


- Up to 8 street type designs (some types may get more than one design option)
- * Up to 3 unique location designs

STREETSCAPE PLAN

Prepare a unified design concept that is then tailored to different street types and specific unique locations

PROJECT SCHEDULE



EXISTING CONDITIONS _ SITE VISIT 09.30.20



DRAFT COMMUNITY ENGAGEMENT APPROACH

- **STAKEHOLDER INTERVIEWS**
- **BUSINESS OUTREACH**
- **COMMUNITY FORUMS**
 - NOVEMBER 10, 2020
 - FEBRUARY 9, 2021
- **CITY COORDINATION**
 - PLANNING, SMART,
 - PUBLIC WORKS,
 - NATURAL RESOURCES,
 - PARKS & REC

SPACE TYPOLOGY: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



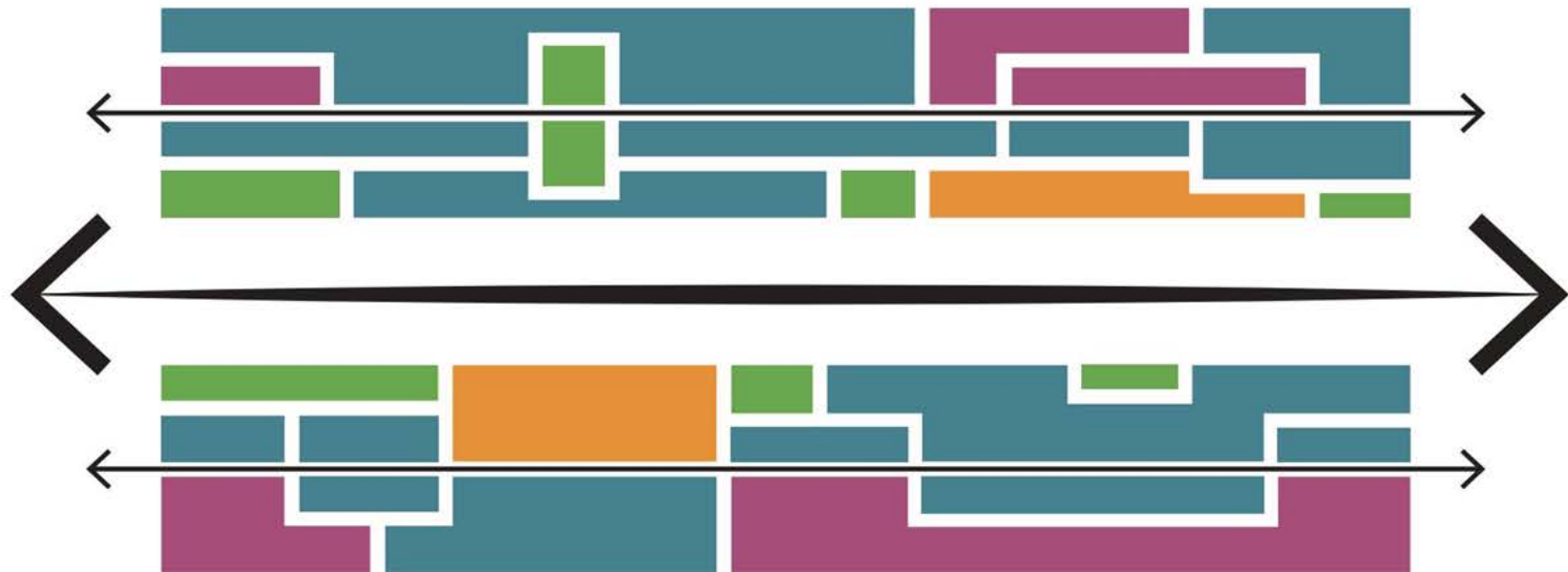
DESIGN PALETTE: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - HISTORIC



DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



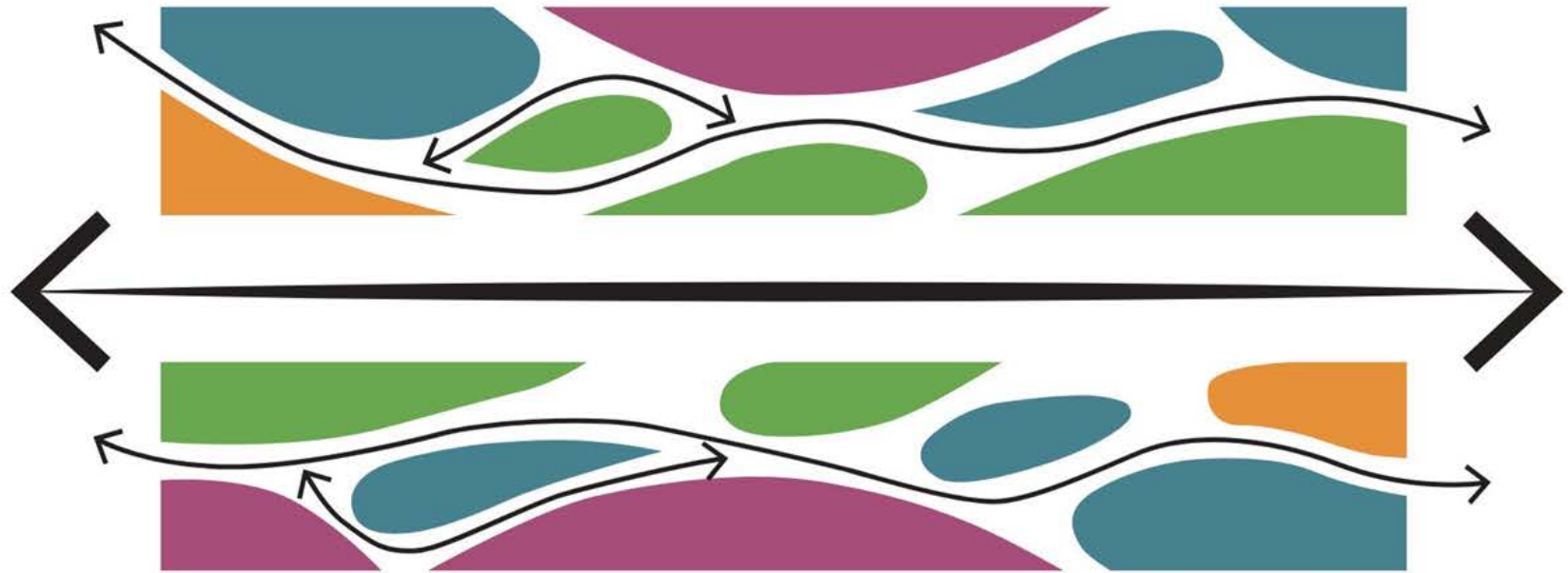
DESIGN PALETTE: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



DESIGN CONCEPT: RIVER

NATURAL - FLUIDITY - ORGANIC



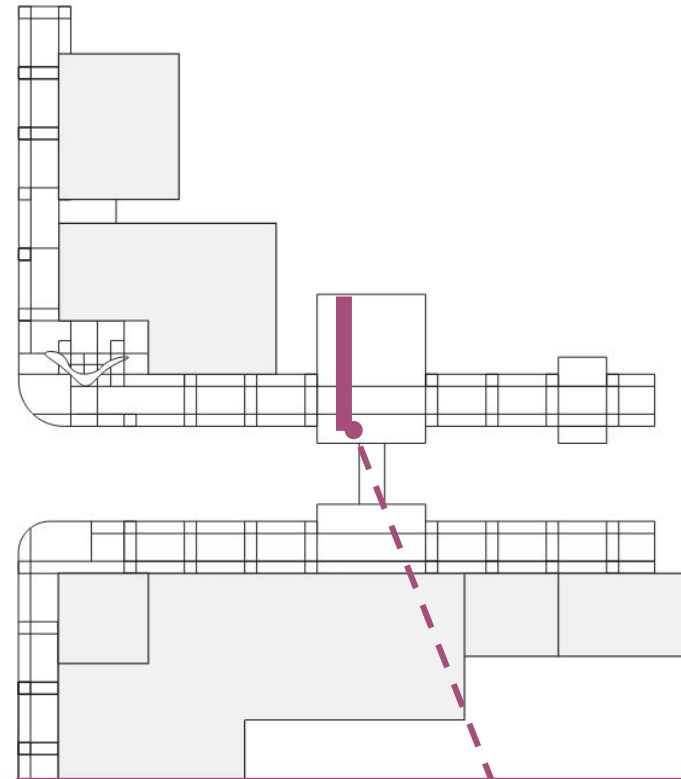
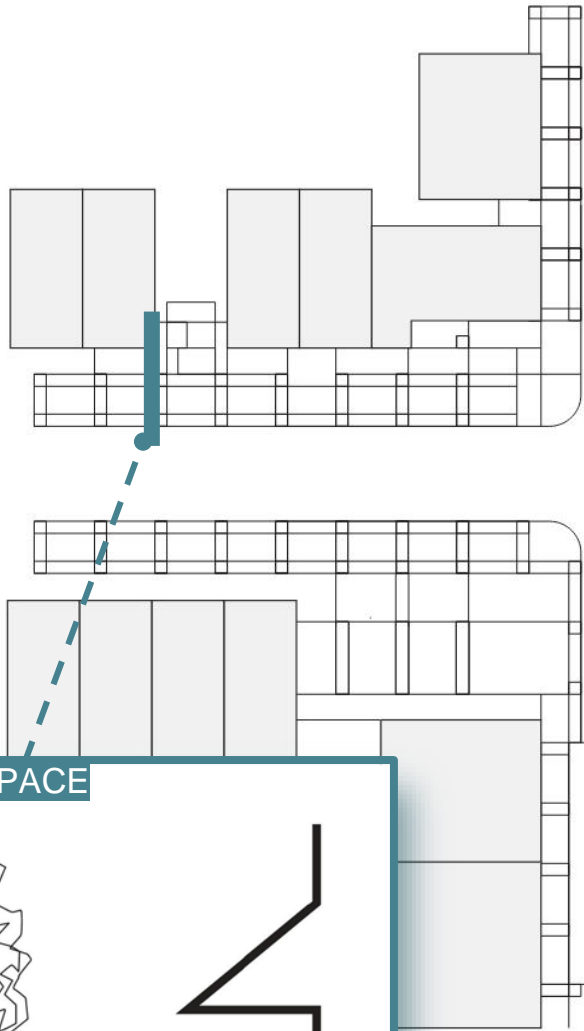
DESIGN PALETTE: RIVER, ORGANIC

NATURAL - FLUIDITY

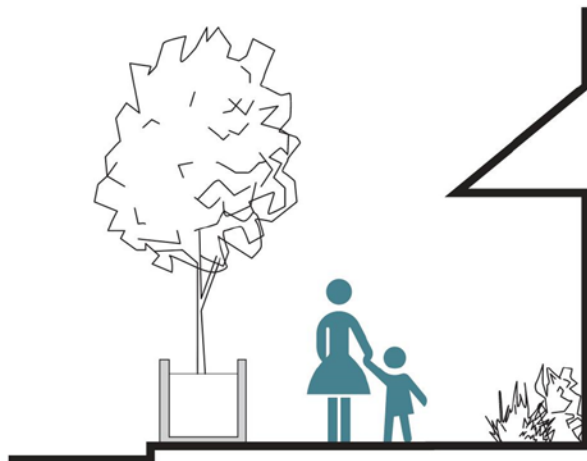


DESIGN CONCEPT: AGRICULTURAL LEGACY

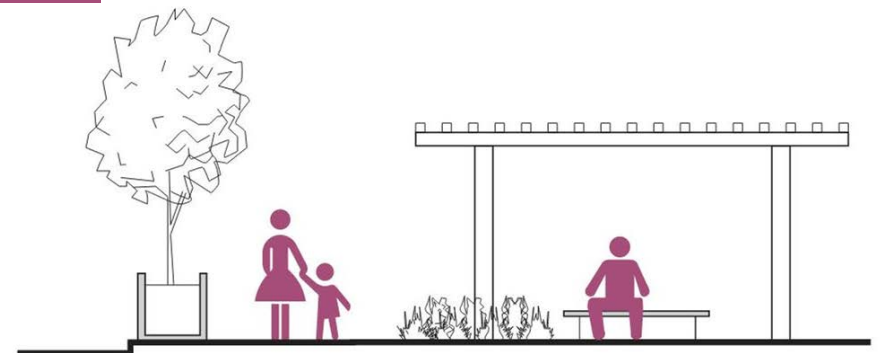
PURPOSEFUL - STRUCTURED - TIMELESS



SECTION: MOTIVE SPACE

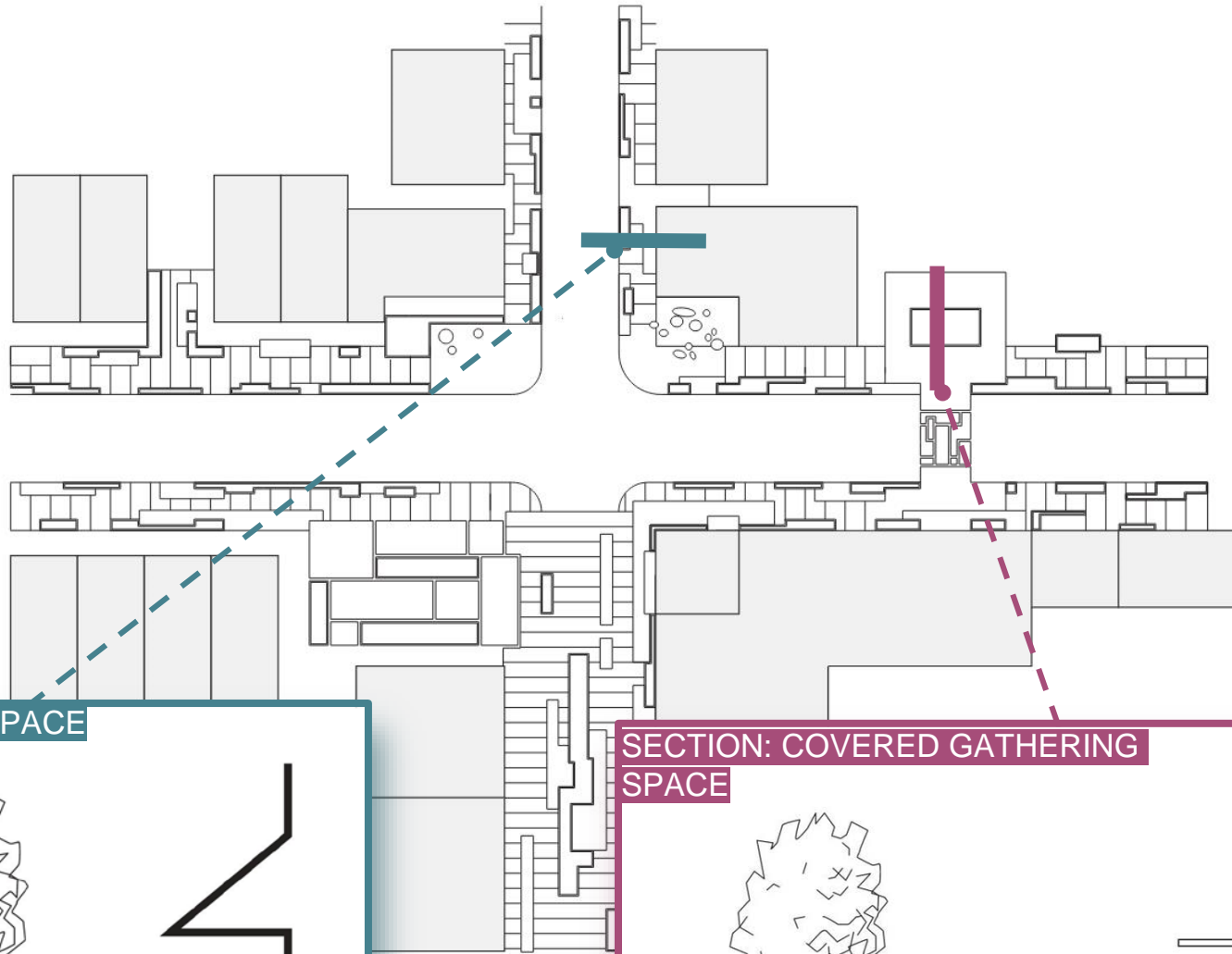


SECTION: COVERED GATHERING SPACE

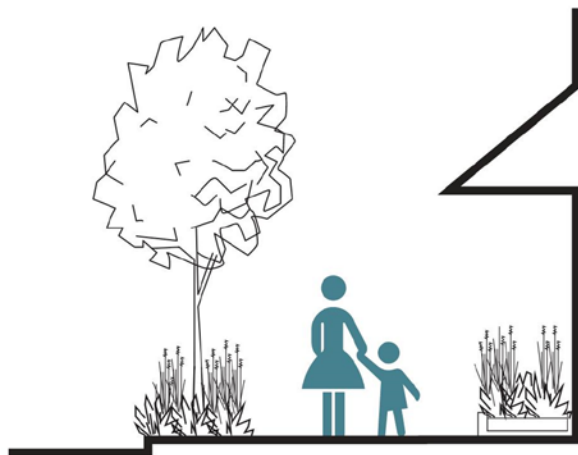


DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

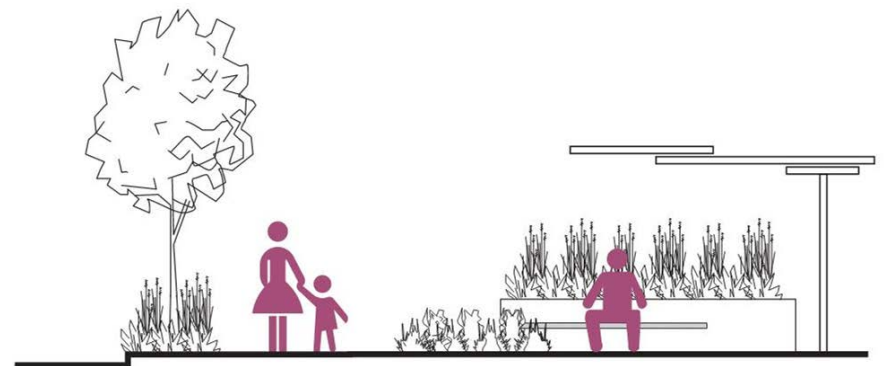
MODULARITY - SIMPLICITY - CONTRAST



SECTION: MOTIVE SPACE

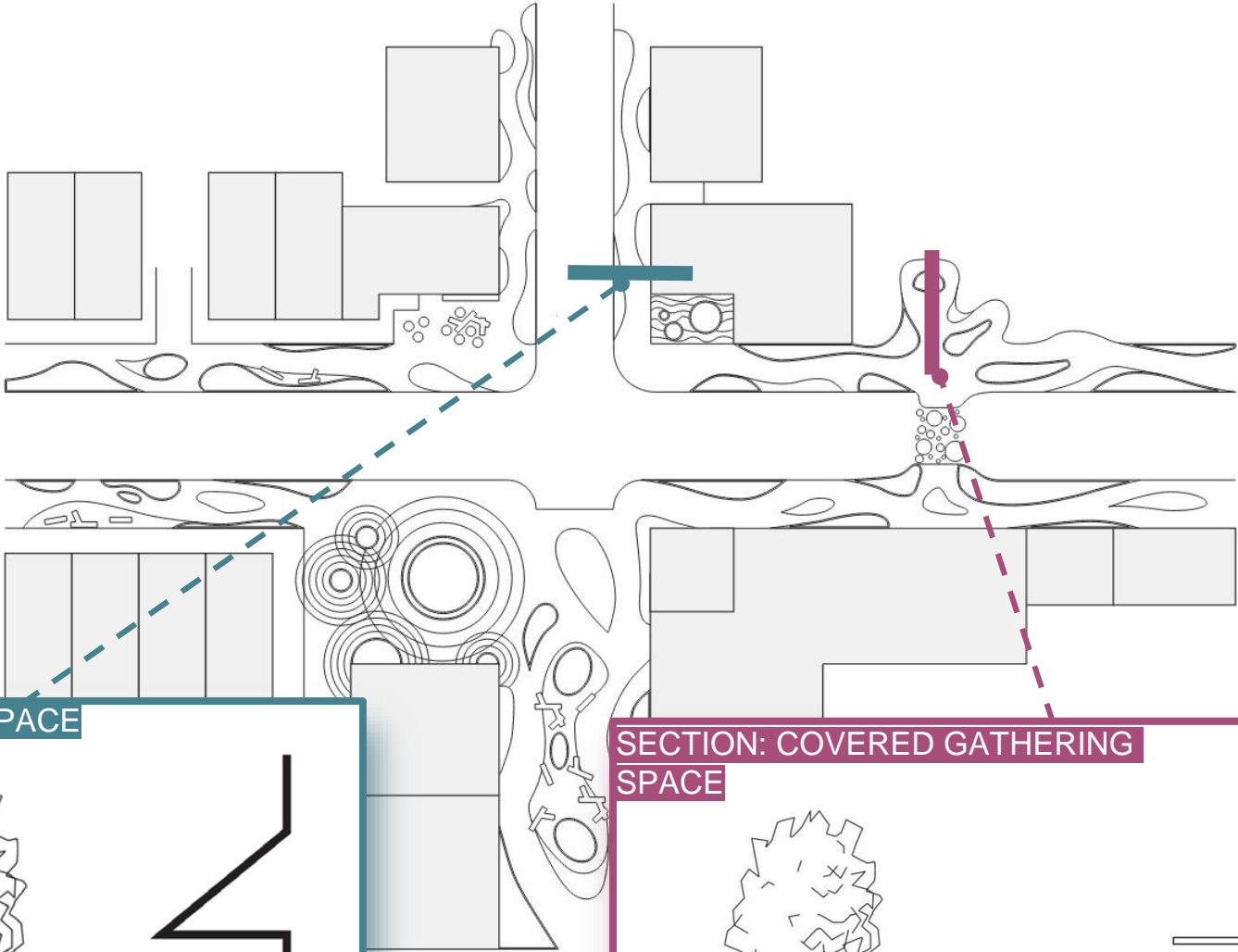


SECTION: COVERED GATHERING SPACE

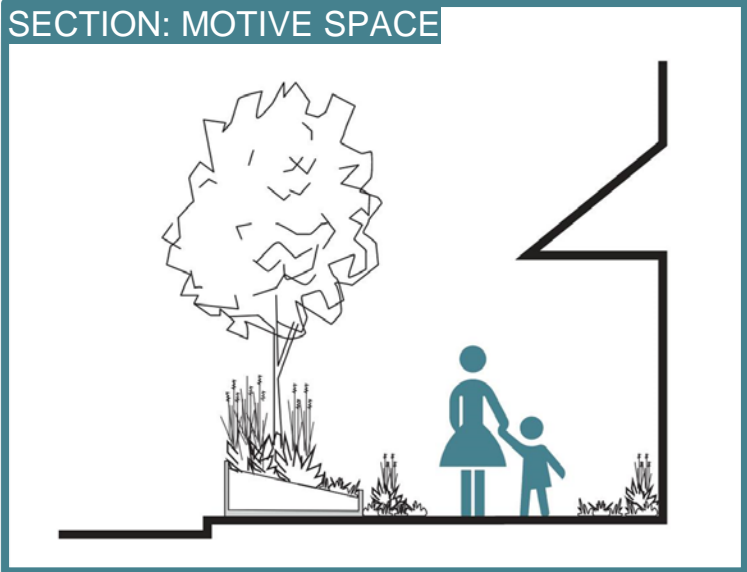


DESIGN CONCEPT: RIVER

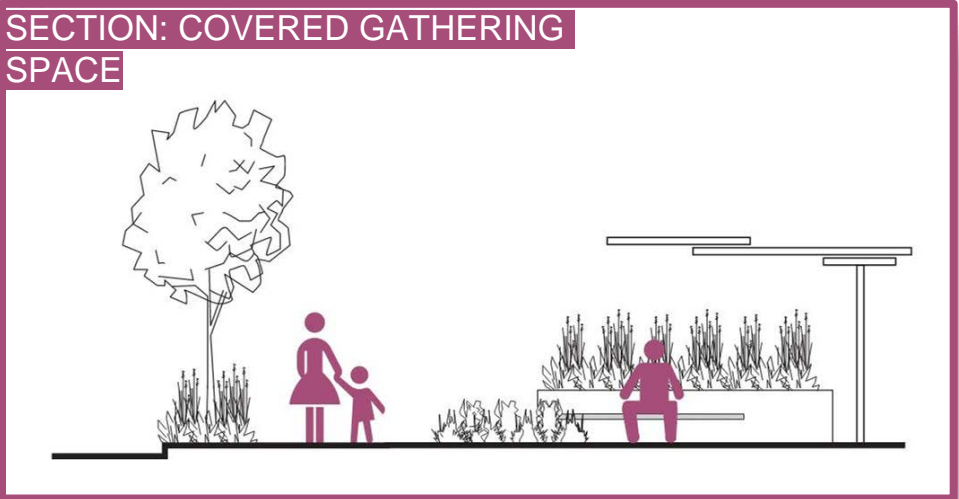
NATURAL - FLUIDITY - ORGANIC



SECTION: MOTIVE SPACE



SECTION: COVERED GATHERING SPACE

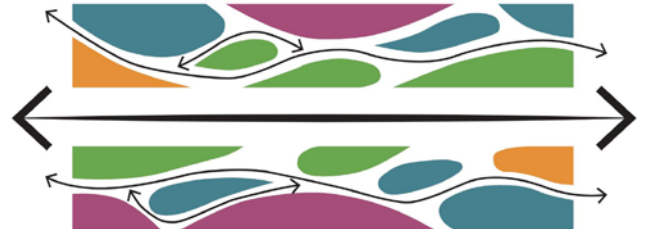
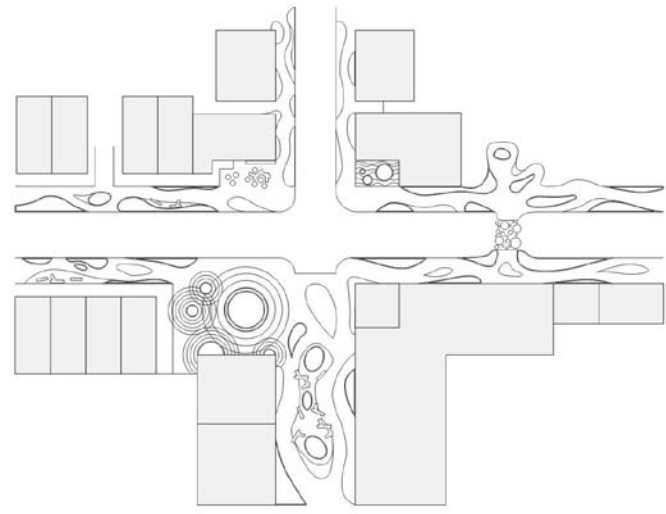
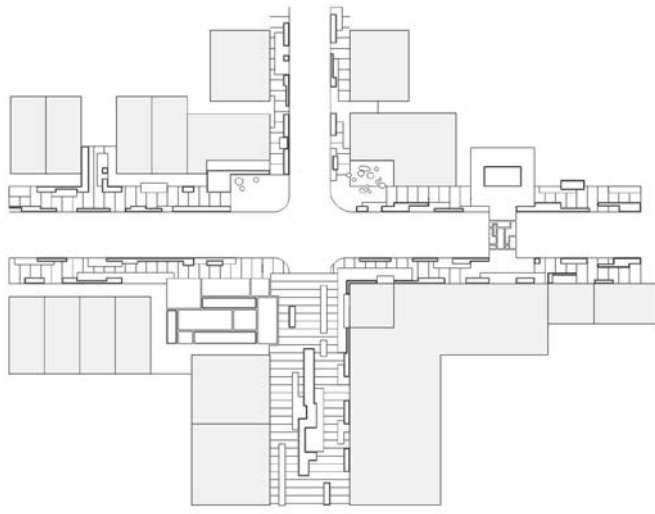
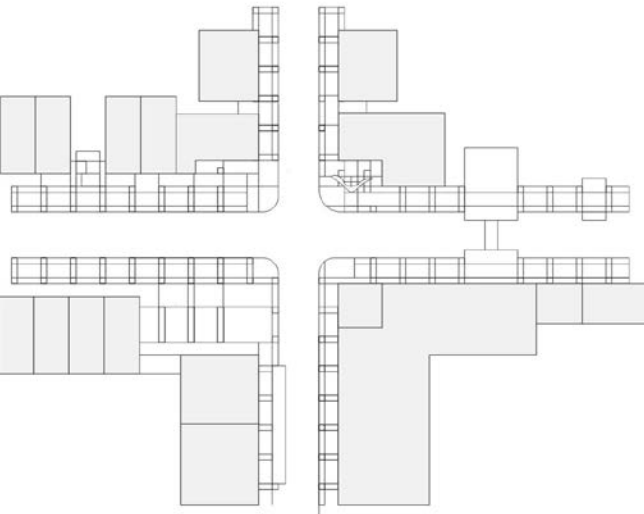


QUESTIONS:

Are these three design concepts consistent with community expectations determined through prior public engagement and Town Center planning?

After reviewing the design concepts, are there specific elements that capture the vision of Town Center that you would like to see emphasized in the streetscape plan?

QUESTIONS AND FEEDBACK





PLANNING COMMISSION

WEDNESDAY, NOVEMBER 12, 2020

II. WORK SESSIONS

- A. Town Center Streetscape Plan (Bradford) (45 minutes)



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: November 12, 2020		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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 checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center Plan Implementation	<input checked="" type="checkbox"/> Adopted Master Plan(s) Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: Staff will provide an update on the Town Center Streetscape project. The project team will present initial public outreach feedback and seek additional input from Commissioners regarding initial design concepts and styles to include in the first draft of the Streetscape Plan.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

The intent of the Town Center Streetscape Plan project is to create a document that contains sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center, including streetscape treatments specific to the Main Street District. The Streetscape Plan will also further refine design elements and street cross-sections for specific projects contained in the Town Center Plan such as the Parklets, Festival Street, and components of the Emerald Chain.

Since the Streetscape Plan was introduced to the Planning Commission at the March work session, staff selected a consultant, SERA Architects, conducted a site visit to familiarize the project team with the site, and began developing plans for public outreach throughout the project. The first of these outreach opportunities is an online community forum on November 10, 2020, scheduled as two individual sessions from noon to 1 PM and from 6 to 7 PM. The forums will provide an opportunity for attendees to learn more about the project, ask questions, and provide input on important streetscape elements to consider in developing the plan. Feedback from the forum will be included in the work session presentation. Additionally, the project team will utilize the Ideas Tool on Let's Talk, Wilsonville! to gather input on what streetscape elements the public would most like to see in Town Center.

As a starting point in developing initial design concepts, the project team has reviewed input from several plans and projects that will influence the Streetscape Plan, including the I-5 Bike and Pedestrian Bridge, Signage and Wayfinding Plan, and Bike and Pedestrian Connectivity Plan. Attachment 1 includes excerpts from the design-related components of these and other plans relevant to this project. Based on this information, the project team synthesized this prior feedback to create three initial Wilsonville Town Center streetscape design concepts. Based on Planning Commission input and public feedback received during the community forums, these design concepts will be refined prior to the second Public Forum and subsequent Planning Commission and City Council Work Sessions, which are planned for the Spring of 2021.

In order to move forward with refinement of the initial design concepts, the project team seeks feedback on the following questions:

- The Town Center Plan feedback favored a modern / natural design aesthetic and use of wood, stone, glass and brick; do you support these as some of the primary materials in the streetscape?
- Are there designs and key features in the Town Center today that you like and want to build upon for the streetscape?
- Based on the examples of streetscapes shown in the presentation, are there any specific elements you would like us to consider as part of the design concepts for the streetscape?

- Do the three preliminary concepts capture the range of themes and ideas you'd like to see further developed as we continue designing?

EXPECTED RESULTS:

The project team will incorporate Planning Commission feedback along with public input gathered from the November public forums into the three preliminary design concepts.

TIMELINE:

Project work and public engagement activities will continue throughout 2020 and 2021 to further inform the design concepts utilized in the Streetscape Plan. Additional work sessions will be facilitated with the Planning Commission over the course of this project. Draft concepts and the draft plan will be presented in the spring of 2021, with additional public engagement occurring at this time. Adoption of the plan is anticipated during the summer of 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with all of these funds anticipated to be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS: N/A

LEGAL REVIEW / COMMENT: N/A

COMMUNITY INVOLVEMENT PROCESS:

The project team anticipates community outreach will be conducted through Public Forums conducted via Zoom, and other input opportunities on Let's Talk, Wilsonville! Stakeholder interviews are planned along with additional work sessions and public hearings before the Planning Commission and City Council.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan's implementation activities, including the Streetscape Plan, the City will begin to realize the community's vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

The Planning Commission can recommend additional design elements and aesthetic themes to be considered in development of the Streetscape Plan.

ATTACHMENTS:

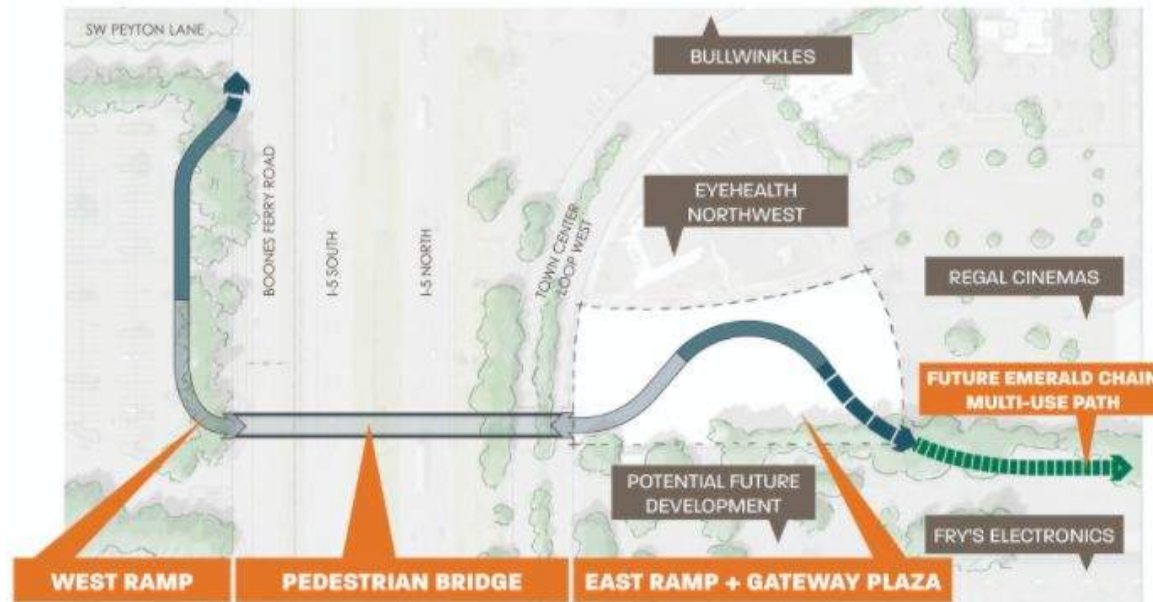
1. Other Influential Plans Handout

Appendix

Other Influential Plans

- I-5 Bridge Design
- Wayfinding and Signage
- Bicycle / Pedestrian Connectivity Plan
- Urban Forestry Plan (underway)
- Tree and Landscape Standards
- Stormwater Standards

I-5 BRIDGE INFLUENCES



I-5 BRIDGE CONCEPT: AUGUST 2020 SURVEY

OVERVIEW



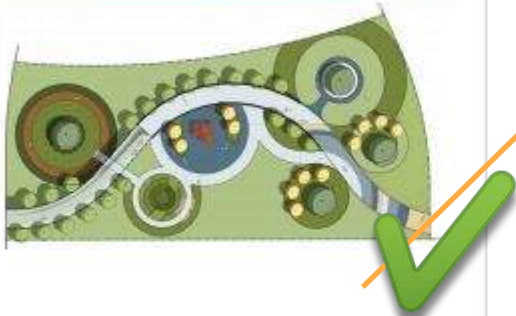
This symbol indicates questions where virtual open house polling results have been combined with online survey results

- Q1** Which of these bridges do you think would be an iconic or defining structure for Wilsonville?
- Q2** Based on identified themes of harmony with nature, family friendly, Willamette River/Boones Ferry, and inclusive and welcoming, could these bridge designs evoke Wilsonville?
- Q3** Rank the bridge designs in order of preference.
- Q4** Standard Bridge Customization Options. All bridge concepts have the potential to incorporate the following examples of customized features. Choose up to three:
- Q5** Based on identified themes of harmony with nature, family friendly, Willamette River/Boones Ferry, and inclusive and welcoming, could these plaza concepts evoke Wilsonville?
- Q6** Rank the plaza concepts in order of preference.
- Q8** Sustainable Features. Which of the following sustainable features are most important (choose up to three)?
- Q9** Shade/Rain Shelter. Which of the following shelter options are most important for the gateway plaza (choose one)?
- Q10** Trees and Plantings. Which of the following characteristics reflects the type of planting you would like to see in the gateway plaza area (select all that apply)?
- Q11** Gathering. What kind of gathering spaces are most important to include in the final design (choose up to two)?
- Q12** Art. What form of art would you like to see around the plaza area (choose up to three)?
- Q13** Open Ended Question: Are there specific elements that are missing from these bridge and plaza concepts?
- Q+A** Virtual Open House Wall Graphic

I-5 BRIDGE CONCEPT: AUTUMN 2020 DECISION

Results comparison.

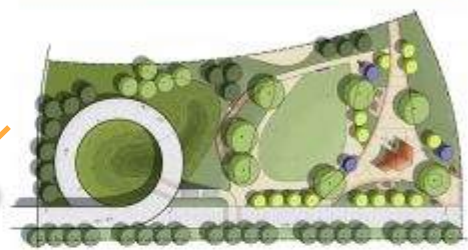
DROPS AND RIPPLES



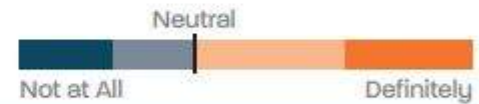
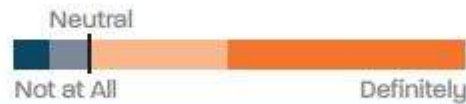
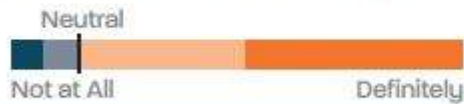
RIVER OXBOW



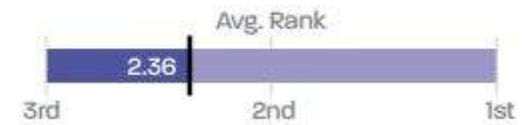
GATEWAY LOOP



THEMES - EVOKES WILSONVILLE

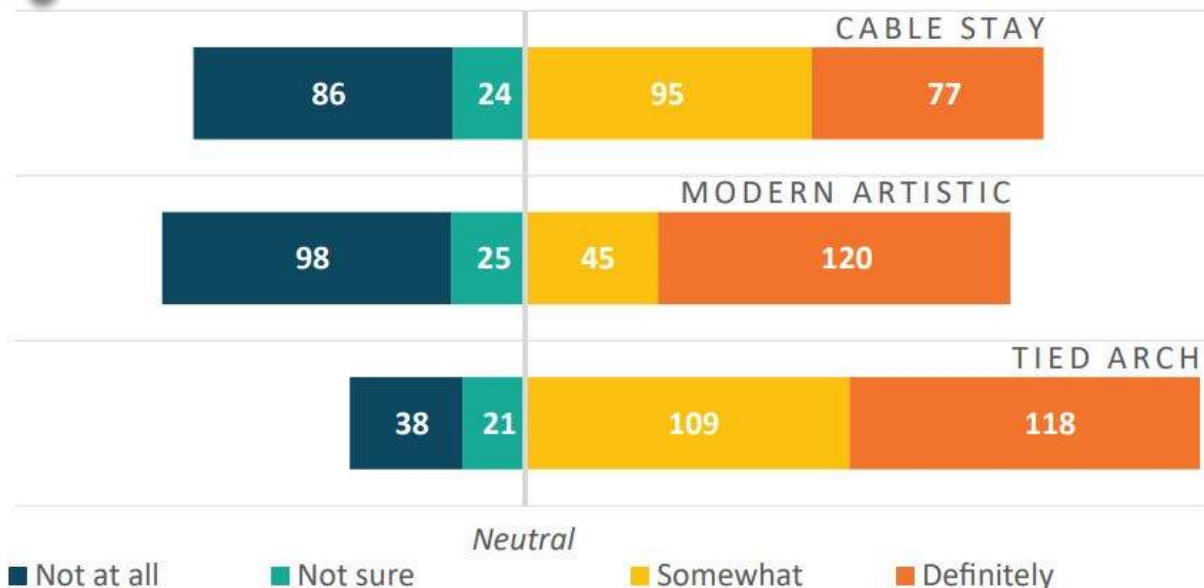


RANKED BY PREFERENCE



I-5 BRIDGE CONCEPT: AUTUMN 2020 DECISION

Q1 Which of these bridges do you think would be an **iconic or defining structure for Wilsonville?**



I-5 BRIDGE CONCEPT: AUTUMN 2020 DECISION

Page 75 of 117

Top ranking plaza components comparison.



ART

1. Interactive and Functional
2. Multiple, Small Installations
3. Murals or Mosaics



SUSTAINABLE FEATURES

1. Planting for Biodiversity
2. Climate Adapted Planting
3. Enhanced Stormwater



TREES AND PLANTINGS

1. Tree Allée
2. Formal Planting
3. Green Walls



SHADE/RAIN SHELTER

1. Tree Canopy
2. Modern, Artistic Shelter



GATHERING

1. Multiple Smaller Spaces
2. Transitional Spaces



BRIDGE APPROACH (RAMP)

1. Whichever ramp provides the most **sound and visual buffering** from I-5 for visitors using the surrounding plaza space
2. Long **swooping ramp on a sloping land form with planting** to soften the edges of the ramp

BICYCLE / PEDESTRIAN CONNECTIVITY PLAN (2018)

WILSONVILLE CONNECTS VIA PEOPLE POWER



The City is working to make sure it gets easier to get around, especially as Wilsonville grows. We have a plan, and the City is Committed to making the most of public and private investments to implement the plan and connect the community

CONNECTIVITY PROJECTS

ONGOING PROGRAMS

- Bike SMART
- Walk SMART
- Annual bicycle/pedestrian counts
- Trail Maintenance
- Safe Routes to School
- Walk Friendly Community designation
- Wilsonville Bike and Walk Map
- Enforcement of pedestrian crossings
- Personalized, one-on-one bus travel training
- SMART website information
- Annual road maintenance (includes bike lane sweeping)
- Walk at Lunch every Wednesday (April-September)
- Wilsonville Wheelers
- SMART Central bike parking

- | | |
|--|--|
| 1 Advance Road sidewalk and bike lanes | 14 Toozie Road upgrade (110th to Grahams Ferry Road) |
| 2 Boeckman Road signalized intersection | 15 Wilsonville Road enhanced crossing |
| 3 Canyon Creek Road enhanced pedestrian crossing | 16 Arrowhead Creek Planning Area Ice Age Tonquin Trail extension |
| 4 Costa Circle—Villebois extension | 17 Wilsonville Road ADA ramp upgrade |
| 5 Graham Ferry Road improvements and pathway | 18 Kinsman/5th Street extension |
| 6 Barber Street extension from Kinsman Road to Coffee Lake Drive | 19 Garden Acres Road sidewalk and bike lane |
| 7 Boones Ferry Park Trail upgrade to meet ADA standards | 20 Improved pedestrian crossings |
| 8 Ice Age Tonquin Trail additions | 21 Frog Pond West |
| 9 Charbonneau ADA ramp upgrade | 22 Boeckman Road Upgrade Phase 1 & 2 |
| 10 Kinsman Road extension from Barber Street to Boeckman Road | 23 Parkway west side bike lane |
| 11 Northern Villebois addition | 24 French Prairie Bicycle/Pedestrian Bridge |
| 12 Villebois Drive extension | 25 I-5 Bicycle-Pedestrian Crossing |
| 13 Tonquin Trail segment along Coffee Lake Drive | 26 Boeckman Creek Trail |

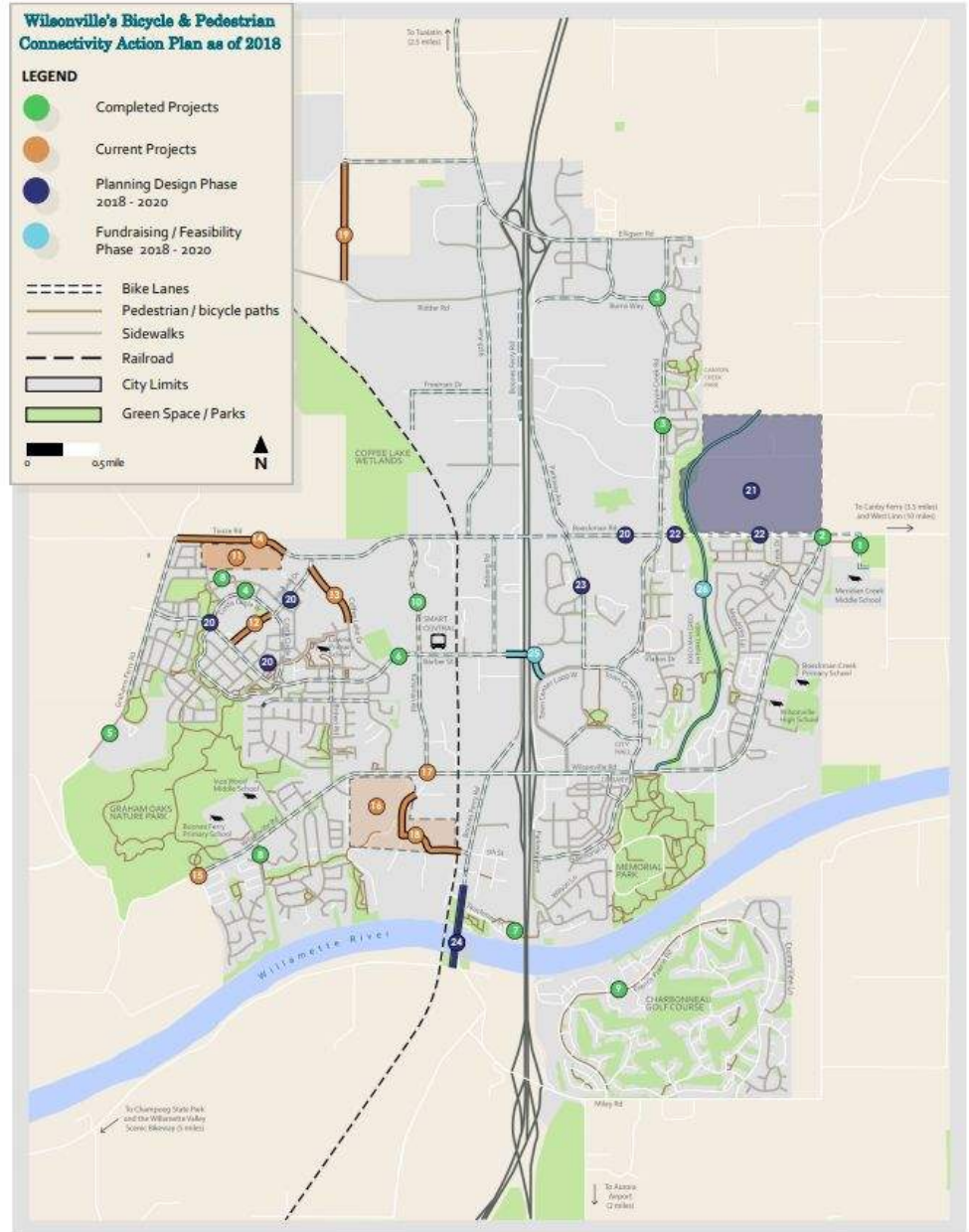
CITYWIDE PROJECTS

- City wide wayfinding signage
- Improving sidewalk access to bus stops
- ADA compliance inventory and improvements: parks and trails
- Ice Age Tonquin Trail wayfinding signage

WHAT'S THE DIFFERENCE BETWEEN A PROJECT AND A PROGRAM?

Projects cover a wide range of capital infrastructure investments to improve walking and bicycling. Programs are education, encouragement, and outreach efforts that increase awareness, participation, and safety for all roadway users.

Wilsonville funds the projects and programs listed on this page through a variety of sources, including grants, payroll and property taxes, fees on private development, and urban renewal.



URBAN FORESTRY PLAN INFLUENCES

Plan is currently in progress:

PROJECT STAKEHOLDERS

City of Wilsonville Departments: Natural Resources, Community Development, Engineering, GIS & Mapping, Information Systems, Parks & Recreation, Public Works, Urban Renewal

Consultants: **PlanIT Geo, LLC**

PROJECT TIMELINE

- Information Discovery & Research: June – August 2020
- Tree Inventory: July 2020
- City Operations & Workflows Workshop: September 2020
- Existing Conditions Analysis: September 2020
- Benchmarking Research: September 2020
- Community Meeting #1: September 15, 2020
- Community Meeting #2: October, 2020
- Community Meeting #3: January 2021
- Public Survey #1: September 2020
- Public Survey #2: November – December 2020
- UFMP Draft: December 2020
- Presentations to Planning Commission/City Council: November 2020/January 2021
- Final UFMP: January 2021

PLANT PALETTE INFLUENCES

List of example projects with “hardy native” plant palettes:

Supporting Documents:

Wilsonville’s streets, parks and public spaces include a colorful palette of hardy native and ornamental plants. The following maps provide examples of hardy plants to observe throughout the seasons. The plants are listed by species, and cultivar, if necessary, and colored coded to aid in identifying.

A special thanks to Juncus Landscape Achitecture Green Infrastructure and Habitat Landscape Design for their contributions.

Supporting Documents

-  [Kinsman Rd. Roundabout](#) (341 KB)
-  [Wilsonville Rd. & Wagner Rd](#) (192 KB)
-  [Wilsonville Rd Interchange](#) (339 KB)
-  [Wilsonville Wastewater Treatment Plant -- North](#) (618 KB)
-  [Wilsonville Wastewater Treatment Plant -- Central](#) (521 KB)
-  [Wilsonville Wastewater Treatment Plant -- South](#) (452 KB)

Source: <https://www.ci.wilsonville.or.us/natural/page/hardy-plants>

Invasive plant resource:

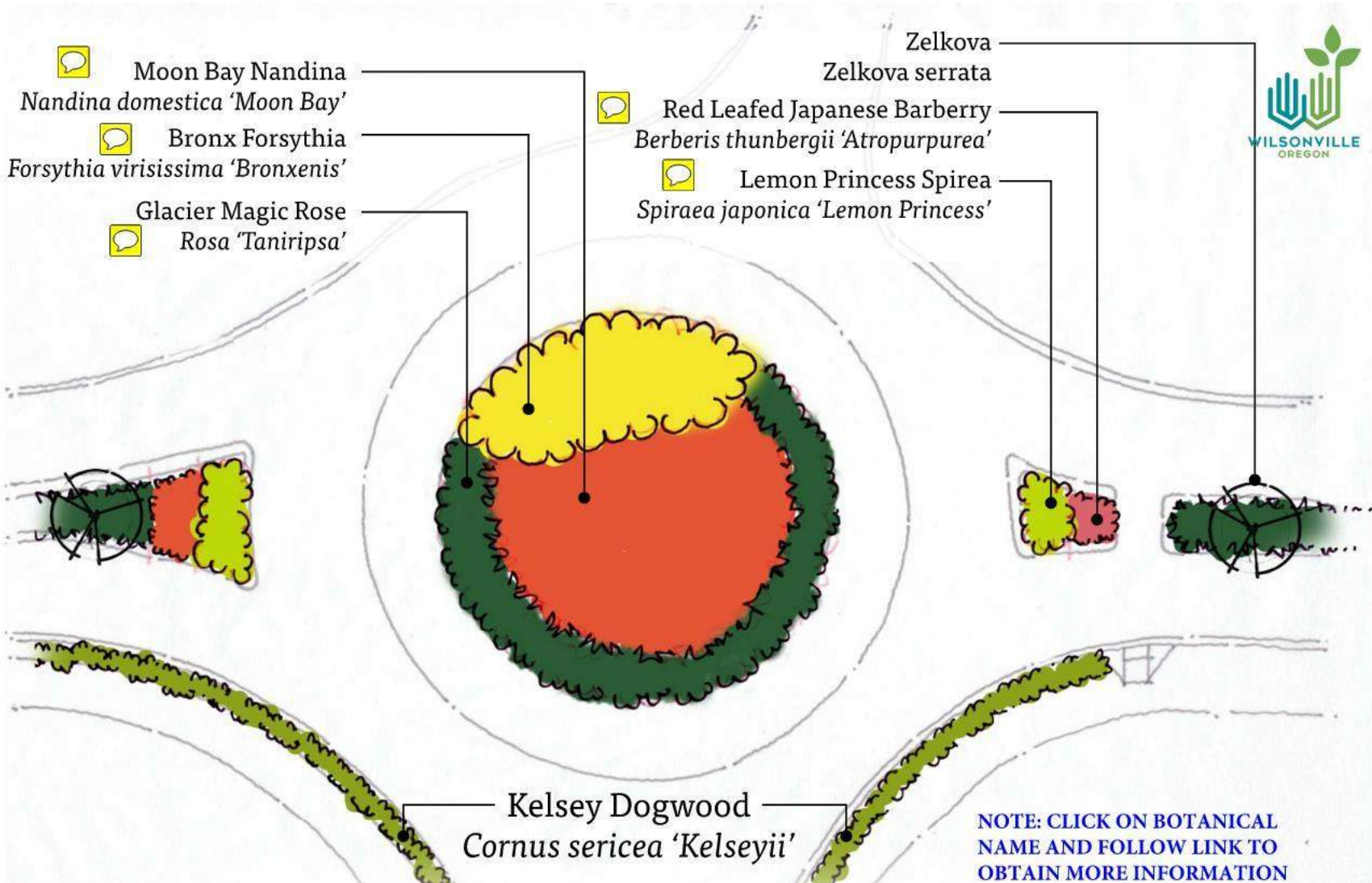
For more information about Oregon Invasive Species, go to the Oregon Invasive Species Council web page <https://www.oregoninvasivespeciescouncil.org/>. Their mission is to protect Oregon's natural resources and economy by planning and leading a coordinated and comprehensive campaign to prevent the introduction of invasive species and eradicate, contain or manage existing invasive species in Oregon.

Source: <https://www.ci.wilsonville.or.us/natural/page/invasive-plant-control>

PLANT PALETTE INFLUENCES



PLANT PALETTE INFLUENCES

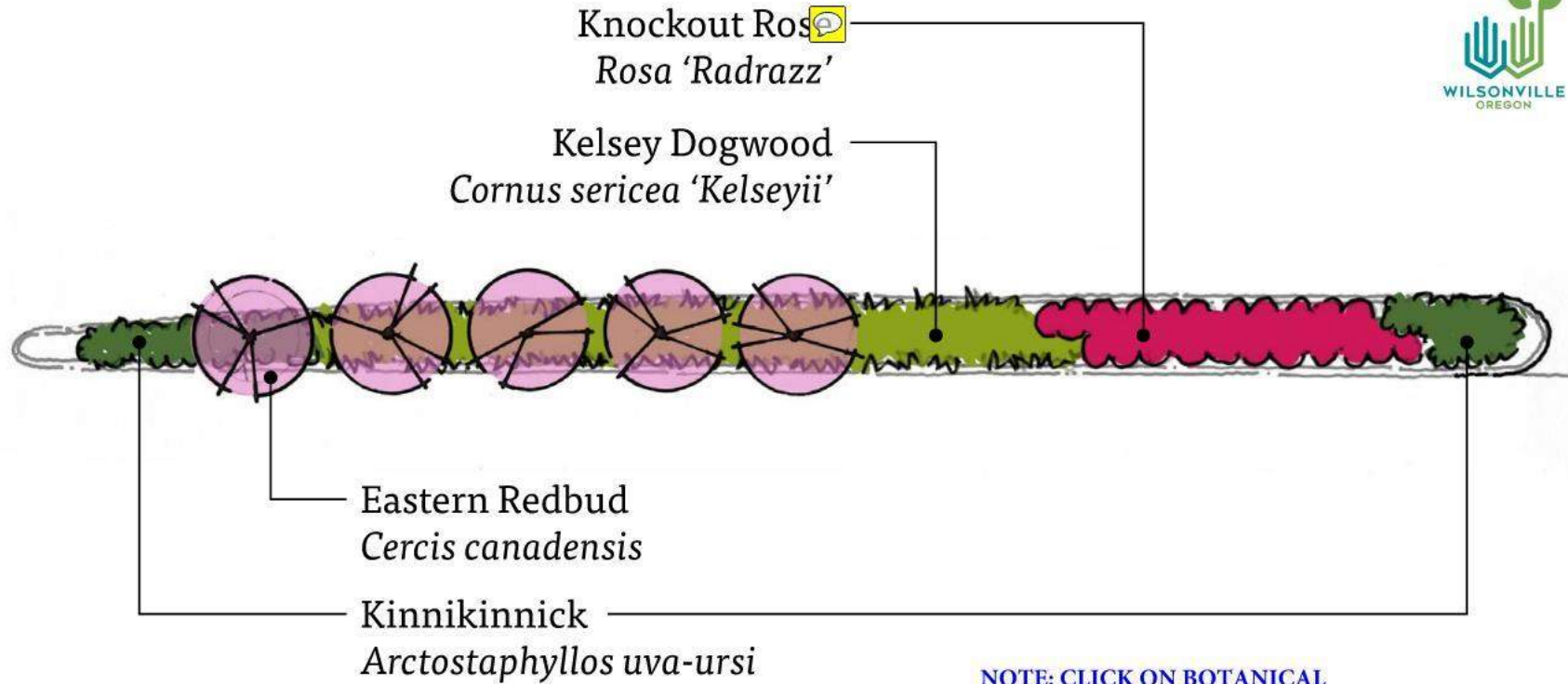


KINSMAN RD. ROUNDABOUT

Wilsonville Community Plant Guide



PLANT PALETTE INFLUENCES

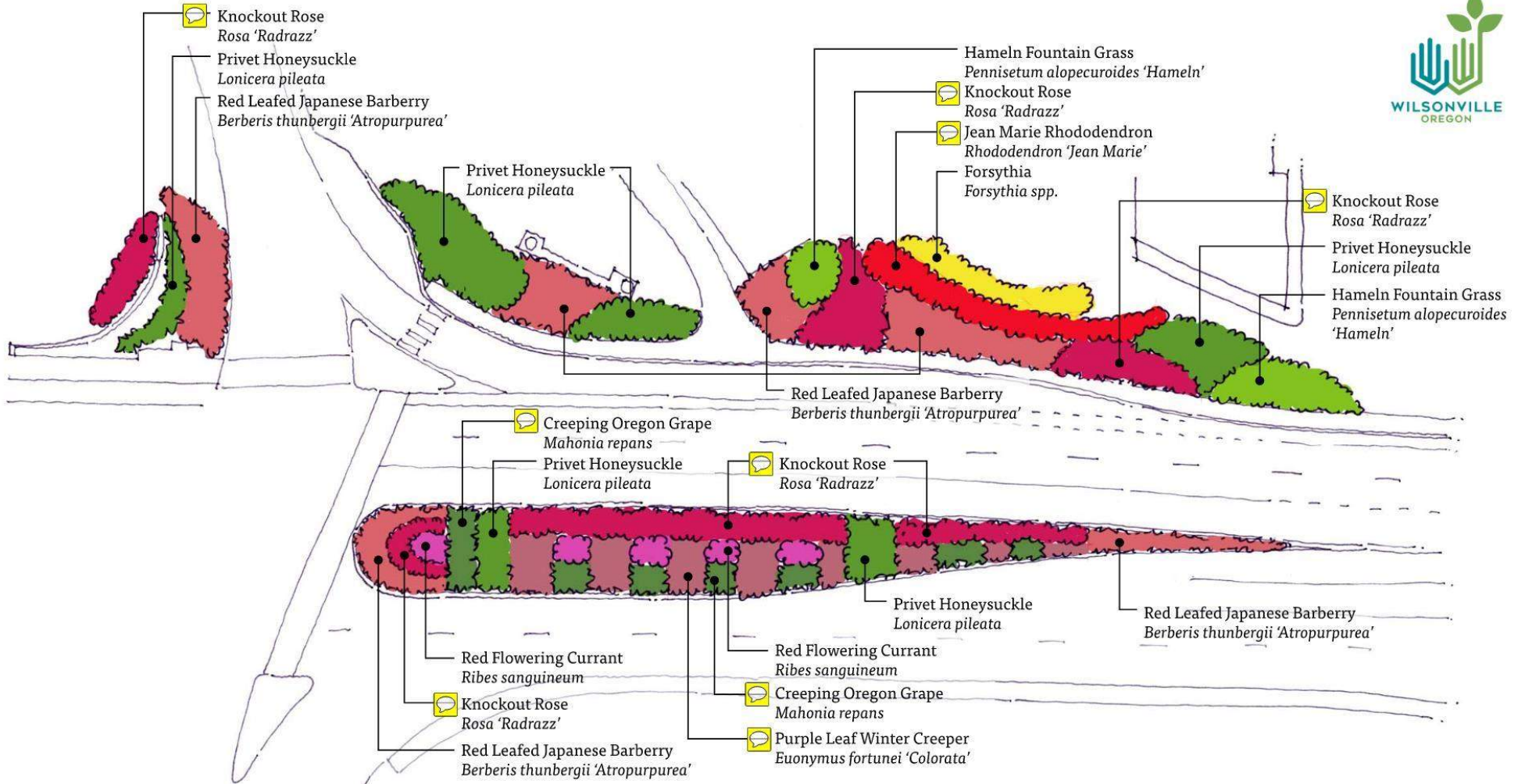


NOTE: CLICK ON BOTANICAL NAME AND FOLLOW LINK TO OBTAIN MORE INFORMATION

WILSONVILLE ROAD & WAGNER ROAD

Wilsonville Community Plant Guide

PLANT PALETTE INFLUENCES



NOTE: CLICK ON BOTANICAL NAME AND FOLLOW LINK TO OBTAIN MORE INFORMATION

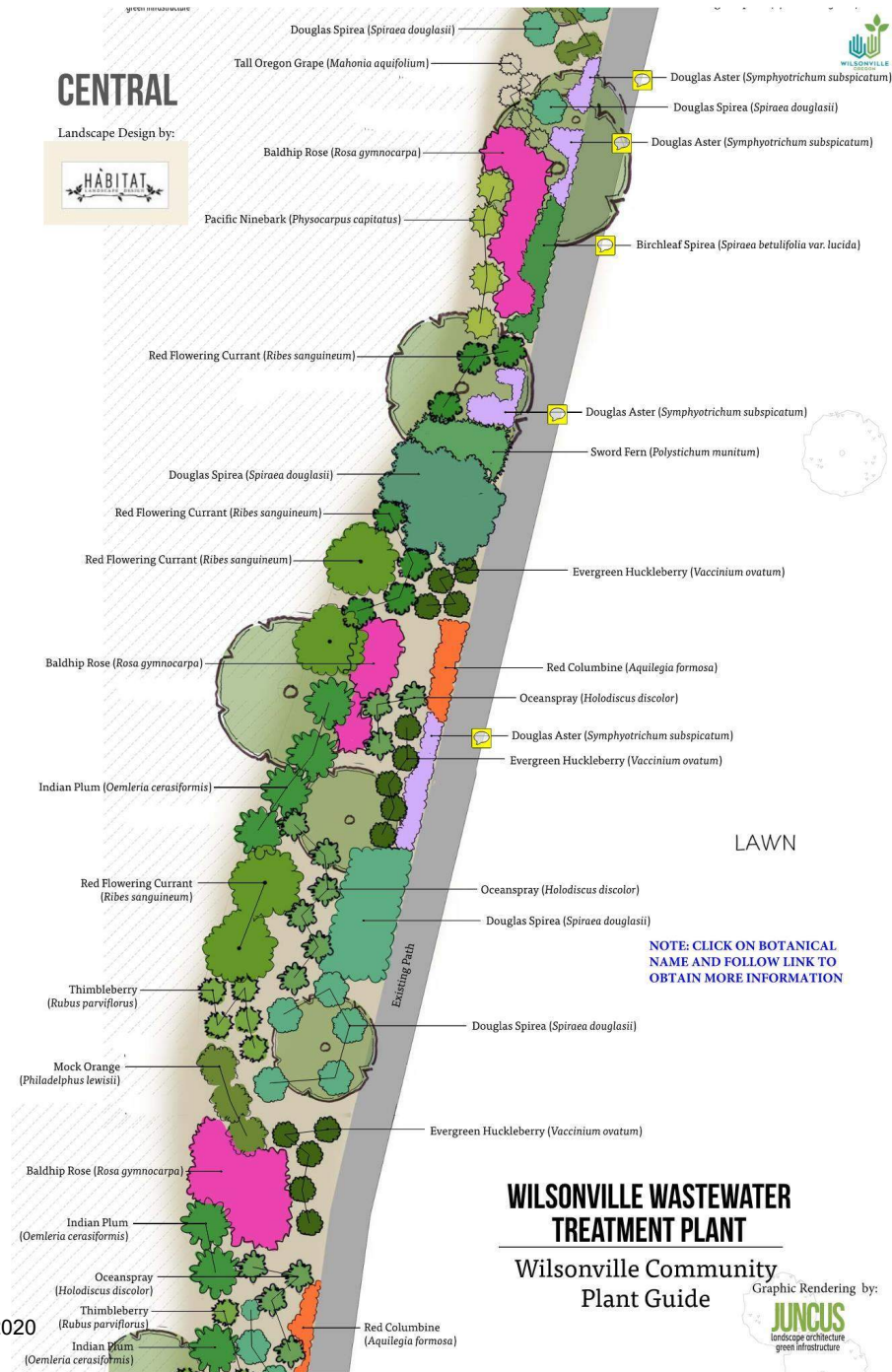
WILSONVILLE ROAD INTERCHANGE

Wilsonville Community Plant Guide

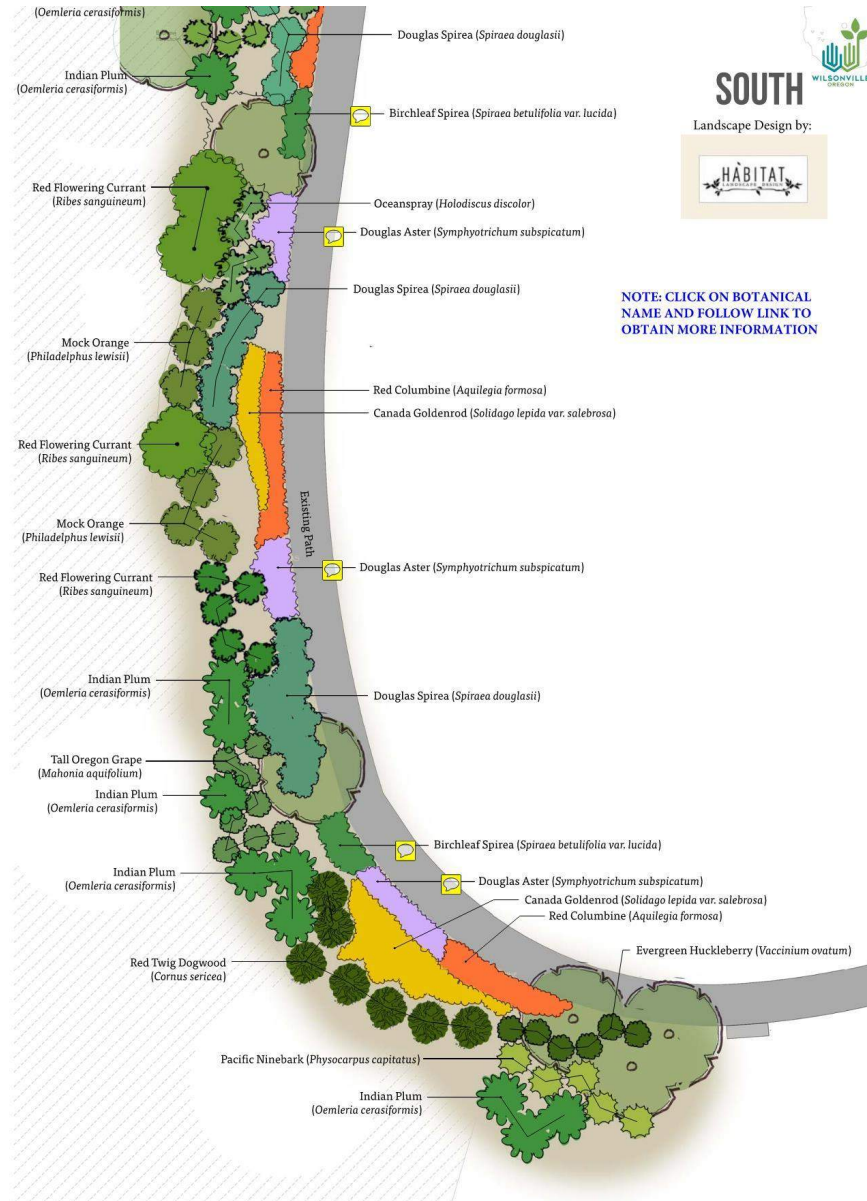
Planning Commission Meeting - Nov. 12, 2020
Town Center Streetscape Plan



PLANT PALETTE INFLUENCES



PLANT PALETTE INFLUENCES



NOTE: CLICK ON BOTANICAL NAME AND FOLLOW LINK TO OBTAIN MORE INFORMATION

WILSONVILLE WASTEWATER TREATMENT PLANT

Wilsonville Community Plant Guide



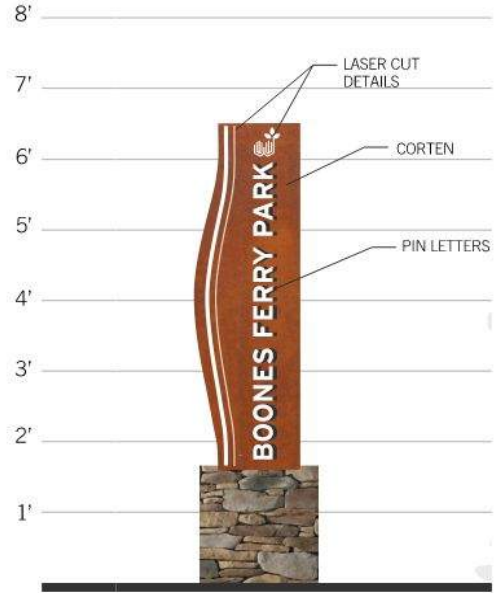
WAYFINDING AND SIGNAGE PLAN INFLUENCES

PREFERRED DESIGN

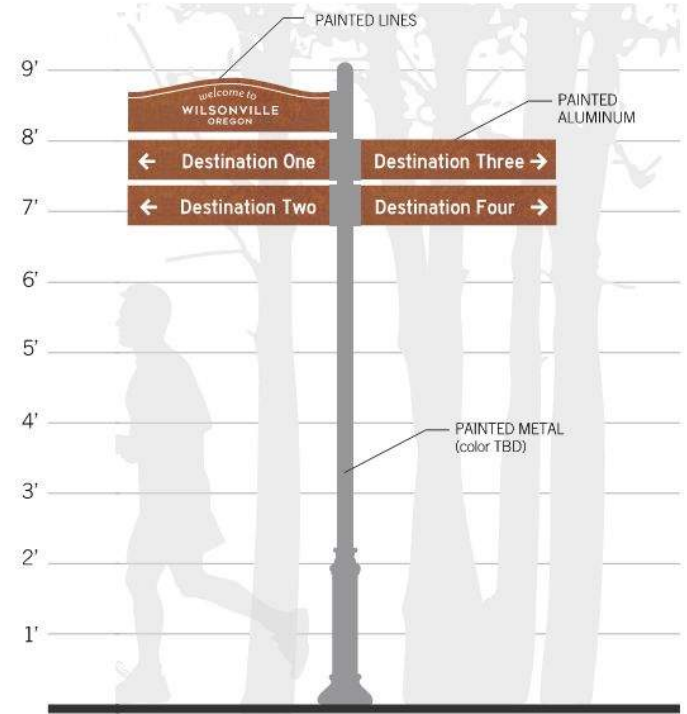


Kiosk

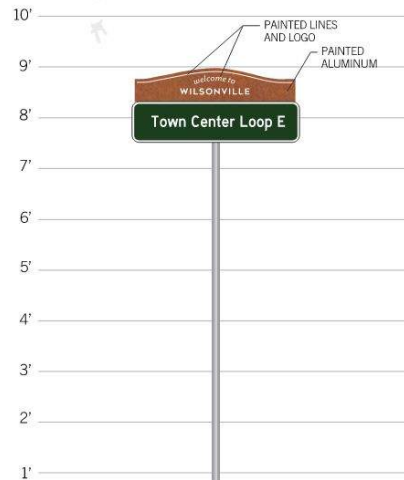
Kiosk Side View



Park Sign



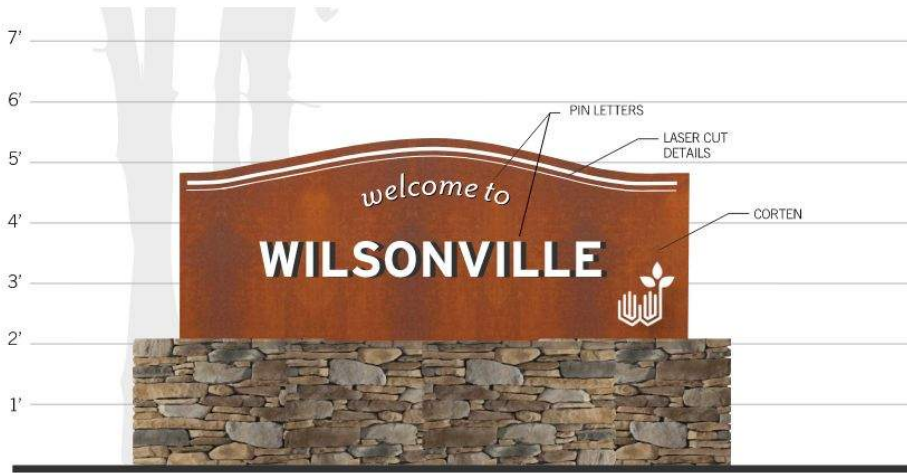
Pedestrian Fingerboard



Large Park or City Building Sign

WAYFINDING AND SIGNAGE PLAN INFLUENCES

PREFERRED DESIGN



Welcome Sign

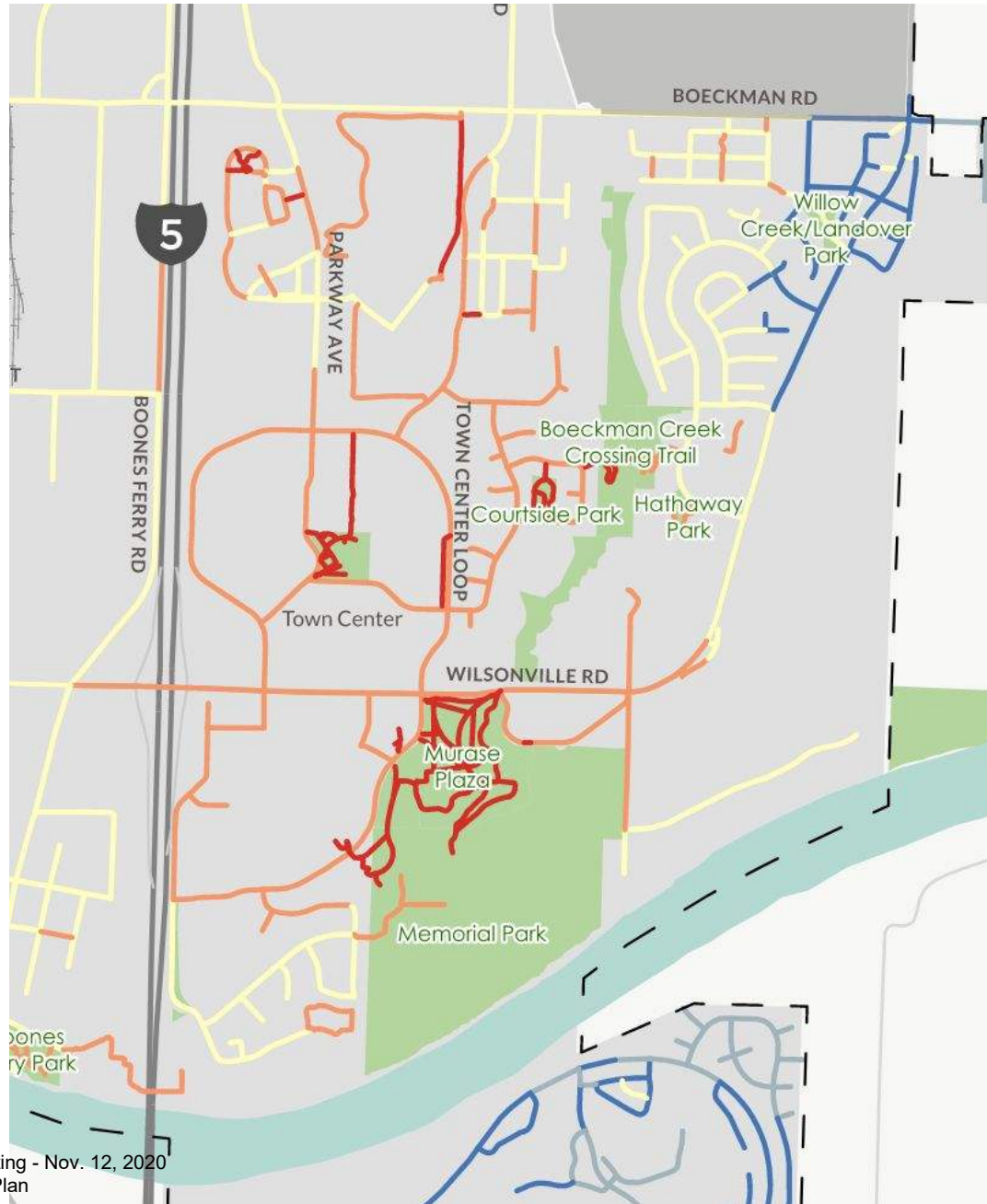


Gateway Sign



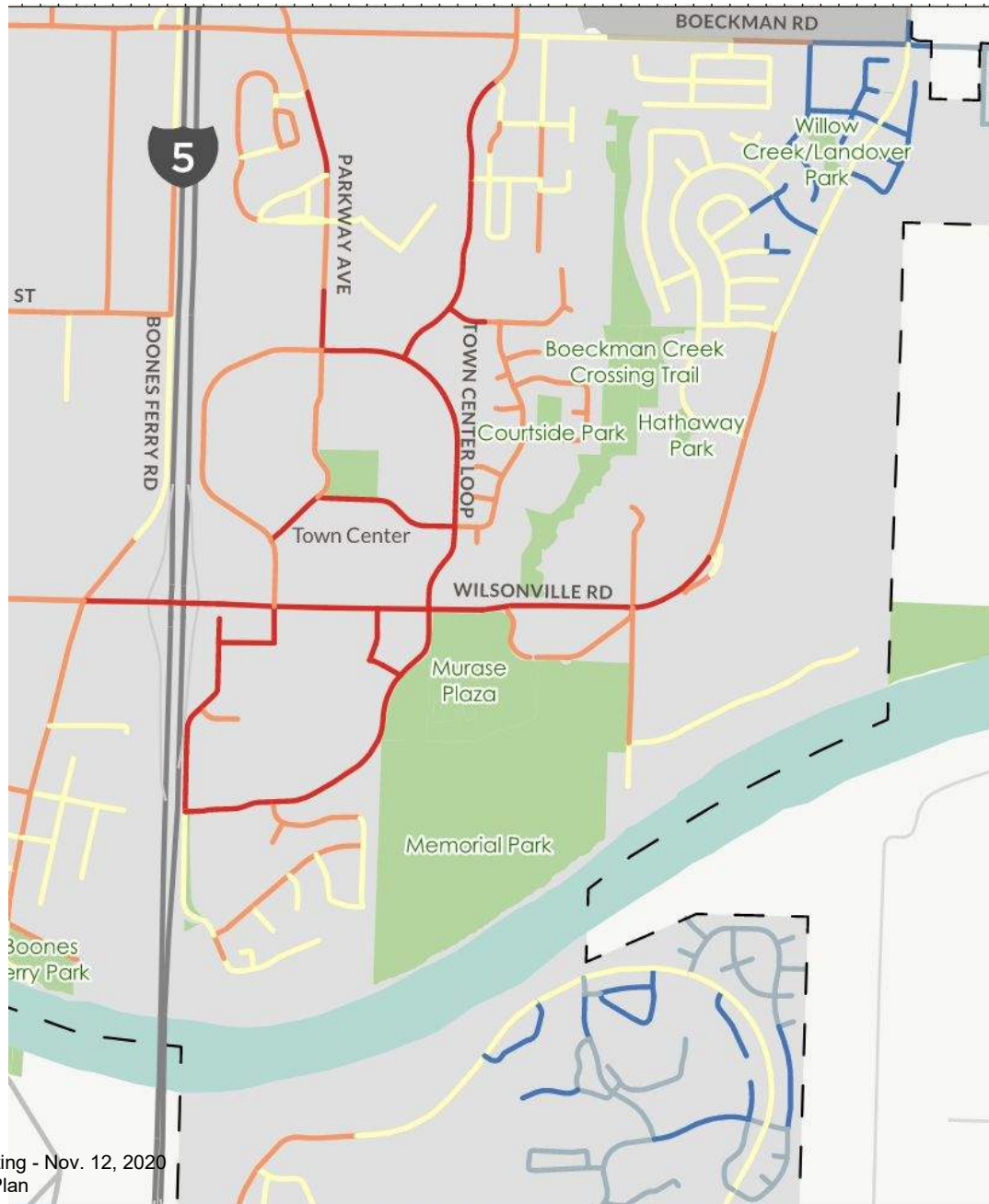
WAYFINDING AND SIGNAGE PLAN INFLUENCES

PEDESTRIAN ROUTE PRIORITIZATION



WAYFINDING AND SIGNAGE PLAN INFLUENCES

VEHICLE ROUTE PRIORITIZATION



PRIORITIZATION SCORE

- 0 - 5
- 5 - 10
- 11 - 15
- 15 - 20
- 21 - 30
- URBAN BOUNDARY

WAYFINDING AND SIGNAGE PLAN INFLUENCES

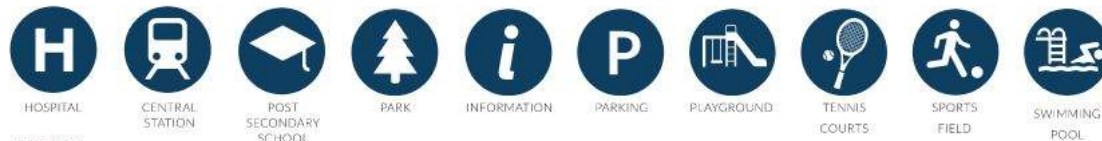
GRAPHIC STANDARDS

COLOR PALETTE (FROM CITY OF WILSONVILLE BRAND COLORS)



MPC MATTHEWS PAINT TO BE APPLIED TO SIGN SURFACES USING COLOR SPECIFICATIONS THAT CONFORM TO THE CITY OF WILSONVILLE'S CURRENT GRAPHIC STANDARDS. ALL PAINT TO BE COATED WITH 3M UV, GRAFFITI RESISTANT CLEAR COAT. THE PROPOSED USE SHALL CONSIDER AND ADHERE TO GUIDANCE FOR THOSE AFFECTED BY COLOR BLINDNESS INCLUDING BUT NOT LIMITED TO PROTANOPIA, DEUTERANOPES, AND TRITANOPES.

ICONOGRAPHY



FONTS

GEOMETOS ROUNDED

abcdefghijklmnopqrstuvwxyz

ABCDEFGHIJKLMNOPQRSTUVWXYZ

FOR ADDITIONAL LOGOS NEEDED BEYOND THE SCOPE OF THIS DESIGN INTENT PACKAGE PLEASE REFERENCE USDOT AIGA. ADDITIONAL ICONS ARE AVAILABLE FROM THE NATIONAL PARK SERVICE AT WWW.NPS.GOV/HFC/CARTO/MAP-SYMBOLS.CFM



YOU ARE HERE MARKER



NORTH MARKER



SCALE BAR



PLANNING COMMISSION

NOVEMBER 12, 2020



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

AGENDA - 11/12/2020

1. Process and Planning Commission Role
2. Community Engagement Overview
3. Other Influential Plans
4. Existing Conditions
5. What Can Streetscape Do for You?
6. Preliminary Design Concepts
7. Next Steps and Questions

Town Center Streetscape Process

PROJECT SCHEDULE

FALL 2020

WINTER 2021

SPRING 2021

SUMMER 2021

PRELIMINARY
STREETSCAPE
CONCEPTS

FORUM #1

PLANNING
COMMISSION

REFINED
CONCEPTS

FORUM #2

PREFERRED
CONCEPT

P.C. AND
CITY
COUNCIL

DRAFT PLAN

P.C. REVIEW

FINAL PLAN
AND
ADOPTION

P.C. AND CITY
COUNCIL

Town Center Streetscape Community Engagement

DRAFT COMMUNITY ENGAGEMENT APPROACH

STAKEHOLDER INTERVIEWS

- Seeking advice from Planning Commission who to interview
- Ongoing throughout the project

BUSINESS OUTREACH

COMMUNITY FORUMS

- #1: Project Foundation (Nov 10, 2020)*
- #2: Concept Review (Spring 2021)*

CITY COORDINATION

- Planning, SMART, Public Works, Natural Resources, Parks & Rec

Town Center Plan Background

TOWN CENTER VISION

Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.



T.C. PLAN CALLS FOR A STREETScape PLAN THAT...

...uses a palette of streetscape design features should tie all Town Center roadways together

...reflects a preference for a more modern design and natural materials such as stone, wood, brick, and glass

...identifies all major design elements of the streetscape

...coordinates with the Urban Forestry Management Plan

TOWN CENTER GOALS

GOAL 1



Environmental Stewardship. Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.

Measures of Success:

- ★ Identify appropriate landscaping that provides visual interest, minimizes City maintenance requirements, and is appropriate for walkable, mixed-use areas.
- ★ Design and implement stormwater management and treatment facilities to provide both functional and aesthetic value.
 - Incorporate natural features such as rain gardens, eco-roofs, and community gardening areas into Town Center.

GOAL 2



Harmonious Design. Ensure buildings and streets are pedestrian-oriented and there are a variety of quality building types and land uses.

Measures of Success:

- ★ A cohesive design palette of aesthetic qualities, derived from community-identified features, both new and existing for the Town Center.
 - Provide for a variety of building types and uses within Town Center.
- ★ Development standards that bring buildings together, frame the street, and increase pedestrian comfort and visibility.

GOAL 3



Mixed-Uses. Encourage development that provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.

Measures of Success

- ★ Create an urban design plan that removes physical barriers and promotes walking and biking as easy and safe ways to travel between different buildings and areas of recreation, residential and commercial/retail uses.
 - Identify locations where increased building heights, mixed-use buildings, and new housing opportunities are appropriate and complementary with surrounding residential neighborhoods.
- ★ Organize and manage parking to minimize visual impacts, support surrounding land uses, and improve pedestrian safety.

TOWN CENTER GOALS

GOAL 4



Safe Access and Connectivity.

Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center,

foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

Measures of Success

- ★ Create multimodal connections in and through Town Center that provide multiple, safe routes for residents, businesses and visitors.
 - Identify priority locations to connect to adjacent neighborhoods and land uses.
- ★ Integrate the multimodal transportation system with urban design and development standards developed for Town Center.
- ★ Incorporate wayfinding elements into Town Center's multimodal transportation system.

GOAL 5



Community Gathering Places.

Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.

Measures of Success

- ★ Identify locations, and necessary improvements, where year-round activities and events can be held in Town Center.
 - Increase programming at public facilities and park spaces to provide year-round interest and gathering opportunities.
- ★ Provide flexible public gathering spaces that provide opportunities for unprogrammed seasonal activities and pop-up events.

GOAL 6



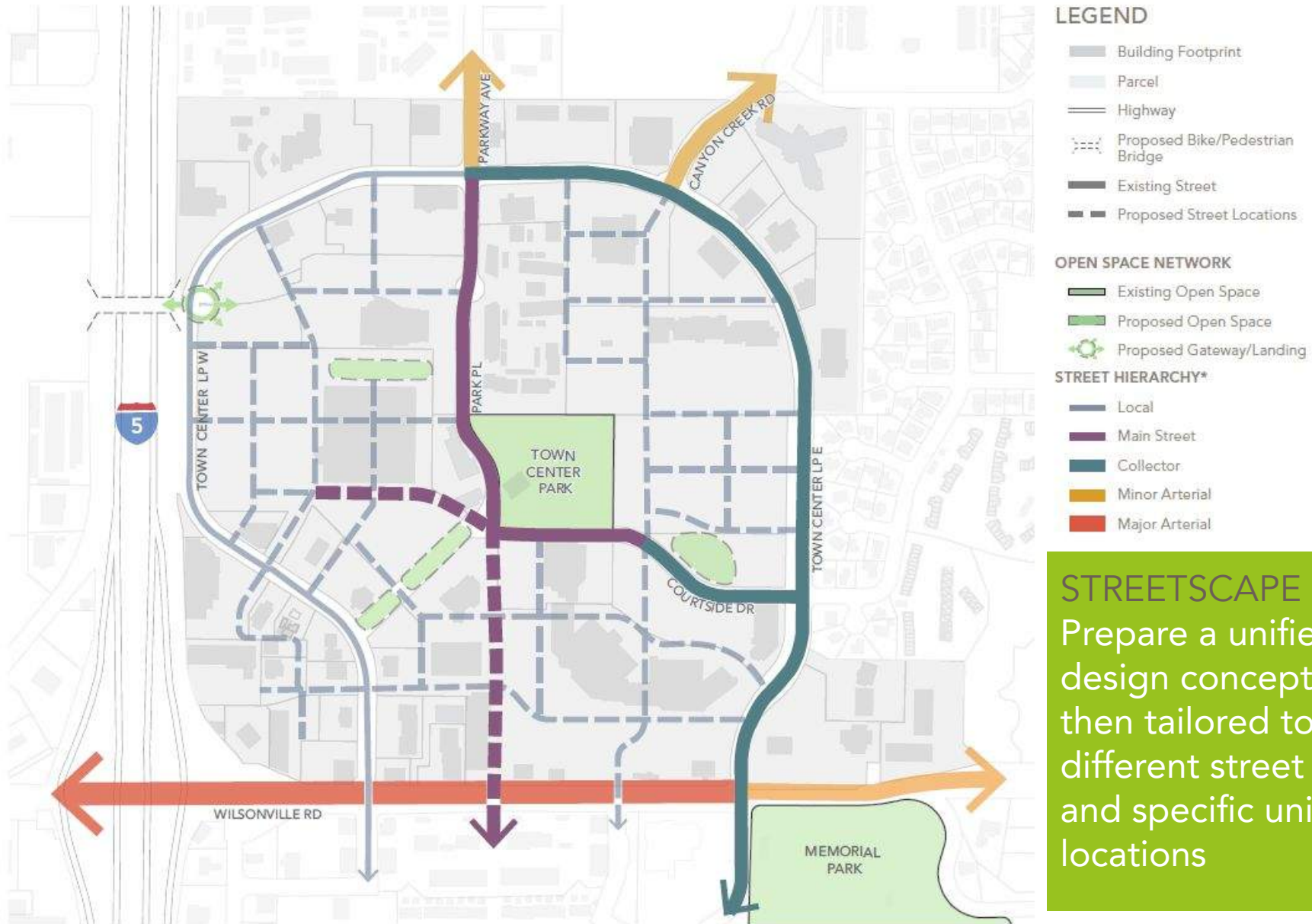
Economic Prosperity.

Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

Measures of Success

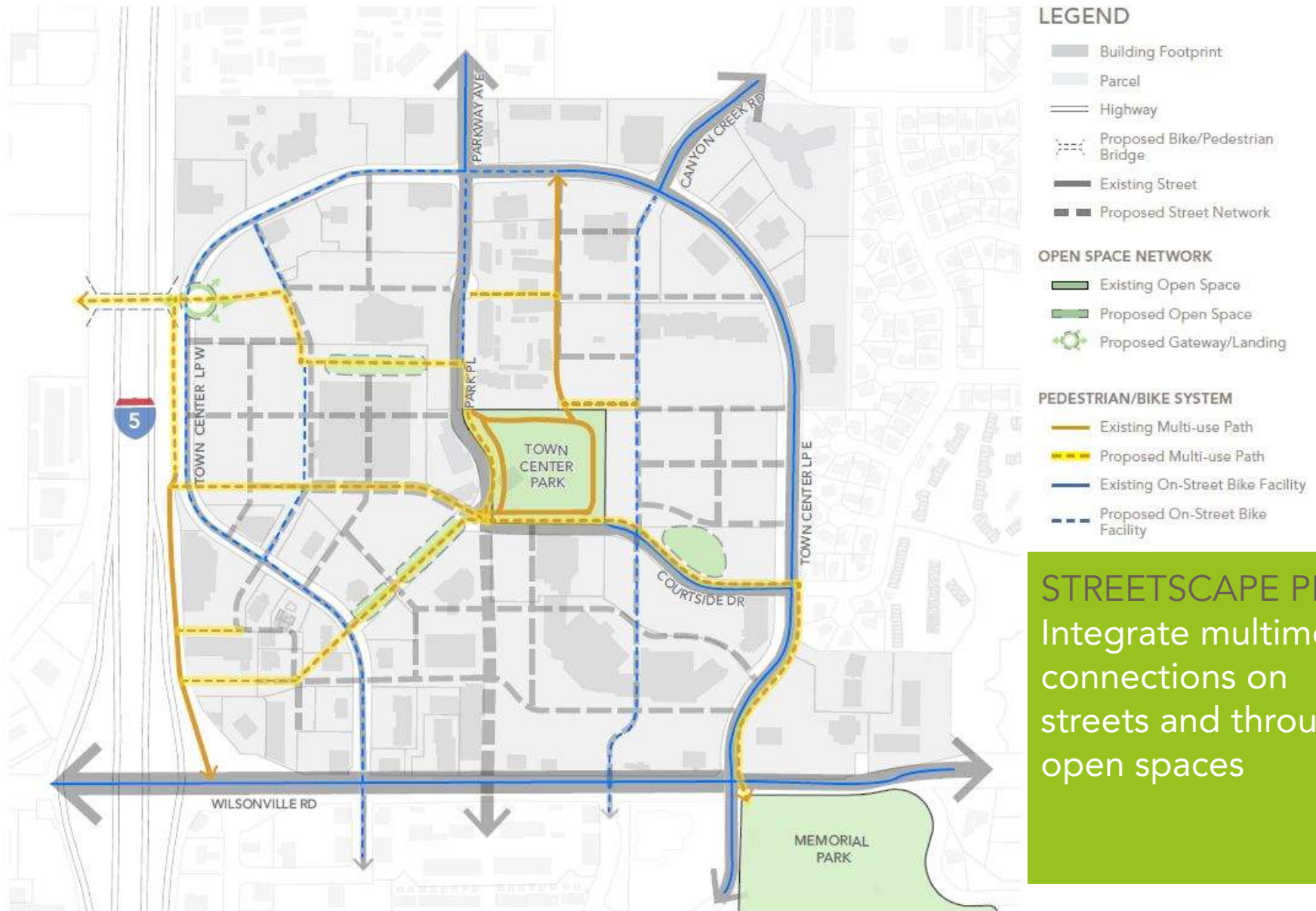
- Programs and policies that support the development of a variety of small, medium, and large businesses that provide local and regional needs and increase tourism.
- Identify ways to organize and support businesses in Town Center to retain existing businesses, attract additional business and retail diversity, and increase economic development opportunities.
- ★ Attract development that supports the use of existing transit and non-motorized travel options.
 - Identify strategies to fund public improvements through a combination of public and private sources.

TOWN CENTER STREET NETWORK



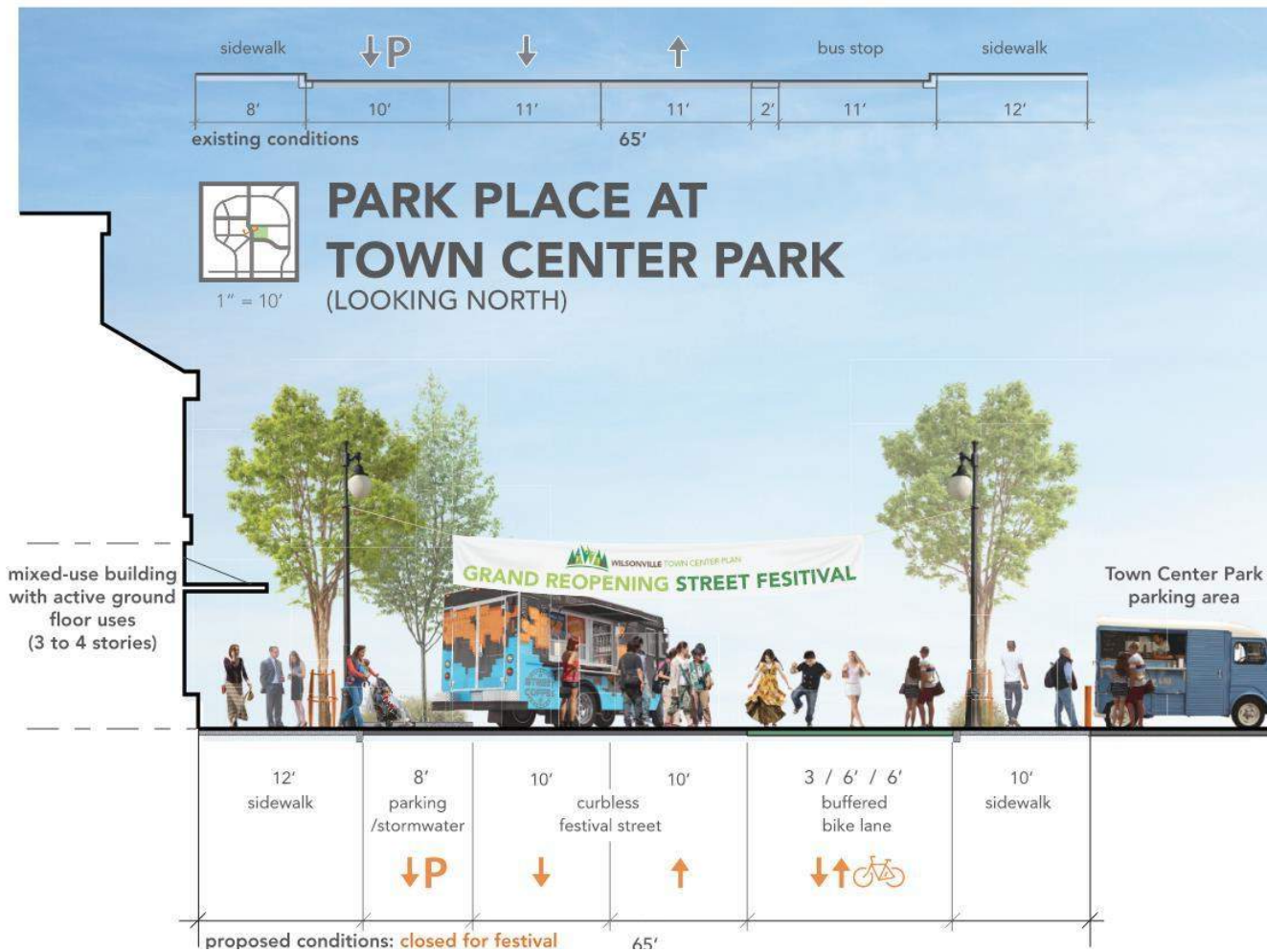
STREETSCAPE PLAN
Prepare a unified design concept that is then tailored to different street types and specific unique locations

TOWN CENTER MULTIMODAL NETWORK

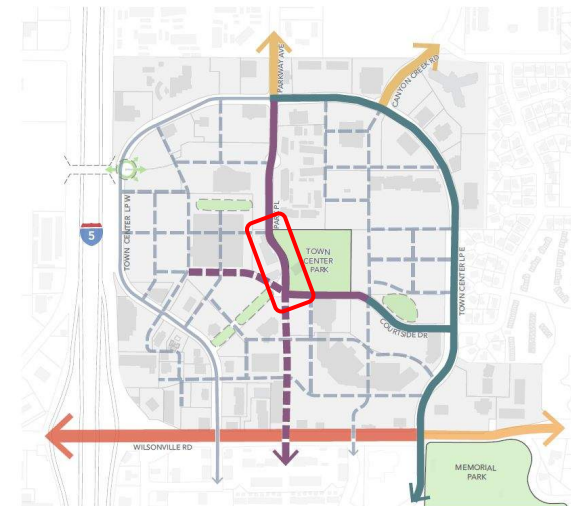


STREETSCAPE PLAN
Integrate multimodal connections on streets and through open spaces

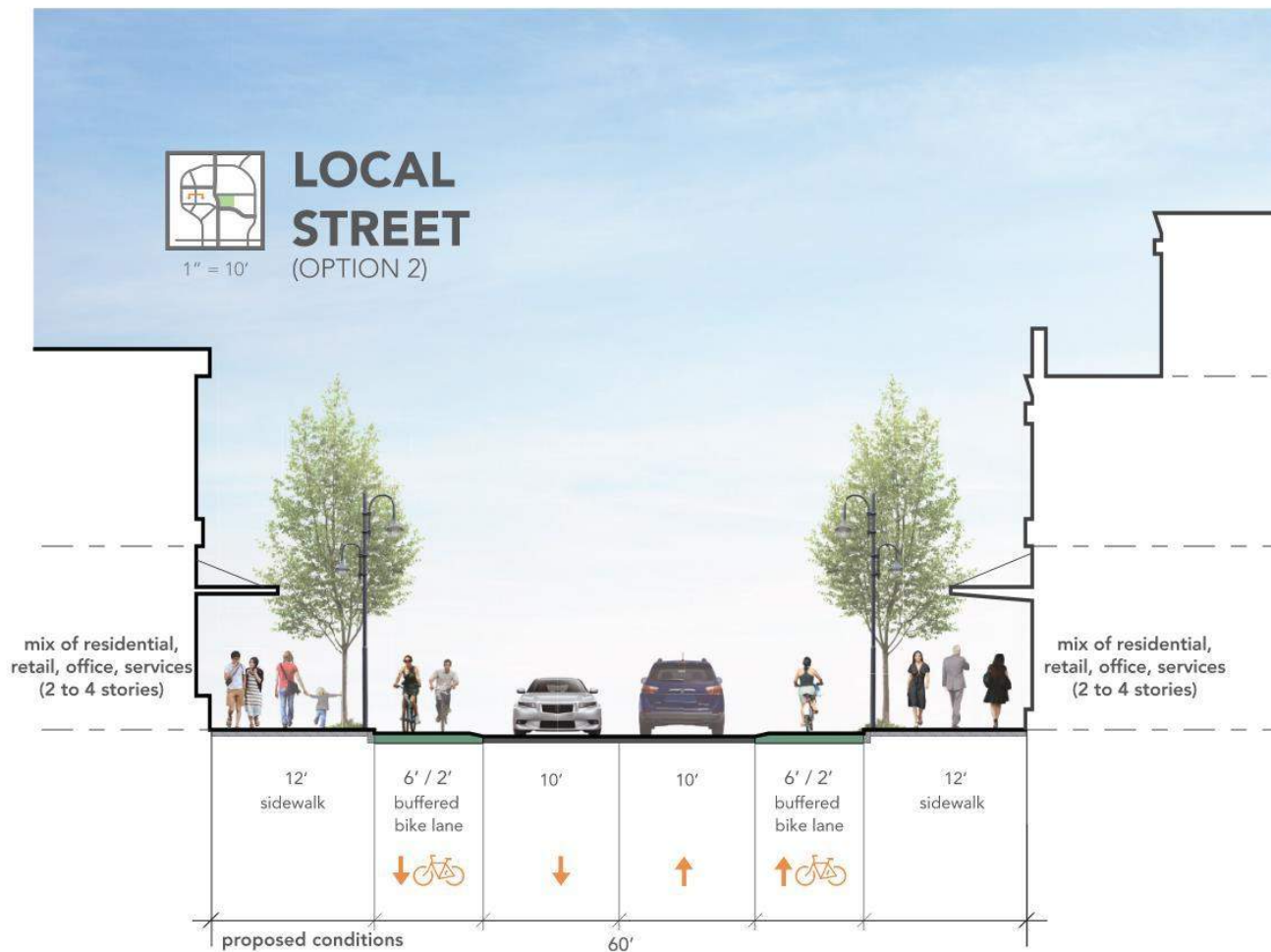
TOWN CENTER PLAN - PROPOSED STREET SECTION



- Curbless street - able to be closed to traffic for events
- Two travel lanes
- Buffered 2-way bikeway
- Street parking / stormwater areas
- Important link to I-5 Bridge



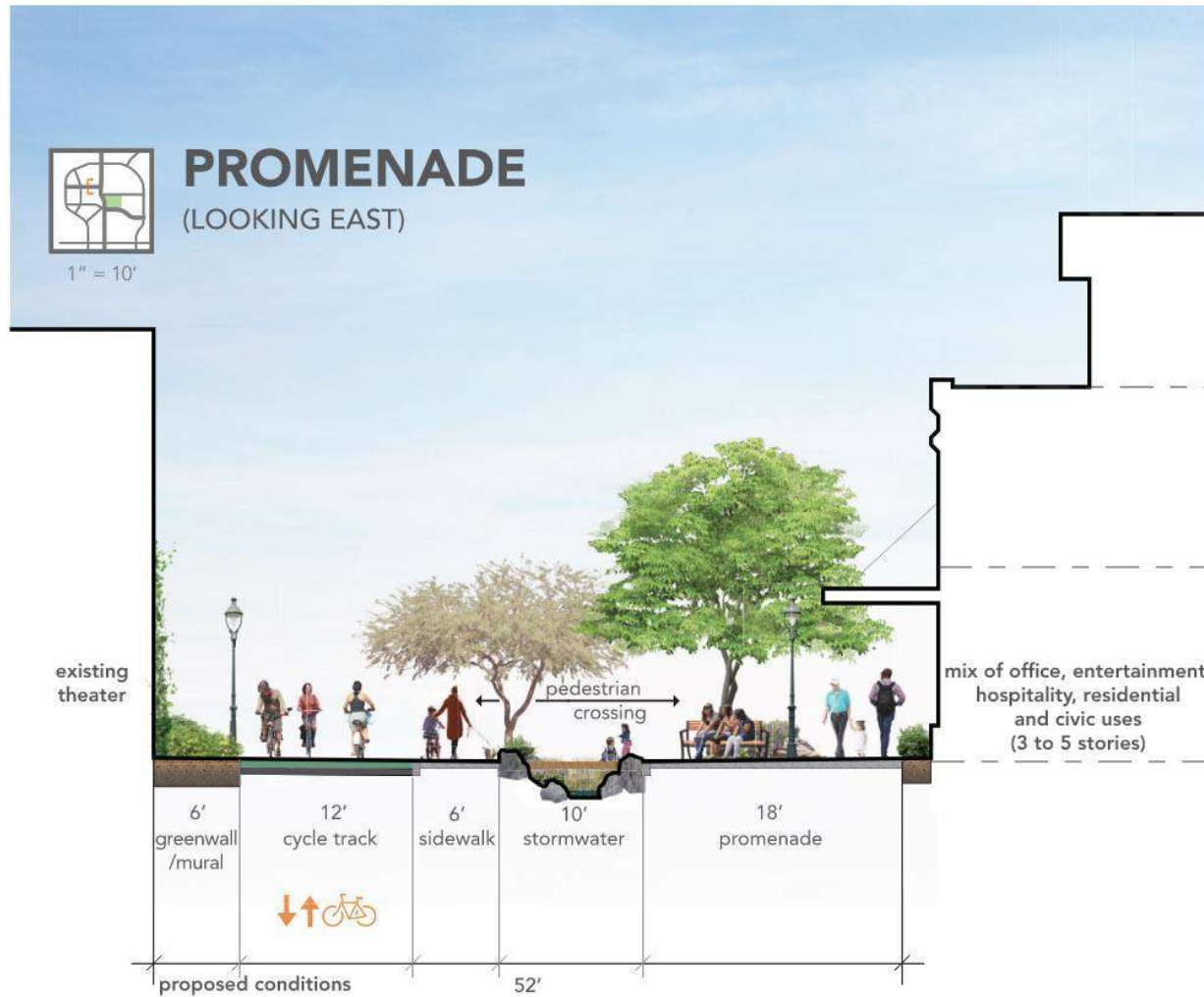
TOWN CENTER PLAN - PROPOSED STREET SECTION



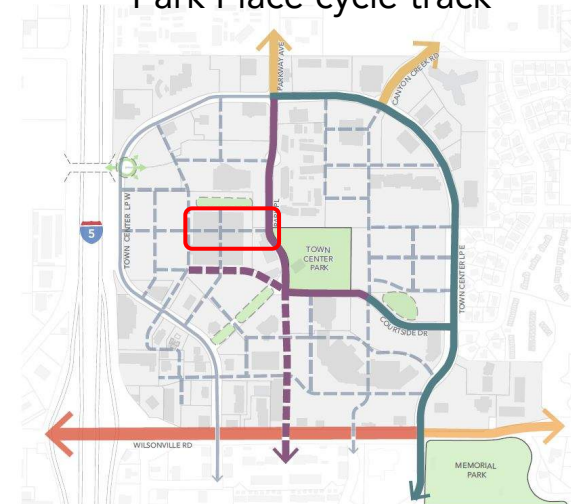
- Can vary based on developer interest
- Two travel lanes
- Two buffered bike lanes
- Wide sidewalks with street furniture and plantings



TOWN CENTER PLAN - PROPOSED STREET SECTION



- Linear park
- Wide pedestrian promenade with seating and landscaping
- Stormwater planting
- Sidewalk
- Cycle track
- Multimodal bike/ped connection to I-5 and Park Place cycle track



Other Influential Plans

- I-5 Bridge Design
- Wayfinding and Signage
- Bicycle / Pedestrian Connectivity Plan
- Urban Forestry Plan (underway)
- Tree and Landscape Standards
- Stormwater Standards

I-5 BRIDGE CONCEPT: AUTUMN 2020 DECISION

Page 75 of 417

Top ranking plaza components comparison.

ART



1. Interactive and Functional
2. Multiple, Small Installations
3. Murals or Mosaics

SUSTAINABLE FEATURES



1. Planting for Biodiversity
2. Climate Adapted Planting
3. Enhanced Stormwater

TREES AND PLANTINGS



1. Tree Allée
2. Formal Planting
3. Green Walls

SHADE/RAIN SHELTER



1. Tree Canopy
2. Modern, Artistic Shelter

GATHERING



1. Multiple Smaller Spaces
2. Transitional Spaces

BRIDGE APPROACH (RAMP)

1. Whichever ramp provides the most **sound and visual buffering from I-5** for visitors using the surrounding plaza space
2. Long **swooping ramp on a sloping land form with planting** to soften the edges of the ramp

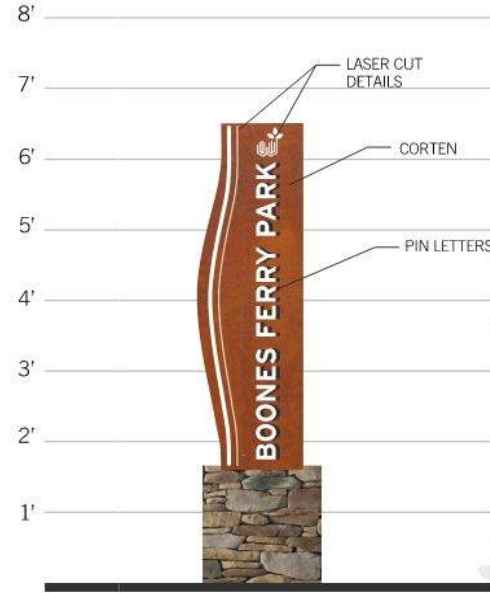
WAYFINDING AND SIGNAGE PLAN INFLUENCES

PREFERRED DESIGN

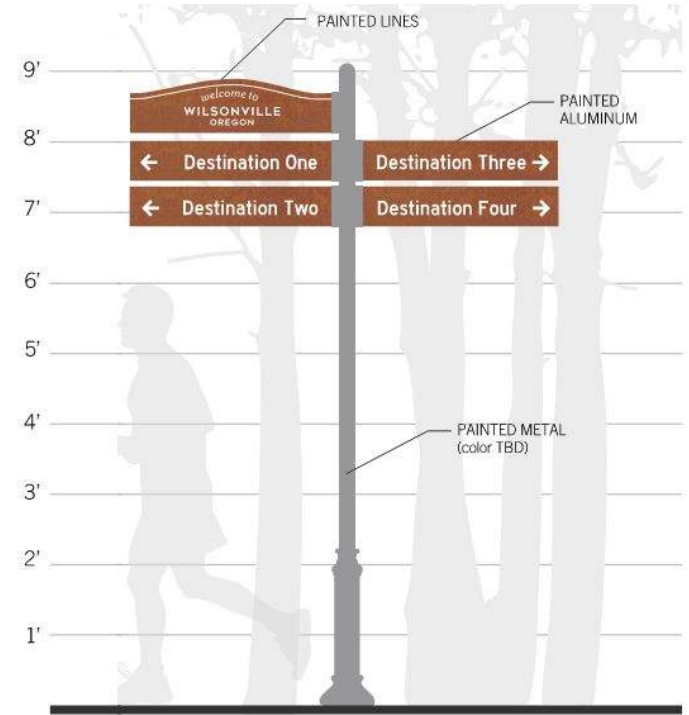


Kiosk

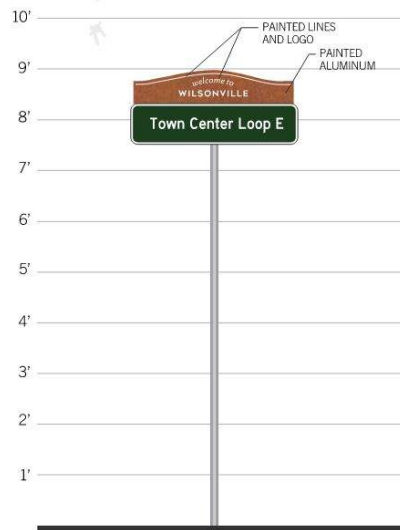
Kiosk Side View



Park Sign



Pedestrian Fingerboard



Sign Topper



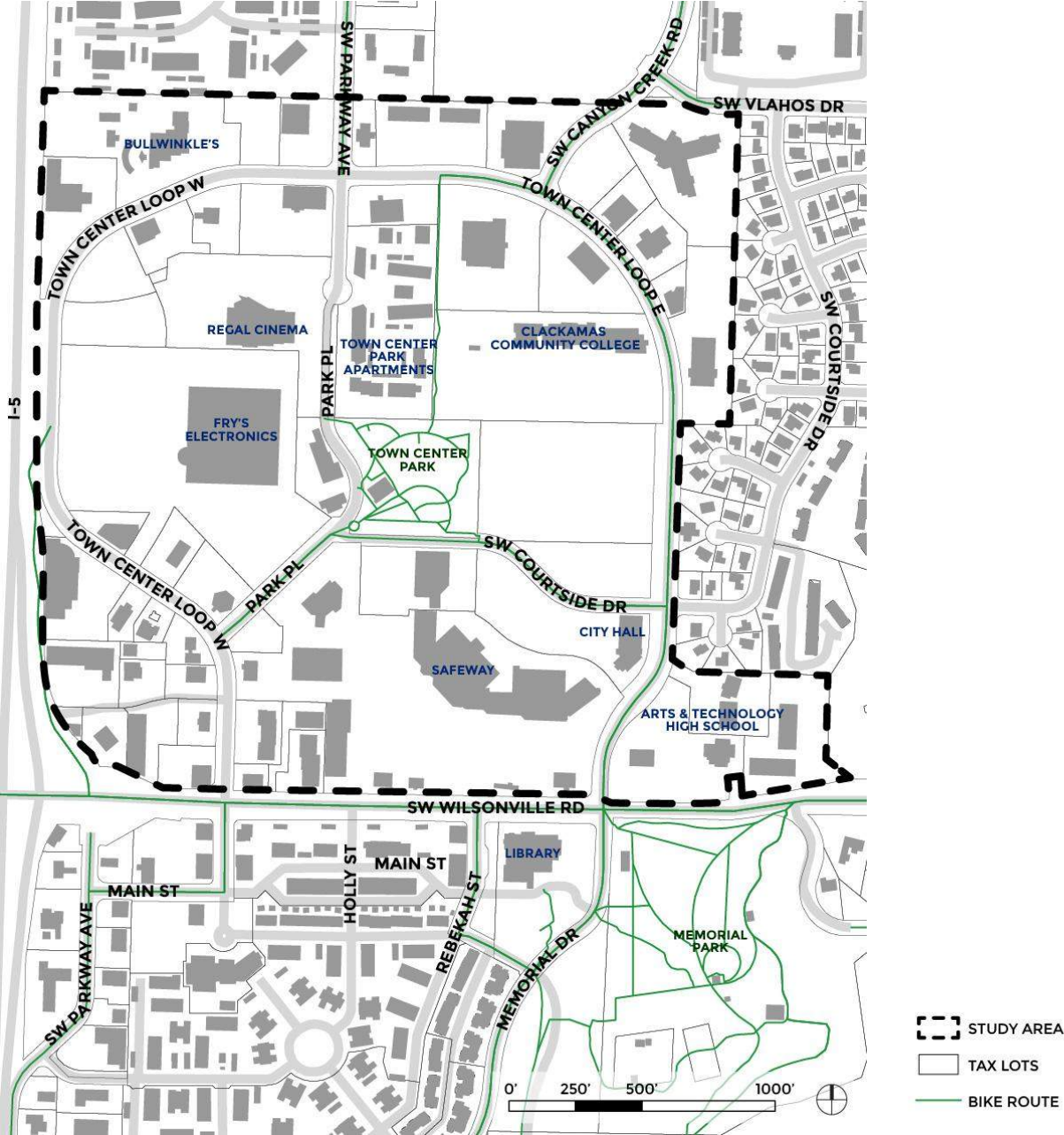
Large Park or City Building Sign

QUESTION:

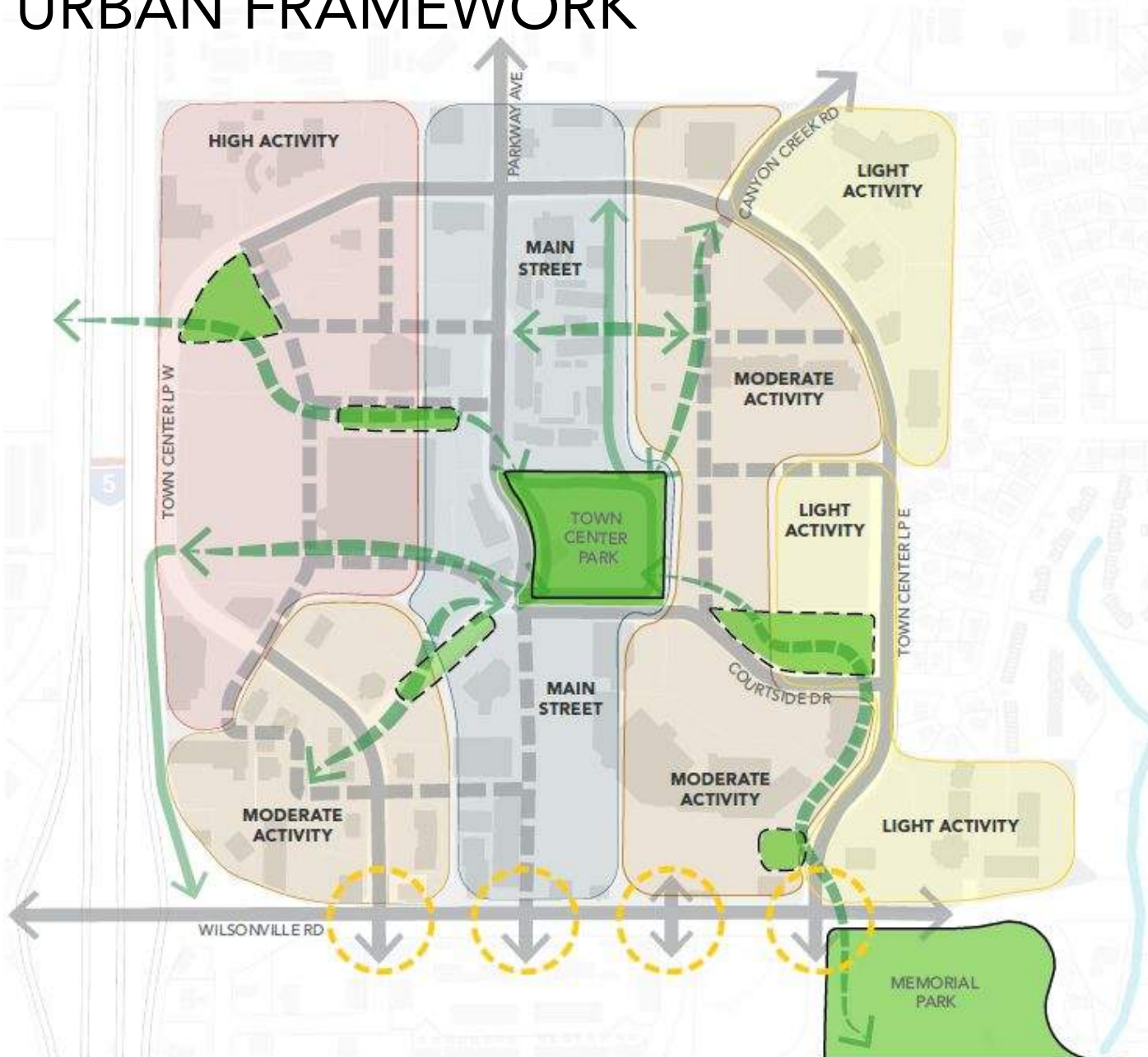
The Town Center Plan feedback favored a modern /natural design aesthetic and use of wood, stone, glass, and brick; do you support these as some of the primary materials in the streetscape?

Existing Conditions /
Opportunities &
Constraints

BUILT FORM - ROOM TO GROW



CONTEXT OF STREETS IN THE TOWN CENTER URBAN FRAMEWORK



WORTH NOTING

Different streets require different levels of intervention:

- *Entirely new street construction*
- *Full redesign and rebuild*
- *Minor refresh*

PARK PLACE NORTH _ UTILITARIAN, DISJOINTED



COURTSIDE _ FULL FACILITIES, TRANSIT ACCESS



T.C. LOOP EAST _ BOULEVARD, BIKEWAYS



WILSONVILLE RD. _ ARRIVAL POINT BUT SEPARATOR



T.C. LOOP WEST _ UNINVITING BUT PROMISING



PARK PLACE @ COURTSIDE _ MAJOR CHANGE AREA



METAL, GLASS, BUILT-INS _ RECREATE, SOCIALIZE



BRICK, CARVED STONE _ GATHER AND REFLECT



TRANSIT STOPS/SHELTERS _ DISTINCT / PURPOSEFUL



STORMWATER _ BLEND MATERIALS, DEFINE SPACE



T.C. PARK AND APACHE _ WELCOMING LANDMARK



CITY HALL _ DISTINCT MATERIAL, NEGLECTS STREET



EXISTING LIGHTING _ FUNCTIONAL, MIX-N-MATCH

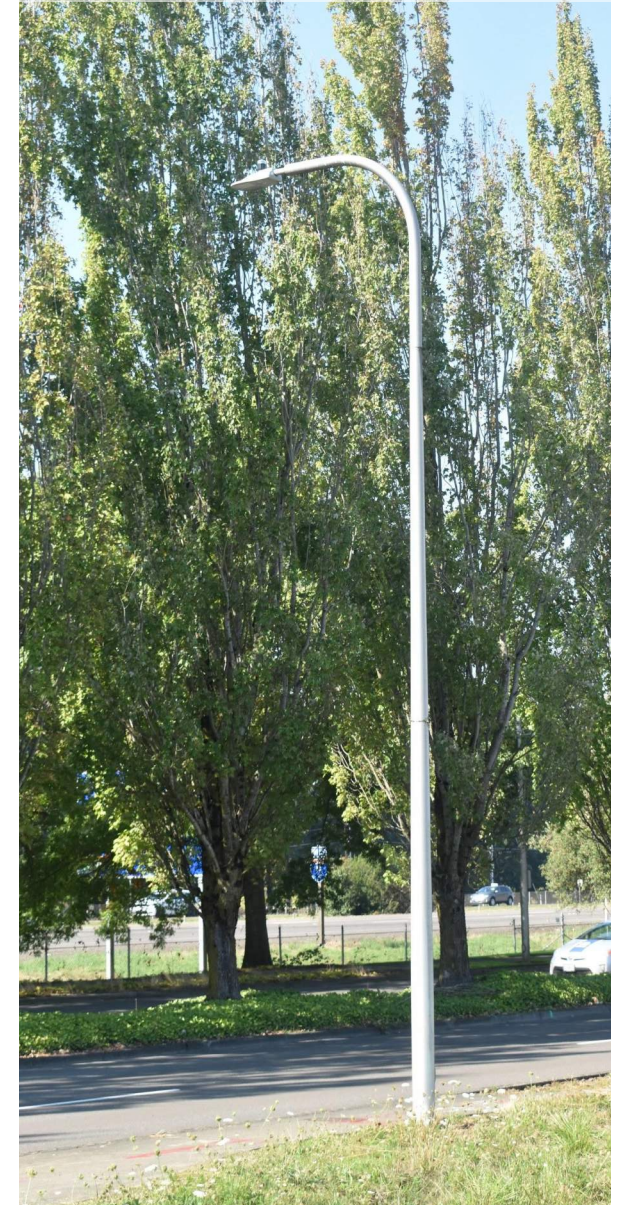
TOWN CENTER PARK



SW COURTSIDE DR



TOWN CENTER LOOP W



FURNISHINGS _ PRACTICAL, MIX-N-MATCH



MEMORIAL PARK _ FEELS LIKE PART OF T.C.



TOWN CENTER PARK _ ACTIVE, BOLD, LANDMARK



QUESTION:

Are there designs and key features in the Town Center today that you like and want to build upon for the Streetscape?

Preliminary Streetscape Concepts

What can Streetscapes do
for you?

SUPPORT MANY MODES OF TRAVEL



ADAPT TO MANY BUILDING AND PLACE DESIGNS



MIX OF NEW AND REHAB BUILDINGS

CONNECTS USES

NATIVE PLANTS

LOCAL MATERIALS

Bozeman, MT

HAVE A SIGNATURE LOOK



UNIFIED, FLEXIBLE STREET DESIGN



McMinnville, OR

WELCOME PEOPLE



TRANSPARENCY

**BUSINESS
VISIBILITY**

**LANDSCAPE
SEPARATION
FROM
TRAFFIC**

Eugene, OR

BEFORE: BROADALBIN STREET (ALBANY, OR)



- Unmarked street pavement encourages speeding and disjointed parking
- Unattractive sidewalk discourages foot traffic to businesses
- Lack of stormwater facilities creates polluted runoff to the nearby river

NOW: BROADALBIN STREET (ALBANY, OR)

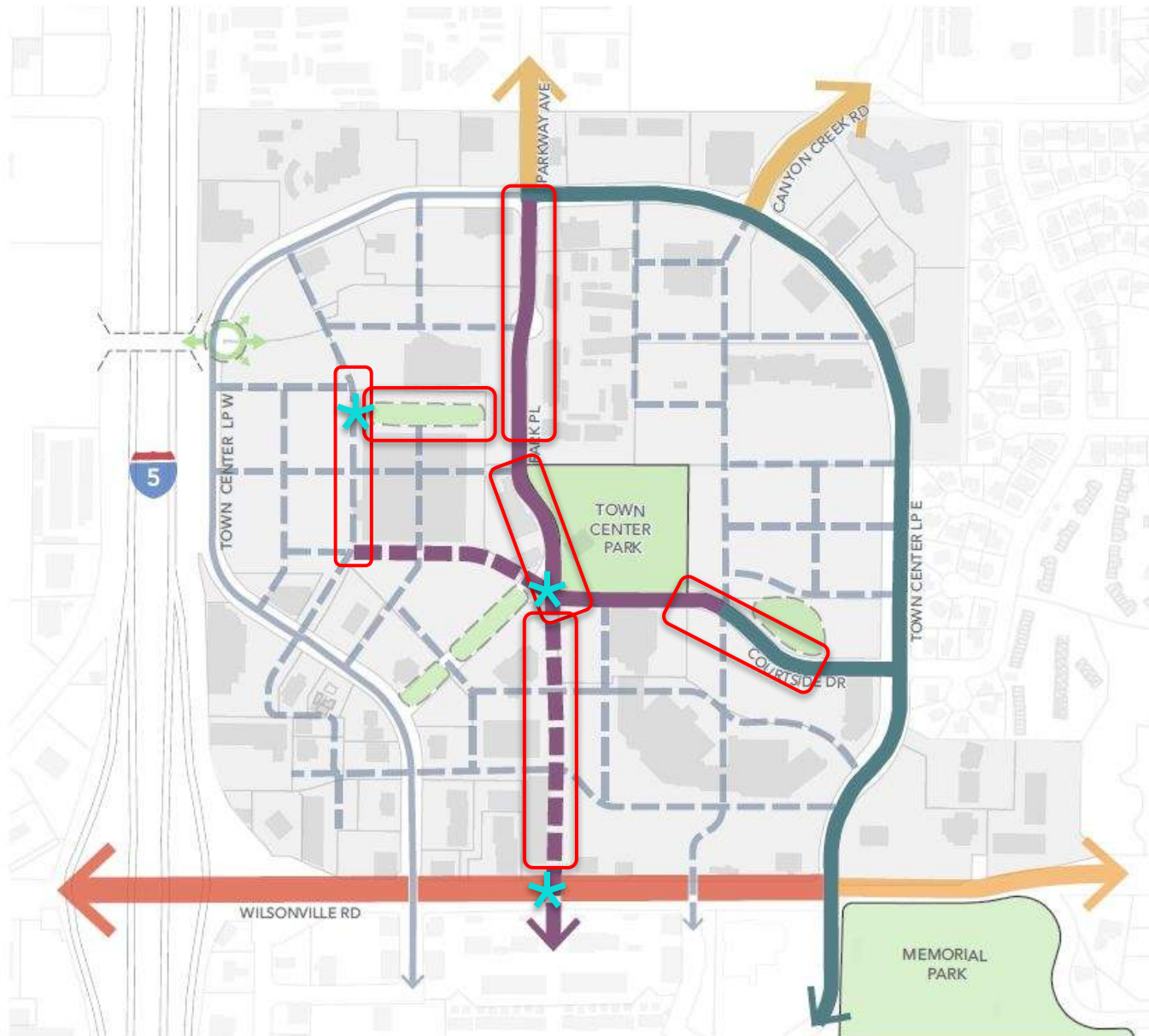


QUESTIONS

Based on the example streetscapes just shown, are there any specific elements you'd like us to consider as part of the design concepts for the streetscape?

Town Center Concepts

TOWN CENTER STREETScape DESIGN

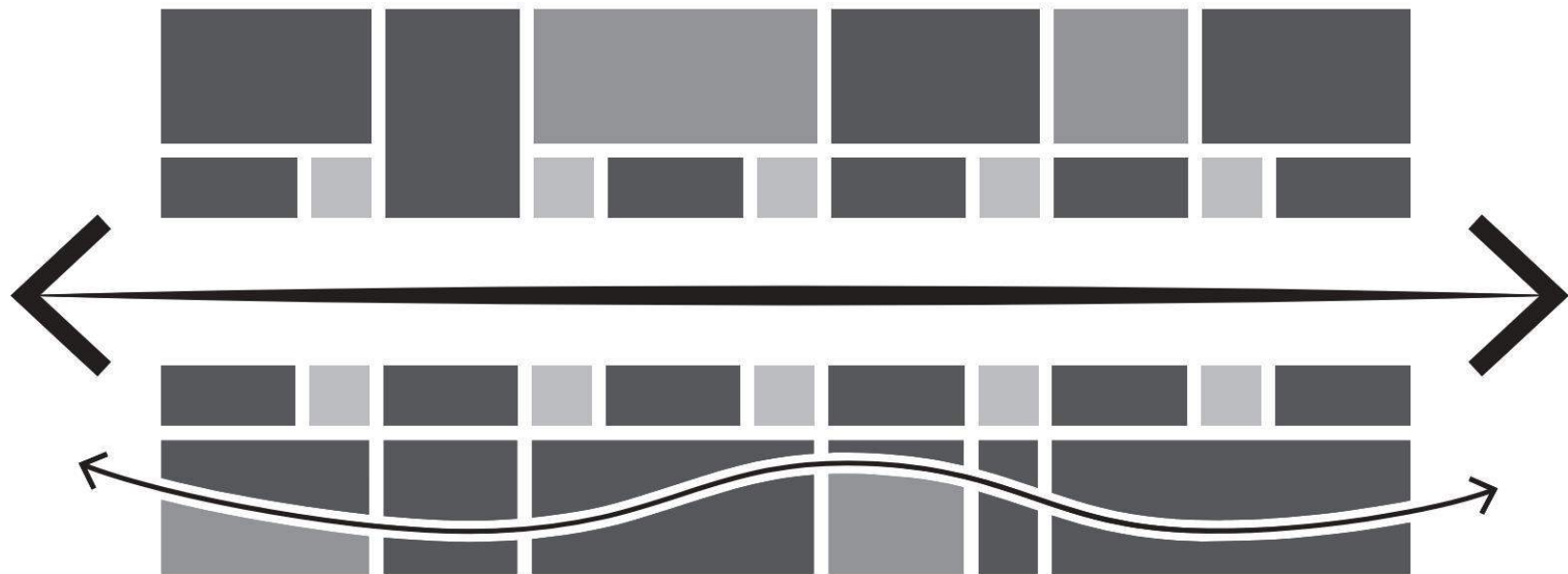


- Up to 8 street type designs (some types may get more than one design option)
- * Up to 3 unique location designs

STREETSCAPE PLAN
Prepare a unified design concept that is then tailored to different street types and specific unique locations

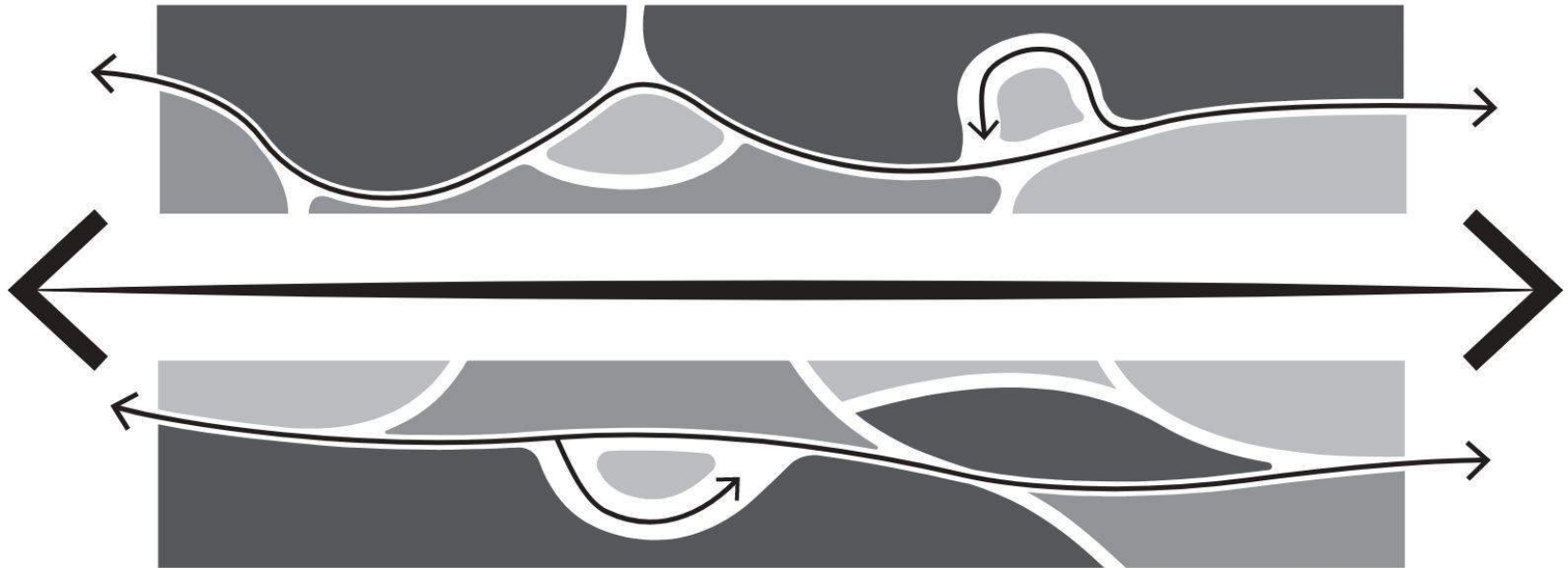
DESIGN CONCEPT: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - HISTORIC



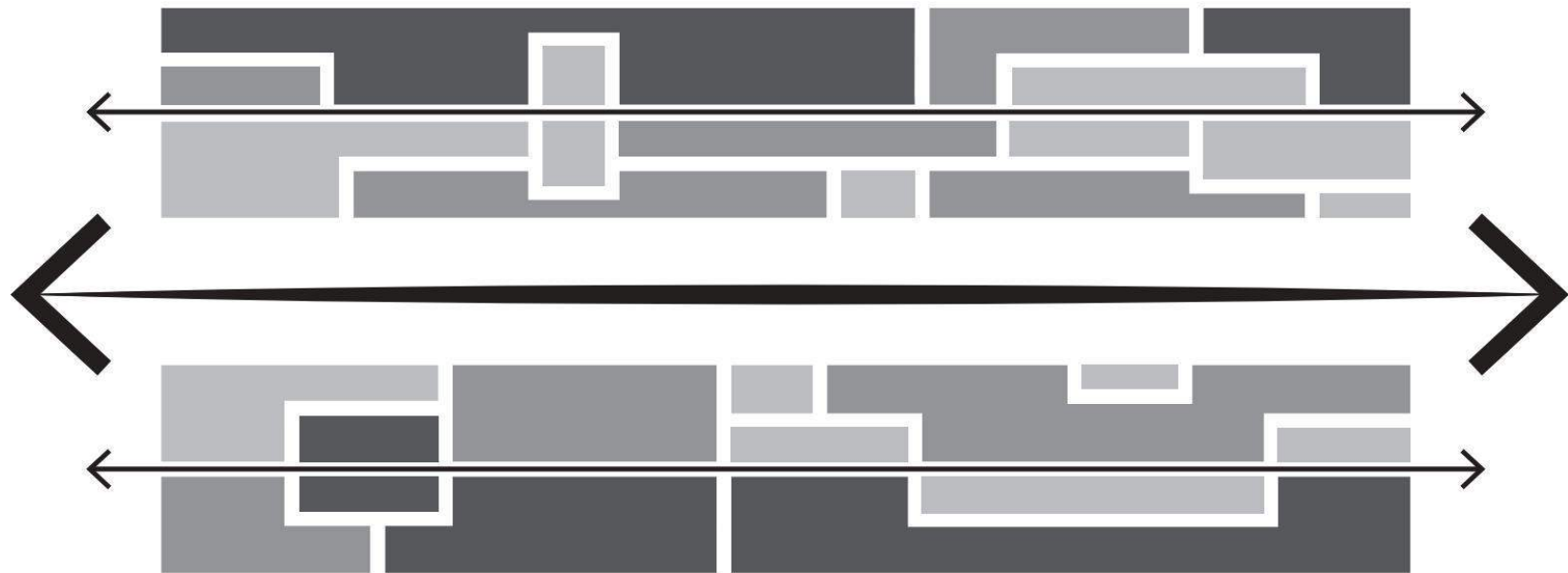
DESIGN CONCEPT: RIVER, ORGANIC

NATURAL - FLUIDITY



DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



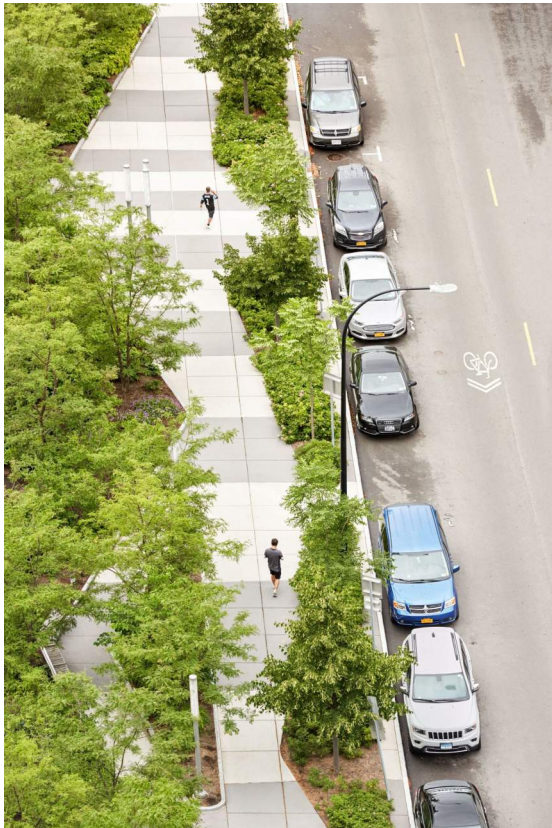
DESIGN PALETTE: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - HISTORIC



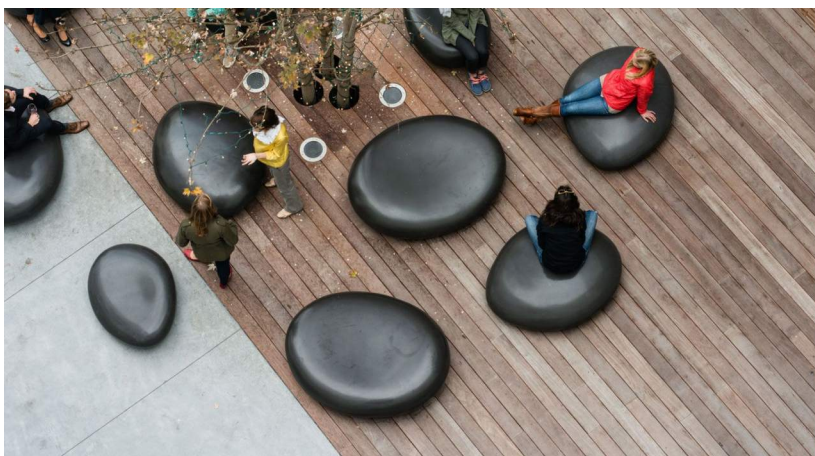
DESIGN PALETTE: RIVER, ORGANIC

NATURAL - FLUIDITY



DESIGN PALETTE: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



QUESTION:

Do the three preliminary concepts capture the range of themes and ideas you'd like to see further developed as we continue designing?

QUESTIONS AND FEEDBACK



**PLANNING COMMISSION
WEDNESDAY, NOVEMBER 12, 2020
6:00 P.M.**

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

*Meeting Minutes approved as
amended at the January 13,
2021 PC Meeting*

Minutes Excerpt

I. CALL TO ORDER - ROLL CALL

Chair Kamran Mesbah called the meeting to order at 6:01 p.m. Those present:

Planning Commission: Kamran Mesbah, Ron Heberlein, Jerry Greenfield, Phyllis Millan, Aaron Woods, and Breanne Tusinski

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, Kim Rybold, Jordan Vance, Phillip Bradford, and Tami Bergeron.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

ADMINISTRATIVE MATTERS

II. WORK SESSION

A. Town Center Streetscape Plan (Bradford)

Miranda Bateschell, Planning Director, reminded that the Town Center Plan was adopted in 2019 after numerous public engagement activities and a vision developed by the community. The Plan recommended amendments to the Transportation System Plan (TSP), which would put the infrastructure in place for multimodal transportation. The Streetscape Plan was built on those TSP amendments and the design was important to the function of the space. The project team would be sharing the initial Streetscape Plan concepts and take feedback from the Commission. Public engagement had already begun for this phase of the project.

Philip Bradford, Associate Planner, presented a brief update on Staff's work done to date. He noted that a public forum was held on Tuesday, November 10, and that Staff was seeking feedback on several questions related to the Plan.

Ben Weber, Project Manager at SERA Architects, gave a PowerPoint presentation on the Town Center Streetscape Plan, reviewing the role of the Commissioners, the community engagement plan, other plans that influenced this project, existing conditions, streetscape inspirations, preliminary design concepts, and next steps. He noted the concepts were presented to the public during Tuesday's forum, where there was broad support for the Plan's goals, the walkability of the street network, covered gathering areas, and public spaces that could be used year-round. There was also a lot of support for a modern and natural design aesthetic, as well as better lighting.

Discussion and feedback from the Planning Commission was as follows with responses to Commissioner questions by Staff and Mr. Weber as noted:

- Mr. Bradford explained those currently being considered for stakeholder interviews were landowners in the area. ROIC was the largest owner of property in Town Center. Staff had also considered reaching out to people who have been active in the planning process or have a history with Town Center, like Susan Myers, who was a property owner and developer. Staff did not have a list of specific people yet, but would be reaching out to anyone with a vested interest.
- Commissioners discussed the modern natural design and the use of wood, stone, glass, and brick, which received support from the public at Tuesday's public forum. The general consensus was that the proposed materials would be appropriate for Town Center because they would be sustainable and artistic. Commissioner Greenfield did note that brick was structurally vulnerable to seismic activity.
 - Mr. Weber clarified for Chair Mesbah that the weathered steel, as seen on City signage (Pages 20 and 21, Staff report), was not intentionally omitted from the list of proposed materials and Staff could add it. He reminded that he was presenting initial concepts and the four materials proposed were not the only four that could be used. Obviously, steel and metal would be necessary for structural purposes.
- Commissioners shared which existing designs and key features in the Town Center should be retained and built upon for the Streetscape Project. Commissioners wanted to expand on the covered shelters and walkways, particularly in the Murase Plaza area of Memorial Park. Other features that should be highlighted included the Apache, the fountains, and the war memorial. The development could also use a lot more art and sculptures, which could turn Town Center into an outdoor art gallery with an art walk guide.
 - The connection between areas should have a good flow, which was not currently the case. The area was currently disjointed, and the emerald chain idea was important for people to feel connected and want to hang out. A path could connect everything, like the yellow brick road.
 - Perhaps a reflection area with benches could be added to the war memorial so that people could see and appreciate it.
 - Covered walkways across such a large area would need to be effective, but not obtrusive to natural lighting. Additionally, the covering should not be monolithic.
 - Mr. Weber responded that weather protection was obviously appealing, and he surmised that fully arcaded streets and covered sidewalks might not be practical. However, the streetscape should accommodate awnings, which the Town Center Design Standards already encourage.
 - Each area should have a theme and be uniform. For example, the emerald chain had a distinct coloring theme for the benches that might be different from the Main Street area. Themes would give people a sense of where they were.
 - Mr. Weber clarified that he had been referring to the streetscape as a linear feature. Thinking about unique locations was another part of the scope of the project.
 - The City could require that art be incorporated into some of the buildings to encourage people to see what was there and enjoy the aesthetics.

Mr. Weber clarified he was seeking general feedback on the three preliminary streetscape concepts, but was not looking for a vote. He specifically wanted to know if the concepts captured the range of themes and ideas the Commission would like to see further developed. The three options would be carried out further to tease out design ideas, but he wanted to know which features were not appealing to the Commission. [these design concepts not included in the slides were in the staff report]

Commissioner Heberlein responded that the river/organic design palette was more timeless and went along with the materials being discussed. The technological/innovation design palette had the potential to become dated. The wooden light posts in the photographs caught his eye as a distinct feature that made things stand out. The photograph of the back side of a sign post looked unsightly, so the posts should look better.

Commissioner Tusinski agreed and added that the agricultural legacy and the river spoke more to the timelessness that the Commission was leaning towards and lent themselves better to the glass, wood, and stone that people have said they were looking for. The river lent itself to the town's history and the details that harken back to the history of the town still look timeless and were aesthetically pleasing.

Commissioner Millan also agreed. The agriculture and the river seemed to feel more like the other concepts the Commission had been looking at for the I-5 bridge and the park areas. However, the agriculture had a real connection through the city going across to Memorial Park and the Stein-Boozer Barn. She did not want to mix too many elements, but there was a way to blend the agriculture and river without changing the other things the Commission had already said they liked.

Commissioner Greenfield said he believed the public input received about the bike/pedestrian bridge and signage generally and consistently favored curvilinear over rectilinear designs. He advised against being overly thematic. He did not like West Linn's old town area where they tried to recreate 19th Century features. He encouraged the project team to be sensible, modern, and respectful of Wilsonville's traditions.

Commissioner Woods stated he believed all three concepts could provide a nice range of designs. Wilsonville was innovative, so it was important to incorporate technological innovations into the planning because the City was planning for the future. He was a big proponent of electric vehicles and he envisioned seeing charging stations around the city. The streetscape with wide streets was paramount to what the Commission wanted to consider from a landscape buffering perspective because it gave a modern look and a safe feel. Wider streets also offer restaurants the potential to have street seating and give an open feel to the area. It was important to be mindful of the senior population, so they could enjoy what was developed. He encouraged the design team to think about the specific needs of seniors because the senior population is growing.

Chair Mesbah responded that he did not like the hay bale planters, adding he would like to see the project team "keep it real."

Mr. Weber appreciated the Commission's input and opinions. In future phases of the project, he would return to the Commission with more details for deeper conversations about the designs.

Commissioner Millan stated seniors and high schoolers should be included on the list of stakeholders, especially if the City wants the development to be used by everyone.

Chair Mesbah added that existing business owners should also be consulted. Retaining those businesses during the redesign was discussed at a City Council meeting. Parts of Town Center lends itself to smaller, more affordable shops and those shops should not be priced out. The Commission had speculated that some businesses would have outside seating and some of the businesses might have ideas about how to make that effective and efficient.

Ms. Bateschell asked for input about the technological innovation concept, noting she had not heard much support or any opposition to that concept.

Chair Mesbah stated that new technologies needed to be supported, like charging stations. He liked the river pebble seating areas and believed it would attract younger crowds. Elements in all of the designs could be used and parts of Town Center would have different functions and needs. All of the ideas and concepts were potentially useful.

Commissioner Woods said it was extremely important to have Wi-Fi throughout the city because residents would be looking for it.

Commissioner Heberlein believed that having technological features did not have to force a theme. All themes could incorporate technology. However, because Town Center was so large, maybe a variety of themes in different areas could intersect without being out of place.

B. HB 2001 Compliance Middle Housing (Pauly)

III. INFORMATIONAL

A. Wilsonville Investment Now (WIN) Program (Vance)

B. City Council Action Minutes (October 5, 12 & 19, 2020) (No staff presentation)

C. 2020 & 2021 PC Work Programs (No staff presentation)

IV. ADJOURNMENT

Chair Mesbah adjourned the regular meeting of the Wilsonville Planning Commission at 9:15 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant-Planning



PLANNING COMMISSION

WEDNESDAY, MARCH 11, 2020

III. WORK SESSIONS

B. Town Center Streetscape Plan (Bradford) (45 Minutes)



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: March 11, 2020		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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 checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center Plan Implementation	<input checked="" type="checkbox"/> Adopted Master Plan(s) Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: Staff will introduce the Town Center Streetscape Plan project and provide information on the project timeline as it closely relates to other Town Center Plan implementation actions. Staff seeks feedback and direction on the draft scope of work, which will be used in the consultant selection process.

EXECUTIVE SUMMARY: In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

The Town Center Plan contains several goals and implementation strategies to guide future development. Goal 2 of the Town Center Plan is Harmonious Design, which aims to ensure buildings and streets are pedestrian-oriented with a cohesive design palette of aesthetic qualities derived from community-identified features in the Town Center. In order to achieve this goal and the broader vision for Town Center, the implementation chapter of the plan calls for developing a streetscape design plan.

The intent of the Town Center Streetscape Plan project is to create a document that contains sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center, including streetscape treatments specific to the Main Street District. The Streetscape Plan will also further refine design elements and street cross-sections for specific projects contained in the Town Center Plan such as the Parklets, Festival Street, and components of the Emerald Chain.

Staff is currently working to finalize the draft scope of work. Once the scope of work has been finalized, staff will move forward with the consultant selection process, with the intent to select the consultant by spring. As the streetscape project is closely related to the I-5 Pedestrian Bridge project and the Town Center TSP update, these projects will coordinate their timelines to ensure that public feedback from each project is incorporated consistently in making design-related decisions and throughout all of the documents.

At this work session, staff will present the major elements of the draft scope of work and seek initial feedback and direction on the Town Center Streetscape Plan.

EXPECTED RESULTS: Staff will incorporate Planning Commission feedback into the draft scope of work, and will obtain additional guidance and feedback to help staff and the selected consultant move forward with the project.

TIMELINE: The project team will select a consultant this spring and conduct community outreach in summer and fall to inform development of the Plan, with adoption of the Plan expected later this year.

CURRENT YEAR BUDGET IMPACTS: Town Center implementation activities are funded, with approximately \$50,000 budgeted in FY 2019-20 for the Town Center Streetscape Plan.

FINANCIAL REVIEW / COMMENTS: N/A

LEGAL REVIEW / COMMENT: N/A

Town Center Streetscape Plan Staff Report

Page 2 of 3

\\CITYHALL\cityhall\planning\Town Center\Streetscape Plan\PC Staff Report\TC Streetscape Draft SR for PC MB Edits.docx

COMMUNITY INVOLVEMENT PROCESS: Staff anticipates community involvement and outreach will be conducted through surveys and other activities on Let's Talk, Wilsonville!, information boards at City events and other venues, in addition to work sessions and public hearings before the Planning Commission and City Council. A specific outreach plan will be outlined by the consultant in the final contracted scope of work.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): As a result of undertaking the Town Center Plan's implementation activities, including the Streetscape Plan, the City will begin to realize the community's vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES: The Planning Commission can recommend additional elements to be added to the project scope.

ATTACHMENTS:

N/A



Town Center Streetscape Plan

Planning Commission Work Session

March 11, 2020

Presented by: Philip Bradford, Associate Planner

Implementing the Town Center Plan

Implementation Strategies:

- Develop a Streetscape Design Plan

Town Center Plan Goals:

1. Environmental Stewardship
2. Harmonious Design

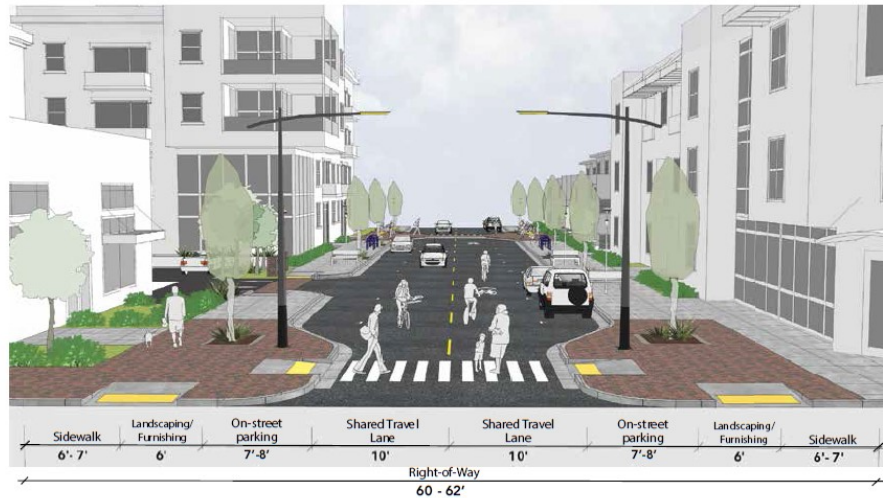
Proposed Outreach

- Let's Talk, Wilsonville!
 - Design Preference Survey
- Community Block Party
 - August 20th, 2020
- Coordination with I-5 Pedestrian Bridge Project

Project Timeline



Streetscape Plan Examples



TIGARD TRIANGLE - STREETSCAPE DESIGN PLAN DECEMBER 2016 | 43

Chapter 4: plan recommendations

PEDESTRIAN STREET - TYPICAL CROSS-SECTION
LOCATION: 69TH AVE AND HAMPTON

TIGARD TRIANGLE STREETSCAPE DESIGN PLAN

Streetscape Plan Examples

SIDEWALK ELEMENTS

LIGHTING

Overlake Village lighting should be functional and provide visual interest and excitement. A family of fixtures has been selected and locations identified that will serve to illuminate both the roadway and the sidewalk while integrating with the district character.

Traffic signal arms and fixtures should match the character and finish of the street lighting shown here.



Roadway Lighting

- **Manufacturer**–Kim Lighting
- **Model**–Curvilinear Cutoff CCS, double luminaire, arm mount, 21-ft. pole height
- **Finish**–Platinum Silver



Sidewalk Lighting

- **Manufacturer**–Kim Lighting
- **Model**–Bounce, single luminaire, 10-ft. pole height
- **Finish**–Platinum Silver

FURNISHINGS

The furnishings and furnishing plans identified on the following pages are examples of acceptable materials and layouts. Developers may submit plans for City of Redmond approval that show other options with alternate locations.



Bench

- **Manufacturer**–Landscape Forms
- **Model**–Park Vue backed, 72" length, with or without arms, surface mounted
- **Finish**–Silver, powdercoated



Backless Bench

- **Manufacturer**–Landscape Forms
- **Model**–Park Vue backless, 72" length, no arms, surface mounted
- **Finish**–Silver, powdercoated



Litter and Recycling Receptacles

- **Manufacturer**–Landscape Forms
- **Model**–Chase Park 36-gallon side opening style with keyed door lock, surface mounted
- **Finish**–Silver, powdercoated

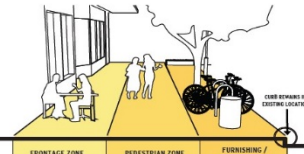
Streetscape Plan Examples

STREETSCAPE FRAMEWORK

- █ Promenade
- █ Civic
- █ Urban
- █ Parkway
- █ Front
- Alley Entrance



SIDEWALK WIDTHS TABLE



Since sidewalk widths vary throughout downtown, the suggested design for each streetscape type will be adjusted based on what is possible at each location. The Sidewalk Widths Table at left shows how each streetscape type can be adjusted.

For all streetscape types, curb location remains constant. When sidewalk width does not meet the typical width in the table, the pedestrian zone width will always remain fixed. The Furnishing/Planting Zone is the second priority. The Frontage Zone is the most flexible and should be reduced to fit available sidewalk widths. For very narrow sidewalks, both the Frontage Zone and the Furnishing/Planting Zone may be reduced. On wider sidewalks, the Frontage Zone and the Furnishing/Planting Zone can be wider than the width noted in the table.

STREET TYPE:	FRONTAGE ZONE ← THIS WIDTH CAN BE CHANGED	PEDESTRIAN ZONE THIS WIDTH IS FIXED	FURNISHING / PLANTING ZONE ← IF NECESSARY, THIS WIDTH CAN ALSO BE CHANGED
PROMENADE	4'	9'	5'
CIVIC - COURT	2'	6'	6'
CIVIC - STATE	6'	6'	6'
URBAN	5'	6'	4'
PARKWAY	6'	6'	8'
FRONT STREET	6'	6'	8'



Refer to the Material Specifications Section for more detailed information about individual streetscape elements.

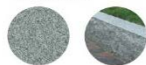
ENDICOTT CLAY PAVERS

TYPE/FINISH: Mangesea Inosport
USE: On-Street Parking (Permeable) Sidewalks and Crosswalks



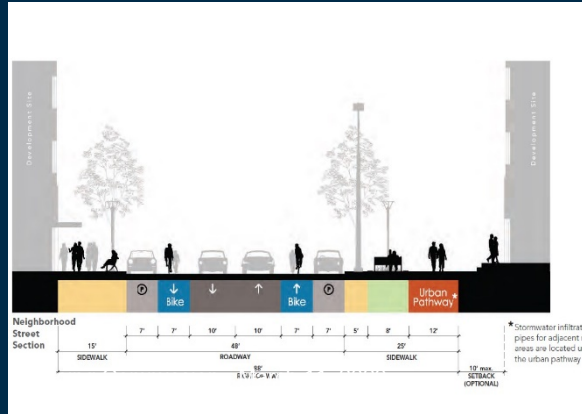
GRANITE CURB AND PAVERS

TYPE/FINISH: Georgia Grey
USE: Street Curb (Vertical and Flush) Street Pavement Markings Sidewalk/Planter Curb

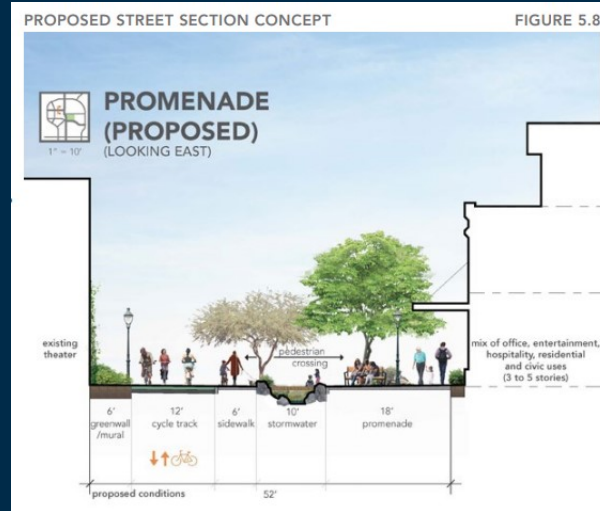
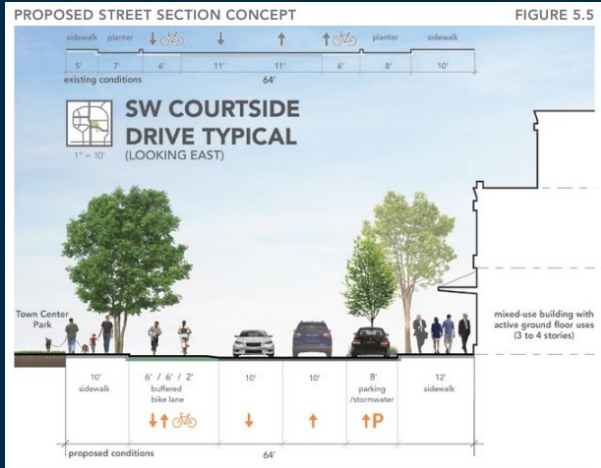


CONCRETE PAVING

TYPE/FINISH: Very Fine Broom Finish with Sawcut Joints
USE: Sidewalks and Carriage Walks



Town Center Plan Street Concepts



Feedback and Guidance

- Any additional elements relating to Streetscape Plan staff should consider?
- Additional outreach opportunities?
- General questions?

**Public Engagement
Town Center Streetscape**

Community Forums:

Links on project website: <https://www.ci.wilsonville.or.us/planning/page/town-center-streetscape>

- Community Forum #1 – November 10, 2020
- Community Forum #2 – February 9, 2021

Streetscape Concepts Survey 07.19.2019 – 02.28.2021

Link: https://www.ci.wilsonville.or.us/sites/default/files/fileattachments/planning/page/105271/2021.03.10_pc_ws_attachment_2.pdf

From: [Town Center Project Team](#)
To: [Bergeron, Tami](#)
Subject: Streetscape Concepts Survey - Open Through February 23
Date: Wednesday, February 17, 2021 11:29:35 AM

[View this email in your browser](#)

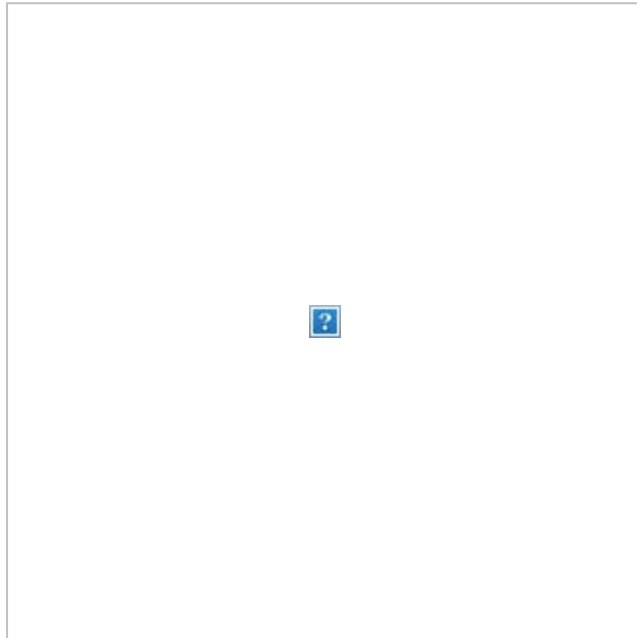


We want to hear from you! Take a brief streetscape design survey by Tuesday, February 23 on Let's Talk, Wilsonville!


Based on input received during the first project [forum](#) in November 2020, along with feedback from the Planning Commission and City Council, the project team created three design concepts to consider for the Streetscape Plan. Through February 23, take a short

survey on [Let's Talk, Wilsonville!](#) to share your thoughts on these design concepts.

The recently adopted [Town Center Plan](#) establishes a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. In order to achieve this vision, the Plan identifies a streetscape plan as an important implementation measure. The Town Center Streetscape Plan will establish design guidelines for sidewalks and streets, including items such as street furniture, lighting fixtures, landscaping, possible public art locations, and various pavement design options that will create a distinct look and feel for the Town Center.



Visit [Let's Talk, Wilsonville!](#) to learn more about the Town Center Streetscape Plan

	Download the full Wilsonville Town Center Plan document on the Town Center Plan website .
---	---



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www.ci.wilsonville.or.us

Philip Bradford • Streetscape Plan Project Manager • pbradford@ci.wilsonville.or.us

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From: [Town Center Project Team](#)
To: [Bergeron, Tami](#)
Subject: Town Center Streetscape Plan - 2/9 Online Forum
Date: Tuesday, January 26, 2021 12:29:31 PM

[View this email in your browser](#)



**Learn more and provide input on design
concepts for the Town Center Streetscape Plan!**

**ATTEND AN ONLINE PROJECT FORUM ON
FEBRUARY 9**

The recently adopted [Town Center Plan](#) establishes a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. In order to achieve this vision, the Plan identifies a streetscape plan as an important implementation measure. The Town Center Streetscape Plan will establish design guidelines for sidewalks and streets, including items such as street furniture, lighting fixtures, landscaping, possible public art locations, and various pavement design options that will create a distinct look and feel for the Town Center.

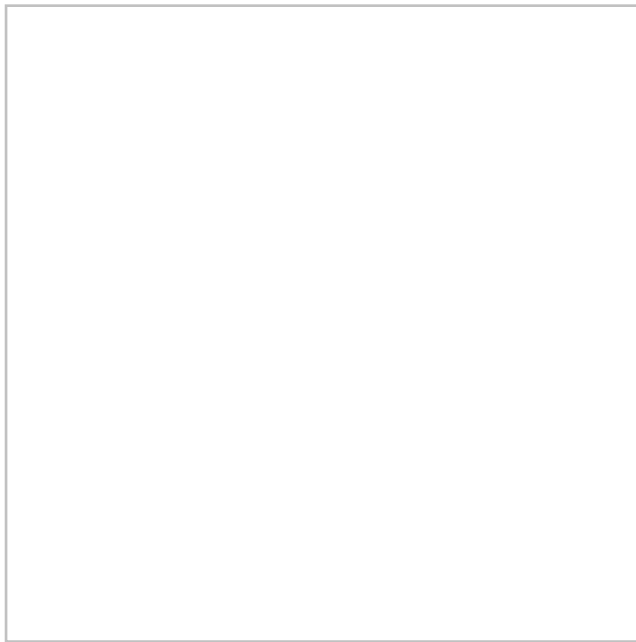
Based on input received from November's online forums and the Planning Commission, the project team refined three design concepts to consider for the Streetscape Plan. Join us for an online forum on **Tuesday, February 9, 2021** to learn more and share your input on these refined design concepts. You can choose one of two meeting times – 12-1 pm and 6-7 pm. Each meeting will include a presentation and discussion of the design concepts, along with an opportunity to ask questions and provide input. Advance registration is not required.

[12-1 PM Forum Link](#)


[6-7 PM Forum Link](#)

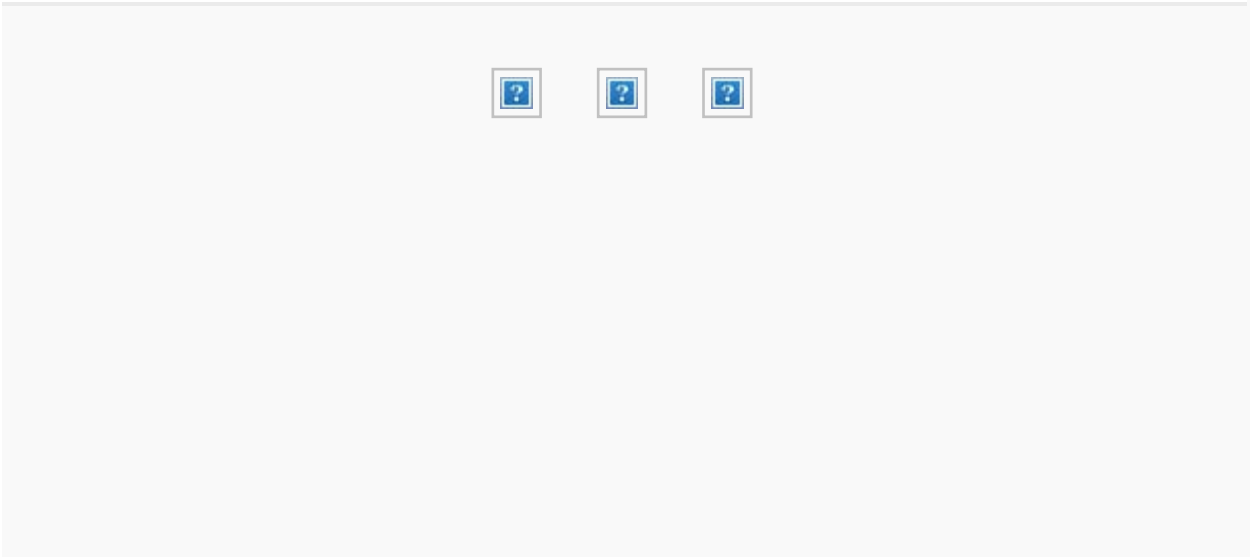
*Language interpretation at the event is available upon request. To obtain services or if you would like to participate but do not have internet access, please contact Tami Bergeron at bergeron@ci.wilsonville.or.us or (503) 570-1571 by February 5. **Interpretación de lenguaje en el evento estará disponible a pedido. Para obtener este servicio o si quieres participar pero no tienes acceso a internet, por favor contacta a Tami Bergeron en bergeron@ci.wilsonville.or.us o (503) 570-1571 hasta el 5 de Febrero.***

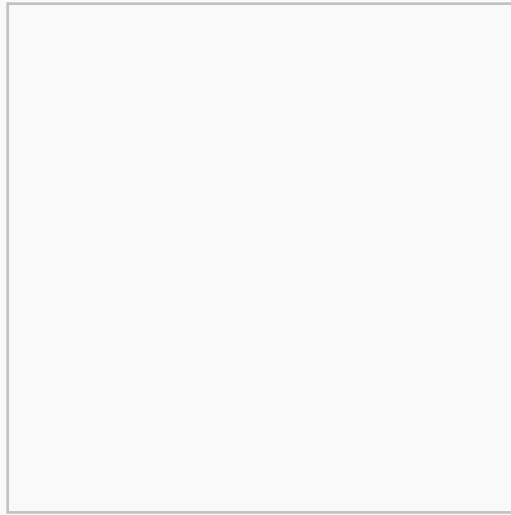
Visit [Let's Talk, Wilsonville!](#) for more information about the Streetscape Plan and additional opportunities to provide project input during February.



Visit Let's Talk, Wilsonville! to learn more about the Town Center Streetscape Plan

	<p>Download the full Wilsonville Town Center Plan document on the Town Center Plan website.</p>
---	---





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From: [Town Center Project Team](#)
To: [Bergeron, Tami](#)
Subject: Town Center Streetscape Plan - 11/10 Online Forum
Date: Tuesday, October 27, 2020 3:33:18 PM

[View this email in your browser](#)



**Learn more and provide input on the upcoming
Town Center Streetscape Plan!**

**ATTEND AN ONLINE PROJECT FORUM ON
NOVEMBER 10**

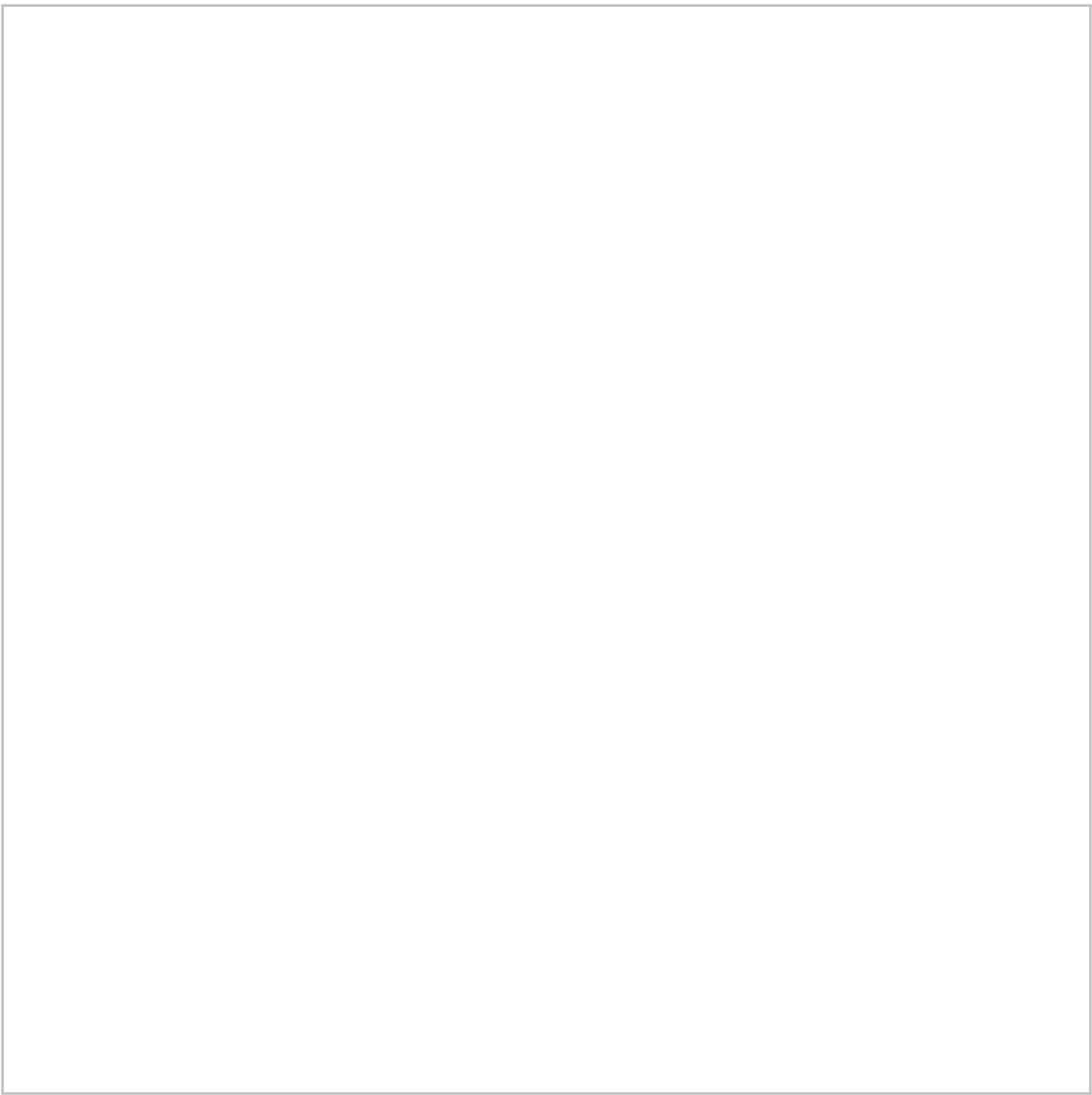
The recently adopted [Town Center Plan](#) establishes a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. In order to achieve this vision, the Plan identifies a streetscape plan as an important implementation measure. The Town Center Streetscape Plan will establish design guidelines for sidewalks and streets, including items such as street furniture, lighting fixtures, landscaping, possible public art locations, and various pavement design options that will create a distinct look and feel for the Town Center.

Join us for an online forum on Tuesday, November 10, 2020 to learn more about the upcoming Town Center Streetscape Plan and share your ideas. You can choose one of two meeting times – 12-1 pm and 6-7 pm. Each meeting will include a brief presentation, discussion of the project and design process, and Question & Answer session. Advance registration is not required. ***Únete a nosotros para un foro en línea el Martes 10 de Noviembre del 2020 para aprender más sobre el próximo Plan de Paisaje Urbano de Wilsonville Town Center y compartir tus ideas. Puedes elegir entre dos horarios – 12-1 pm y 6-7pm. Cada horario incluirá una breve presentación, discusión del proyecto y proceso de diseño, y una sesión de Preguntas y Respuestas. No se requiere registro por adelantado.***

[12-1 PM Forum Link](#)

[6-7 PM Forum Link](#)

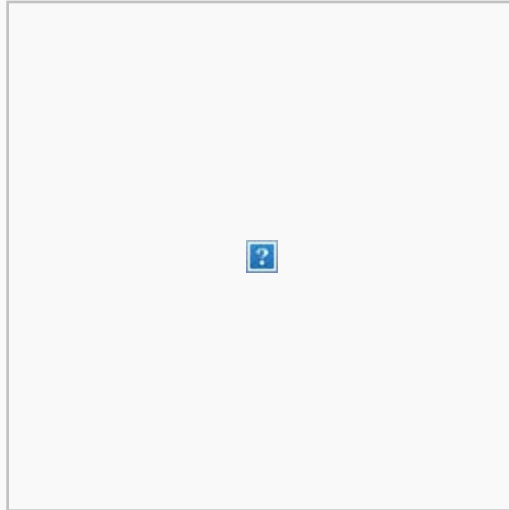
*Language interpretation at the event is available upon request. To obtain services or if you would like to participate but do not have internet access, please contact Tami Bergeron at bergeron@ci.wilsonville.or.us or (503) 570-1571 by November 6. **Interpretación de lenguaje en el evento estará disponible a pedido. Para obtener este servicio o si quieres participar pero no tienes acceso a internet, por favor contacta a Tami Bergeron en bergeron@ci.wilsonville.or.us o (503) 570-1571 hasta el 6 de Noviembre.***



Visit Let's Talk, Wilsonville! to learn more about the Town Center Streetscape Plan



Download the full Wilsonville Town Center Plan document on the Town Center Plan website.



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Streetscape Concepts Survey

SURVEY RESPONSE REPORT

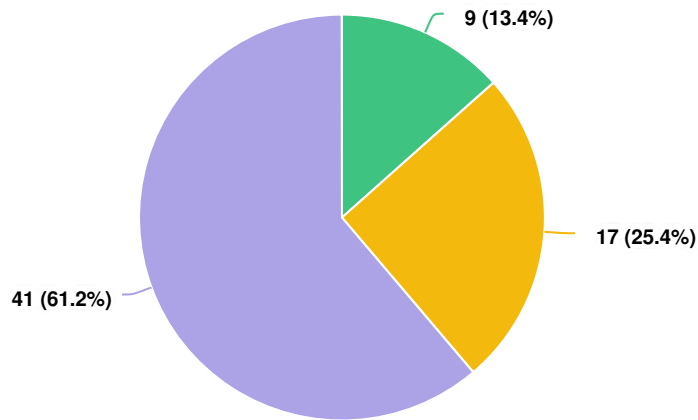
19 July 2019 - 28 February 2021

PROJECT NAME:

Wilsonville Town Center Streetscape Plan

SURVEY QUESTIONS

Q1 Which streetscape concept contains the materials you would most like to see in future Town Center streetscapes? (Click to e...



Question options

- Agricultural Legacy
- Technological Innovation
- River Environment

Optional question (67 response(s), 1 skipped)
 Question type: Radio Button Question

Q2 Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape? (Please rank in order of importance)

OPTIONS	AVG. RANK
Landscaped Areas	1.84
Gathering Space	2.62
Movement Areas / Motive Space	2.72
Plaza / Public Art / Transit Stop	2.82

Optional question (68 response(s), 0 skipped)
 Question type: Ranking Question

Q3 | Please rank the three streetscape concepts in order of preference:

OPTIONS	AVG. RANK
Concept 3: River Environment	1.55
Concept 2: Technological Innovation	2.10
Concept 1: Agricultural Legacy	2.34

Optional question (67 response(s), 1 skipped)
Question type: Ranking Question

Q4 | Provide any additional feedback you have for the project team, such as: likes / dislikes, additional elements to incorporate, how you see yourself using these streetscapes, ways the concepts could be blended together

<p>Screen Name Redacted 2/17/2021 11:05 PM</p>	<p>I really appreciate the Korean War memorial and the history as well as the inclusion in unity it represents towards our fellow humans.</p>
<p>Screen Name Redacted 2/18/2021 09:33 AM</p>	<p>The more trees and landscaping, the better! Please don't cover everything up with concrete. I think creating a downtown environment that seamlessly blends with our surrounding area will look the most timeless of the three options.</p>
<p>Screen Name Redacted 2/18/2021 09:34 AM</p>	<p>Not a big fan of any of these. I love how McMenamin's Old Church has paid tribute to our agricultural and river roots in its design at its 97070 restaurant. There are elements of all three designs that could be combined. Not sure why agriculture and river are split in the design concepts? I like the "concepts" but the imagery of the agricultural and river designs is not a home run in my opinion. Murase Plaza was well done.</p>
<p>Screen Name Redacted 2/18/2021 11:57 AM</p>	<p>I would love to see a combination of the technological and the River environment especially with curved concrete banding. I personally love a modern industrial look with touches of eco friendly mixed in. As for the concrete I think the use of porous concrete should be utilized.</p>
<p>Screen Name Redacted 2/18/2021 01:05 PM</p>	<p>Would like to add more water features</p>
<p>Screen Name Redacted 2/18/2021 01:38 PM</p>	<p>I would prefer green materials and sustainable concepts whenever possible</p>
<p>Screen Name Redacted 2/19/2021 04:09 PM</p>	<p>Stay true to our River community and nature.</p>
<p>Screen Name Redacted 2/19/2021 04:54 PM</p>	<p>Open air dining and street fair friendly options</p>
<p>Screen Name Redacted 2/19/2021 05:01 PM</p>	<p>While parks are wonderful, it would be great to have gathering areas where family can meet up and there are restaurants, cafes, stores. The plaza in Villebois is a great "meet up spot" but there isn't much to do besides the coffee cart. The splash pads are a great meet up, but not many restaurants or coffee shops to walk to from there. I would love to see areas that are perfect for 8 months of rainy weather where people can gather and get outdoors without being soaked, like in other countries where it rains, snows, or is cold. We have a lot of spaces for great summer weather to socialize, but almost no where to be active in nasty weather. No aquatic park, indoor play space, indoor skatepark, indoor museums, etc.</p>
<p>Screen Name Redacted 2/19/2021 05:05 PM</p>	<p>The Technological Innovation, because its ease of movement, facilitates access to business and services establishments; and therein lends itself to the most practical and productive features to this project. If the goal is to act as a magnet to draw residents (and out of town shoppers) to a "downtown"venue , which benefits everyone; then this is the most effective</p>

Screen Name Redacted 2/19/2021 05:28 PM	innovation. I would like to be able to walk under trees with beautiful landscaping while having the opportunity to meet new people and visit friends.
Screen Name Redacted 2/19/2021 06:08 PM	I love the materials used for the Technological Innovation concept, and would suggest adding some of the curvilinear touches from the River Environment. The Agricultural Legacy look seems outdated.
Screen Name Redacted 2/19/2021 08:55 PM	Nice job!!
Screen Name Redacted 2/20/2021 09:01 AM	I would love to see as much organic landscape/ greenery as possible included! Less concrete and more natural materials, trees, and plants
Screen Name Redacted 2/20/2021 10:02 AM	Avoid rigid grid feel, but don't go overboard with wavy either; use plantings and natural or natural-looking materials where practical
Screen Name Redacted 2/20/2021 06:09 PM	Very nice work thus far, and much appreciation for the opportunity to provide input!
Screen Name Redacted 2/20/2021 08:24 PM	I really love the presence of water features and material design elements. I'm strongly in favor of the organic shapes and non-rectilinear vibe. I say this as an aerospace engineer. Features that provide cooling in the summer are especially helpful in the hot months
Screen Name Redacted 2/21/2021 07:12 AM	I like the curving lines of the river concept. Nature doesn't typically produce straight lines and the curving lines gives it a natural look which I find beautiful.
Screen Name Redacted 2/21/2021 11:43 AM	Please use plants that are not invasive. Use low maintenance plants that will not spread into public walking spaces, ie: roses are pretty, but when they are not properly maintained their prickly branches can cause harm to pedestrians. Keep the plants that are placed by streets, especially cross walks. short in stature so that both drivers and pedestrians can see one another.
Screen Name Redacted 2/21/2021 10:38 PM	River gives a calm, serene feeling. I like the way it flows.
Screen Name Redacted 2/22/2021 10:20 AM	I would like to see as much landscaping with native plants as possible, including native trees, shrubs, flowers, and ground cover. It is important to maintain a larger landscaping element than the other elements, in order to promote healthy air quality and a soothing sense of nature in an urban area.
Screen Name Redacted 2/22/2021 03:13 PM	These all look good. Anything will be far better than the asphalt & strip malls that we have now.
Screen Name Redacted	I would recommend that the committee and staff making the final

2/25/2021 03:35 PM

recommendations take a field trip to the Lake Oswego streetscape being constructed along Boons Ferry Rd in Lake Oswego. I seems to be very well done and provides all the elements needed for a livable community.

Screen Name Redacted

2/25/2021 07:25 PM

Given covid challenges, I would urge folks to design larger spaces across from business locations for future gathering spaces.

Screen Name Redacted

2/25/2021 08:35 PM

Without easily accessible parking, I will avoid this area of town.

Screen Name Redacted

2/25/2021 09:42 PM

I believe Wilsonville should be community-focused, moving more high-density living spaces closer to where people want to hang out in open gathering spaces with nearby options to shop. Wilsonville already has a strong community but it could be bolstered by encouraging city design that allows access to large areas to gather easily but not with cars. I Personally bike and walk places and don't drive at all and I feel that living near mentor graphics puts me at a distance from the cities core. I already live next to a loud highway which puts me near my job but far from walking distance to our downtown, I think this could be a good direction the city can move toward

Optional question (26 response(s), 42 skipped)

Question type: Essay Question



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

Home » Wilsonville Town Center Streetscape Plan »

Are there streetscape designs in other places that you like and want us to consider for Town Center?

Are there streetscape designs in other places that you like and want us to consider for Town Center?

02

Ideas

There are many great streetscapes in Oregon, across the country, and around the world. If you have a street or a specific streetscape element such as seating, lighting, or landscaping in mind that you've seen and enjoyed, please share them with us! Feel free to include a picture and tell us why you'd like to see it incorporated in the future streetscape of Wilsonville's Town Center.



Sort by
Discover

CLOSED: This brainstormer has concluded.

Sort by
Discover

CLOSED: This brainstormer has concluded.

Andrew Karr
10 months ago

nicwilson
9 months ago

I do like a separation with trees and planters between the road and people.

separation of road and people

Outdoor dining opportunities are a great idea. Not something that...

Share

0 Comment
1

Share

0 Comment
0



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Report generated at: 2021-08-30 15:55:03 by Philip Bradford

Project: Wilsonville Town Center Streetscape Plan

Ideas: Are there streetscape designs in other places that you like and want us to consider for Town Center? [2019-07-19 to 2021-08-30]

No.	Contribution	Author	Posted at	Likes	Comments
1	Idea: I do like a separation with trees, and planters between the road and people. Description: separation of road and people	NAME REDACTED	10 Nov 2020, 07:21 PM	1	0
2	Idea: Outdoor dining Description: Outdoor dining opportunities are a great idea. Not something that's an after thought, but designed for that way would be great for socializing and bringing community together.	NAME REDACTED	17 Nov 2020, 02:44 PM	0	0

END OF REPORT

Town Center Streetscape Stakeholder Interview Notes

3/2/21 Susan Myers

- Introductions
- What is Susan's role and interest in the T.C.?
- How familiar is Susan with the concepts? Did you attend the February Forum and/or LetsTalk questions? Either give her a briefing or skip depending how much she knows already
- Questions
 - What do you believe the most necessary improvements are to TC streets today?
 - What are your observations of how people use the streets today? Does any of it strike you as excellent or concerning?
 - How do you think current and future businesses and other occupants of the TC would want to make more use of the streets?
 - You leave Wilsonville for 15 years and come back in 2036 - what has stayed the same and what has changed in the TC that you want to come back to?
 - Are there streets in other communities that inspire you and we should look to as influence for the TC?
 - Do you have any input or thoughts on behalf of the broader business community who may have opinions about the TC Plan for streets or this current Street Design Plan project?

Capital Realty

Bought 28 acres of TC (not Mercantile)

Comprehensive Plan – donated 5 acres for TC Park

150 year stormwater system

Built Shopping Center

Sold: Fry's, Theatre

Sold shopping center in 2004

Built office building at Parkway/TC Loop West

Visibility and sightlines

Priority: Main Street; streets near Fry's

PlanITGeo - 1/18/21

(Ben, Dan Jenkins - SERA; Chris and Andrew - PlanITGeo)

- Actions
 - Ben to get Treeplotter access for Colin from Kerry Rappold via Philip
 - Await late February draft Management Plan from PlanIT for SERA review
 - Chris to send online survey information to Ben
 - SERA to vet UFMP draft for alignment and red flags with TC Streetscape
- Forestry Plan
 - Has specific TC subarea plan - for public trees
 - Emphasis on preservation when possible; to support nurturing trees back to health, and because City lacks capacity to oversee permits and annual new tree upkeep
 - Recommending numerous remediation and tree health improvement steps - TC Streetscape Plan can coordinate planting areas, soil impacts, pervious areas, and signature trees for preservation/highlighting
 - Goals and Actions Framework: funding, partners, cobenefits, phasing, implementation, cost, goal-alignment
 - Seeking to match tree recommendations to future urban development conditions (hence also some blank areas in TC)
 - Recommends City bolster up its tree protection code during construction projects
 - Replacement species: tailored to climate, urban condition, traffic, context, maintenance needs
 - Not always focusing on Natives, because urban places aren't "native". Focus instead of what is suitable for conditions
 - PlanIT to identify TC areas for mostly preservation versus any areas that need broader replanting

Public Comments
Town Center Streetscape

From: Imran Haider <imranshaider3@gmail.com>
Sent: Tuesday, February 9, 2021 7:09 PM
To: Bradford, Philip
Subject: Follow-up from Town Center Forum

[This email originated outside of the City of Wilsonville]

Good evening-

I would be happy to chat with anyone and brainstorm ideas about our ability to integrate design to different cultural backgrounds and also possibly include sustainable gathering places would be really great. Feel free to reach out to me anytime!

Imran Haider

From: Steven Van Wechel <stevevw.55@gmail.com>
Sent: Saturday, February 6, 2021 1:48 PM
To: Bradford, Philip
Subject: Town Center Street Scapes

[This email originated outside of the City of Wilsonville]

Hello, I am the President of the Wilsonville Boones Ferry Historical Society. The Boones Ferry Messenger said you were the person I needed to talk to.

The Society is in the throes of embarking on a major project that will include crossing Town Center and it sounds like overlaying with the Emerald Chain idea (which I'm still trying to figure out what that is). In a short sentence, we are going to be developing maybe a 5-mile trail around and through Wilsonville. The concept is being borrowed from Boston (MA)'s "Freedom Trail". The concept is to emphasize the history, culture, and heritage of our community.

My sense is that it would be good for us to meet to communicate on our projects. These days I don't know what form this has to take - lunch somewhere outside? Zoom? I met with the Mayor Friday, and have met recently with Parks & Rec and Public Works. Other meetings are upcoming.

As I hate that age old problem of putting in a new street and then digging it up the next week to put a pipeline across it - wanted to teach out and make people aware of our plans so we can both incorporate and end up complimenting & helping each other.

Please let me know the best way we can get together. I live in Old Town and can be pretty flexible.

You can reply from this email. You can reach me also at WilsonvilleHistory@gmail.com. or my phone number is 503-682-5948.

Thank you very much and I look forward to hearing back from you soon!

Steven Van Wechel, President

Wilsonville Boones Ferry Historical Society

--



Steve Van Wechel

From: doug seely <investseely@yahoo.com>
Sent: Friday, August 27, 2021 4:50 PM
To: Bradford, Philip
Cc: Bateschell, Miranda
Subject: RE: Streetscape Plan Relating to Park Pavilion Center

[This email originated outside of the City of Wilsonville]

Thank you Philip.

[Sent from Yahoo Mail on Android](#)

On Fri, Aug 27, 2021 at 3:54 PM, Bradford, Philip
<pbradford@ci.wilsonville.or.us> wrote:

Good afternoon,

Thank you for your interested in the Town Center Streetscape Plan. I am pleased to hear you support the overall concept and design direction of the project.

While these renderings are conceptual and the final construction designs will likely differ from what is shown, there is one additional parking space shown adjacent to the property in the Streetscape Plan compared to the current site condition.

No curb cuts or access will be lost to the site as your existing curb cuts are located outside the area shown in the rendering for this area. While there may be adjustments in parking locations as Town Center redevelops, please keep in mind that there will be a significant increase in street parking as new public streets are constructed adjacent to this property and elsewhere in Town Center.

Your comments will be entered into the project record and included with the materials that go before the Planning Commission and City Council for adoption. Please do not hesitate to reach out to me directly should you have additional questions regarding the project.

Thanks,

Philip Bradford
Associate Planner

City of Wilsonville

503.570.1623
pbradford@ci.wilsonville.or.us
www.ci.wilsonville.or.us

[Facebook.com/CityofWilsonville](https://www.facebook.com/CityofWilsonville)



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: doug seely <investseely@yahoo.com>
Sent: Monday, August 23, 2021 12:08 PM
To: Bradford, Philip <pbradford@ci.wilsonville.or.us>
Cc: Neamtzu, Chris <neamtzu@ci.wilsonville.or.us>; Mayor Julie Fitzgerald <fitzgerald@ci.wilsonville.or.us>
Subject: Streetscape Plan Relating to Park Pavilion Center

[This email originated outside of the City of Wilsonville]

I will not be able to attend the September 8, 2021 meeting of the Planning Commission hearing regarding Wilsonville Town Center Streetscape Plan LP21-0002. . But would like my comments made a part of the public record.

While overall supporting the concept plan there are three points that are strongly objected to, as the Plan relates to Park Pavilion Center at 29585-29615 Park Place.

1. Any loss or relocation of curb cuts/access along Park Place is objected too, and would represent a violation of prior formal agreement with the City Council.

2. Any loss of the existing parking spaces adjacent to Park Pavilion property is objected to. These spaces, although on City property, are allocated to Park Pavilion by prior City agreement.

3. Any taking of Park Pavilion property is objected to.. The Plan appears to take a portion of Park Pavilion property at the north end for creation of a public street. Any such taking would be detrimental to the operation of the center.

Respectfully,

Doug Seely

Park Pavilion, LLC

Doug Seely 1780 SW Advance Road West Linn, Or 97068 Cell(503)789-0018 FAX (503)655-7631
investseely@yahoo.com

**AFFIDAVIT OF MAILING AND POSTING NOTICE OF
PUBLIC HEARING IN THE CITY OF WILSONVILLE**

STATE OF OREGON)

COUNTIES OF CLACKAMAS)
AND WASHINGTON)

CITY OF WILSONVILLE)

I, Philip Bradford, do hereby certify that I am an Associate Planner for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Public Hearing is a true copy of the original notice of said public hearing; that on August 18, 2021, I did cause to be mailed copies of such notice of said public hearing in the exact form hereto attached to the following property owners:

See Attached List of property owners;
See Attached List of affected State and Federal agencies;

Also notice was posted at the following locations:

- City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
- Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
- Library, 8200 SW Wilsonville Road, Wilsonville OR 97070
- City of Wilsonville Web Site
- City of Wilsonville Facebook Account
- Wilsonville Spokesman Newspaper

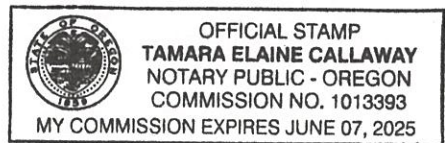
Witness my hand this 18 day of ^{August}~~July~~ 2021


Philip Bradford, Associate Planner

Acknowledged before me this 18th day of ^{August}~~July~~ 2021, in Clackamas County, Oregon

Tamara E. Callaway
Signature of Oregon Notary

Tamara E. Callaway
Printed Notary Name



NOTARY PUBLIC

My Commission Expires 6/7/25



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION WILSONVILLE TOWN CENTER STREETSCAPE PLAN LP21-0002

PLANNING COMMISSION

On Wednesday September 8, 2021, beginning at 6:00 PM, the Wilsonville Planning Commission will hold a public hearing regarding the Town Center Streetscape Plan. The Planning Commission will consider whether to recommend adoption of the Town Center Streetscape Plan to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the hearing, or
- Submit a request, in writing or by phone, to the Planning Division

CITY COUNCIL

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on October 4, 2021 at 7:00 PM after which it may make the final decision.

Both hearings will take place at Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available online and at Wilsonville City Hall for viewing seven days prior to each public hearing.

SUMMARY OF PROPOSAL

The Town Center Streetscape Plan will provide design guidance for private and public improvements to the public realm in Town Center. It will create a cohesive design throughout the future streets of Town Center, including benches, lighting, plantings, and pavement treatments. The plan is consistent with, and will be adopted as an amendment to, the recently adopted Town Center Plan (LP19-0003).

Copies are available on our Meeting Packets and Project web pages: <https://www.ci.wilsonville.or.us/meetings> & <https://www.ci.wilsonville.or.us/planning/page/town-center-streetscape>

HOW TO COMMENT

Oral or written testimony may be presented at the public hearings. Written comments can be submitted for the public record prior to the public hearings. To have your written comments distributed to the Planning Commission before the meeting, it must be received by 2PM September 7, 2021.

Direct written comments to: Philip Bradford, Associate Planner
29799 SW Town Center Loop E, Wilsonville, Oregon 97070
pbradford@ci.wilsonville.or.us | (503) 570-1623

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Tami Bergeron, Planning Administrative Assistant at (503) 682-4960.



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION WILSONVILLE TOWN CENTER STREETSCAPE PLAN LP21-0002

PLANNING COMMISSION

On Wednesday September 8, 2021, beginning at 6:00 PM, the Wilsonville Planning Commission will hold a public hearing regarding the Town Center Streetscape Plan. The Planning Commission will consider whether to recommend adoption of the Town Center Streetscape Plan to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the hearing, or
- Submit a request, in writing or by phone, to the Planning Division

CITY COUNCIL

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on October 4, 2021 at 7:00 PM after which it may make the final decision.

Both hearings will take place at Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available online and at Wilsonville City Hall for viewing seven days prior to each public hearing.

SUMMARY OF PROPOSAL

The Town Center Streetscape Plan will provide design guidance for private and public improvements to the public realm in Town Center. It will create a cohesive design throughout the future streets of Town Center, including benches, lighting, plantings, and pavement treatments. The plan is consistent with, and will be adopted as an amendment to, the recently adopted Town Center Plan (LP19-0003).

Copies are available on our Meeting Packets and Project web pages: <https://www.ci.wilsonville.or.us/meetings> & <https://www.ci.wilsonville.or.us/planning/page/town-center-streetscape>

HOW TO COMMENT

Oral or written testimony may be presented at the public hearings. Written comments can be submitted for the public record prior to the public hearings. To have your written comments distributed to the Planning Commission before the meeting, it must be received by 2PM September 7, 2021.

Direct written comments to: Philip Bradford, Associate Planner
29799 SW Town Center Loop E, Wilsonville, Oregon 97070
pbradford@ci.wilsonville.or.us | (503) 570-1623

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Tami Bergeron, Planning Administrative Assistant at (503) 682-4960.



City of Wilsonville
29799 SW Town Center Loop



Find more information on this project by scanning the QR code below:



City of Wilsonville
29799 SW Town Center Loop



Find more information on this project by scanning the QR code below:



LP21-0002

29100 TOWN CENTER LLC
29100 SW TOWN CENTER LP W STE 300
WILSONVILLE, OR 97070

30 WEST PERSHING LLC
909 WALNUT ST STE 200
KANSAS CITY, MO 64106

8755 SW CITIZENS LLC
819 SE MORRISON STE 110
PORTLAND, OR 97214

8900 CITIZENS LLC
28521 SW 45TH DR
WILSONVILLE, OR 97070

AUEL KENDALL P & DEMETRA G
7850 SW CHAMPION CT
WILSONVILLE, OR 97070

AUFENTHIE TIMOTHY A & RENEE E
8660 SW ROGUE LN
WILSONVILLE, OR 97070

BARTEL JACOB ROBERT & KIMBERLY
7851 SW GRASS CT
WILSONVILLE, OR 97070

BENNETT VIRGINNIA L CO-TRUSTEE
PO BOX 2177
WILSONVILLE, OR 97070

BLAZSOVSZKY GABOR J
7853 SW CHAMPION CT
WILSONVILLE, OR 97070

BOWMAN CHRIS
6903 SW CEDAR POINTE DR
WILSONVILLE, OR 97070

BOWMAN CHRIS J CO-TRUSTEE
6903 SW CEDAR POINTE DR
WILSONVILLE, OR 97070

BRADEN 1996 FAMILY LP
PO BOX 1022
HUGHSON, CA 95326

BRIDGES CONSTANCE
29750 SW COURTSIDE DR #6
WILSONVILLE, OR 97070

BROOKDALE SENIOR LIVING INC
6737 W WASHINGTON ST STE 2300
WEST MILWAUKEE, WI 53214

BROWN MELISSA K
7945 SW RACQUET CT
WILSONVILLE, OR 97070

BUCHANAN CAROLYN R
29700 SW COURTSIDE DR UNIT 32
WILSONVILLE, OR 97070

BURTON JEAN & STEVEN T
7823 SW TOURNAMENT CT
WILSONVILLE, OR 97070

BUYSERIE TARA
29451 SW COURTSIDE DR
WILSONVILLE, OR 97070

CAVALLUCCI WAYNE J & JEANETTE L
19900 ROAN CIR
WEST LINN, OR 97068

CHAMBERS SARA V
7840 SW LOVE CT
WILSONVILLE, OR 97070

CHONG CHRIS & KIRSTEN
599 S LIESER RD
VANCOUVER, WA 98664

CHRISTIANSEN GREGORY A
242 W 61ST APT 6A
NEW YORK, NY 10023

CLACKAMAS COMMUNITY COLLEGE
19600 S MOLALLA AVE
OREGON CITY, OR 97045

CLARK PROFESSIONAL BUILDING LLC
1449 S LARCH ST
CANBY, OR 97013

COCHRUN SUSAN L TRUSTEE
29099 SW COURTSIDE DR
WILSONVILLE, OR 97070

CONOVER CHASE M & SHANNON J
7920 SW COURTSIDE WAY
WILSONVILLE, OR 97070

COOPER CORY M
7762 SW LOVE CT
WILSONVILLE, OR 97070

CORNWELL FAM LTD PRTRNSHP
PO BOX 214
WOODBURN, OR 97071

CORP PRES BSHP CH JESUS CHRIST
50 E NORTH TEMPLE ST 22 FLR
SALT LAKE CITY, UT 84150

CPE CLAIRMONT LLC
25 NW 23RD PL STE 6
PORTLAND, OR 97210

D3S LLC
4120 SOUTH SHORE BLVD
LAKE OSWEGO, OR 97035

DUNN AMABLE
29700 SW COURTSIDE DR UNIT 30
WILSONVILLE, OR 97070

DUNN DORIS MARJORY ROSE TRUSTEE
1578 HADDON DR
HOOVER, AL 35226

EDWARDS FORREST A
7555 SW KOLBE LN
WILSONVILLE, OR 97070

ELLIOTT & ASSOCIATES
901 NE GLISAN ST
PORTLAND, OR 97232

EVERETT ANNA
29700 SW COURTSIDE DR UNIT 36
WILSONVILLE, OR 97070

FARRELL SEAN
440 NE 4TH AVE APT 505
FORT LAUDERDALE, FL 33301

FLECK CHRISTOPHER & JULIANA R
7925 SW COURTSIDE WAY
WILSONVILLE, OR 97070

FLOOD MICHAEL E & JOANNE
7960 SW RACQUET CT
WILSONVILLE, OR 97070

FOLEY CAROLINE R
13829 N BUCCANEER WAY
SUN CITY, AZ 85351

FRAUTSCHI HELEN L
29750 SW COURTSIDE DR UNIT 4
WILSONVILLE, OR 97070

GEVURTZ BRAD
14108 KNAUS RD
LAKE OSWEGO, OR 97034

GOODWILL IND OF THE COLUMBIA
1943 SE 6TH AVE
PORTLAND, OR 97214

GORDON SUZANNE I
29720 SW COURTSIDE DR UNIT 51
WILSONVILLE, OR 97070

GORISHEK HEIDI
7940 SW RACQUET CT
WILSONVILLE, OR 97070

GOULD DOROTHY
29720 SW COURTSIDE DR UNIT 56
WILSONVILLE, OR 97070

GRAHAM GENEVIEVE R
29700 SW COURTSIDE DR #26
WILSONVILLE, OR 97070

GRAY WILLIAM
7975 SW TENNIS CT
WILSONVILLE, OR 97070

GREENTREE ENTERPRISES INC
8655 SW CITIZENS DR STE 201
WILSONVILLE, OR 97070

GREENTREE PROFESSIONAL LLC
8655 SW CITIZENS DR STE 201
WILSONVILLE, OR 97070

GUNTER HANNAH L
29750 SW COURTSIDE DR UNIT 2
WILSONVILLE, OR 97070

GWYTHYR JANIS R
29750 SW COURTSIDE DR UNIT 9
WILSONVILLE, OR 97070

HARDMAN J SCOTT TRUSTEE
29041 SW COURTSIDE DR
WILSONVILLE, OR 97070

HAWLEY JOEL C
6231 SE 34TH
PORTLAND, OR 97202

HELTSLEY TERRANCE & MOLLY
19158 LITTLE PLAINS PKWY
OREGON CITY, OR 97045

HENDRICKS RICHARD A
29249 SW COURTSIDE DR
WILSONVILLE, OR 97070

HENDRICKS RICHARD A & APRIL J
29211 SW COURTSIDE DR
WILSONVILLE, OR 97070

HILL DANIEL J & AMY L
7515 SW SCHROEDER WAY
WILSONVILLE, OR 97070

HITE WILLIAM
PO BOX 351
GLENEDEN BEACH, OR 97388

HODGIN STANLEY LEMASTER
7855 SW TENNIS CT
WILSONVILLE, OR 97070

HOFFMAN WALTER L & RANAYE M
12300 SW DUCHILLY CT
TIGARD, OR 97224

HYER KYLE A
29720 SW COURTSIDE DR UNIT 53
WILSONVILLE, OR 97070

JANROW PROPERTIES LLC
3102 SW RIVERFRONT TER
WILSONVILLE, OR 97070

JAVG INVESTMENTS LLC
30045 SW PARKWAY AVE
WILSONVILLE, OR 97070

JOHNSON GARY VALLAE TRUSTEE
28989 SW COURTSIDE DR
WILSONVILLE, OR 97070

JONES LYN TERESA
7923 SW COURTSIDE WAY
WILSONVILLE, OR 97070

JORDAN DARLENE B
29700 SW COURTSIDE DR UNIT 33
WILSONVILLE, OR 97070

KAHLE JACK E TRUSTEE
7545 SW DOWNS POST RD
WILSONVILLE, OR 97070

KAISER FOUNDATION HOSPITALS
500 NE MULTNOMAH AVE #100
PORTLAND, OR 97232

KASLER JULIE A
10026 SW STEEPLE CHASE CIR
BEAVERTON, OR 97008

KC EVEREST PROPERTIES LLC
29174 SW TOWN CENTER LP W STE 201
WILSONVILLE, OR 97070

KELLEY CAITLIN B
29700 SW COURTSIDE DR UNIT 29
WILSONVILLE, OR 97070

KNOWLES CHAD J & MELYNDA
7848 SW GRASS CT
WILSONVILLE, OR 97070

KRAUSE JANICE K
7851 SW LOVE CT
WILSONVILLE, OR 97070

LEVESQUE PETER A & MARGARET A
29059 SW COURTSIDE DR
WILSONVILLE, OR 97070

LIPT ASH MEADOWS LANE LLC
333 W WACKER DR STE 2300
CHICAGO, IL 60601

LITTS RICHARD W & KATHY L
475 N TENMILE LAKE
LAKESIDE, OR 97449

LUBE MGMNT CORP
7430 SOUTH CREEK RD STE 200
SANDY, UT 84093

LUDLOW JOHN M & MAUREEN A
29173 SW COURTSIDE DR
WILSONVILLE, OR 97070

LUMBERJACK LP
600 E BROKAW RD
SAN JOSE, CA 95112

MANLEY LOUIS VINCENT & MELISSA L
7575 SW KOLBE LN
WILSONVILLE, OR 97070

MARTIN MICHAEL D & NIEDA L
7862 SW GRASS CT
WILSONVILLE, OR 97070

MCLAUGHLIN KRISTEN WILL
3192 PACIFIC PL SW APT B
ALBANY, OR 97321

MENDEZ NATALIA
29750 SW COURTSIDE DR UNIT 8
WILSONVILLE, OR 97070

MENTOR GRAPHICS CORP
8005 SW BOECKMAN RD
WILSONVILLE, OR 97070

MILLER CHRISTOPHER R & LUISA E
29325 SW COURTSIDE DR
WILSONVILLE, OR 97070

MILLER DAVID
29700 SW COURTSIDE DR UNIT 39
WILSONVILLE, OR 97070

MILLS HOWELL SHELBY & MARLENE
7815 SW RACQUET CT
WILSONVILLE, OR 97070

MORROW LYNN M
29750 SW COURTSIDE DR UNIT 10
WILSONVILLE, OR 97070

MYERS JAMES E
29700 SW COURTSIDE DR UNIT 40
WILSONVILLE, OR 97070

NADA SAMY
7859 SW LOVE CT
WILSONVILLE, OR 97070

NATHAN RANJANA
2840 CARRIAGE WAY
WEST LINN, OR 97068

NELSEN MARK R
29720 SW COURTSIDE DR UNIT 52
WILSONVILLE, OR 97070

NELSON ALBERT L
29750 SW COURTSIDE DR UNIT 5
WILSONVILLE, OR 97070

NEWBERRY KENT W
15774 HIGHPOINT DR
SHERWOOD, OR 97140

NILI INVESTMENTS LLC
PO BOX 3120
AGOURA HILLS, CA 91376

NILI SHAWN S & DORNA
PO BOX 3120
AGOURA HILLS, CA 91376

OAK CREST FAMILY HOUSING LLC
527 N TOMAHAWK ISLAND DR
PORTLAND, OR 97217

OCONNOR PATRICIA M
7902 SW COURTSIDE WAY
WILSONVILLE, OR 97070

OREGON ASSN OF NURSRYMN INC
29751 SW TOWN CENTER LP W
WILSONVILLE, OR 97070

OWENS RICHARD W & SUSAN L
8075 SW SPRUCE ST
TIGARD, OR 97223

PARK PAVILION LLC
1780 SW ADVANCE RD
WEST LINN, OR 97068

PATRICK ERIN S
7945 SW TENNIS CT
WILSONVILLE, OR 97070

PENWARDEN KATHLEEN A
7855 SW RACQUET CT
WILSONVILLE, OR 97070

PERRY CAMI DAWN KNUDSEN
29750 SW COURTSIDE DR #3
WILSONVILLE, OR 97070

QUIROZ MANUEL
29650 SW COURTSIDE DR UNIT 11
WILSONVILLE, OR 97070

RAJKUMAR DEVARAJ & DARCELLA D
4800 SW PROSPERITY PARK RD
TUALATIN, OR 97062

RAND MICHELLE
PO BOX 99
ESTACADA, OR 97023

RAYNAL FRANCOIS
29750 SW COURTSIDE DR UNIT 7
WILSONVILLE, OR 97070

REDMON JEFFREY D TRUSTEE
7860 SW GRASS CT
WILSONVILLE, OR 97070

REHDER STEVEN C
7970 SW RACQUET CT
WILSONVILLE, OR 97070

RETAIL OPPORTUNITY INVESTMENTS
PO BOX 130339
CARLSBAD, CA 92013

ROBERG JEFF W & ANN E
8187 NW 93RD ST
TERREBONNE, OR 97760

ROMNEY KYLE & JANA HATCH
29655 SW COURTSIDE DR
WILSONVILLE, OR 97070

SCHULDT WILLIAM & DAWN
7965 SW TENNIS CT
WILSONVILLE, OR 97070

SFP-F LLC
PO BOX 5350
BEND, OR 97708

SHEA-TWO A LLC
7035 SW HAMPTON ST
TIGARD, OR 97223

SHEFRIN DAVID K TRUSTEE
29200 SW TOWN CENTER LP E
WILSONVILLE, OR 97070

SIERRA MENDEZ CUAUTEMOC A
7913 SW RACQUET CT
WILSONVILLE, OR 97070

SJ AMOROSO PROPERTIES CO
390 BRIDGE PKWY
REDWOOD CITY, CA 97065

SMITH LINDA ANN
114 SARONA CIR
PALM DESERT, CA 92211

SOLI PROPERTIES LLC
3660 SE 122ND AVE
PORTLAND, OR 97236

STITES DERRICK J & SHEILA J
29036 SW COURTSIDE DR
WILSONVILLE, OR 97070

STODDARD GEORGE CAMERON & BOEL
PO BOX 3273
WILSONVILLE, OR 97070

STORAGE PLACE WILSONVILLE LLC
20255 SW AVERY CT
TUALATIN, OR 97062

SUNKLE BRENT A & JUDITH M
28996 SW CASCADE LP
WILSONVILLE, OR 97070

SWALWELL SHIRLEY L
29700 SW COURTSIDE DR UNIT 35
WILSONVILLE, OR 97070

TGA BRIDGE CREEK LLC
4675 MACARTHUR CT STE 1100
NEWPORT BEACH, CA 92660

TIMBERLAND SUNDIAL LLC
11150 W OLYMPIC BLVD STE 970
LOS ANGELES, CA 90068

TIMM BRENT & KIMBERLEY
7862 SW LOVE CT
WILSONVILLE, OR 97070

TOWNCENTER PARK-PORTLAND LLC
10500 NE 8TH ST STE 301
BELLEVUE, WA 98004

US BANK CORP RE
PO BOX 460169
HOUSTON, TX 77056

US POSTAL SERVICE
850 CHERRY AVE FSC551
SAN BRUNO, CA 94066

VANCE CRAIG & JODI
29720 SW COURTSIDE DR UNIT 49
WILSONVILLE, OR 97070

VILLAGE COMMERCIAL LLC
30050 SW TOWN CENTER LP W STE 200
WILSONVILLE, OR 97070

VLAHOS GEORGIA TRUSTEE
7771 SW GRASS CT
WILSONVILLE, OR 97070

WALSH JOSEPH C
10908 SW ARTHUR CT
WILSONVILLE, OR 97070

WASHINGTON FEDERAL SAVINGS
425 PIKE ST
SEATTLE, WA 98101

WEAKLEY FAMILY LLC
PO BOX 368
WILSONVILLE, OR 97070

WEATHERLY PROPERTIES LLC
PO BOX 179
NEWBERG, OR 97132

WEIGEL PAULA A C
29700 SW COURTSIDE DR UNIT 23
WILSONVILLE, OR 97070

WEIGEL SEAN A
7900 SW RACQUET CT
WILSONVILLE, OR 97070

WHISNANT BRAD & MINH
4347 SW CHESAPEAK AVE
PORTLAND, OR 97239

WIKE JENNIFER
7930 SW TENNIS CT
WILSONVILLE, OR 97070

WILSONVILLE ESTATES LLC
8855 SW CITIZENS DR
WILSONVILLE, OR 97070

WILSONVILLE INVESTMENT
11086 SE OAK ST
MILWAUKIE, OR 97267

WILSONVILLE LAND PARTNERSHIP
29111 SW TOWN CENTER LP W
WILSONVILLE, OR 97070

WSW LLC
29025 SW TOWN CENTER LP W
WILSONVILLE, OR 97070

James Clark
BPA, Realty Department
2715 Tepper Lane
Keizer, OR 97303

Chamber of Commerce
8565 SW Salish Lane
Wilsonville. OR 97070

City Planner
City of Canby
PO BOX 930
Canby OR 97013

Planning Director
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

Planning Director
City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, OR 97062

Planning Director
Clackamas Co. Transportation & Dev.
150 Beaver Creek Road
Oregon City, OR 97045

Diane Taniguchi-Dennis
Clean Water Services
2550 SW Hillsboro Hwy.
Hillsboro, OR 97123

Columbia Cable of Oregon
14200 SW Brigadoon Ct.
Beaverton, OR 97005

Construction Administrator
Department of Corrections
2575 Center Street NE
Salem, OR 97310

John Lilly
Department of State Lands
775 Summer Street, NE
Salem, OR 97310

Assoc. Dir. of Gov. & Builder Rel.
Home Builders Associations
15555 SW Bangy Road, Suite 301
Lake Oswego, OR 97035

Gov. & Political Rel. Coord.
Home Builders Associations
15555 SW Bangy Road, Suite 301
Lake Oswego, OR 97035

Land Use Contact - Planning Dept.
Metro
600 NE Grand Avenue
Portland, OR 97232

Nina Carlson
NW Natural Gas
250 SW Taylor St
Portland, OR 97204

Oregon Dept of Environ Quality
700 NE Multnomah Street, Suite 600
Portland, OR 97232

Bill Ferber, Region Manager
Oregon Water Resources Department
725 Summer Street, NE, Suite A
Salem, OR 97310

Service & Design Project Mgr.
Portland General Electric
9480 SW Boeckman Road
Wilsonville. OR 97070

Steve Hursh
Portland General Electric
2213 SW 153rd Dr
Beaverton, OR 97006

John Olivares, Operations Mgr
Republic Services of CLACK & WA Co's.
1295 SW Ridder Rd
Wilsonville. OR 97070

Sherwood School Dist Admin Office
23295 SW Main Street
Sherwood, OR 97140

Ben Baldwin
Tri-Met Project Planning Dept
4012 SE 17th Avenue
Portland, OR 97202

Tualatin Valley Fire and Rescue
29875 SW Kinsman Road
Wilsonville. OR 97070

Tualatin Valley Fire and Rescue
8445 SW Elligsen Road
Wilsonville. OR 97070

Tualatin Valley Water District
1850 SW 170th Ave.
Beaverton, OR 97005

Frank Lonergan
United Disposal Services
10295 SW Ridder Road
Wilsonville. OR 97070

Dr. Kathy Ludwig
West Linn/Wilsonville School District 3JT
22210 SW Stafford Rd.
Tualatin, OR 97062

Tim Woodley
West Linn/Wilsonville School District 3JT
22210 SW Stafford Rd.
Tualatin, OR 97062

Pamplin Media Group

-Ad Proof-

This is the proof of your ad, scheduled to run on the dates indicated below. Please proofread carefully, and if changes are needed, please contact Charlotte Allsop prior to deadline at (971) 204-7706 or callsop@pamplinmedia.com.

<p>Date: 07/28/21 Account #: 108863 Reference #: Company Name: WILSONVILLE, CITY OF Contact: Address: 29799 SW TOWN CENTER LOOP E WILSONVILLE Telephone: (503) 570-1510 Fax: (503) 682-1015</p>	<p>Ad ID: 210846 Start: 08/18/21 Stop: 08/19/21 Total Cost: \$160.75 Ad Size: 9.292 Column Width: 1 Column Height: 9.292 Ad Class: 1202 Phone # (971) 204-7706 Email: callsop@pamplinmedia.com</p>
<p>Run Dates: Wilsonville Spokesman 08/19/21</p>	

**NOTICE OF LEGISLATIVE PUBLIC HEARING
BEFORE THE PLANNING COMMISSION:
TOWN CENTER STREETScape PLAN LP21-0002**

Planning Commission:

On **Wednesday September 8, 2021**, beginning at 6:00 PM, the Wilsonville Planning Commission will hold a public hearing regarding the Town Center Streetscape Plan (Case File # LP21-0002). The Planning Commission will consider whether to recommend adoption of the Town Center Streetscape Plan to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division

City Council:

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on October 4, 2021 at 7:00 PM after which it may make the final decision.

The hearings will take place at Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall.

Summary of Proposal: LP21-0002 Town Center Streetscape Plan

The Town Center Streetscape Plan will provide design guidance for private and public improvements to the public realm in Town Center. It will create a cohesive design throughout the future streets of Town Center, including benches, lighting, plantings, and pavement treatments. The plan is consistent with, and will be adopted as an amendment to, the recently adopted Town Center Plan (LP19-0003).

How to Comment

Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be submitted into the public hearing record is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 PM on September 7, 2021.

Direct such written comments or testimony to: Philip Bradford, Associate Planner

29799 SW Town Center Loop E, Wilsonville, Oregon 97070
pbradford@ci.wilsonville.or.us (503) 570-1623

Copies of the full draft plan are available on our Meeting Packets web page at <https://www.ci.wilsonville.or.us/meetings> or on the project page at <https://www.ci.wilsonville.or.us/planning/page/town-center-streetscape>

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Tami Bergeron, Planning Administrative Assistant at (503) 682-4960.

Publish August 19, 2021

WS

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This is the proof of your ad, scheduled to run on the dates indicated below. Please proofread carefully, and if changes are needed, please contact Charlotte Allsop prior to deadline at (971) 204-7706 or callsop@pamplinmedia.com.

<p>Date: 07/28/21 Account #: 108863 Reference #: Company Name: WILSONVILLE, CITY OF Contact: Address: 29799 SW TOWN CENTER LOOP E WILSONVILLE Telephone: (503) 570-1510 Fax: (503) 682-1015</p>	<p>Ad ID: 210838 Start: 08/18/21 Stop: 08/19/21 Total Cost: \$182.38 Ad Size: 10.542 Column Width: 1 Column Height: 10.542 Ad Class: 1202 Phone # (971) 204-7706 Email: callsop@pamplinmedia.com</p>
<p>Run Dates: Wilsonville Spokesman 08/19/21</p>	

**NOTICE OF LEGISLATIVE PUBLIC HEARING
BEFORE THE PLANNING COMMISSION:**

**MIDDLE HOUSING IN WILSONVILLE PROJECT
LP21-0003**

OREGON STATE LAW ORS 227.186. The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties within Wilsonville. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted property owners as required.

PLANNING COMMISSION:

On Wednesday, Sept. 8, 2021, beginning at 6 pm, the Planning Commission will hold a public hearing on the Middle Housing in Wilsonville Project, and will consider whether to recommend to City Council adoption of proposed changes.

You will not receive another mailed notice unless you: submit a request in writing or by phone, or submit testimony or sign-in at the hearing.

CITY COUNCIL:

On Monday, Oct. 4, 2021 beginning at 7 pm, the City Council will hold a public hearing regarding the Middle Housing in Wilsonville Project after which it may make the final decision. The hearings will take place at Wilsonville City Hall, 29799 SW Town Center Loop East. A complete copy of the project record, including staff report, findings, and recommendations, will be available online and at City Hall for viewing 7 days prior to each public hearing.

SUMMARY OF PROPOSAL

Amendments to the Comprehensive Plan, Zone Map, Development Code, Villebois and Frog Pond West Master Plans, and Old Town Neighborhood Plan to comply with Oregon House Bill 2001, other related amendments:

- Ensure duplexes and other middle housing (triplexes, quadruplexes, cottage clusters, and townhouses) on land that allows single-family houses, and that middle housing is reviewed using the same process as single-family houses.
- Establish new design standards (architecture, parking design, etc.) for single-family houses and middle housing.
- Establish land division processes for middle housing consistent with Oregon Senate Bill 458.
- Update Zone Map and establish the Old Town Residential Zone for residential land in the Old Town Neighborhood.
- Establish standards and processes for planned developments in all zones to become legal non-conforming.

For more details, visit <https://www.letstalkwilsonville.com/middle-housing-code-update>

For a full copy of the proposal 1 week prior to hearings, visit <https://www.ci.wilsonville.or.us/meetings>

HOW TO COMMENT

Oral or written testimony may be presented at the public hearings. Written comment on the proposal is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on Sept. 7, 2021. Direct written comments to Daniel Pauly, Planning Manager 29799 SW Town Center Loop East, Wilsonville, Oregon, 97070 | pauly@ci.wilsonville.or.us | (503) 682-4960

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Daniel Pauly at (503) 682-4960.

Publish August 19, 2021

WS210838

Bradford, Philip

From: White, Shelley
Sent: Tuesday, August 17, 2021 3:39 PM
To: Bradford, Philip
Subject: RE: Please Review: TC Streetscape PHN on Web

This has been published on the Web. FYI.

Shelley White
Administrative Assistant
City of Wilsonville

503.570.1575

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: White, Shelley
Sent: Monday, August 16, 2021 11:26 AM
To: Bradford, Philip <pbradford@ci.wilsonville.or.us>
Subject: Please Review: TC Streetscape PHN on Web

Hi Philip,

Tami created a draft of the TC Streetscape PHN posting for the City's website before she left. Please review the text and let me know if it appears to be correct. If it looks good, I'll publish it tomorrow afternoon.

Planning Commission Public Hearing Notice LP21-0 (September 8, 2021)

Planning Commission Public Hearing Notice LP21-0002 (September 8, 2021)

Summary of Proposal: Town Center Streetscape Plan

The Town Center Streetscape Plan will provide design guidance for private and public improvements to the Town Center. It will create a cohesive design throughout the future streets of Town Center, including bench plantings, and pavement treatments. The plan is consistent with, and will be adopted as an amendment to, the adopted Town Center Plan (LP19-0003).

How to Comment

Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be public hearing record is welcome prior to the public hearings. To have your written comments or testimony Planning Commission before the meeting, it must be received by 2 PM on September 7, 2021.

Direct such written comments or testimony to:

Philip Bradford, Associate Planner


29799 SW Town Center Loop E, Wilsonville, Oregon 97070

pbradford@ci.wilsonville.or.us?subject=TC%20Streetscape%20Plan%20PHN > pbradford@ci.wilsonville.or.us
(503) 570-1623

Copies of the full draft plan are available on our Meeting Packets web page at <https://www.ci.wilsonville.or.us/meeting-packets> or on the project page at <https://www.ci.wilsonville.or.us/planning/page/town-center-streetscape>

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for the meeting. We will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested. To obtain such services, please call Tami Bergeron, Planning Administrative Assistant at (503) 570-1623.

Supporting Documents

 TC Streetscape Postcard Public Hearing Notice (415 KB)



City of Wilsonville

503.570.1575

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

Bradford, Philip

From: Bradford, Philip
Sent: Tuesday, August 17, 2021 4:18 PM
To: Evans, Bill
Subject: Streetscape Public Hearing Notice for Facebook
Attachments: TC STREETScape PC PHN color template.pdf

Importance: High

Hi Bill,

I know I e-mailed you previously about including information on the streetscape public hearing into the BFM and I was looking at the affidavit forms for the project and apparently it also needs to go on our Facebook page. Can you post the attached Public Hearing Notice to the Facebook page tomorrow so I can meet the noticing requirements for the project?

Thanks,

Philip Bradford
Associate Planner
City of Wilsonville

503.570.1623
pbradford@ci.wilsonville.or.us
www.ci.wilsonville.or.us
[Facebook.com/CityofWilsonville](https://www.facebook.com/CityofWilsonville)



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

Bradford, Philip

From: Bradford, Philip
Sent: Wednesday, August 18, 2021 8:37 AM
To: Brittany Hernandez; Molly Muldoon (muldoon@wilsonvillelibrary.org)
Subject: Public Hearing Notice
Attachments: TC STREETSCAPE PC PHN color template.pdf

Importance: High

Good morning,

Please post the attached notice for Public Hearing for LP21-0002, Town Center Streetscape Plan.

Thanks,

Philip Bradford
Associate Planner
City of Wilsonville

503.570.1623
pbradford@ci.wilsonville.or.us
www.ci.wilsonville.or.us
[Facebook.com/CityofWilsonville](https://www.facebook.com/CityofWilsonville)



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