

ORDINANCE NO. 428

AN ORDINANCE AMENDING THE TRAFFIC LEVEL OF SERVICE CRITERIA USED FOR REVIEW OF PLANNED DEVELOPMENTS AS SET FORTH IN CHAPTER 4, SECTION 4.139(4)(b) OF THE WILSONVILLE CODE.

WHEREAS, the City of Wilsonville continues to experience increased traffic congestion in the vicinity of Interchange 283, the intersection of Town Center Loop West and Wilsonville Road, and the intersection of Boones Ferry Road and Wilsonville Road; and

WHEREAS, the citizens of Wilsonville have expressed an increasing amount of concern and frustration over the worsening traffic operations on Wilsonville Road which have resulted in longer traffic delays during peak hours of traffic; and

WHEREAS, the City's consulting engineer's traffic reports for new developments in the City continue to show that the Wilsonville Road intersections in the vicinity of Interchange 283 and, in fact, the Interchange itself experiences a level of service (LOS) less than "D" as required by Section 4.139(4)(b); and

WHEREAS, the Transportation Advisory Commission (TAC) and the Planning Commission continue to receive and review new development proposals in the vicinity of Interchange 283 which continue to impact traffic operations on Wilsonville Road; and

WHEREAS, the City Council desires to change the regulations governing the traffic level of service D as stated in Chapter 4, Section 4.139(4)(b) of the City Code; and

WHEREAS, the City staff, in order to address the traffic problem, proposes certain amendments to Section 4.139(4)(b); and

WHEREAS, TAC recommended to the Planning Commission one of the proposed staff amendments for the Planning Commission's review and adoption; and

WHEREAS, the Planning Commission recommends to the City Council the TAC recommendation with modifications including an added section, which recommendation of the Planning Commission is set forth in the body of the ordinance below.

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

1. Section 4.139(4)(b) of the Wilsonville Code is amended to read:

"(4) A planned development permit may be granted by the Planning Commission only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Sections 4.130 to 4.140.

* * *

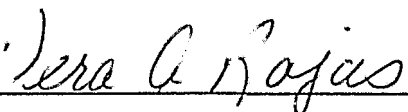
"(b) That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of level of service D defined in the Highway Capacity Manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial development, avoid traversing local streets.

"l) In determining level of service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Planning Commission:

"a) An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source (s) of information for the estimate of the traffic generated and the likely routes of travel;

"b) What impact the estimated generated traffic will have on existing level of service through the most probable used intersection (s), including state and county intersections, at the times of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations;

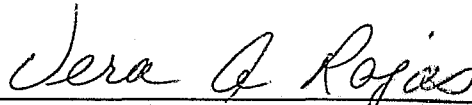
SUBMITTED to the Wilsonville City Council and read the first time at a regular meeting thereof on the 4th day of April, 1994, and scheduled for second reading at a regular meeting on the 18th day of April, 1994, commencing at the hour of 7:00 o'clock p.m. at the Wilsonville City Hall Annex, Community Development Hearings Room.


VERA A. ROJAS, CMC/AE, City Recorder

ENACTED by the Council on the 18th day of April, 1994, by the following vote:

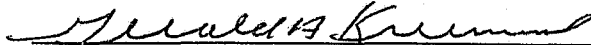
AYE: 4

NAY: 0



VERA A. ROJAS, CMC/AAE, City Recorder

DATED and signed by the Mayor this 19th day of April, 1994.



GERALD A. KRUMMEL, Mayor

SUMMARY of Votes:

Mayor Krummel AYE

Councilor Lehan AYE

Councilor Benson AYE

Councilor Hawkins ABSENT

Councilor Sempert AYE

Note: (changed text)



City of
WILSONVILLE
in OREGON

30000 SW Town Center Loop E
Wilsonville, Oregon 97070
FAX (503) 682-1015
(503) 682-1011

NOTICE OF DECISION
(RECOMMENDATION TO CITY COUNCIL)

Project Name: Level of Service D Ordinance File No. 93PC26

Applicant/Owner City of Wilsonville

Recommended Action: Adoption of Ordinance amending Section 4.139 (4) (b)
of the Wilsonville Code

Property Description:

Map No: _____ Tax Lot No: _____ Site Size: _____

Address: _____

Location: City wide

On March 14, 1994 at the meeting of the Planning Commission
the following recommendation and decision was made on the above-referenced
Proposed Development Action:

xx Approval _____ Approval with Conditions _____ Denied

This decision has been finalized in written form and placed on file in the City records at the Wilsonville City Annex this 23rd day of March, 1994 and is available for public inspection. The date of filing is the date of the decision. The City Council will publish Public Hearing Notices and hold further Public Hearings on this matter.

xx Written decision is attached

_____ Written decision is on file and available for inspection and/or copying

For further information, please contact the Wilsonville Planning Department at Community Development Building, 8445 S.W. Elligsen Rd or phone 682-4960.

FILED 3-23-94 *sl*

WILSONVILLE PLANNING COMMISSION

RESOLUTION NO. 93 PC 26

A RESOLUTION RECOMMENDING THAT THE WILSONVILLE CITY COUNCIL ADOPT AN ORDINANCE AMENDING SECTION 4.139 (4) (b) OF THE WILSONVILLE CODE (WC) SO THAT TRAFFIC IMPACTS RESULTING FROM DEVELOPMENT ARE ANALYZED AT THE MOST PROBABLE USED INTERSECTION INSTEAD OF THE NEAREST INTERSECTION.

WHEREAS, the Wilsonville Planning Commission held a public hearing, after providing the appropriate notice required by state law and city ordinance, to consider the recommendation of City Staff that Section 4.139 (4) (b) of the WC be amended so that traffic impacts resulting from development are measured beyond the nearest intersection; and

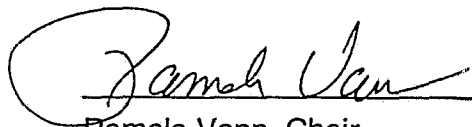
WHEREAS, the Commission reviewed the recommendation and staff report prepared by Mr. Johansen, the city's Community Development Director, along with the minutes of the proceedings of the Transportation Advisory Commission's (TAC) meeting and, additionally, received testimony from Mr. Ron Anderson who is a member of TAC; and

WHEREAS, the Commission received and entered into their record oral and written testimony offered by interested citizens and the Oregon Department of Transportation (ODOT); and

WHEREAS, the Planning Commission has carefully considered all the available testimony and evidence brought before it.


NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby recommend that the Wilsonville City Council change WC Section 4.139 (4) (b) so that any traffic analysis/study is conducted through the most probable used intersection by adopting Ordinance CB-O-197-93, as amended by the Planning Commission, along with the staff report prepared by Mr. Johansen.

ADOPTED by the Planning Commission of the City of Wilsonville at their regular meeting held on March 14, 1994, and filed with the Planning Secretary on March 23, 1994.



Pamela Vann, Chair
Wilsonville Planning Commission

ATTEST:



Sally Hartill, Secretary

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ORDINANCE NO.

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WHEREAS, the City of Wilsonville continues to experience increased traffic congestion in the vicinity of Interchange 283, the intersection of Town Center Loop West and Wilsonville Road, and the intersection of Boones Ferry Road and Wilsonville Road; and

WHEREAS, the citizens of Wilsonville have expressed an increasing amount of concern and frustration over the worsening traffic operations on Wilsonville Road which have resulted in longer traffic delays during peak hours of traffic; and

WHEREAS, the City's consulting engineer's traffic reports for new developments in the City continue to show that the Wilsonville Road intersections in the vicinity of Interchange 283 and, in fact, the Interchange itself experiences a level of service (LOS) less than "D" as required by Section 4.139(4)(b); and

WHEREAS, the Transportation Advisory Commission (TAC) and the Planning Commission continue to receive and review new development proposals in the vicinity of Interchange 283 which continue to impact traffic operations on Wilsonville Road; and

WHEREAS, the City Council desires to change the regulations governing the traffic level of service D as stated in Chapter 4, Section 4.139(4)(b) of the City Code; and

WHEREAS, the City staff, in order to address the traffic problem, proposes the following amending language as set forth in the body of the ordinance below.

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

1. Section 4.139(4)(b) of the Wilsonville Code is amended to read:

"(4) A planned development permit may be granted by the Planning Commission only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Sections 4.130 to 4.140.

"(b) That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of level of service D defined in the Highway Capacity Manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial development, avoid traversing local streets.

"l) In determining level of service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Planning Commission:

"a) An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source (s) of information for the estimate of the traffic generated and the likely routes of travel;

"b) What impact the estimated generated traffic will have on existing level of service through the most probable used intersection (s), including state and county intersections, at the times of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations;

SUBMITTED to the Wilsonville City Council and read the first time at a regular meeting thereof on the ____ day of _____, 1994, commencing at the hour of 7:00 o'clock p.m. at the Wilsonville Community Development Department office with the second reading scheduled for the ____ day of _____, 1994, at the before mentioned time and place.

VERA A. ROJAS, CMC/AAE, City Recorder

ENACTED by the Council on the _____ day of _____ 1994, by the following vote:

AYE: _____

NAY: _____

VERA A. ROJAS, CMC, City Recorder

DATED and signed by the Mayor this _____ day of _____, 1994.

GERALD A. KRUMMEL, Mayor

SUMMARY of votes:

Mayor Krummel _____

Councilor Benson _____

Councilor Sempert _____

Councilor Hawkins _____

Councilor Lehan _____

Note: *changed text*

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PUBLIC HEARINGS:

93PC26 - CITY OF WILSONVILLE - AMENDMENT OF LEVEL-OF-SERVICE "D" CRITERION. The proposed amendment would modify the present level-of-service decision making criteria for traffic operations within the city.

The Public Hearing format was read. Chair Vann called for the Staff Report.

Wayne Sorensen, Planning Director stated the applicable criteria for this plan review is set forth in Section 4.187 - Zone Text Amendment of the Wilsonville Code. He presented a staff report prepared by Mr. Eldon Johansen, Community Development Director, regarding the level of service. He distributed a rewritten ordinance; the proposal is only to adopt a part of the ordinance that was originally proposed for traffic level of service.

The text of the ordinance was "an ordinance amending the traffic level of service criteria used for review of planned developments as set forth in Chapter 4, Section 4.139 (4)(b) of the Wilsonville Code." That is the section being amended. He read "(4) A planned development permit may be granted by the Planning Commission only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Section 4.130 to 4.140.

The pertinent section is (b), written to read "That the location, design, size and uses are such that traffic generated by the development at the most likely used intersection (s) can be accommodated safely and without congestion in excess of level of service D defined in the Highway Capacity Manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial development avoid traversing local streets.

Mr. Sorensen stated this item was first brought to the Planning Commission after a review by the Transportation Advisory Commission on August 2, 1993. The Planning Commission reviewed the proposed Ordinance CB-O-197-93 and at that time there was a consensus between the Planning Commission and TAC Chairman, Ron Anderson, that this item should be returned to TAC for additional review. Subsequent to the Planning Commission's review, the Planning Commission, City Council, Design Review Board and Transportation Advisory Commission held a Traffic Summit to review the overall traffic problems. In addition, several members of the Planning Commission have attended a conference concerning revitalization that could impact traffic levels of service.

One of the recommendations from the traffic summit was that the City broaden the decision criteria and look further than the nearest intersection in determining whether development meets the traffic level of service criteria. In using the nearest intersection criteria,

we found ourselves approving developments in the same vicinity - one being recommended for approval and maybe another one being recommended for disapproval, depending upon how close they were to any affected intersection, even though the traffic affected the interchange. That did not seem to be fair and it seemed to be the consensus of the people who attended the traffic summit.

The validity of this recommendation has become increasingly evident as the traffic at Wilsonville Road and Boones Ferry Road and at Wilsonville Road and Town Center Loop West has become increasingly worse. It is evident we need to look broader than the nearest intersection in managing our traffic in this area.

To insure we do look beyond the nearest intersection and that we get something in place as quickly as possible, Staff recommended to TAC that only Subparagraph (C) on page 2 of 4 of the Ordinance be approved at this time and that is the part quoted earlier and that the remainder of the draft ordinance be deferred for consideration until after the TAC has had more time to consider and become more familiar with the Transportation Planning Rule and after we integrate whatever planning efforts follow the Planning Commission's attendance at the San Francisco conference.

The points are - we believe there is a consensus to broaden the ordinance so that we consider the impacted intersection and not just the closest intersection. That is a major change. The rest of the ordinance that we have in effect would not have any changes to it. We need to do an ordinance change because the final authority to interpret the Comprehensive Plan rests with the City Council and in this case, this is a policy determination and as such the Planning Commission should forward a recommendation to the City Council.

Mr. Sorensen stated he spoke with ODOT today. The ODOT representative wanted to be certain that their November 12, 1993 letter is in the record of the proceedings. In that letter, ODOT in reviewing the draft ordinance recommends that we use transportation demand management procedures in lieu of just a straight traffic level of service. Some of their traffic demand management measures would be consideration of tailored zoning for the interchange area to prevent uses that provide for off-peak traffic generation but minimize peak hour trips, policies to support shared parking lots, driveways and designs and uses that encourage combined trips and increased pedestrian pathways, mixed uses such as ground floor retail and office buildings. The referenced letter is three pages, written by Tamera Clark who is the land use coordinator of Region 1 and ODOT still stands by that particular letter.

Additionally there is correspondence from Mr. Peter Findlay Fry who had written a letter dated August 9th, regarding the level of service. We endeavored to get notification to all of the people who participated in our traffic level of service and asked that they attend the meeting tonight.

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Commissioner Sloan clarified his understanding that TAC did look at the language and approved it. Mr. Sorensen stated this language was presented to the TAC. He stated he is unclear whether they forwarded a recommendation to the Planning Commission or not. Mr. Sorensen stated his Staff recommendation to the Planning Commission is that we adopt the language; we will be taking this to the City Council in April.

Commissioner Spicer stated his understanding is that in the last paragraph (of Mr. Johansen's memorandum) where it states "it is evident that we need to look broader than the nearest intersection in managing our traffic in this area." One of the implications of this is signage and lights; therefore, the funding that goes with those. He asked if that were part of the intent on the recommendation of this?

Attorney Kohlhoff stated it could. The relative costs and the impact from the development and the different types of funding sources that may be available but one of the issues in making your traffic flow is signalization. In order to make it flow, a second signal must be put in to allow traffic to go through two signals in order for traffic to flow through the initial intersection. Each individual grouping of intersections may have a different role. It may be as simple as signalization or adding a second signal.

Mr. Ron Anderson, 10460 SW Tranquil Way, Wilsonville. - At the time of the action, Chairman of the TAC.

He confirmed Wayne's (Sorensen) remarks. Historically, when the Incredible project came in the traffic study at that time measured the affected traffic only at Citizen's Drive and Town Center Loop West. Since that time TAC has arbitrarily and without too much difficulty taken traffic studies down-stream to the nearest, either four-way controlled or signalized intersection on all of the studies we have done before a recommendation was given to the Planning Commission.

The inserted language "at the most likely used intersection" is ours. Unfortunately, as near as he can tell from his records, Mr. Anderson stated that is not the paragraph that TAC approved for sending forward. He stated their record shows that they approved by a 6-0 vote sending this language. He quoted "as a change in 4 (b) (1) (c) - what impact the estimated generated traffic will have on existing level of service through the most likely used intersections including state and county intersections at the times of peak level of traffic. This analysis shall be conducted for each direction traveled if backup from other intersections will interfere with intersection operations;"

He stated the proposal they studied in 4 (b) is basically the language being looked at - "that the location, design, size and uses are such that traffic generated..." - when reviewed by TAC, said, "when combined with existing and previously approved, but not built development - can be accommodated safely and without

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congestion.....etc." In essence what TAC approved to send on to you (Planning Commission) as a recommendation - contains that one key remodeling phrase "at the most likely used intersections" but puts it into an entirely different paragraph from what TAC approved.

From a standpoint of TAC, that language "at the most likely used intersection(s)" is what we have been doing since the Incredible project. The most recent example is the Tonkin project where the evaluation was taken to Commerce Circle/Boones Ferry Road and Boones Ferry Road/Elligsen Road, through to the overpass and found nothing that dropped below a level of service D. He stated they have decided they have to make judgment calls on these things. He stated there is no project or traffic in the city that is not going to impact Wilsonville Rd and Boones Ferry Road some way, some how, some time. What TAC has been doing is taking the most likely stream of traffic for ingress and egress.

This language "at the most likely used intersection(s)" is what we found as a way to give staff, Planning Commission and TAC some relief from our current situation of not knowing always - which way to turn.

Mr. Anderson stated what TAC approved was the language "what impact the estimated general traffic will have on existing level of service through the most likely used intersections, including state and county intersections at the times of peak level of traffic."

Attorney Kohlhoff stated it appears that the existing language does not have the underlined added language in (b) "when combined with existing and previously approved, but not built development". That is proposed language. If that were removed, the amendment (l) remains because that is already present and subparagraph (c) is the language that needs to be added. They added that as an amendment to the existing language. In doing so it was short-formed.

Chair Vann stated there was consensus among the Planning Commission members that they would like to table this issue until the confusion could be resolved.

Attorney Kohlhoff explained the submitted documents. First, is the existing ordinance that is in the code - one paragraph (page 3 of 17), section 4.139 (4) (b). Secondly, is a proposed ordinance that had several additional paragraphs for that ordinance. That came before the Planning Commission and is in the packet as a four-page ordinance.

It was returned to TAC and TAC voted two things. One was that the original paragraph be amended by only one of the suggested paragraphs is which l (c) in the proposed amendments. Staff then put together an ordinance in place of this proposed four-page ordinance and combined for your review what it would look like if amended. In doing so they omitted some of the language in l (c).

That is what Mr. Anderson has called to your attention. The only part of (c) that was added was "the most likely used intersection (s)". The part that talks of state and county intersections was omitted and also the final sentence of that paragraph was omitted.

Mr. Anderson referred to the letter from ODOT relating to substituting traffic management plans for a street level of service. We have had that letter for a while and that is one of the reasons to keep 4 (b) on the table for awhile. He stated TAC didn't approve 4 (b). He stated they approved the language Mr. Kohlhoff is clarifying but in the context of 4 (b) (l) (c).

Chair Vann asked how the most likely used intersection would be defined. Who defines that? Mr. Anderson stated that is a judgment call. If as a group of commissions, we have any knowledge or judgment of our community and any way of measuring by the presentation made to us what the facility is, what it will be used for, which of our major intersections is it closest to, then it is our judgment that will say this is the most likely used intersections as opposed to some of intersection. Chair Vann says it seems to set up a conflict of situation where we have a traffic consultant, the developer has a traffic consultant and the two differ. Mr. Anderson stated then it is up to us to make the decision and recommendation. Chair Vann stated the Planning Commission has to make decision based on finding of fact and a tight ordinance; "most likely used intersection" isn't tight enough. She stated she is uncomfortable with that.

Attorney Kohlhoff stated the standard is here to be addressed by the traffic engineers. Discussion followed. Commissioner Sloan stated that many people will be exercising judgment on this, from the City Engineer, the traffic engineer, the TAC, the Planning Commission, the City Council - there has been much good judgment exercised. He stated he sees no reason to not rely upon their judgment for the language.

Chair Vann called for proponents (none). Opponents.

Don Weege, Wilsonville Town Center. He stated the confusion of the Planning Commission of whether or not TAC reviewed and recommended this language or some portion of it indicates a problem - that being the language fits into a whole and there has been no analysis of this language fitting into the whole of the existing traffic ordinance. The Planning Commission needs to consider that - how does this language impact the other various sections and in what way. He addressed the point of the "most likely used" - stating it is really unclear.

He asked the Planning Commission to consider - and referred to Mr. Anderson's illustration in connection with the Tonkin approval. Mr. Anderson stated that TAC in looking for the most likely used intersections reviewed the listed intersections. What was not considered in that decision by TAC or the Planning Commission was the impact of the traffic of this development on Wilsonville

Road and Boones Ferry. The traffic report from the proceeding indicated that 10% of the traffic would go south down 95th and dump into Boones Ferry and Wilsonville Road. The traffic report indicated the daily traffic at that development, Monday through Friday, was well over 4,000 trips per week. 10% of those would go south through the Wilsonville Road/Boones Ferry intersection. Here is an example of his concern. This kind of language in good faith interpreted could lead to a situation where one development that passes 400 trips through an E level intersection would be approved and another proposed development that had as Boones Ferry Road and Wilsonville Road intersection, one of its most likely used intersections - that passed that many or fewer through that intersection - would be disapproved for traffic. That will lead to discussions both at the Planning Commission and City Council level and at LUBA- if you have something drafted that can lead to different results for identical amounts of traffic through the same intersections.

Mr. Weege stated the question he wants to pose to the Planning Commission and the City Council is what is it you want to do? Number one, he stated he doesn't agree with any city controlling its entire development - and whether it develops or not - based upon the level of service at one intersection. He stated he is not buying off on that but it has to be taken as a truism for this discussion because the rest of the ordinance is in place and that is what the rest of the ordinance says. If it is service level D at the intersection or worse than D, you don't develop; the development is denied. Given that assumption, you have to consider what you want to do as a city. If the goal of this city is to slow down the amount of traffic going through Wilsonville Road at Boones Ferry or stop its increase - I don't think that's possible - then I don't think you can approve any development that would pass more new traffic through that interchange. If that is what you want to do, then the way to draft this ordinance is to say the most likely used intersections and any intersections impacted or potentially impacted by the development that are currently at service level E or worse or are currently D and may jump to E with the addition of this new traffic. That is how it should be drafted. He stated he doesn't think that would be wise, but it is not his decision to make. Based on the Ron Tonkin example, using this language, you may start getting some discussion from people who are getting declined at the 10% used intersection for causing traffic that is much lower than the big one that was approved somewhere else in town.

Attorney Kohlhoff asked Mr. Weege if he had any suggested language. Mr. Weege stated he doesn't agree with the whole theory; he would give any suggested language under protest. He asks what do you want to do as a city? Wilsonville is so unique in that it depends upon two interchanges and two intersections to move all of its traffic from one side of the freeway to another. Literally, all traffic at some time or new traffic being generated by any development is going to go over one of those two interchanges. That means if you want to stop that traffic at those interchanges from increasing, you basically have to stop development in the city. He stated he

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did not think people at the traffic summit wanted that, but that is what this will do. He stated his suggested thought is, if that is what the city wants to do, you draft this so it covers not only the most likely used intersections but it covers any intersection that currently is D or worse - E because no more traffic is supposed to go through there under the code and D because maybe this latest proposed development would move it from D to E. He stated drafting would need to be integrated into the entire existing ordinance. His recommendation was to table this ordinance.

Peter Fry, 733 SW Second Ave, Portland. He stated he has participated with Joe Angel though this process. He reminded that the Transportation Planning Rule is requiring all jurisdictions to look at their transportation within it to try to reduce the dependency on cars. He stated he has been involved in the downtown Portland issues where they had a parking lid which is similar to this level of service regulation. They said no more - that lid succeeded in driving large developments to other jurisdictions. He stated they have gone through a four year process to develop a central city traffic management plan which will go to City Council. He stated he has offered to bring some of those ideas to Wilsonville.

He stated we need to go forward in a broader planning process because as is recognize, the traffic is not cause by the commercial uses. In Wilsonville they are caused by people who live outside of Wilsonville who are passing through Wilsonville. The growth is very extreme. Secondly, it is caused by people within Wilsonville driving around and thirdly, it is caused by people that are trying to access the businesses in Wilsonville. Obviously if all three traffic generators are not dealt with, the fundamental problem will not be dealt with. He stated the workshop (traffic summit) was a good start, but it did not go further.

He stated that regarding amending the code, they advocate that the entire thing should be amended and not in pieces, or one small portion, which is to broaden the intersections from the closest one to the most likely used one. He recommended going back and doing a master transportation plan. He stated he would not be an opponent to his own project. If he were an opponent to a project that was approved and he could prove that a car would drive through a level of service E intersection, using this code language he could oppose that project and win. Meaning, the language is so broad that he could advocate that any car would go through one of the level of service E intersections - no matter what. With this language that would cause you to deny that development, even if it is one car.

We appreciate the problem. We want to have Wilsonville a nice, happy and safe place. We ask you to go back to the broader planning process. He read the ODOT letter and strongly support it. It has good ideas.

Mr. Fry stated he is an Urban Planner and he works for Joseph Angel who owns property in Wilsonville.

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Attorney Kohlhoff stated when this was drafted, Paragraph F "what mitigation of these impacts are likely to occur through alternative multi-modal means of transportation demand management in place or likely to be put in place in the next two years. That addresses the issues of the ODOT letter with a general statement. Mr. Fry stated in lieu of time, he didn't respond to any of the other parts of the ordinance. He stated they have other issues with other parts of the ordinance.

Chair Vann called for neutral speakers:

Larry Stoner, 29092 SW 110th. He stated the Wilsonville Town Center, the Incredible Universe, the Ron Tonkin should all help this city pay for a new freeway access on Boeckman Road. The businesses are the ones causing the problem, not the residential people.

Applicant rebuttal was called for:

Wayne Sorensen stated the intent was to take the suggestion and codify - put into a form - that could be incorporated directly into our decision criteria - into the ordinance that would make some sense. Mr. Johansen suggested changes that does exactly that. He intended to do no more than to broaden the scope of the definition to include the most likely impacted intersection and that is all we intended to accomplish. You can take the language that is proposed and put it right into the Ordinance and we can use that. Other language as you take it out of the proposed ordinance- the long form - we would have had to rewrite it to put into our code. What you see before you in the draft form is that rewritten language.

Commissioner Burns moved to close public hearing, seconded by Commissioner Griffin. Motion passed 7-0. Public hearing closed 8:03 p.m.

Commissioner discussion:

Commissioner Burns moved that we approve the ordinance amending the traffic level of service criteria used for review of planned developments as set forth in Chapter 4, Section 4.139 (4) as in the draft submitted this evening, and that (b) should read that the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) and the rest as printed tonight; that we insert #1 from the ordinance that was in the packet (after page 13, now page 2 of 4) - #1 - in determining level of service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Planning Commission and subset (a) an estimate of the amount of traffic, etc....as read in the ordinance and section (c). (eliminate b) - that we make this approval to the City Council. Commissioner Spicer seconded the motion.

Chair Vann called for discussion or a vote.

Commissioner Sloan verified d and e were eliminated, only a and c are being proposed now.

Attorney Kohlhoff verified the proposed language to read "at the most probable used intersection (s)"

Commissioner Burns stated the word "probable" (replacing the word likely) be inserted in paragraphs 1) (a) and (c). Paragraph (b) is covered in the new wording. Commissioner Burns repeated her motion to include 1). (a) and (c).

(from the audience) Don Weege called for a point of order.

Attorney Kohlhoff stated "you don't have a point of order". One of the commissioners could ask for a point of order.

Chair Vann called for the vote:

Aye: Commissioner Burns
Commissioner Spicer
Commissioner Vann

Nay: (no response)

Motion carries.

Wayne Sorensen stated this is a recommendation to the City Council. There is no appeal.

Chair Vann asked that the new language be put into a finished format and mail a copy to each Commissioner.

A short recess was taken at this point. After the recess the vote on the preceding item (level of service) was polled.

Commissioner Coppersmith:	abstained
Commissioner Spicer:	Aye
Commissioner Burns:	Aye
Commissioner Vann:	Aye
Commissioner Griffin:	abstained
Commissioner Sloan	abstained
Commissioner Downs	abstained

Vote was 3 in favor - 0 Nays - 4 abstaining. Motion passes 3-0-4.

Mr. Sorensen stated an abstention does not count as a negative vote.



City of
WILSONVILLE
in OREGON

30000 SW Town Center Loop E
Wilsonville, Oregon 97070
FAX (503) 682-1015
(503) 682-1011

COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

DATE: MARCH 14, 1994

TO: WILSONVILLE PLANNING COMMISSION

FROM: ELDON JOHANSEN. *Eldon Johansen*
COMMUNITY DEVELOPMENT DIRECTOR

RE: LEVEL OF SERVICE

At the Planning Commission meeting on August 2, 1993, the Planning Commission reviewed the proposed Ordinance No. CB-O-197-93 concerning Amendment of the traffic level of service criteria. At that time the Ordinance was returned to the Traffic Advisory Commission for additional review.

Subsequent to the Planning Commission meeting concerning level of service, the Planning Commission, City Council, Design Review Board and Transportation Advisory Commission had a Traffic Summit to review overall traffic problems. In addition, several Planning Commission members attended a conference concerning the revitalization of cities which could also impact on the traffic level of service.

One of the recommendations from the Traffic Summit was that we broaden the decision criteria and look farther than the nearest intersection in determining whether a development meets the traffic level of service criteria. The validity of this recommendation has become increasingly evident as the traffic at Wilsonville Road and Boones Ferry Road and at Wilsonville Road and Town Center Loop West has become increasingly worse. It is evident that we need to look broader than the nearest intersection in managing our traffic in this area.

To insure that we do look beyond the nearest intersection and that we get something in place as quickly as possible, Staff recommended to TAC that only subparagraph (c) on Page 2 of 4 of the Ordinance be approved at this time and that the remainder of the draft Ordinance be deferred for consideration until after the Transportation Advisory Commission has had time to become much more familiar with the Transportation Planning Rule and after we integrate whatever planning efforts follow the Planning Commission attendance at the San Francisco conference.

TAC Recommendation:

TAC subsequently recommended that the subparagraph (c) on Page 2 of 4 which broadens from the nearest intersection to the most likely used intersection (s) be recommended to the Planning Commission for approval. Other than item (C) on Page 2 of 4, all other items will remain on the table for future consideration.

sh

DRAFT

ORDINANCE NO.

AN ORDINANCE AMENDING THE TRAFFIC LEVEL OF SERVICE CRITERIA USED FOR REVIEW OF PLANNED DEVELOPMENTS AS SET FORTH IN CHAPTER 4, SECTION 4.139(4)(b) OF THE WILSONVILLE CODE.

WHEREAS, the City of Wilsonville continues to experience increased traffic congestion in the vicinity of Interchange 283, the intersection of Town Center Loop West and Wilsonville Road, and the intersection of Boones Ferry Road and Wilsonville Road; and

WHEREAS, the citizens of Wilsonville have expressed an increasing amount of concern and frustration over the worsening traffic operations on Wilsonville Road which have resulted in longer traffic delays during peak hours of traffic; and

WHEREAS, the City's consulting engineer's traffic reports for new developments in the City continue to show that the Wilsonville Road intersections in the vicinity of Interchange 283 and, in fact, the Interchange itself experiences a level of service (LOS) less than "D" as required by Section 4.139 (4) (b); and

WHEREAS, the Transportation Advisory Commission (TAC) and the Planning Commission continue to receive and review new development proposals in the vicinity of Interchange 283 which continue to impact traffic operations on Wilsonville Road; and

WHEREAS, the City Council desires to change the regulations governing the traffic level of service D as stated in Chapter 4, Section 4.139(4)(b) of the City Code; and

WHEREAS, City staff, in order to address the traffic problem, proposes the following amending language as set forth in the body of the ordinance below.

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

1. Section 4.139(4)(b) of the Wilsonville Code is amended to read:

"(4) A planned development permit may be granted by the Planning Commission only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Sections 4.130 to 4.140.

"(b) That the location, design, size and uses are such that traffic generated by the development at the most likely used intersection(s) can be accommodated safely and without congestion in excess of level of service D defined in the Highway Capacity Manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial development, avoid traversing local streets.

SUBMITTED to the Wilsonville City Council and read the first time at a regular meeting thereof on the ____ day of _____, 1994, commencing at the hour of 7:00 o'clock p.m. at the Wilsonville Community Development Department office with the second reading scheduled for the ____ day of _____, 1994, at the before mentioned time and place.

VERA A. ROJAS, CMC/AAE, City Recorder

ENACTED by the Council on the _____ day of _____, 1994 by the following vote:

AYE: _____

NAY: _____

VERA A. ROJAS, CMC, City Recorder

DATED and signed by the Mayor this ____ day of _____, 1993.

GERALD A. KRUMMEL, Mayor

SUMMARY of Votes:

Mayor Krummel _____
Councilor Benson _____
Councilor Sempert _____
Councilor Hawkins _____
Councilor Lehan _____

Note: added text
(*deleted text*)

B. Level of Service Comments:

Community Development Director Eldon Johansen explained that TAC has been studying the proposed Ordinance to modify the Level of Services Evaluation criteria used in the preparation of Development Impact Studies for the last 9-12 months.

Following discussion Chairman Anderson recommended that the language in Ordinance No. CB-0-197-93, page 2 of 5, paragraph 1(c), be approved as planning and study language as guidance for City staff. **COMMISSIONER FAIMAN MOVED THAT WE GO WITH CHAIRMAN ANDERSON'S RECOMMENDATION AS STATED.** (Chairman Anderson recommended that the language in Ordinance No. CB-0-197-93, page 2 of 5 paragraph 1 (c) be approved as planning and study language as guidance for City staff.) **CHAIRMAN SARGENT SECONDED THE MOTION.**

No further discussion.

MOTION APPROVED 6-0.

Commissioner Sargent noted that the language in Ordinance No. CB-0-197-93, Page 3 of 5, paragraph 2, #2 is redundant and should be deleted.

CHAIRMAN SARGENT MOVED THAT THE LANGUAGE IN ORDINANCE NO. CB-0-197-93, PAGE 3 OF 5, PARAGRAPH 2, #2 IS REDUNDANT AND SHOULD BE DELETED. CHAIRMAN ANDERSON SECONDED THE MOTION.

No further discussion.

MOTION APPROVED 6-0.

Level of Service

Motion Aprvd.
6-0

Motion Aprvd.
6-0

DRAFT

ORDINANCE NO.

AN ORDINANCE AMENDING THE TRAFFIC LEVEL OF SERVICE CRITERIA USED FOR REVIEW OF PLANNED DEVELOPMENTS AS SET FORTH IN CHAPTER 4, SECTION 4.139(4)(b) OF THE WILSONVILLE CODE.

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WHEREAS, the Transportation Advisory Commission (TAC) and the Planning Commission continue to receive and review new development proposals in the vicinity of Interchange 283 which continue to impact traffic operations on Wilsonville Road; and

WHEREAS, the City Council desires to change the regulations governing the traffic level of service D as stated in Chapter 4, Section 4.139(4)(b) of the City Code; and

WHEREAS, City staff, in order to address the traffic problem, proposes the following amending language as set forth in the body of the ordinance below.

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1. Section 4.139(4)(b) of the Wilsonville Code is amended to read:

"(4) A planned development permit may be granted by the Planning Commission only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Sections 4.130 to 4.140.

"(b) That the location, design, size and uses are such that traffic generated by the development, when combined with existing and previously approved, but not built development, can be accommodated safely and without congestion in excess of level of service D defined in the Highway Capacity Manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial development, avoid traversing local streets.

"1) In determining level of service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Planning Commission:

"a) An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the sources(s) of information for the estimate of the traffic generated and the likely routes of travel;

"b) The intersections(s) which the traffic generated by the proposed development will most likely use;

"c) What impact the estimated generated traffic will have on existing level of service through the most likely used intersections(s), including state and county intersections, at the times of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations;

"d) What impact the estimated generated traffic will have on existing level of service, together with traffic proposed to be generated by uses presently approved and planned to be constructed within two years but not built and uses contemplated by zoning which the proposed use is within and for the immediately adjacent traffic zones to that use, through the most likely used intersections(s) at the times of peak level of traffic;

"e) What mitigation of these impacts is likely to occur through infrastructure projects which are planned to be substantially completed within two years from the date of occupancy, including city and county (*and state*) projects and if included

on the State of Oregon Six-Year Transportation Improvement Plan's list of construction projects. Date of occupancy, when unknown, shall be calculated as a reasonable probability under applicable general principles of construction;

"f) What mitigation of these impacts are likely to occur through alternative multi-model means of transportation and demand management - in place or likely to be put into place - in the next two years.

(One suggestion was to delete the following paragraph between parentheses ; another suggestion was to make the changes as reflected within the paragraph.)

delete, [betw[?]] Notwithstanding anything in the highway capacity manual to the contrary in determining level of service D as set forth above, the hearing body *(may)* shall find that operation of a single direction of traffic (lane group) at an intersection identified above at less than level of service D is sufficient to determine that traffic generated by the development cannot be accommodated safely and without congestion in excess of level of service D on existing or immediately planned arterial or collector streets; provided, however, there is no additional, substantial mitigating evidence of the need of the development for the health and safety *(and welfare)* of the community which, in balance, outweighs the traffic impact.]

"3) For unsignalized intersections, the Commission may accept less than level of service D on the minor streets if conditions do not warrant signals or four-way stops.

"4) Level of service will be analyzed for county and state intersections when these intersections are most likely to be used; however, the Commission does not have to find that traffic in these intersections, or in local intersections adversely impacted by inadequate operation of regional facilities, must meet level of service D since improvement is beyond control of the city provided that all affected city intersections meet level of service D other than those impacted by regional failure."

"5) For developments that have prior Stage I approval, the Commission may determine that there is no requirement to find that the location, design, size and uses are such that traffic has to meet level of service criteria provided that the applicant had made a significant investment based on anticipated Stage II approval.

"6) The Commission may waive the requirement to meet level of service D criteria provided there is additional substantial mitigating evidence of the need of the development for the health, safety and welfare of the community which, in balance, outweighs the impact; or, the development provides uses not available to the community that would, by its presence in Wilsonville, reduce vehicle miles traveled by the public.

"7) For developments which have credits against street systems development charges, the Commission may waive the requirement to meet level of service D criteria until such time as all credits have been used.

SUBMITTED to the Wilsonville City Council and read the first time at a regular meeting thereof on the ___ day of ___, 1993, commencing at the hour of 7:00 o'clock p.m. at the Wilsonville Community Development Department office with the second reading scheduled for the ___ day of ___, 1993, at the before mentioned time and place.

VERA A. ROJAS, CMC/AAE, City Recorder

ENACTED by the Council on the _____ day of _____, 1993 by the following vote:

AYE: _____

NAY: _____

VERA A. ROJAS, CMC, City Recorder

DATED and signed by the Mayor this _____ day of _____, 1993.

GERALD A. KRUMMEL, Mayor

Peter Finley Fry AICP

Mohawk Galleries East • 733 S.W. Second Avenue, #215 • Portland, Oregon 97204 • (503) 274-2744 • FAX (503) 274-1415

August 9, 1993

Pamela Vann, Chair
Wilsonville Planning Commission
30000 SW Town Center Loop E
Wilsonville, Oregon 97070

Dear Chair Vann:

I am writing on behalf of myself and Joseph Angel II. Mr. Angel is a longstanding property owner in Wilsonville.

We have reviewed "An ordinance amending the traffic level of service criteria used for review of planned developments as set forth in Chapter 4, Section 4.139(4)(b) of the Wilsonville Code. Ordinance No. CB-O-197-93." and offer the following recommendations:

Section 4.139(4)(b)

2) This section contains two ideas: a) single leg versus average of all legs; and b) the need for a beneficial use outweighs its traffic impact.

Recommendation: Separate ideas into a) and b). Add to b) language to support Oregon's Transportation Rule: "or uses not available in the community that would, by their presence in Wilsonville, reduce vehicle miles travel by the public."

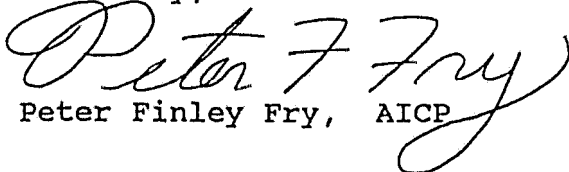
4) This section acknowledges the impact of regional traffic on the local system and creates a mechanism to avoid penalizing Wilsonville for poorly managed regional traffic. However, the adverse impact of an inadequate regional facility goes beyond the intersection controlled by the County or State.

Recommendation: Add "or local intersections adversely impacted by the inadequate operation of regional facilities."

We strongly believe that Wilsonville must implement the Oregon Transportation Rule. Clearly, the solution is not a moratorium on development. Property owners pay taxes to assist in the development of the infra-structure. Development pays impact fees. Wilsonville needs to develop a clear transportation and circulation plan to allow the full development of its Comprehensive Plan.

This proposed ordinance is only a stop gap measure to provide us time to complete the work mandated by Oregon's Transportation Rule.

Sincerely,


Peter Finley Fry, AICP

cc Joseph Angel II

RECEIVED
NOV 22 1993
CITY OF
WILSONVILLE

November 19, 1993

MICHAEL P. DUYN
FIRST VICE PRESIDENT
INDUSTRIAL PROPERTIES

Mayor Jerry Krummel
Ms. Charlotte Lehan
Mrs. Friedgard VanEck
Ms. Joanna Hawkins
Mr. Greg Carter
City Council
City Hall of Wilsonville
30000 SW Town Center Loop East
Wilsonville, OR 97070

503 221-4818
503 780-6330 (CAR)
503 221-4873 FAX

RE: Normal Healthy Vitality Vs. Over Reaction to Traffic

Council Members:

I am an industrial real estate broker with over 20 years of experience in marketing industrial sites in southwest Portland and Wilsonville. Over these years, I have seen many economic and real estate cycles. I have seen the "hot" areas shift to "cold" areas between Beaverton, the Sunset Corridor, Tigard, Kruse Way to Tualatin and Wilsonville. I am currently marketing five separate industrial sites in Wilsonville on the west side of I-5 and south of Boeckman Road.

On December 6 you will vote on a critical decision which will apparently decide to a) continue the no-growth philosophy regarding new development south of Boeckman Road or b) to develop a "new solution" through a new standard with which to measure traffic impact. This will hopefully allow development to continue. I urge you to vote for Choice B.

My hope is that you will not overly re-act to the concept of "traffic." I know there is a possibility that neither of the Wilsonville/I-5 interchanges will be redeveloped for the next 10-to-15 years. This does not mean that the dynamics of Wilsonville should stop.

The primary purpose of Oregon's Land Use Planning law is to enforce an urban growth boundary which will confine growth and development to the urban areas and eliminate urban sprawl. Traffic is a part of this confinement. Traffic means jobs, shoppers and services and families. Traffic is an essential part of the health of any dynamic community. Mass transit and public transportation are helpful, but they are not the total answer. The fact is that all healthy cities have traffic (especially during peak rush hours) as part of their economic vitality, even though we all complain about it. The worst situation is a city with very light traffic, no development and high tax assessment on residential real estate.

Council Members
November 19, 1993
Page 2

The reality is that many of the local "no traffic" promoters must realize that Wilsonville is no longer just a bedroom community, and that industrial and commercial/retail development brings much, much more to their community than just traffic. The jobs, goods, services and the tremendous contribution to the tax base go a long way toward offsetting the inconvenience of the normal traffic issues faced by every healthy, dynamic city in the country.

Best regards,

**CB Commercial
Real Estate Group, Inc.**



Michael P. Duyn
(503) 221-4818

MPD:lm

cc: Wayne Sorenson
Blaze Edmonds

November 12, 1993

RECEIVED
NOV 15 1993
CITY OF
WILSONVILLE

Wayne Sorenson
Planning Director
City of Wilsonville
8445 S.W. Elligsen Road
P.O. Box 220
Wilsonville, OR 97070

DEPARTMENT OF
TRANSPORTATION

HIGHWAY DIVISION
Region 1

FILE CODE:

Subject: Draft Ordinance Amending the Traffic Level of Service Criteria
Used for Review of Planned Developments

Thank you for your phone calls during October to keep me informed of City activities related to the subject ordinance, and inviting ODOT to the workshop. The results of the workshop suggest a transportation demand management (TDM) approach to finding solutions to the impacted level of service at the I-5 interchange areas. ODOT supports efforts to begin to review TDM solutions and transportation system management (TSM) solutions.

Long term solutions are likely to include TSM interchange, roadway, bicycle and pedestrian projects. I expect such improvements will be identified through combined City, County and ODOT transportation system planning efforts during the timeframe established by the Transportation Planning Rule. In the meantime, short term TDM solutions would be welcomed. I anticipate such solutions would require conditioning uses based on developer programs to increase transit ridership and bicycling, and measures such as ridesharing and flextime, in addition to any project specific roadway improvements. Access management would also need to be considered. Other possible TDM measures facilitated by land use authorities might include:

- Consideration of tailored zoning for the interchange areas to permit uses that provide for off-peak traffic generation, but minimize peak hour trips.
- Policies to support shared parking lots, driveways, and designs and uses that encourage combined trips and increased pedestrian pathways.
- Mixed uses, such as ground floor retail in office buildings.

Metro is working on a regional TDM study. The contact person is Rich Ledbetter at 797-1761. The Metro study is expected to produce a list of TDM strategies with information on their effectiveness that local jurisdictions can select from for implementation. However, I don't know the Metro study timeframe, or if there is any information available to help meet your immediate needs.



9002 SE McLoughlin
Milwaukie, OR 97222
(503) 653-3090
FAX (503) 653-3267

Please keep me informed of activities regarding the land uses and transportation system around the interchanges. If a transportation study of the interchange areas is considered, ODOT would be interested in the scope and progress of the study.

The option of the draft ordinance to amend the traffic level of service criteria is less desirable to ODOT than measures to lessen demand on the system. The proposed language on page 4 is of particular concern:

"2) Notwithstanding anything in the highway capacity manual to the contrary in determining level of service D as set forth above, the hearing body may find that operation of a single direction of traffic (lane group) at an intersection identified above at less than that level of service D is sufficient to determine that traffic generated by the development cannot be accommodated safely and without congestion in excess of level of service D on existing or immediately planned arterial or collector streets; provided, however, there is no additional, substantial mitigating evidence of the need of the development for the health, safety and welfare of the community which, in balance, outweighs the traffic impact.

"4) Level of service will be analyzed for county and state intersections when these intersections are most likely to be used; however, the Commission does not have to find that traffic in these intersections must meet level of service D since improvement is beyond control of the city."

An attachment is included to highlight some of the relevant language from state, regional and local documents that provide guidance for the coordination of local land use actions. These documents suggest that transportation issues are regional in scope and all parts of the system must work together for the benefit of travelers in the region. The Wilsonville Comprehensive Plan policy 3.3.6 specifically recognizes the need for a cooperative commitment from all affected agencies to solve existing and future transportation problems. The State Agency Coordination Program outlines ODOT's role in reviewing local land use actions. The Oregon Transportation Plan outlines the role of local governments in coordinating review and response to land use actions. The Regional Transportation Plan (RTP) states the need for coordination, and presents a system concept for addressing capacity constraints. The RTP and the Oregon Highway Plan have Level-of-Service D performance standards for arterials and highways, respectively.

The proposed ordinance suggests that improvements out of the control of the City cannot be coordinated or directed through City land use authorities. However, local government police power is often used to help implement regional and statewide

policies. It is ODOT's desire to work with local governments, land owners and developers to mitigate capacity problems wherever possible, in support of adopted comprehensive plan land use designations. Where it is not possible to maintain a level-of-service D, or existing service levels, we would like to see consideration of demand management solutions.

Thank you again for your efforts to keep me informed of City actions on this issue. Please contact me regarding public hearing dates on the proposed ordinance as they are scheduled. If you have any questions regarding this letter or the attachment, please contact me at 653-3224.



Tamira Clark
Land Use Coordinator, Region 1

Attachment: State and Regional Document Excerpts

- c: Robin McArthur-Phillips, ODOT Planning Manager
- Robert Doran, ODOT District 2A Assistant Manager
- Dennis Mitchell, ODOT Transportation Analysis Engineer
- Dorothy Upton, ODOT Transportation Operations Engineer
- Jeff Kaiser, ODOT Environmental & Major Projects Manager
- Dave Simpson, ODOT Project Manager, Wilsonville Interchange

ATTACHMENT
STATE AND REGIONAL DOCUMENT EXCERPTS

WILSONVILLE COMPREHENSIVE PLAN

Roads and Transportation Plan

Policy 3.3.6: This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. (page 24)

Transportation Master Plan

- Plan for and provide adequate public facilities and services closely tied to the rate of development. (page 1)
- Urban Development should be allowed only in areas where necessary services can be provided. (page 1)
- Existing street capacity deficiencies occur on Wilsonville Road between Kinsman and Town Center Loop West, and on Elligsen and Boones Ferry Roads near the Stafford/I-5 interchange. (page 17)
- ..Accident locations cluster west of the freeway interchanges, with the largest cluster occurring near the Wilsonville/Boones Ferry intersection. (page 17)
- The employment centers are concentrated around the freeway interchanges. (page 22)
- In summary, the existing street system is not capable of handling future traffic without widening existing arterial streets and constructing new north-south routes. (page 40)
- Through transportation demand management, the peak travel demands could be reduced or spread to provide more efficiency in the transportation system.. (page 59)

STATE AGENCY COORDINATION PROGRAM, DECEMBER 1990

Coordination with Plan Implementation and Plan Amendment

The Oregon Department of Transportation is interested in a number of types of city and county plan implementation and plan amendment actions that can affect transportation facilities. (page 5-1)

Actions Affecting Traffic on State Highways

The Department is interested in plan amendments and zone changes in the general vicinity of state highways that will significantly affect highway traffic volumes. The department is concerned about traffic generators that would overload highway intersections. (page 5-1)

Coordination with Local Public Facility Planning

The Department also has the following interests:

7c. Planned local street systems be adequate to serve planned development and not increase usage of a state facility in a manner that is inconsistent with its intended function. (page 5-7)

1992 OREGON TRANSPORTATION PLAN

Transportation Implications

Oregon's coordinated land use and transportation planning processes will have a positive impact on urban form and travel needs and patterns. The LCDC Transportation Planning Rule requires a 20 percent reduction in VMT per capita within the next 30 years.

Changing Development Patterns

Land Use Policy will continue to be the primary tool used by Oregonians to guide development of the state while protecting its resources and livability and developing its economy.

Policy 2C - Relationship of Interurban and Urban Mobility

Action 2C.2, Promote alternative modes and preservation and improvement of parallel arterials so that local trips have alternatives to the use of intercity routes.
Action 2C.3, Encourage regional and local transportation system plans and land use plans to avoid dependence on the state highway system for direct access to commercial, residential or industrial development adjacent to the state highway.

Policy 2D - Facilities for Pedestrians and Bicyclists

It is the policy of the State of Oregon to promote safe, comfortable travel for pedestrians and bicyclists along travel corridors and within existing communities and new developments.

Policy 4G - Management Practices

Action 4G.1, Place priority on preserving, maintaining and improving the transportation infrastructure and services that are of statewide significance.

Action 4G.2, Manage such factors as the number, spacing, type and location of accesses, intersections and signals in order to operate the transportation system at reasonable levels of service and in a cost-effective manner.

Action 4G.3, Use demand management and other transportation system operation techniques that reduce peak period single occupant automobile travel, that spread traffic volumes away from the peak period, and that improve traffic flow. Such techniques include...enhancement of alternative modes of transportation including bicycling and walking.

Action 4G.4, Protect the integrity of statewide transportation corridors and facilities from encroachment by such means as controlling access to state highways..

Intergovernmental Relationships

Policy 4K-Local Government Responsibilities

Local government transportation plans shall be consistent with regional transportation plans and adopted elements of the state transportation system plan.

Land Use Coordination

Full implementation of this plan requires close coordination between land use policy and transportation management and investments.

The plan assumes that local land use plans can be effective in minimizing conflicts between transportation facilities and other development. Otherwise, major transportation systems, such as urban arterial highways, will not function at the projected levels of service and will require additional investment in capacity or mitigation of conflicts with residential and commercial developments.

OREGON HIGHWAY PLAN

Operating Level of Service Standards for the State Highway System

The operating level of service for interstate highways in urban parts of metropolitan areas is D. Where a highway section is severely constrained by intensive land use or other physical or environmental limitations, and where service levels are substandard, the division's objective will be to maintain the current service levels.

1992 REGIONAL TRANSPORTATION PLAN (RTP)

Summary

The complexity of developing and operating an efficient transportation system makes regional coordination essential. With the RTP, our region has a unified blueprint to ensure that the efforts of all affected jurisdictions are coordinated and that the individual parts of our overall transportation system function properly as a whole.

Regional Transportation Policy (Chapter 1)
Highway (& Arterial) Objectives and Performance Criteria

2. Objective: To maintain a reasonable level of speed on the regional freeway and arterial routes during the peak hours.

Performance Criterion: The acceptable level of service on these facilities is defined as the maximum service volume at level-of-service D.

Policy Implications and the System Concept (Chapter 4)

The underlying concept embodied in the adopted RTP is based on the following principles:

- The fundamental interdependence of the three major elements of a cost-effective transportation system: highway facilities, transit service and demand management programs (rideshare, carpool, parking, bicycle and pedestrian incentives);
- The need to provide alternative modes of travel to the individual; and
- The interconnected nature of each of the major travel corridors within the region.

The transportation capacity required in each of the major radial travel corridors is provided through a balanced combination of:

- a freeway or principal arterial highway route and supportive major and minor arterials;
- a regional transit trunk route and the necessary feeder route system; and
- demand management techniques and programs in the corridor itself and/or at the major destination zones.

NOTICE OF PROPOSED ACTION

Must be sent to DLCD 45 days prior to the final hearing
See OAR 660-18-020

Jurisdiction City of Wilsonville

Date Mailed March 4, 1994 Local File Number 93PC26

Date Set for Final Hearing on Adoption April 18, 1994
Month Day Year

Time and Place for Hearing 8445 SW Elligsen Rd.
Wilsonville, OR 97070 7:00 P.M.

Type of Proposed Action (Check all that apply)

Comprehensive Plan Amendment Land Use Regulation Amendment New Land Use Regulation

Please Complete (A) for Text Amendments and (B) for Map Amendments

A. Summary and Purpose of Proposed Action (Write a brief description of the proposed action. Avoid highly technical terms and stating "see attached".):

Change to Section 4.139 (4) (b) of the City Code which governs the

criteria for approval of "planned Development: specifically this criteria
requires a traffic level-of-service "D" be maintained on the City's arterial
and/or collector streets.

B. For Map Amendments Fill Out the Following (For each area to be changed, provide a separate sheet if necessary. Do not use tax lot number alone.):

Current Plan Designation:
n/a

Proposed Plan Designation:

Current Zone:

Proposed Zone:

Location: _____

Acreage Involved: _____

Does this Change Include an Exception? Yes No

For Residential Changes Please Specify the Change in Allowed Density in Units Per Net Acre:

Current Density: _____

Proposed Density: _____

List Statewide Goals Which May Apply to the Proposal:

Goal 1, 2, 9, 12 and 14

List any State or Federal Agencies, Local Government or Local Special Service Districts Which may be Interested in or Impacted by the Proposal:

Portland Metropolitan Service District, Clackamas County, Washington County,
Tualatin Valley Fire District, Region 1 - Oregon Department of Transportation
West Linn School District

Direct Questions and Comments To

Wayne Sorensen
30000 SW Town Center Loop East
Wilsonville, OR 97070
(Phone) 682-4960

Please Attach Three (3) Copies of the Proposal to this Form and Mail To :

Department of Land Conservation and Development
1175 Court Street, N.E.
Salem, Oregon 97310-0590

NOTE: If more copies of this form are needed, please contact the DLCD office at 373-0050, or this form may be duplicated on green paper. Please be advised that statutes require the "text" of a proposal to be provided. A general description of the intended action is not sufficient. Proposed plan and land use regulation amendments must be sent to DLCD at least 45 days prior to the final hearing (See OAR 660-18-020).

* * * FOR DLCD OFFICE USE * * *

DLCD File Number _____ # Days Notice _____

<pa>proposedform