



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

Miranda Bateschell

Kim Rybold

Philip Bradford

Zach Weigel

Delora Kerber

Georgia McAllister

Eric Loomis

Preston Langeliers

CONSULTANT TEAM

SERA Architecture and Design

table of contents

Acknowledgements	2
How to use this Plan	4
1. Project Background, Vision, and Context	5
2. Town Center Opportunities	11
3. Design Elements	15
4. Location-specific Design Prototypes	27
IN.3: Park Place Redesign	28
IN.4: Park Place Extension	31
IN.6: Courtside Drive Extension	35
IN.7: Park Place / Wilsonville Road Extension	38
IN.8: Town Center Loop West	40
IN.9: Local Street	43
IN.12: Promenade	46
Private Open Space Design	49
Appendices	50

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

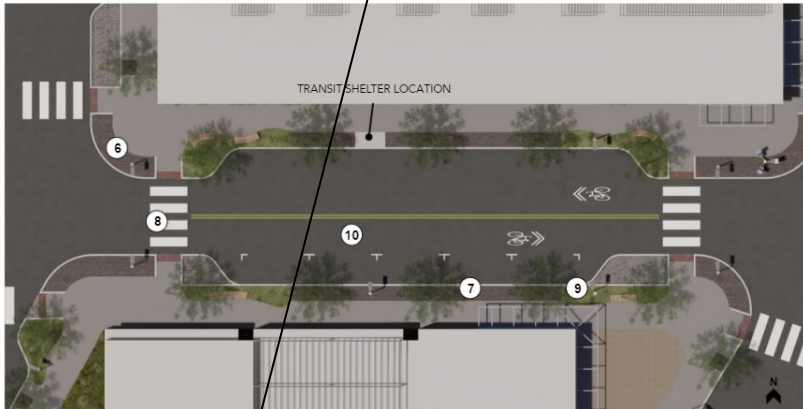
Prototype design page

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

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

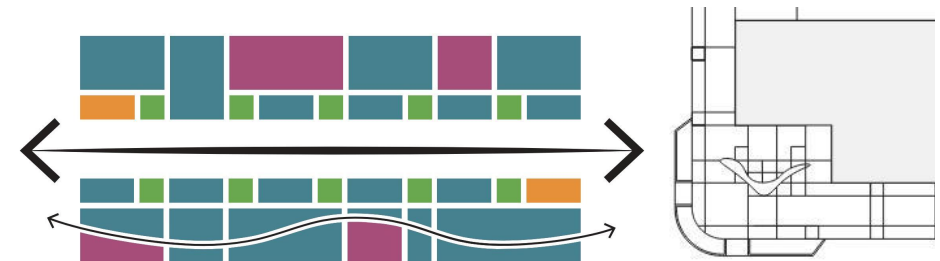
Additional Location-Specific Design, Design Elements Refinement, and Final Plan Preparation	
Planning Commission Review #4 and City Council Adoption Hearings	

STREETSCAPE DESIGN SELECTION PROCESS

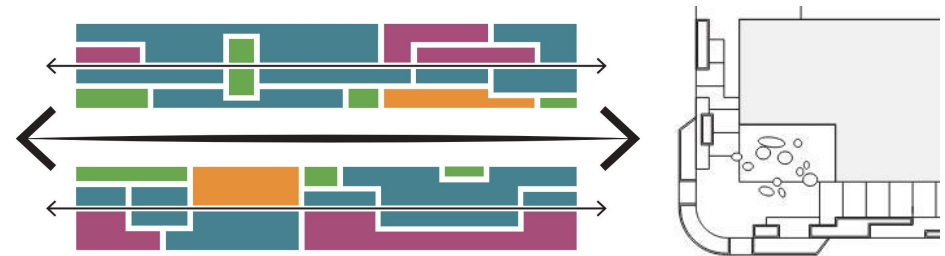
The Streetscape Plan provides design guidance and product details for the range of street locations and types anticipated through the Town Center Plan, which identifies approximate alignments and overall street configurations. To consider alternatives for the overall design theme, palette, and aesthetic 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

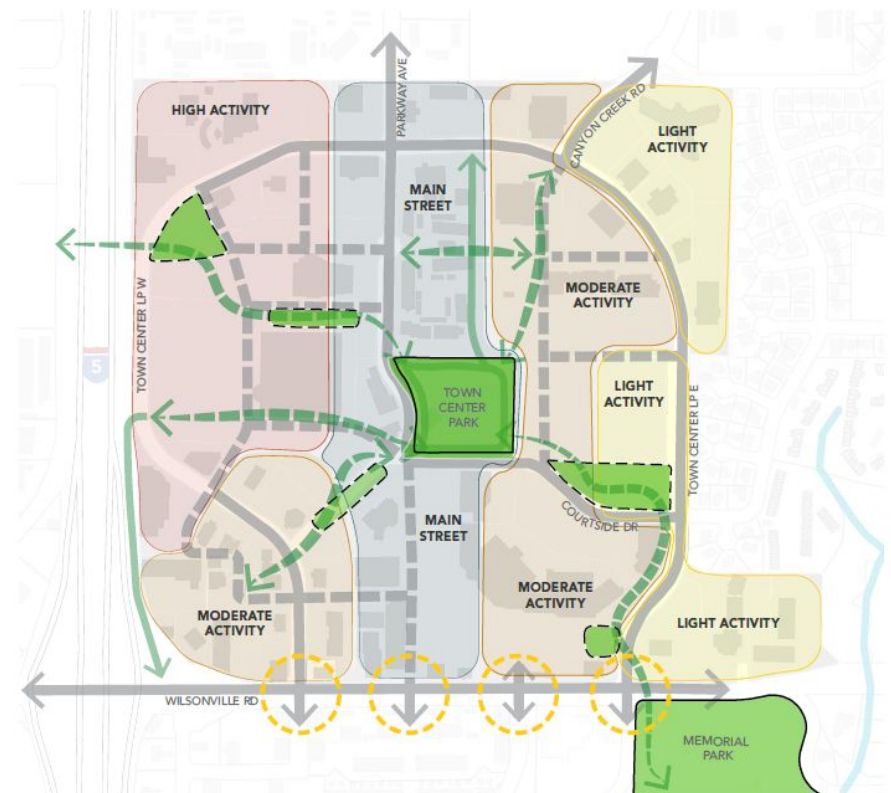
A street network that supports people living, working, and playing on a daily basis. Design features that feel at home in the Town Center yet derive influence from the entire city and the Willamette Valley region.

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



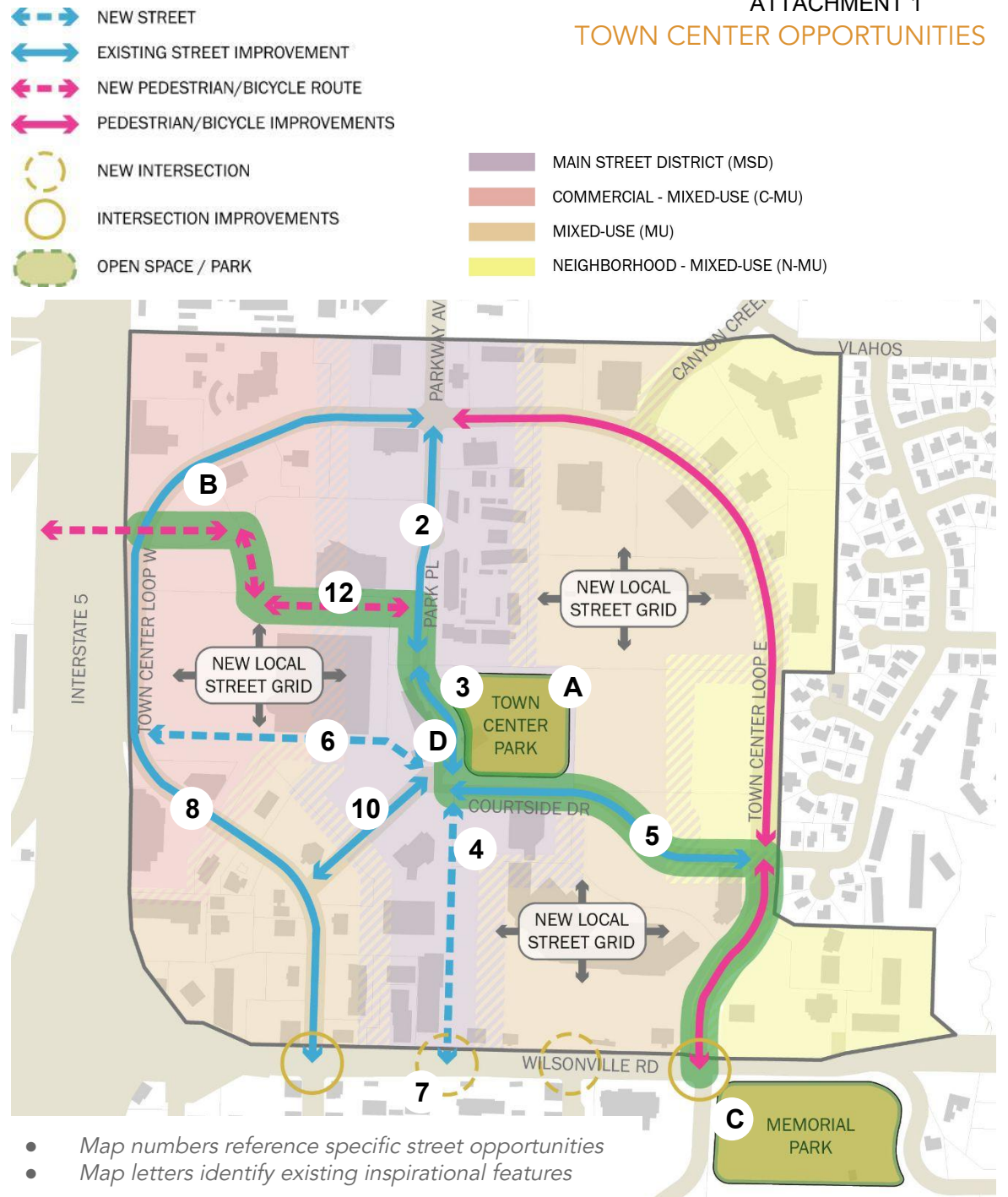
LOCATION IN.2
Opportunity for Parkway Ave cul-de-sac reconfiguration and street improvements



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



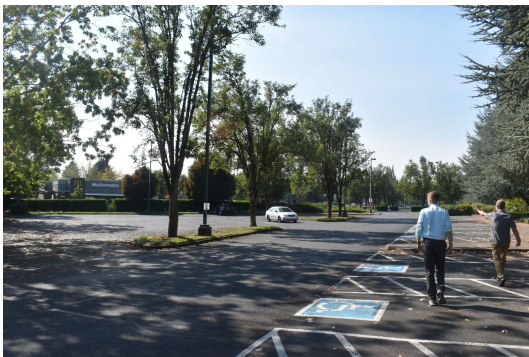
- Map numbers reference specific street opportunities
- Map letters identify existing inspirational features



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



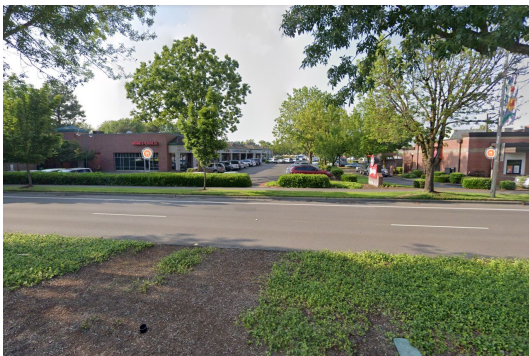
LOCATION IN.8
Opportunity to calm traffic and add sidewalks and bikeways on TC Loop W.



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.



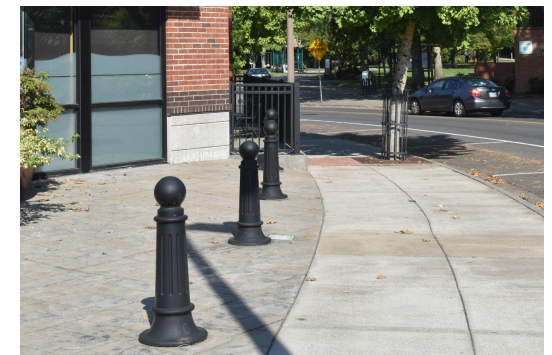
INSPIRATION A
Use of stone, brick, metal, and other natural features - Korean War Memorial



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

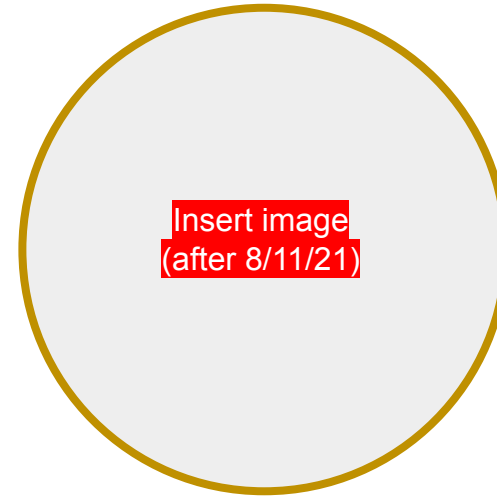


Standard and Enhanced streets will use a PGE Option B approved and owned equipment list including:

- 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.

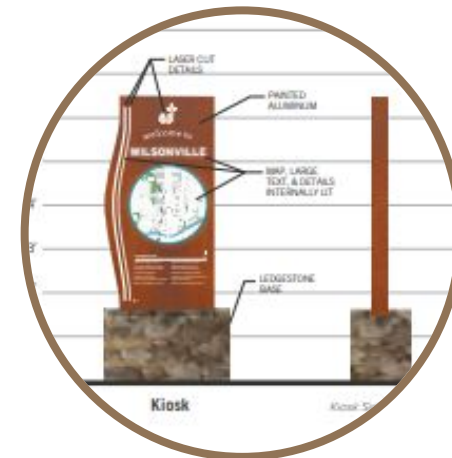
STREET DESIGN ELEMENTS

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.

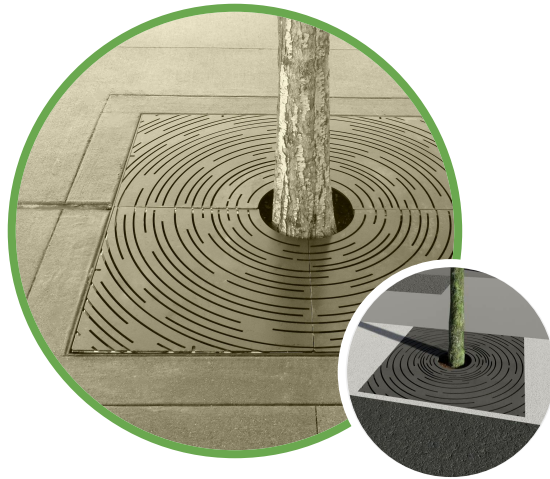
SIGNAGE AND WAYFINDING



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

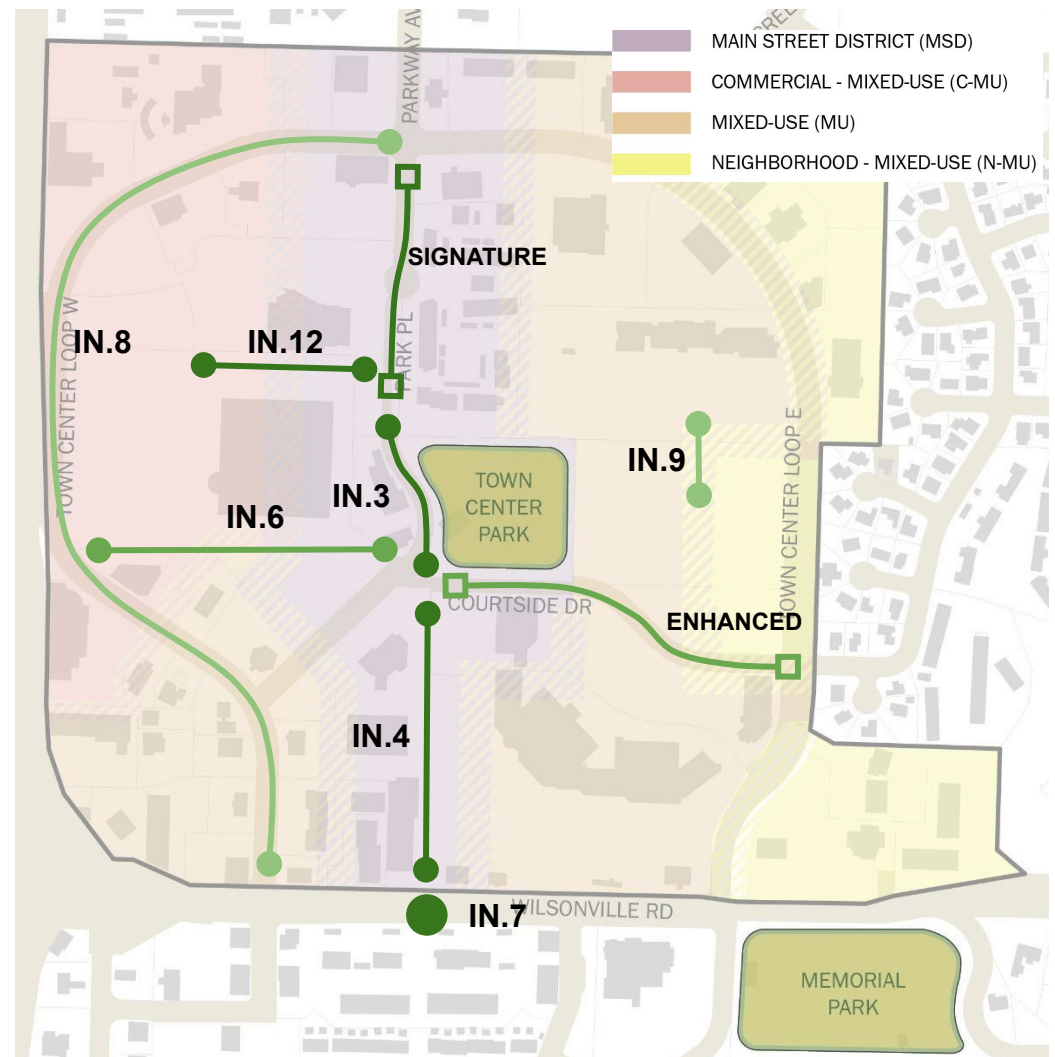
Location IN.7 - Intersection of Wilsonville Road and
Park Place. **Signature Design**

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

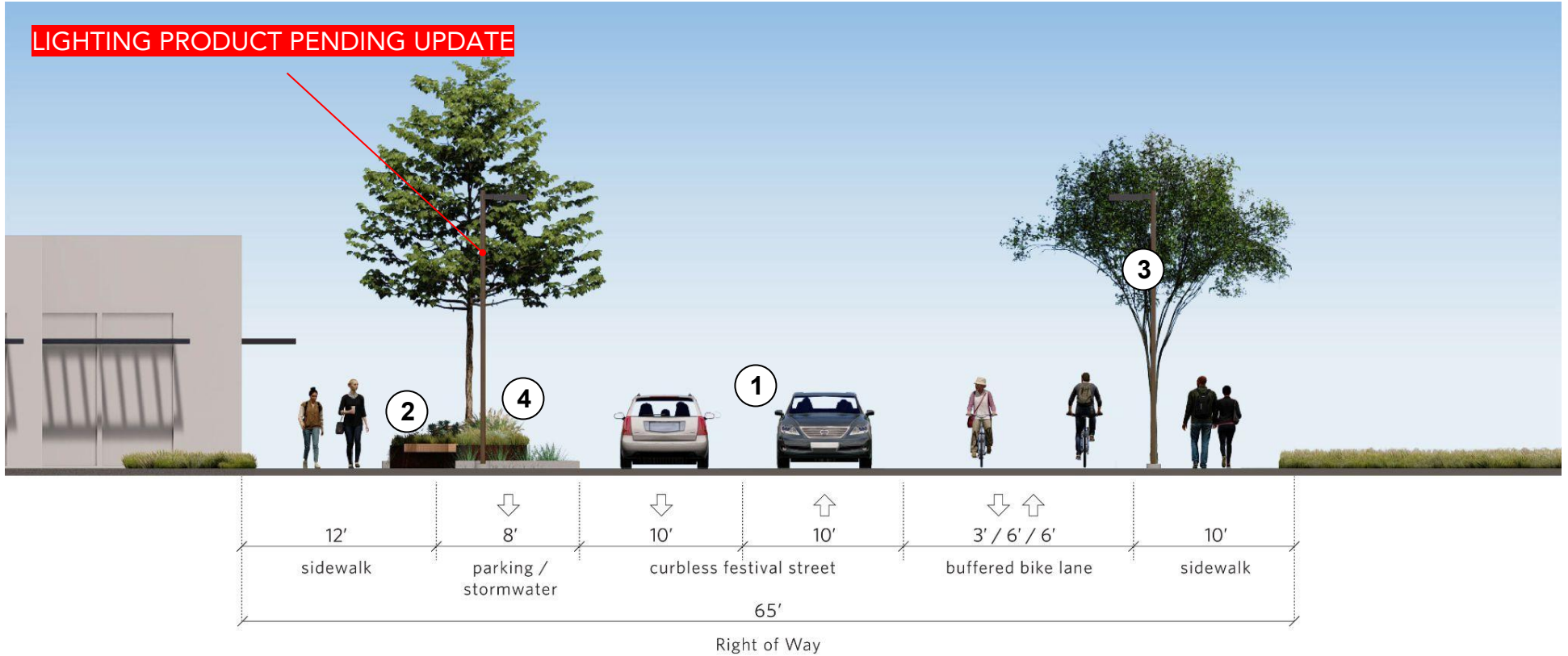
IMPLEMENTATION BASICS

- 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

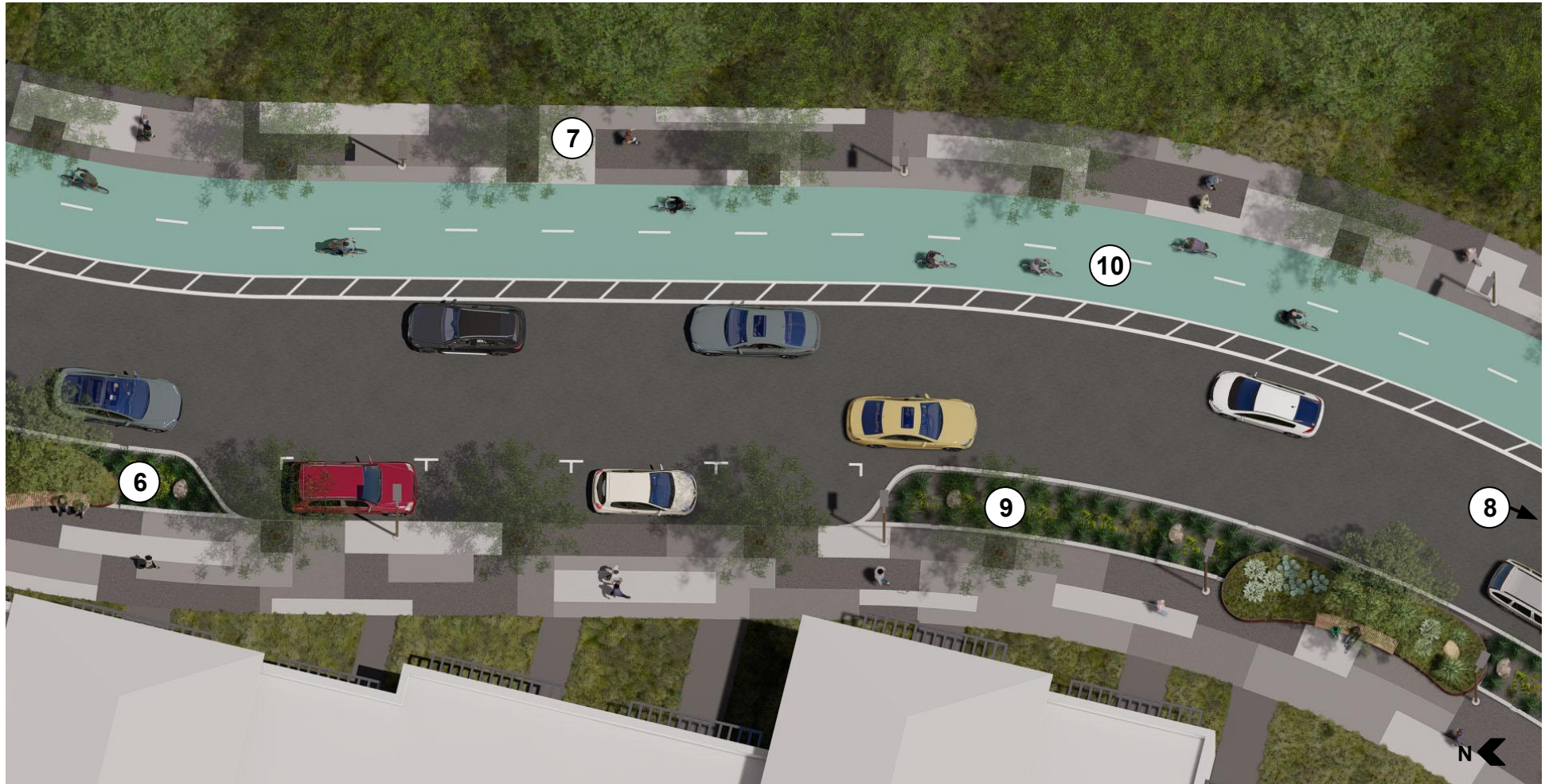
4. STORMWATER

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”

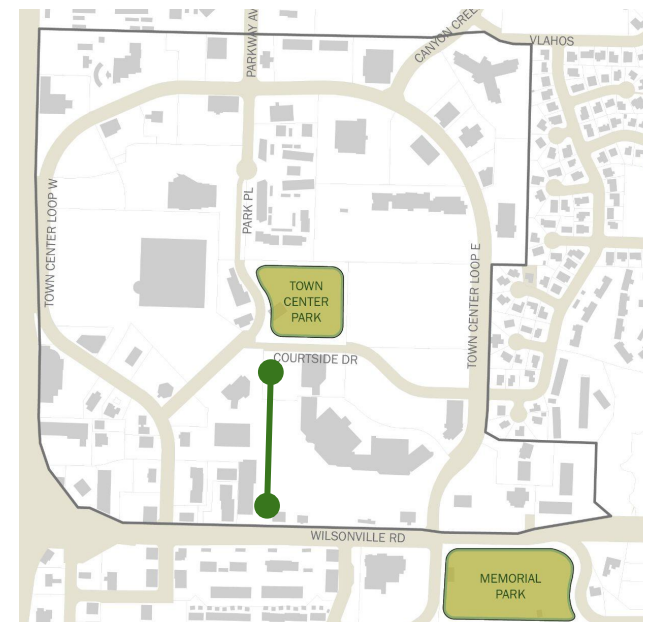
An extension of Park Place through existing parking lots helps complete the walkable, retail-oriented main street through the entire Town Center. Wide sidewalks, shared lanes supporting bicycle travel, and on-street parking support people visiting businesses by many different modes. Abundant landscaping 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

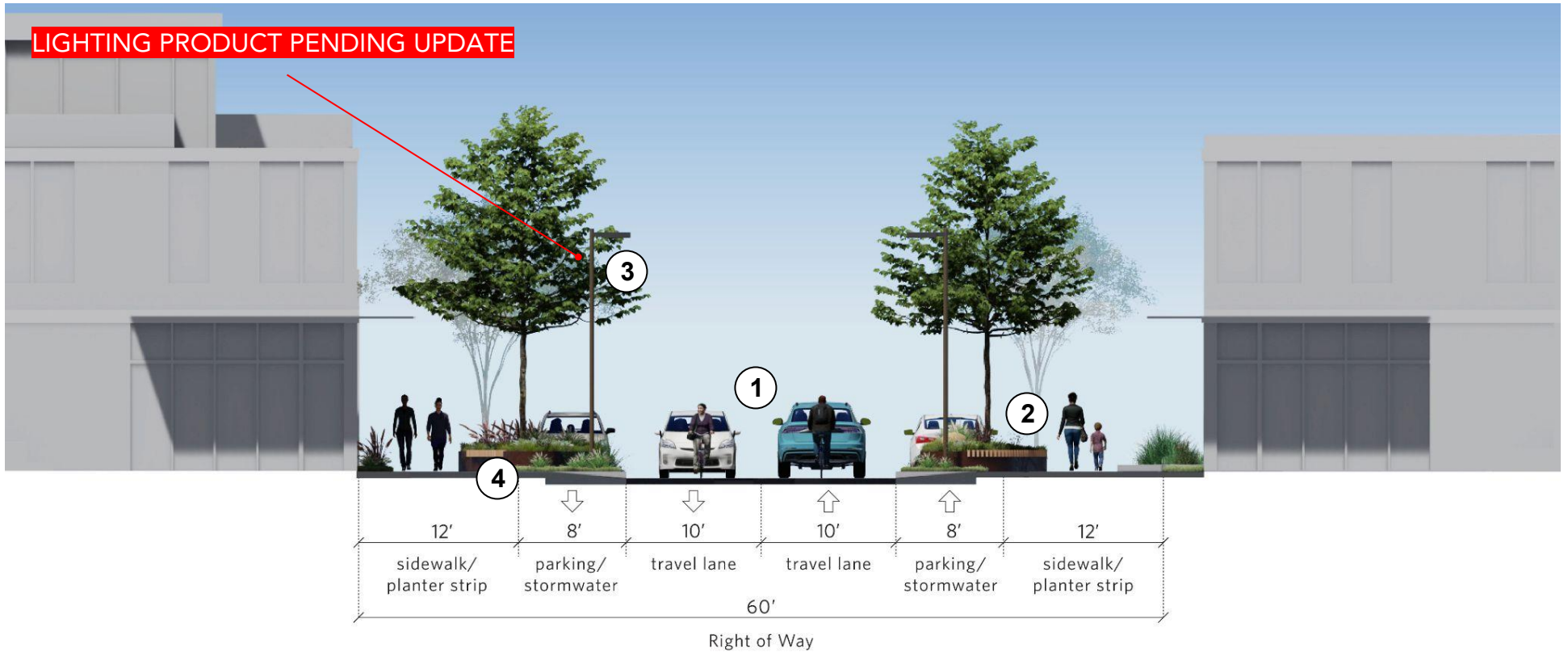
IMPLEMENTATION BASICS

- 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

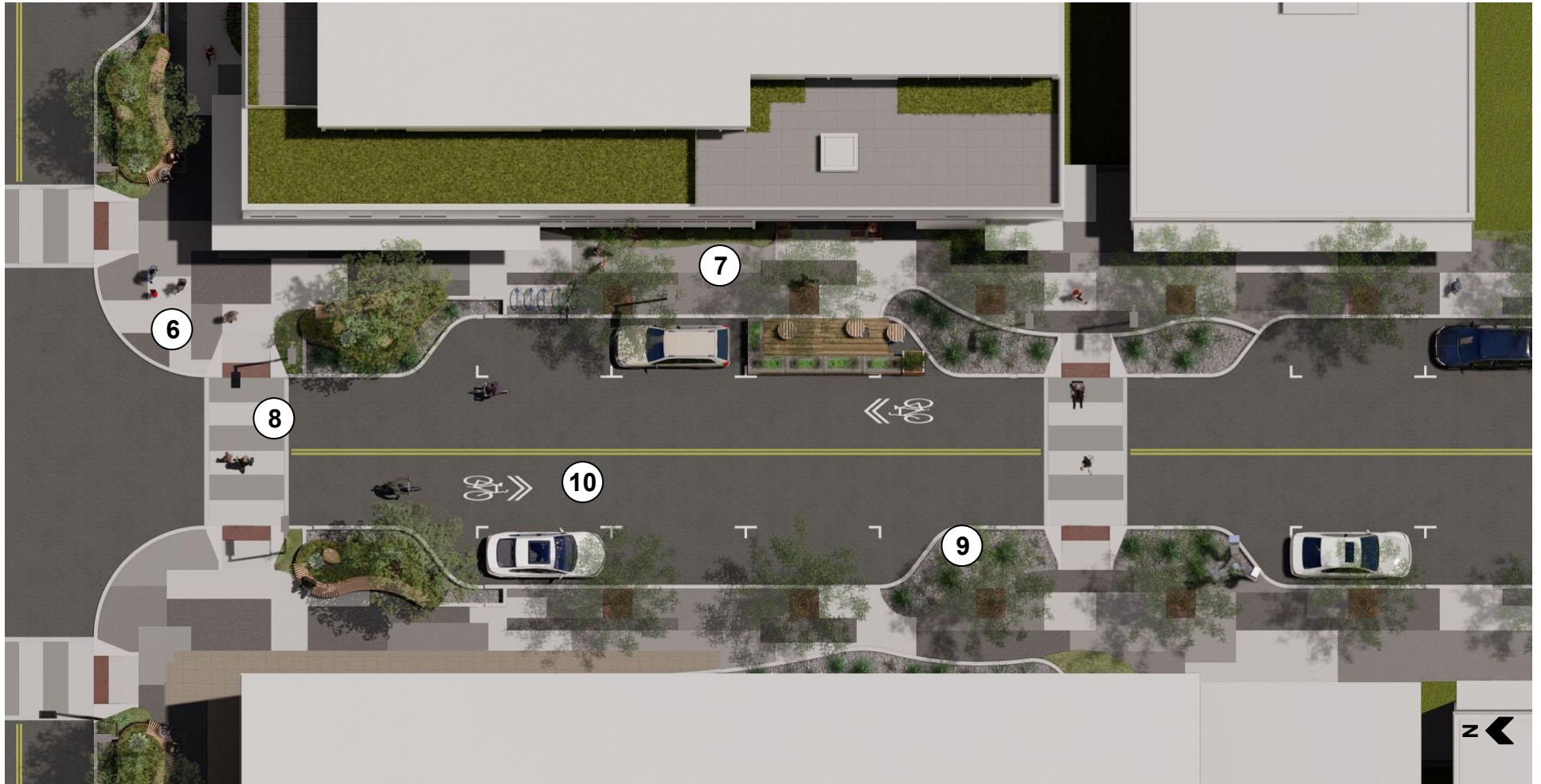
4. STORMWATER

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

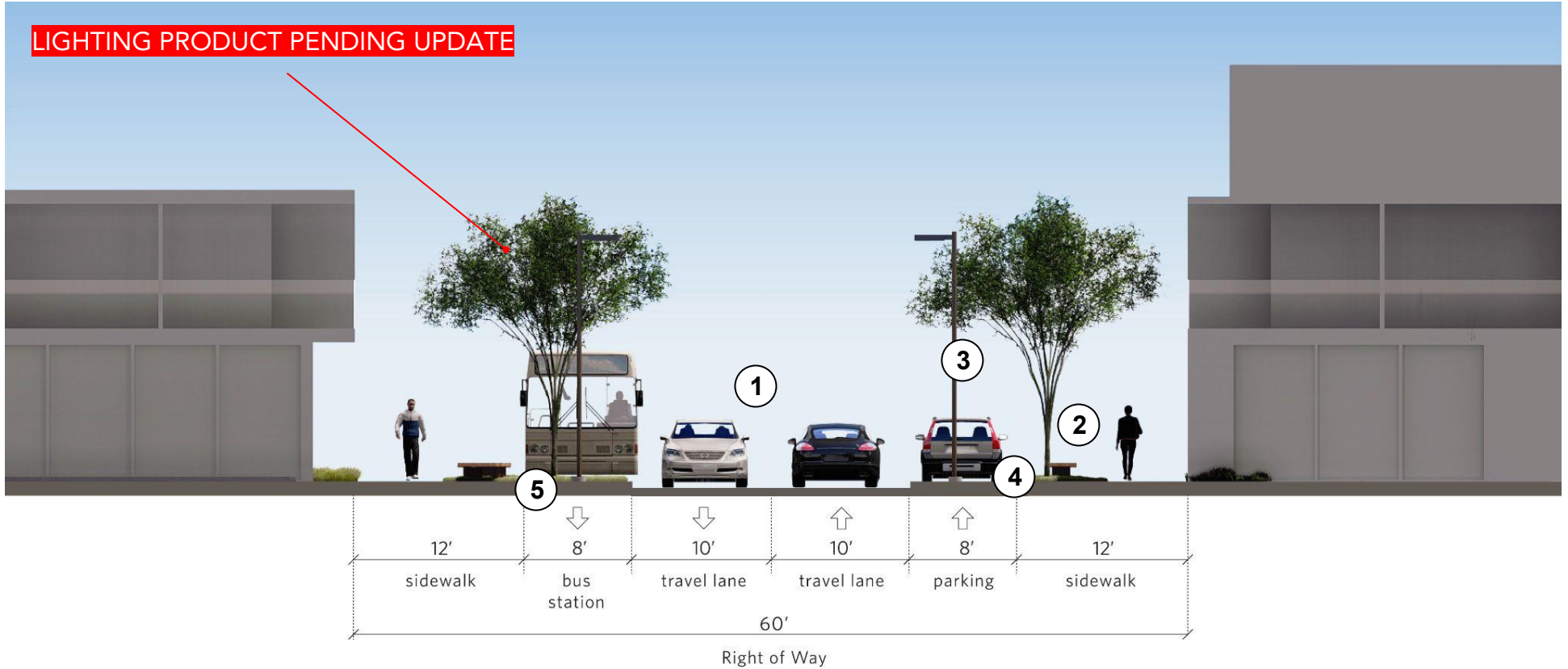
- Coordinate and synchronize design and construction with potential future redevelopment of Fry's to the north.
- Prepare to modify the on-street parking design and location to fit bus service and station pullout locations.



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

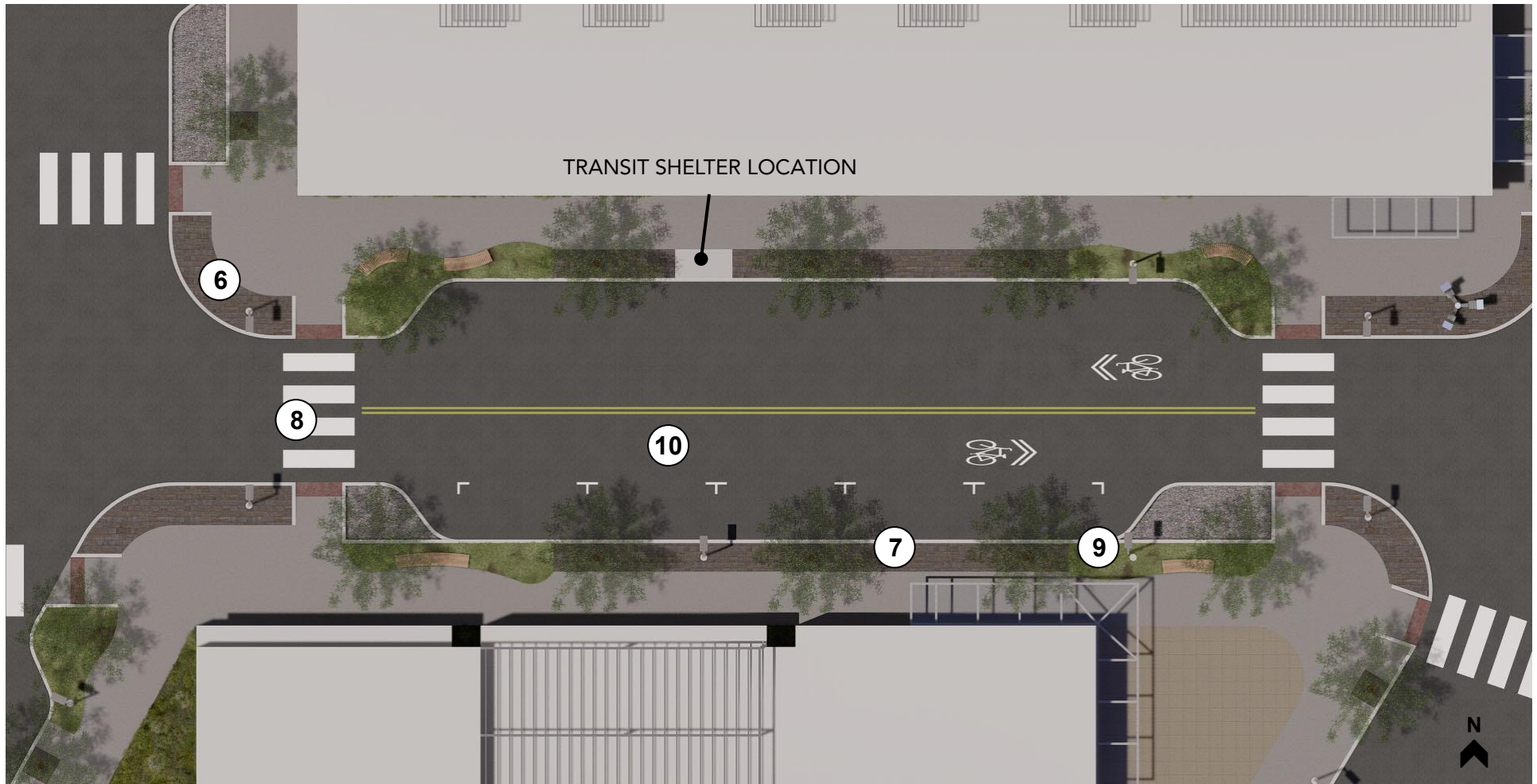
Stormwater catchment in curb extensions and midblock locations

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"

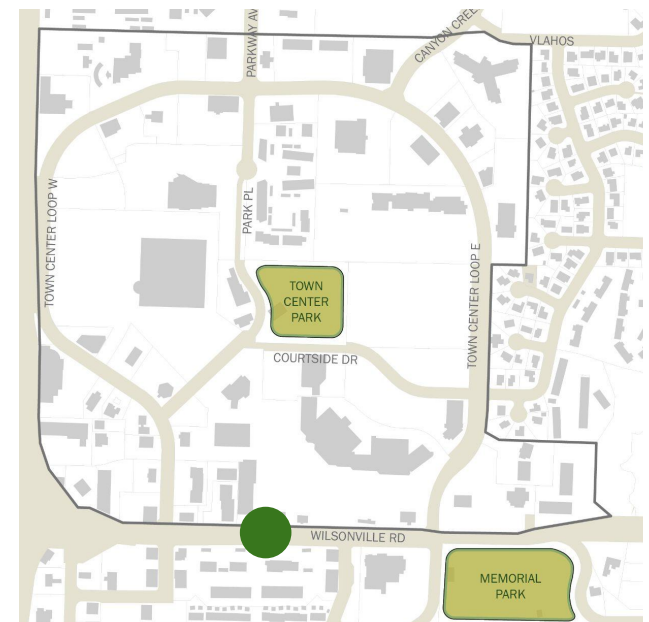
An upgraded intersection at Wilsonville Road where the new Park Place extension connects is one of several major improvements to Wilsonville Road to serve the Town Center. This will be a new four-way intersection, the northern segment of which is within the scope of the Town Center Streetscape Plan. 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

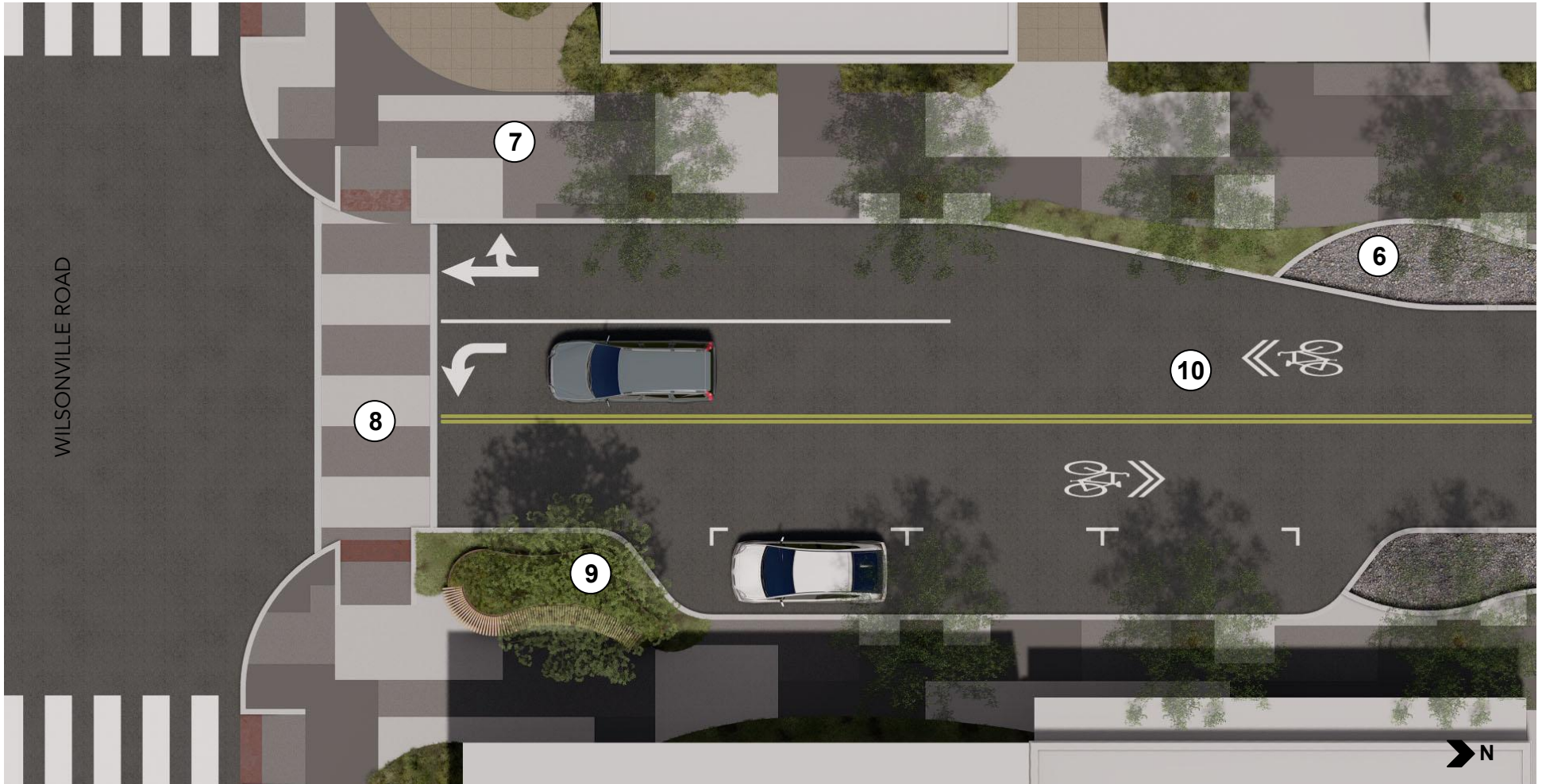
- Coordinate design between the full Park Place extension and the overall Wilsonville Road project - this intersection ties together a Signature Town Center street with conventional design on Wilsonville Road.
- Clearly identify the limits of the improvement geometry to ensure the Signature design makes 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

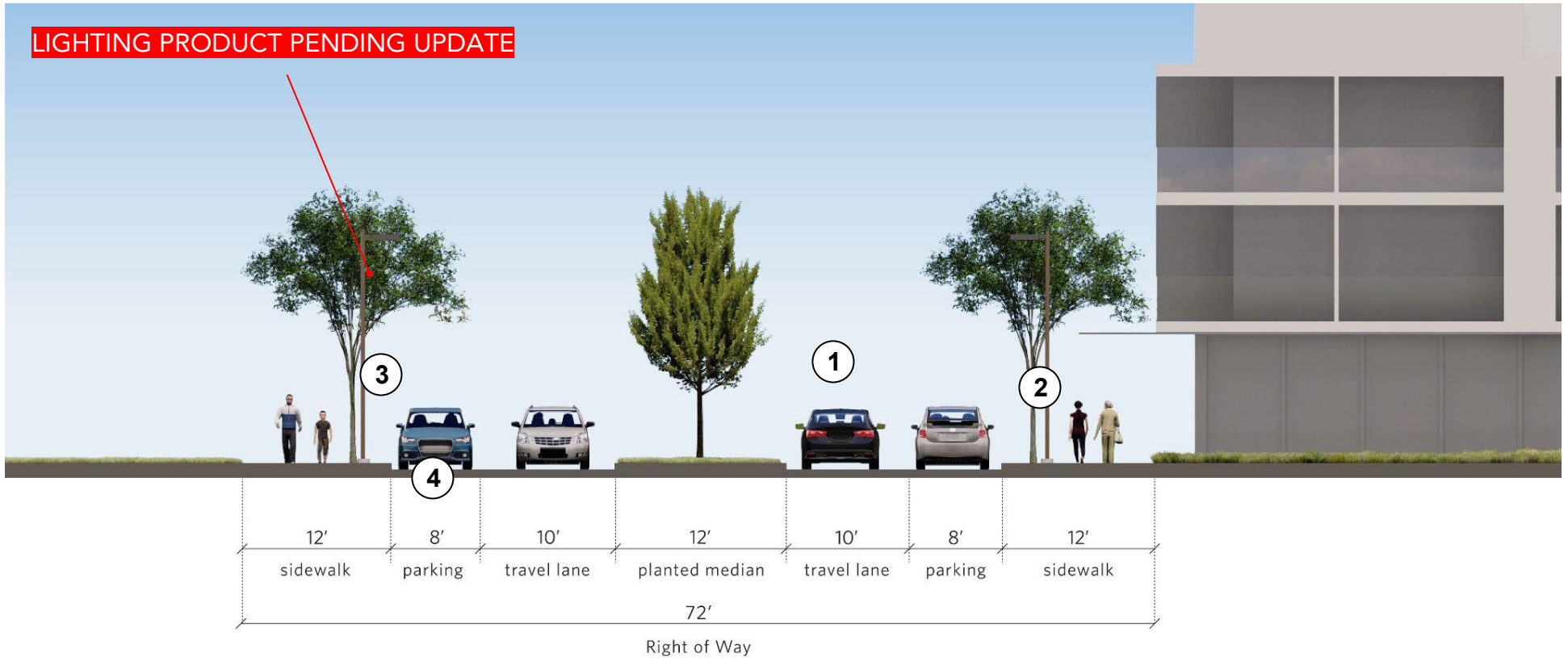
- Construct the street in a series of phases linked to the private development of adjacent properties.
- Tactically remove the interim street improvements as complete new street construction comes online in phases.



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

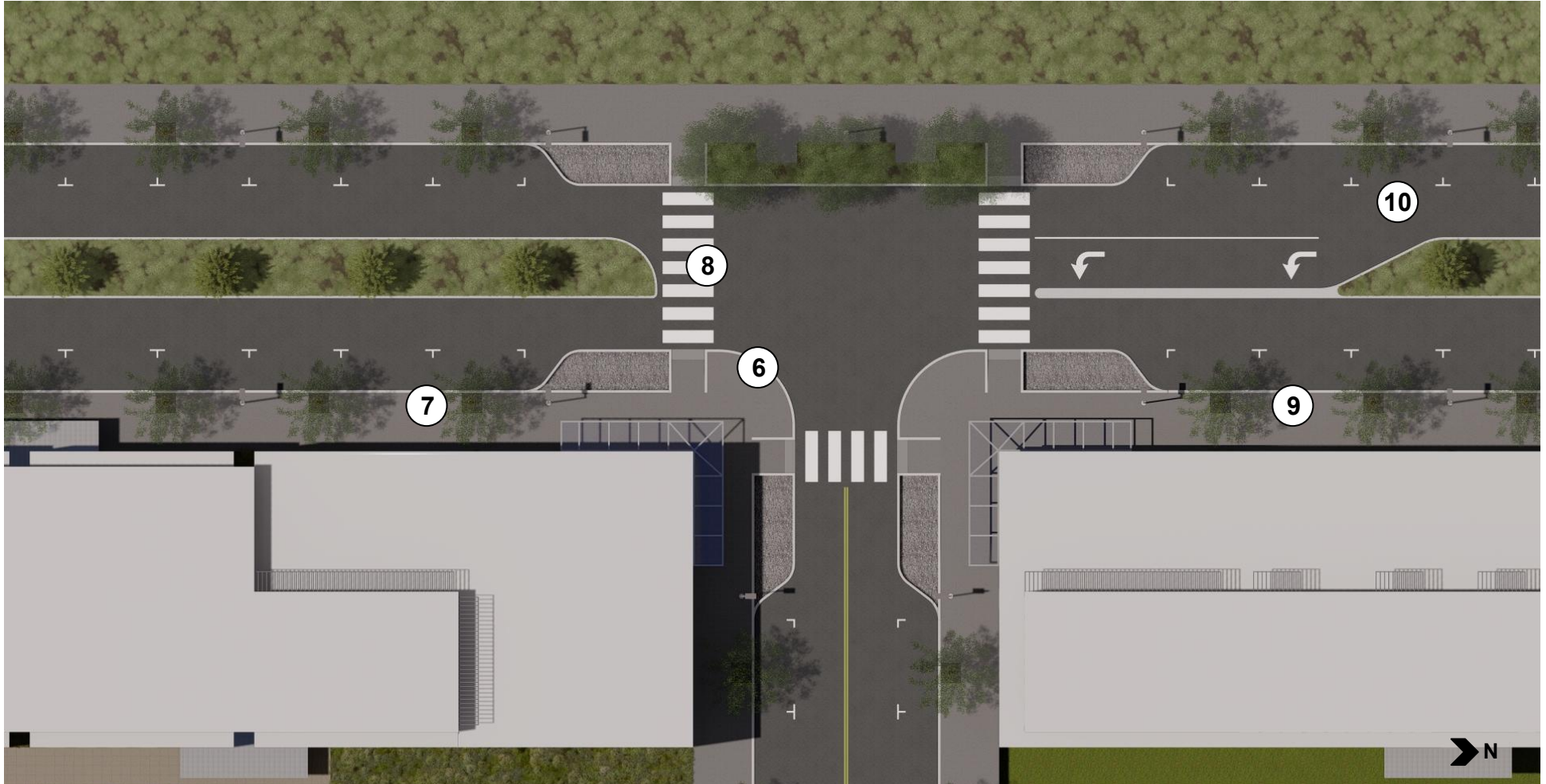
Stormwater catchment in curb extensions (in place of parking at intersections)

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

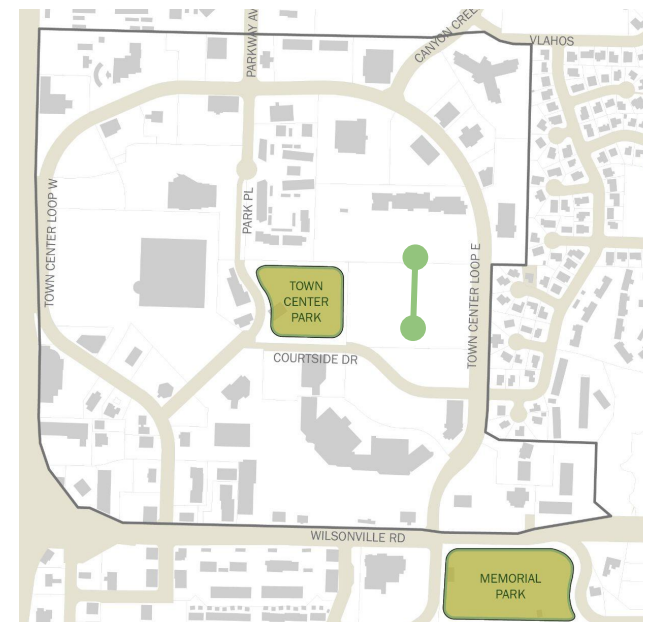
New development and a finer-grained block structure in the Town Center will require the addition of new Local Streets. These streets will be constructed as part of private development and will generally include wide sidewalks with street trees, vehicle travel lanes, and on-street parking with stormwater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

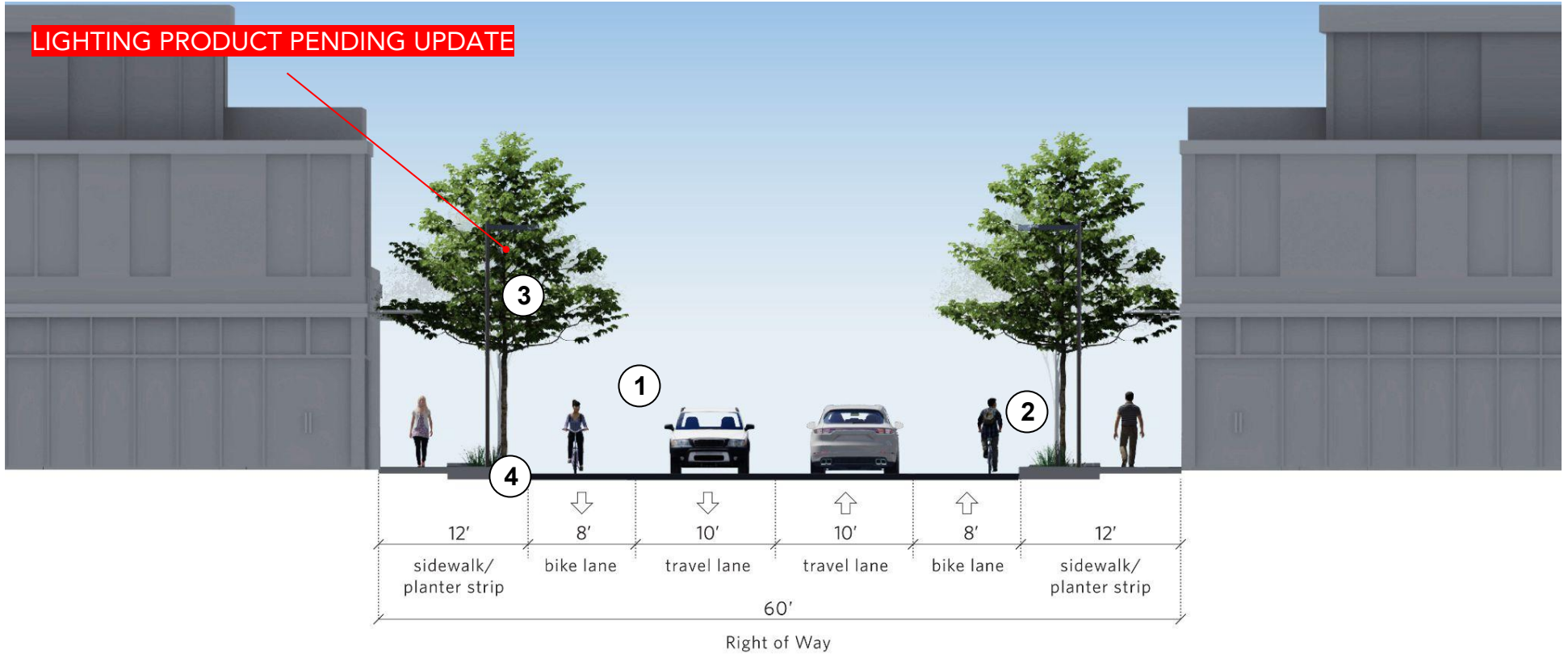
IMPLEMENTATION BASICS

- 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

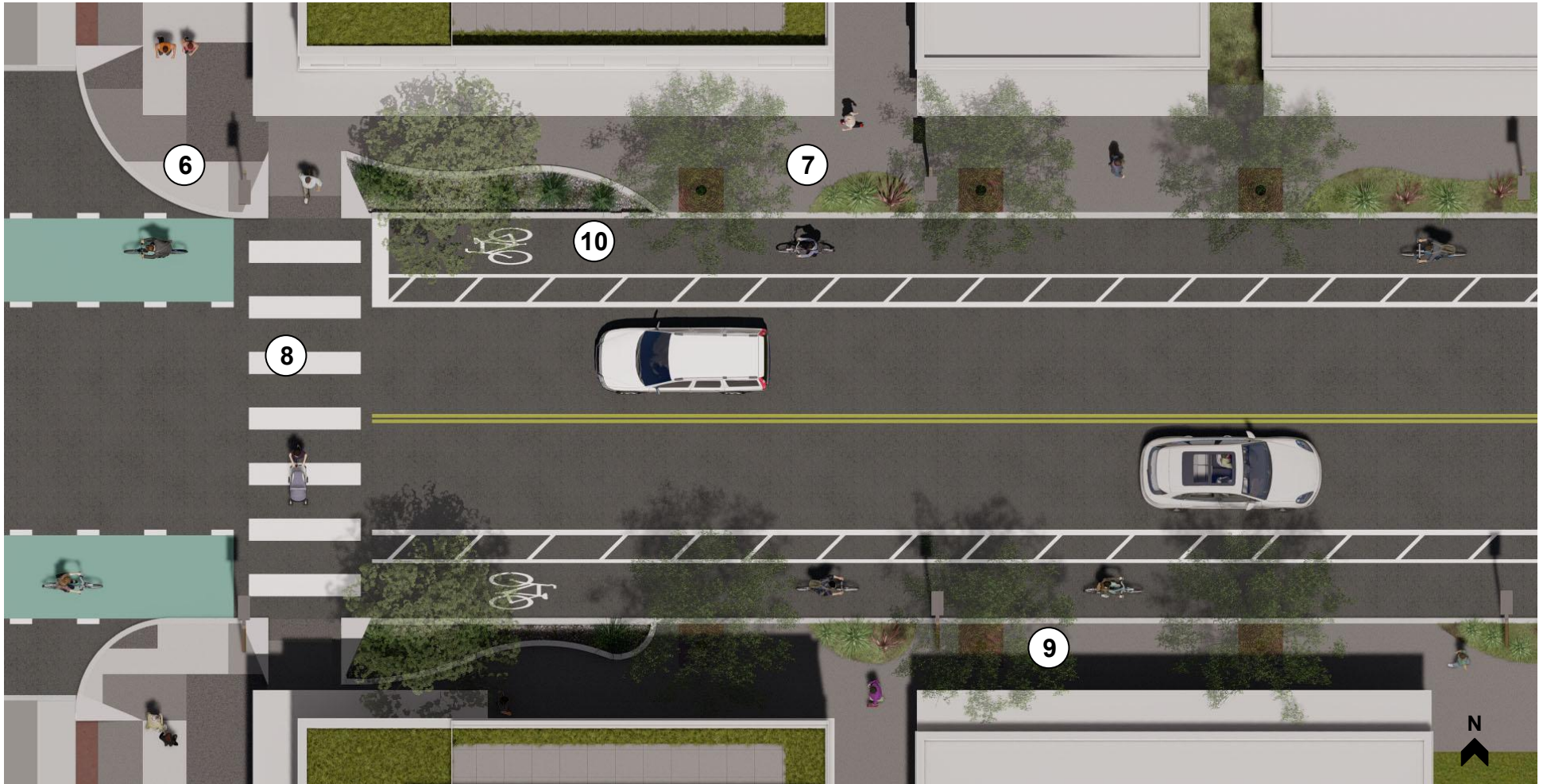
4. STORMWATER

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

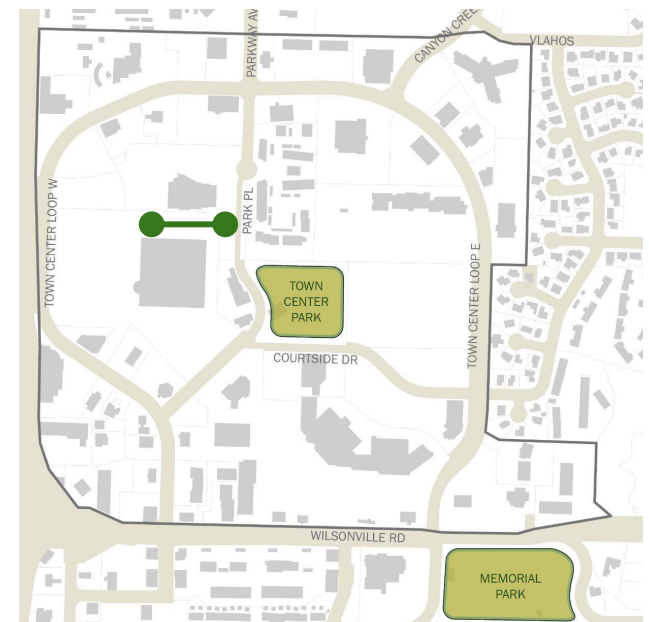
The Promenade functions as much as a park as it does a street, and it will not permit motor vehicle passage. This is an important connection between the Park Place main street and the in-progress I-5 bicycle and pedestrian bridge. The Promenade provides spacious pedestrian ways and a buffered two-way 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

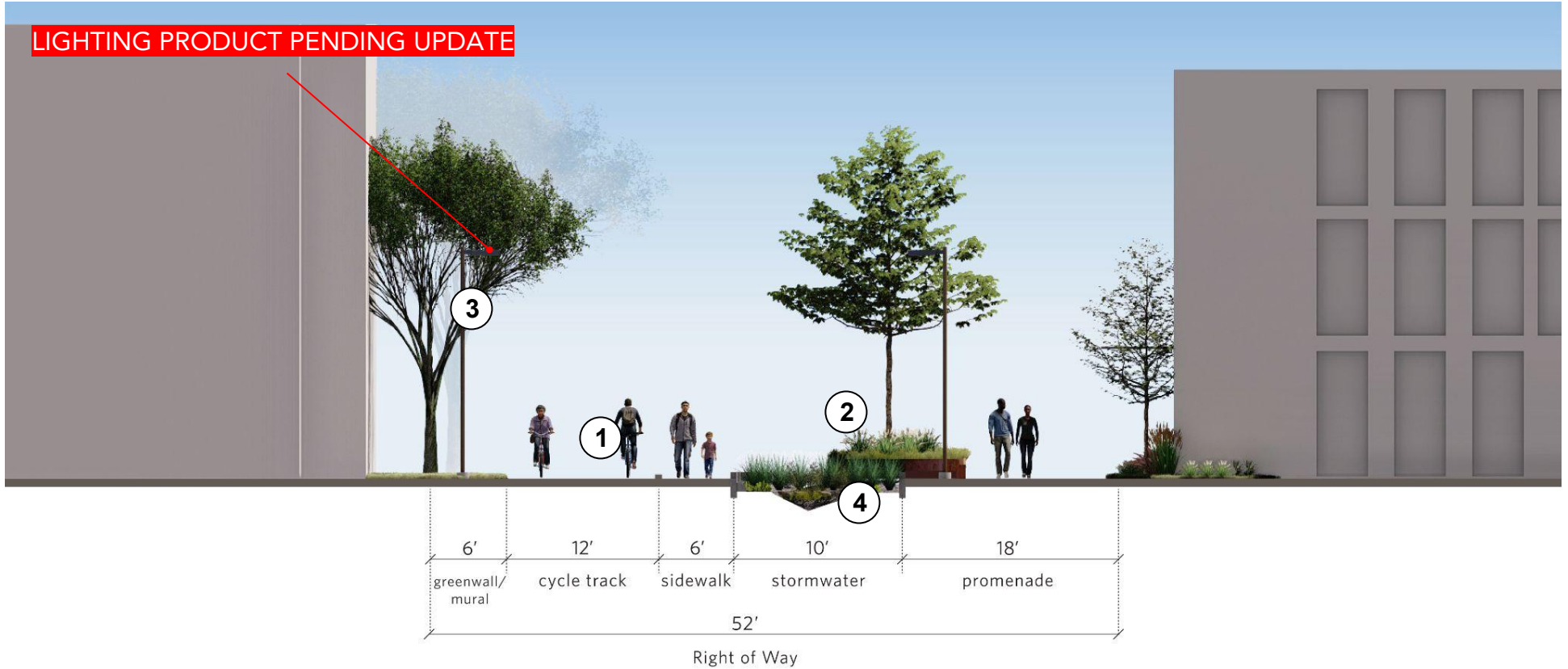
- Coordinate alignment with related projects including Fry's site redevelopment and the I-5 bicycle and pedestrian bridge landing plaza, as well as transitions from the Promenade (which prohibits cars) to Park Avenue (which permits cars).
- Construct as a partnership between the City and private landowners 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

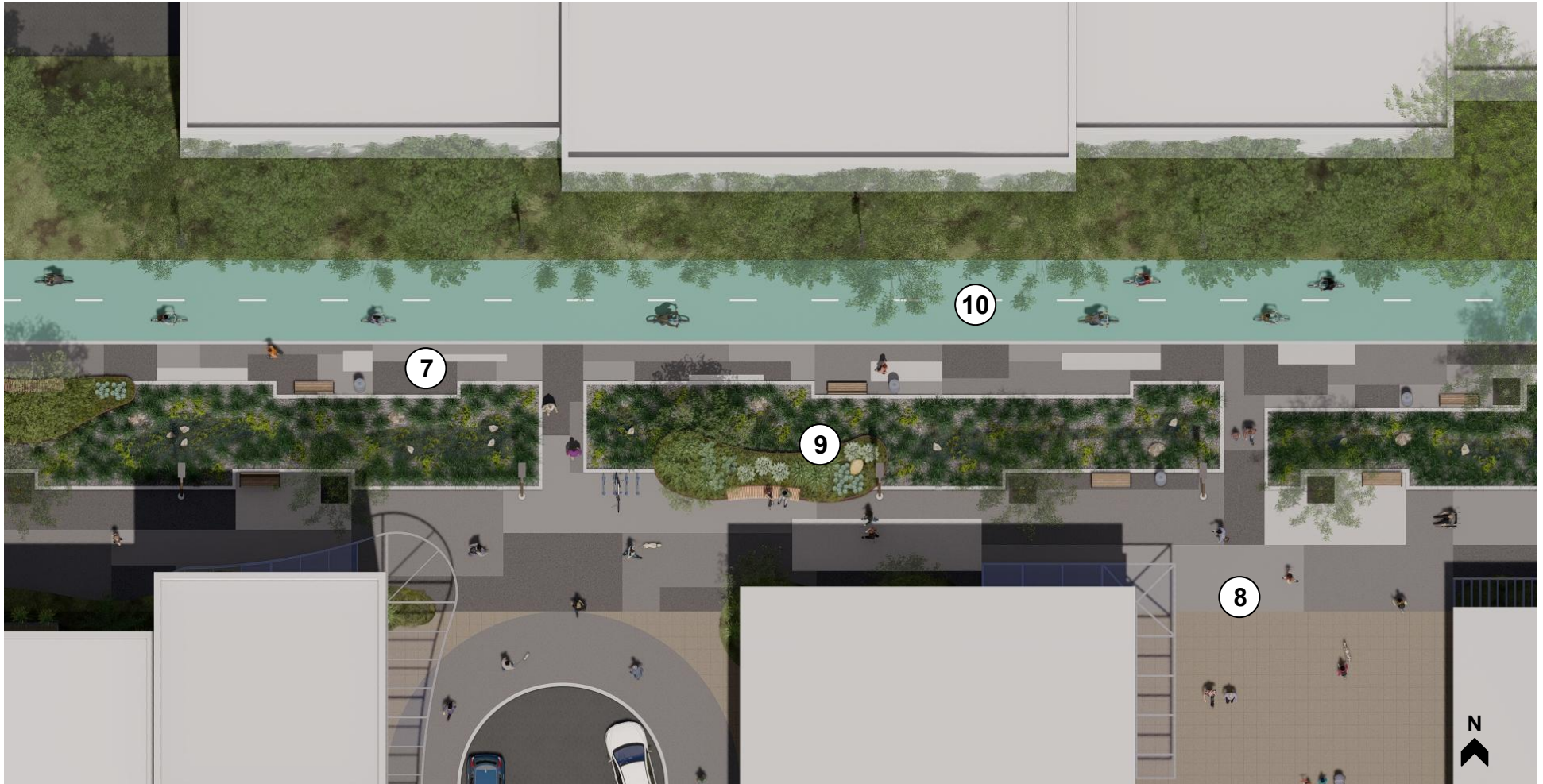
Integrated stormwater facilities run through the center of the Promenade - features seating and abundant landscape

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

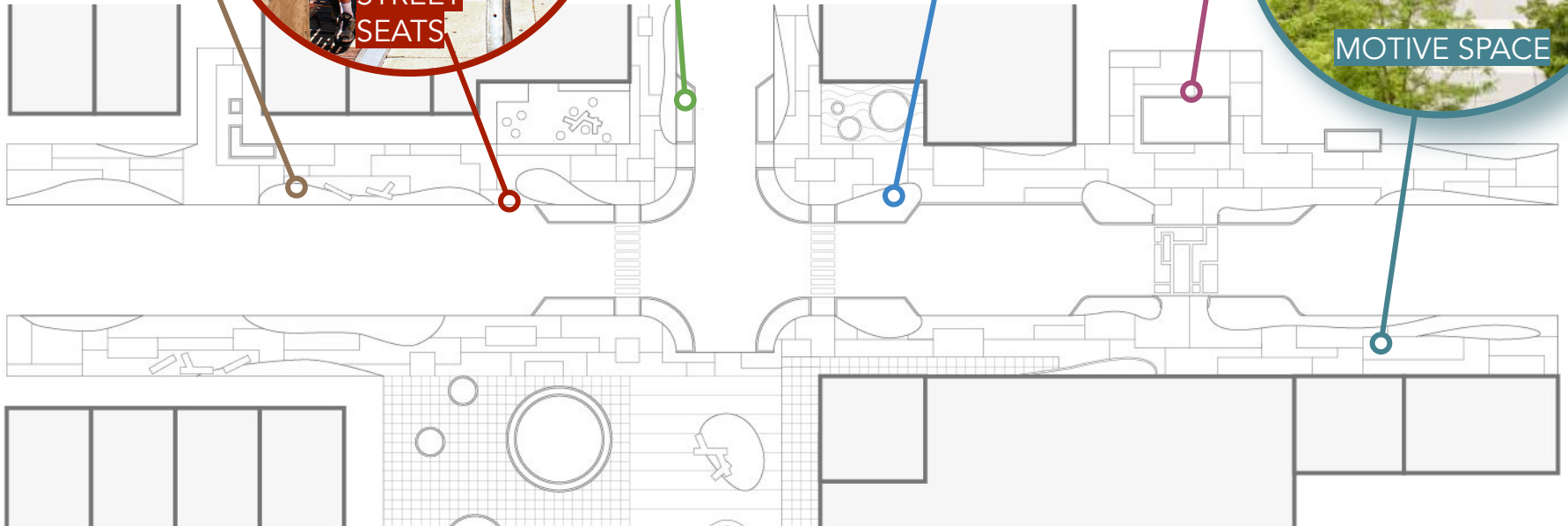
CITY COUNCIL

APRIL 5, 2021



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

RECOMMENDED CONCEPT ELEMENTS



RECOMMENDED CONCEPT

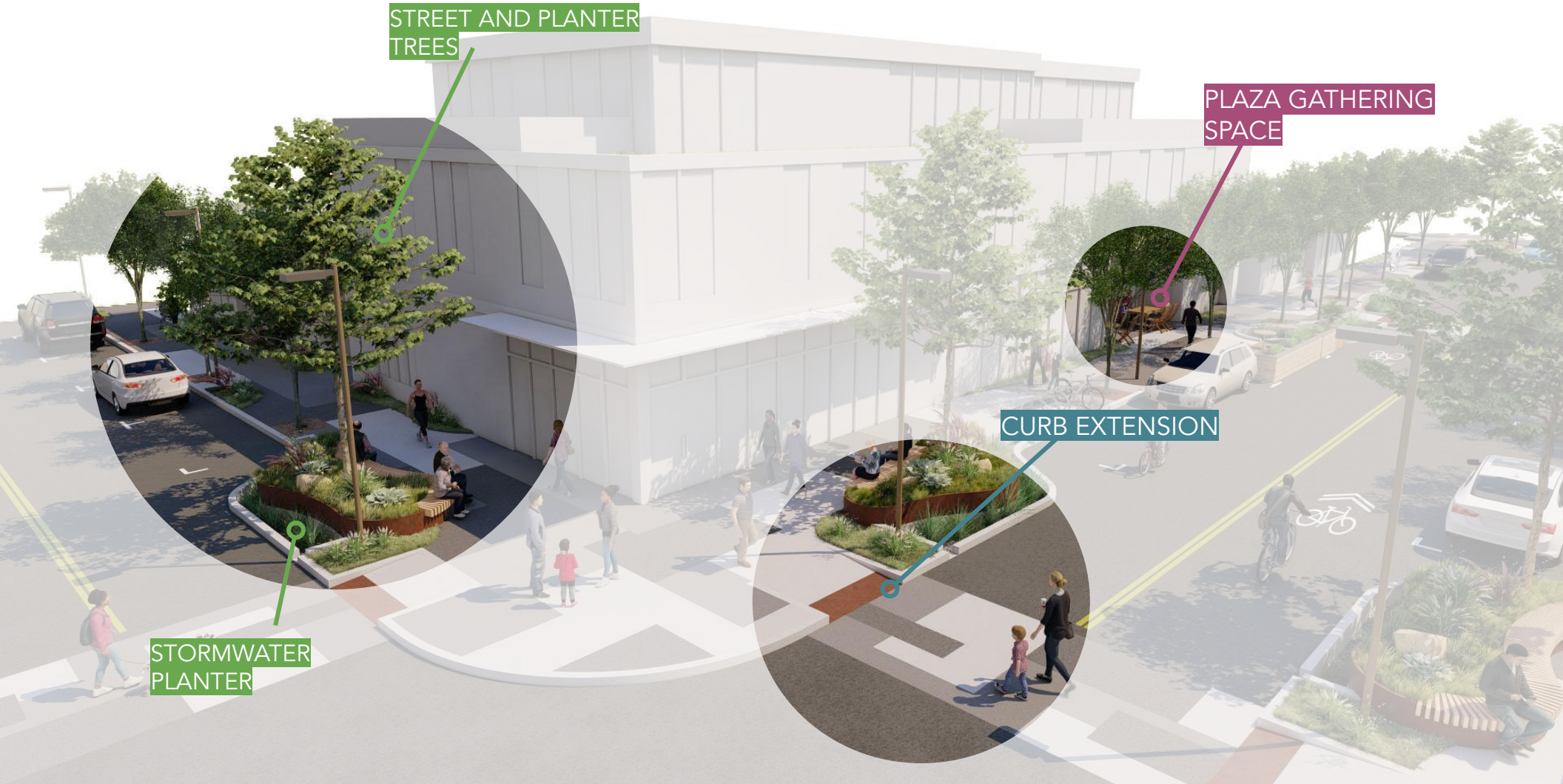
ATTACHMENT 1
APPENDIX A: PRELIMINARY CONCEPTS MATERIAL



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

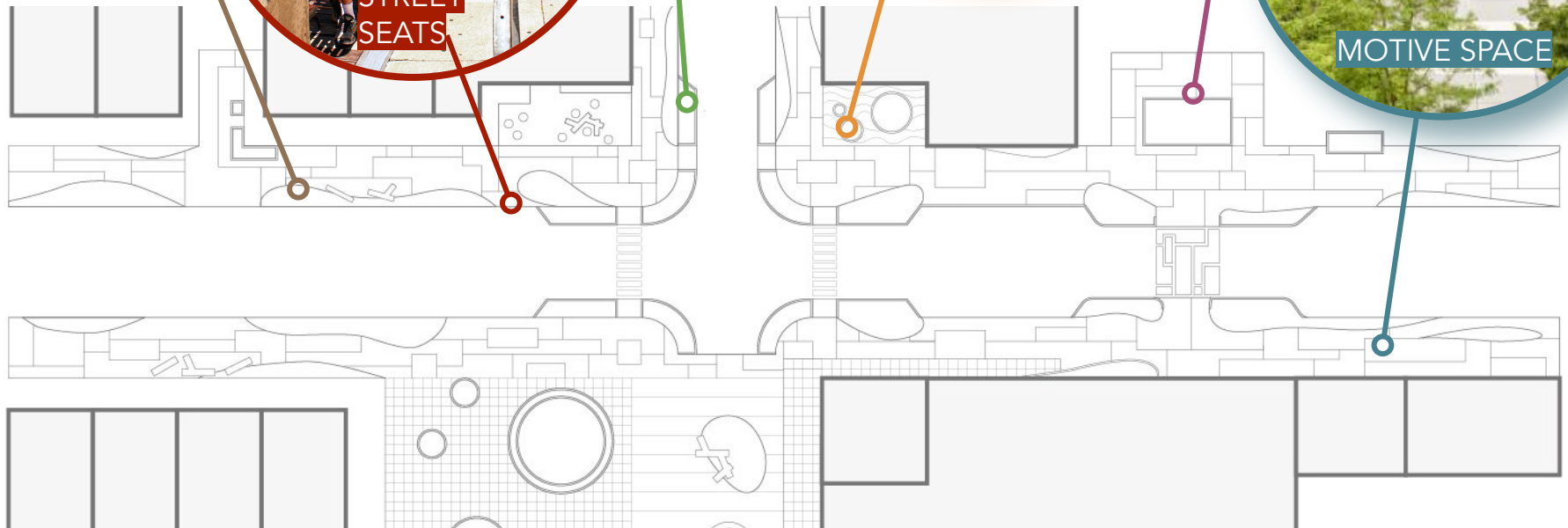
NATURAL - CONTRAST - MODULARITY



***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.*

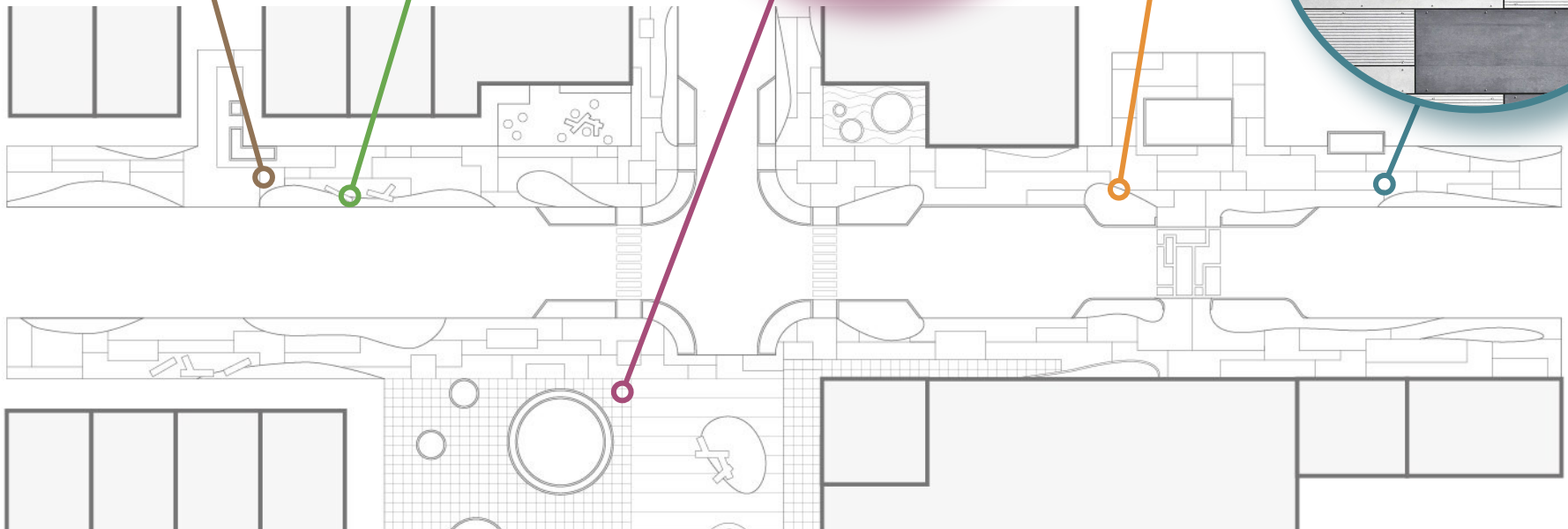
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



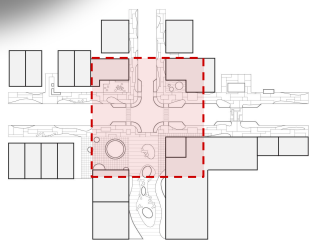
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY



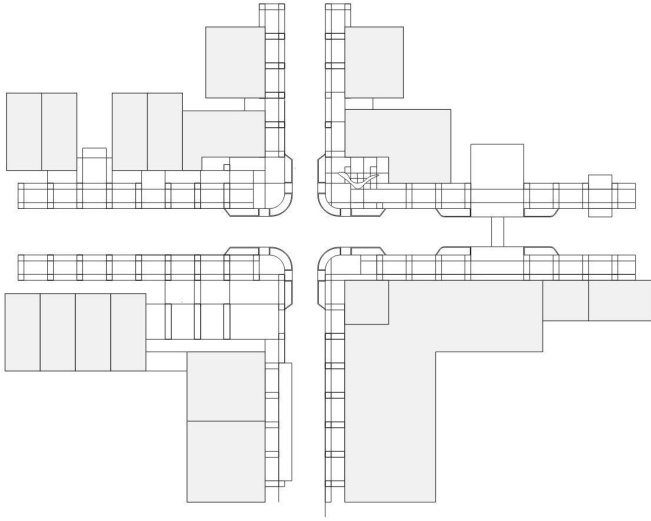
RECOMMENDED CONCEPT: RIVER + TECHNOLOGICAL

NATURAL - CONTRAST - MODULARITY

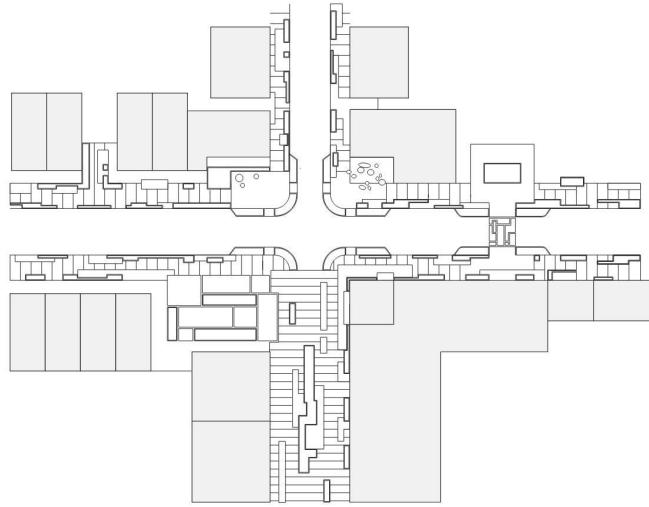


DESIGN CONCEPT COMPARISON

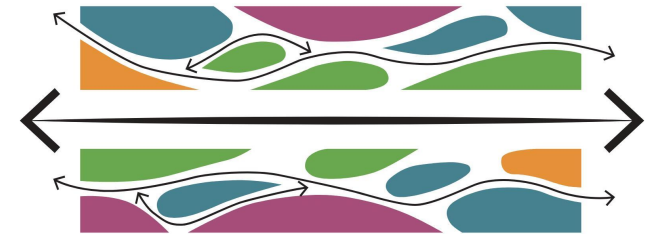
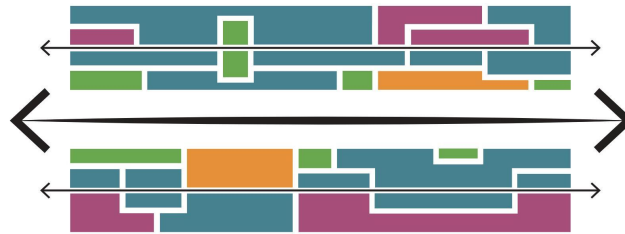
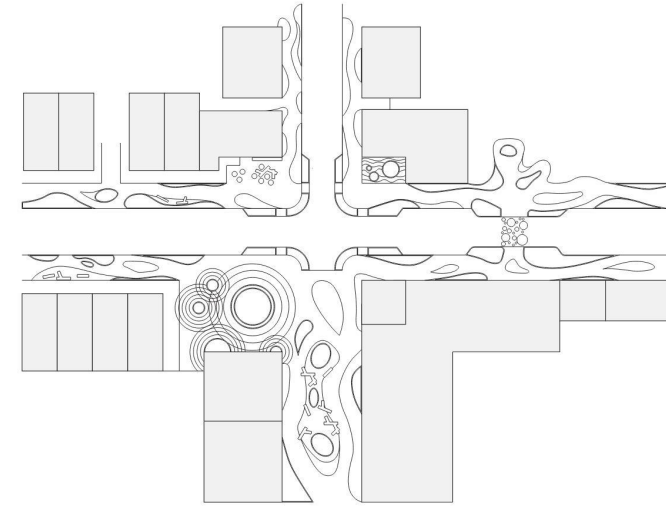
Concept 1: Agriculture




Concept 2: Technology



Concept 3: River



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

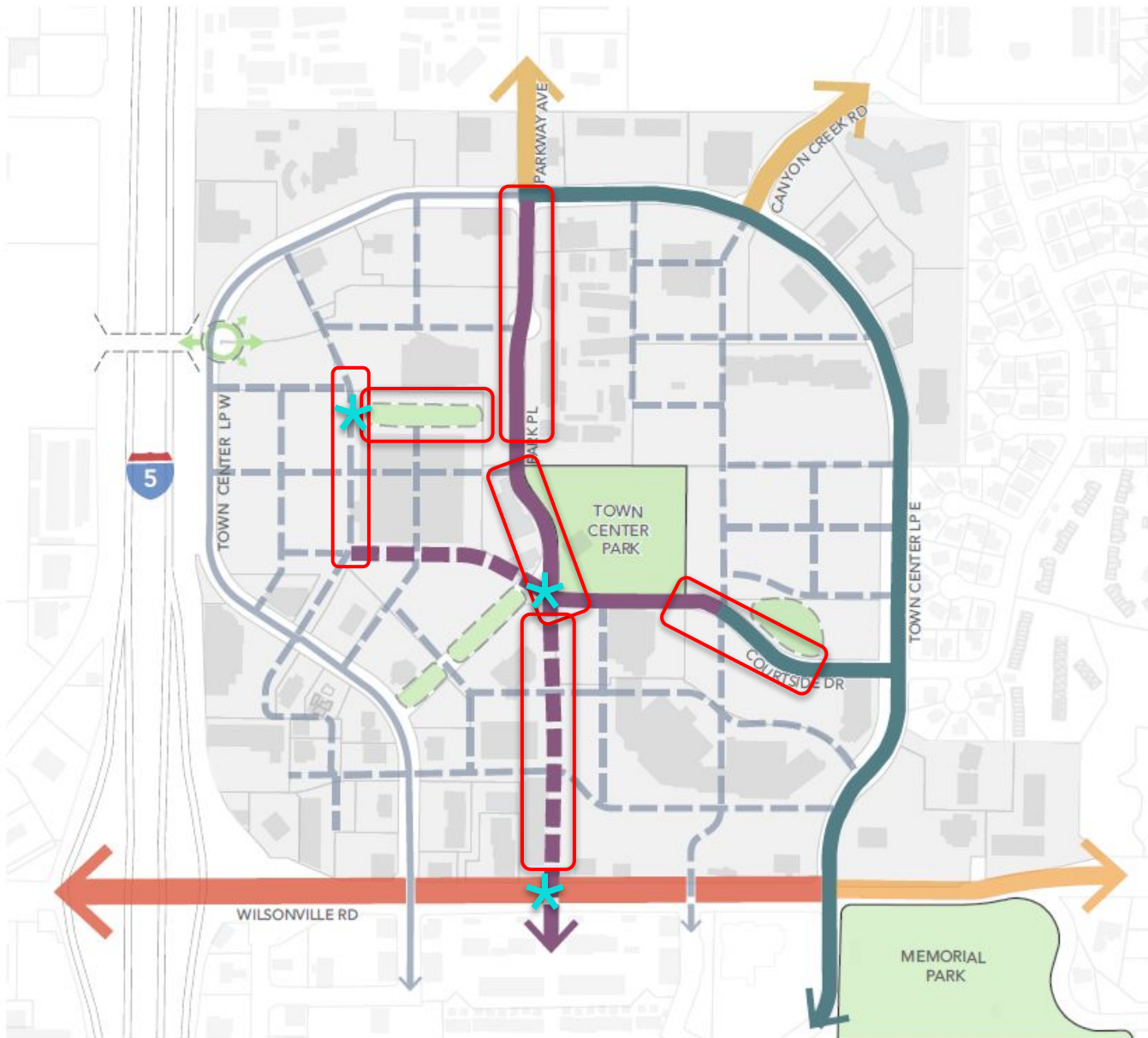
COMMUNITY FORUM #2

FEBRUARY 9, 2021



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

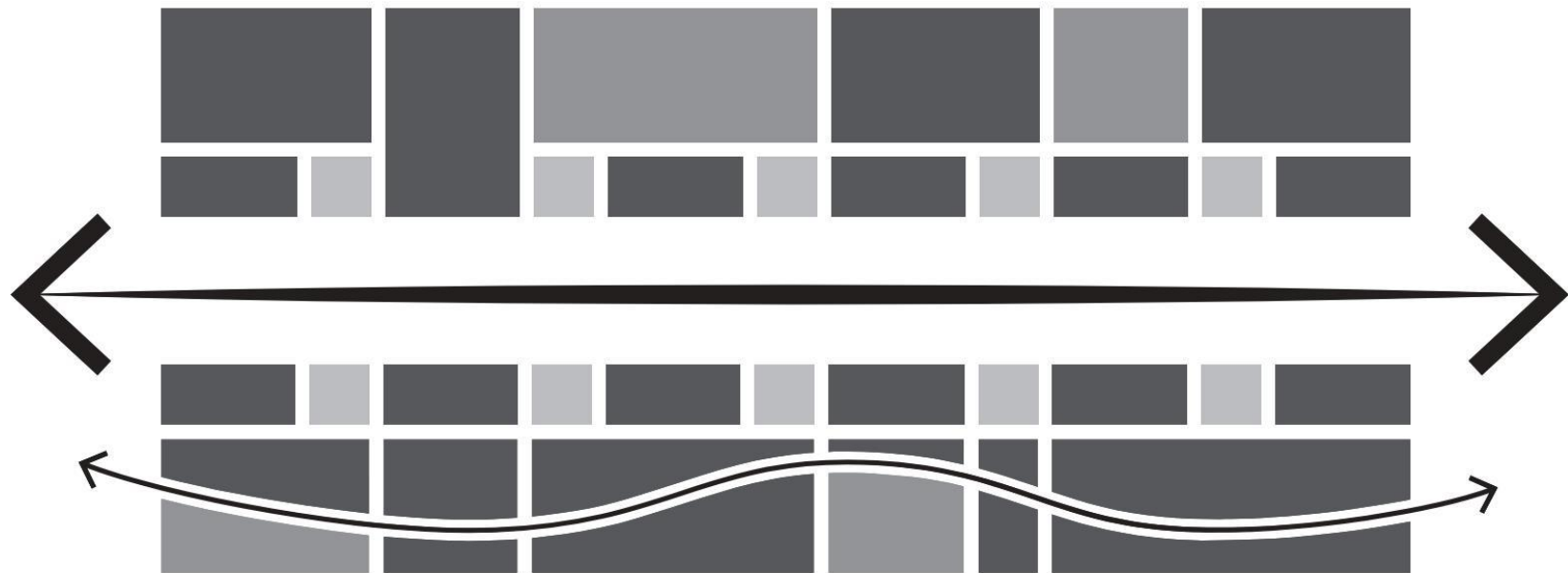
TOWN CENTER STREETScape DESIGN



- 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

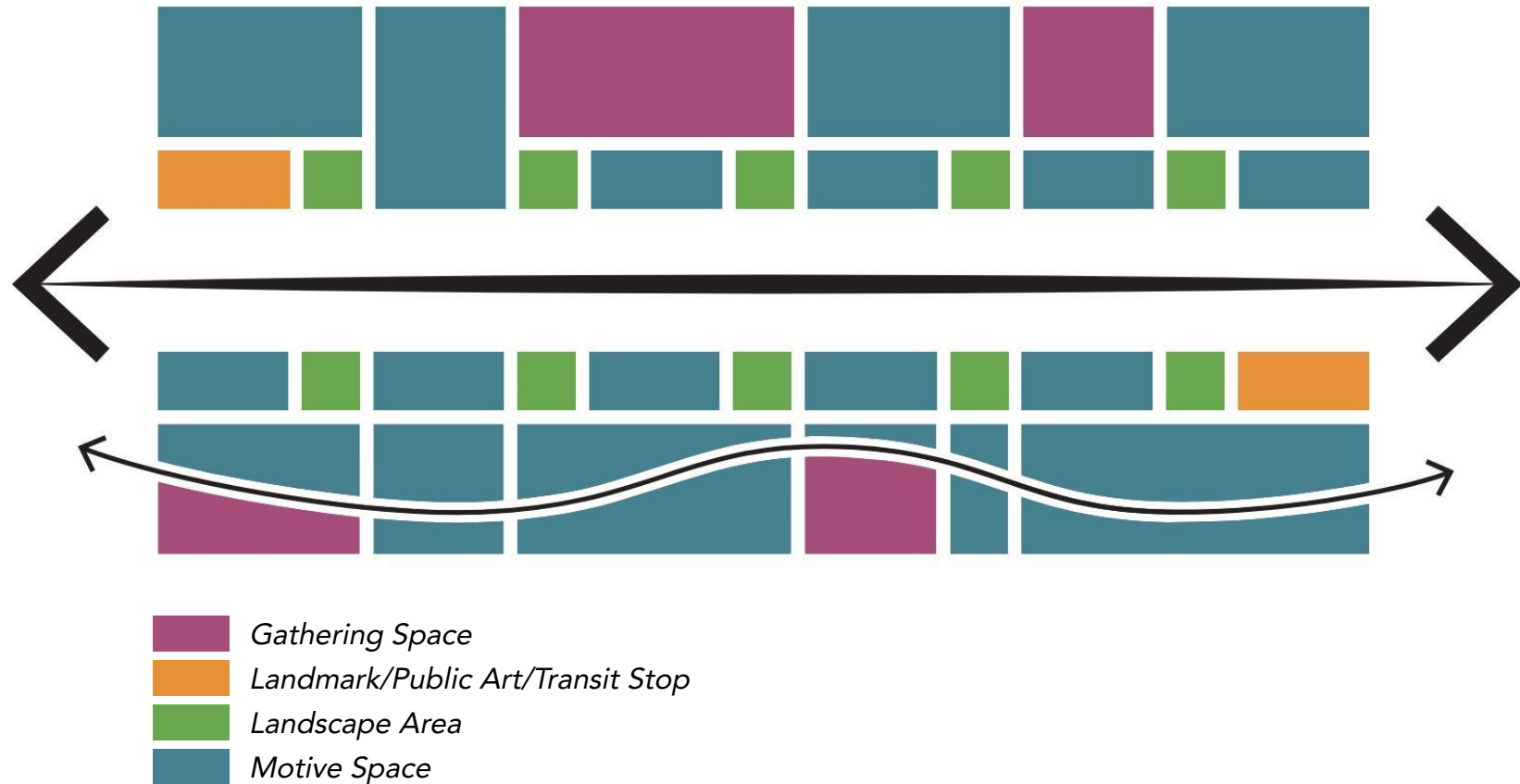
CONCEPT DIAGRAM: AGRICULTURAL LEGACY



***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

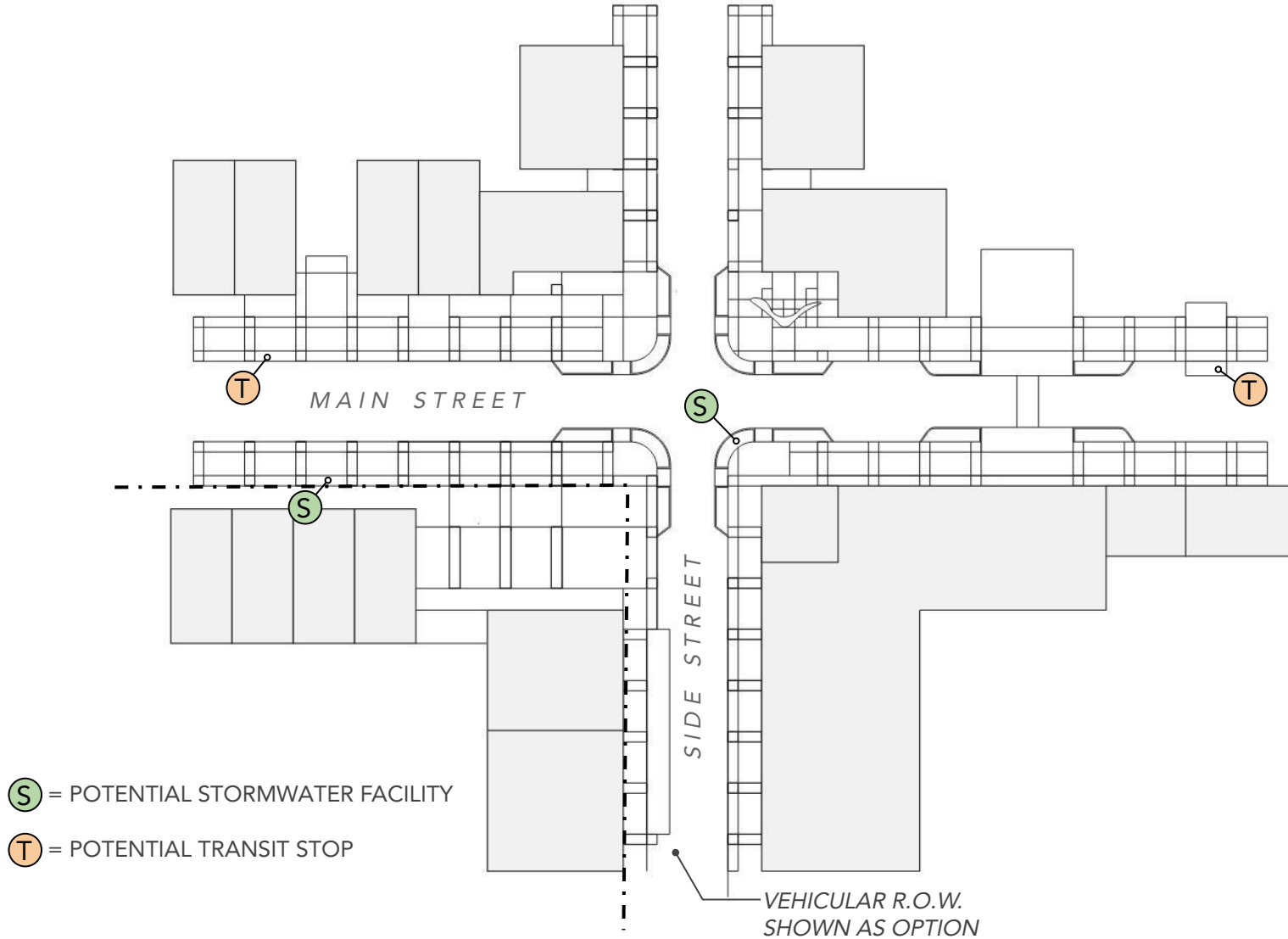
PURPOSEFUL - STRUCTURED - TIMELESS



***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.*

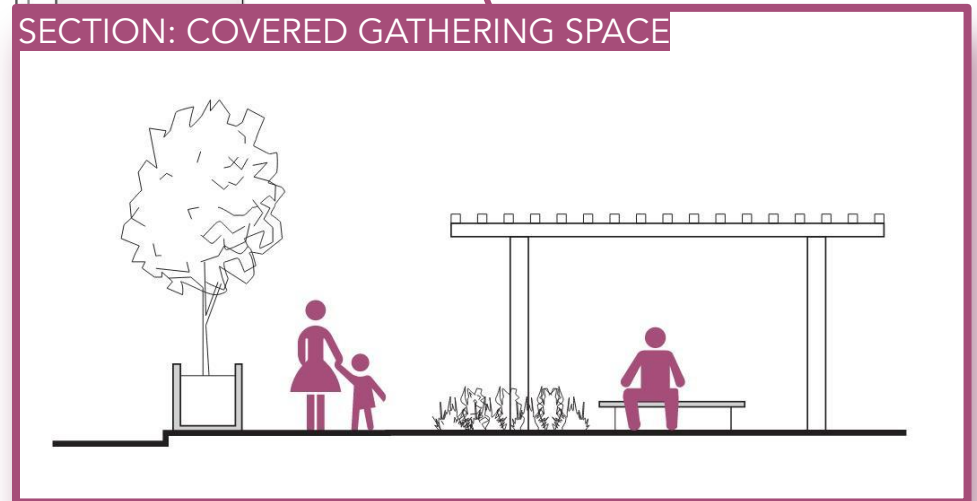
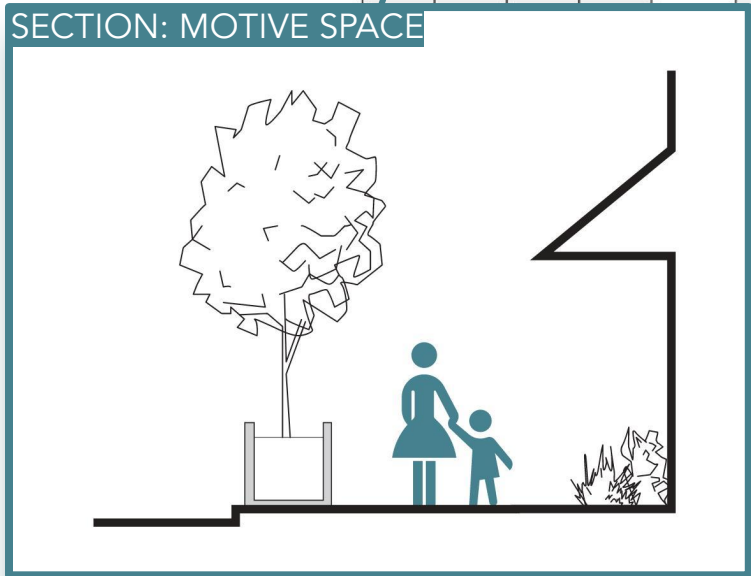
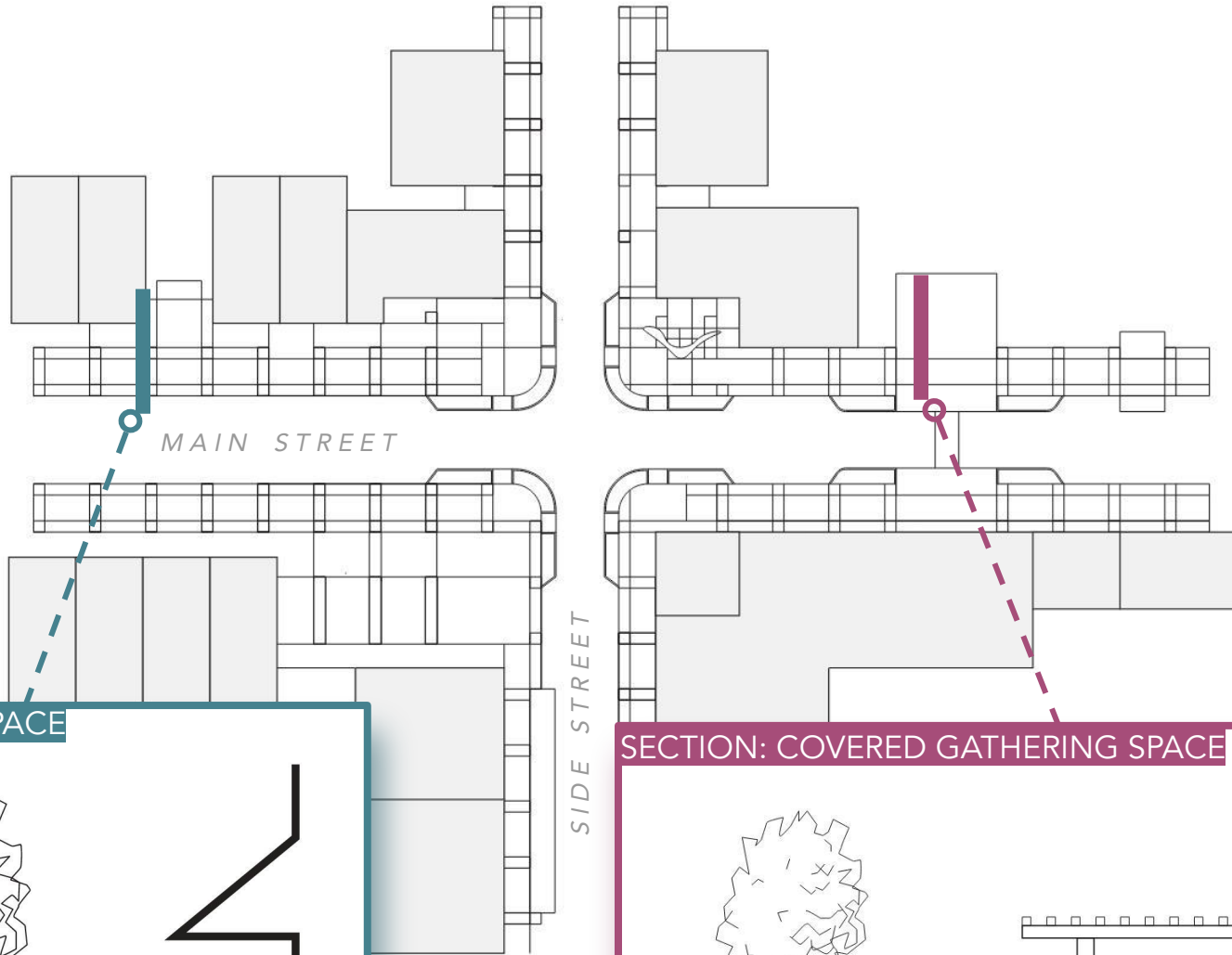
DESIGN CONCEPT: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



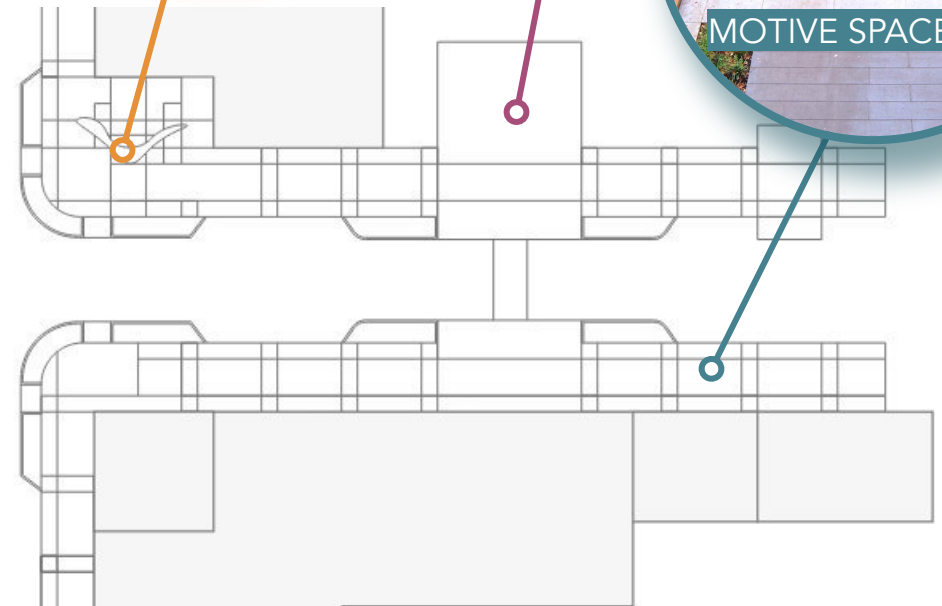
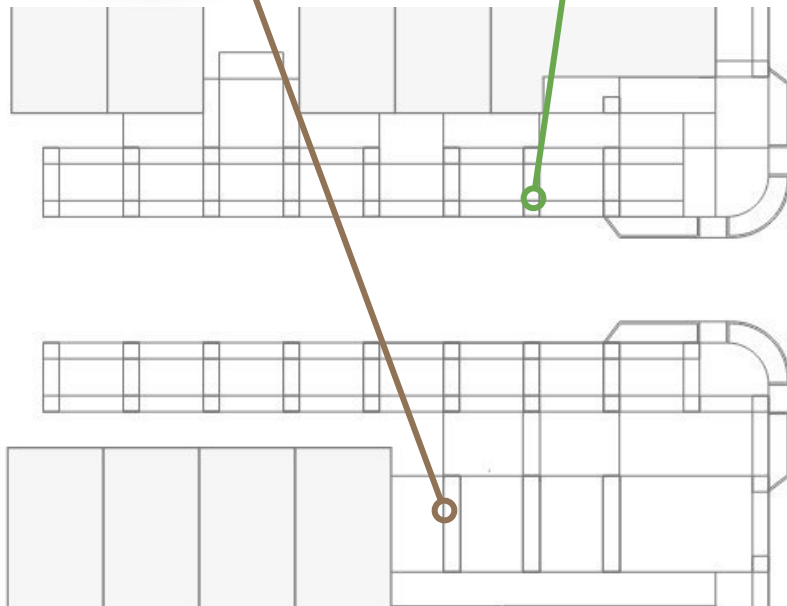
DESIGN CONCEPT: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



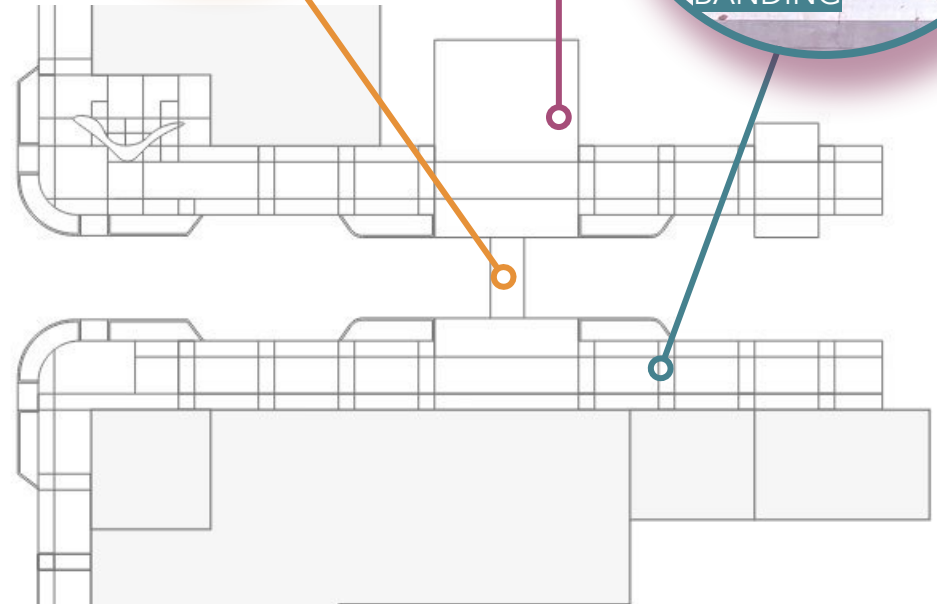
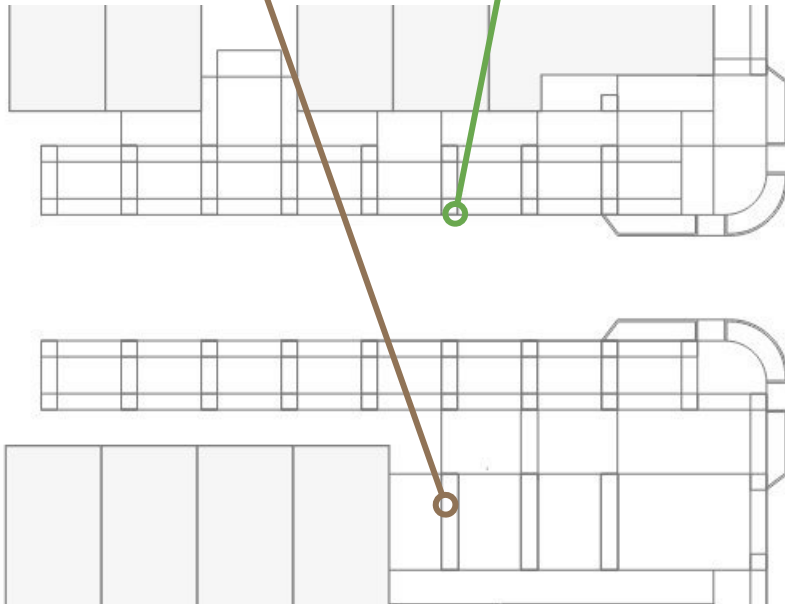
DESIGN CONCEPT: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



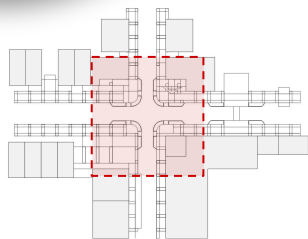
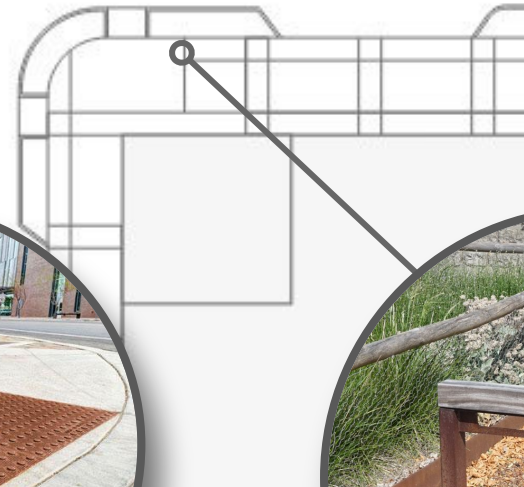
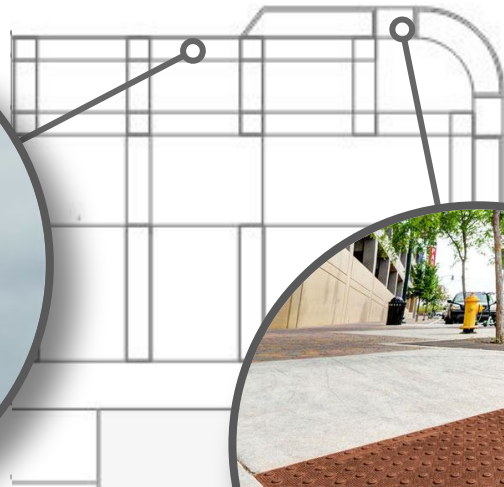
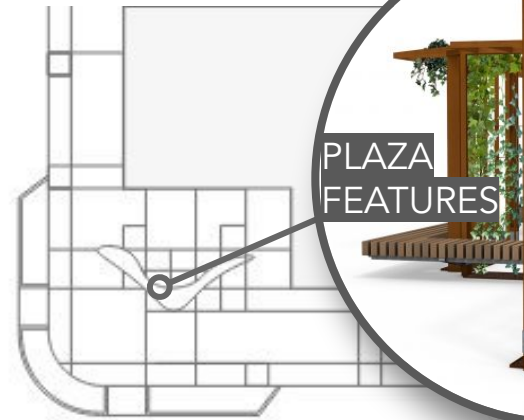
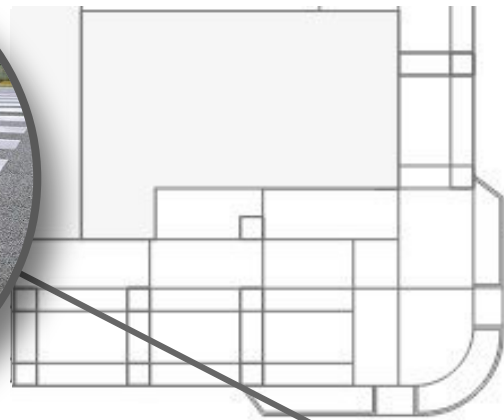
MATERIALS: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



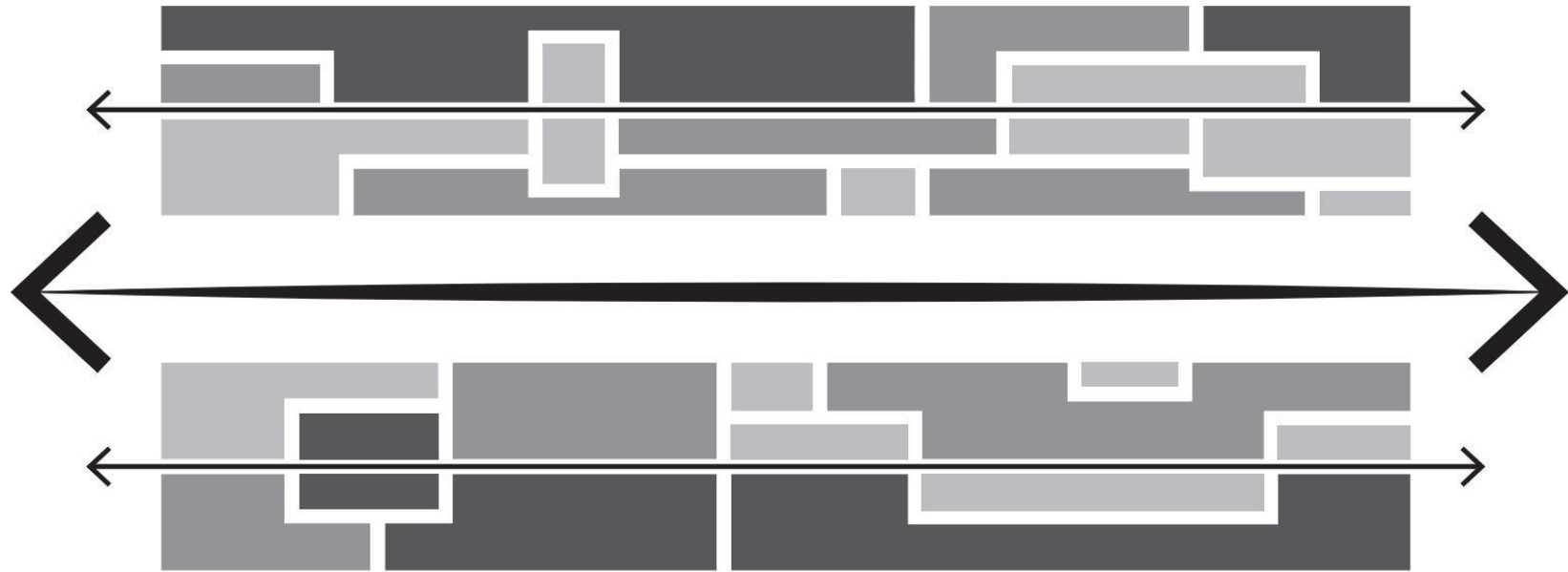
INTERSECTION DESIGN: AGRICULTURAL LEGACY

PURPOSEFUL - STRUCTURED - TIMELESS



DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



***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: TECHNOLOGICAL INNOVATION

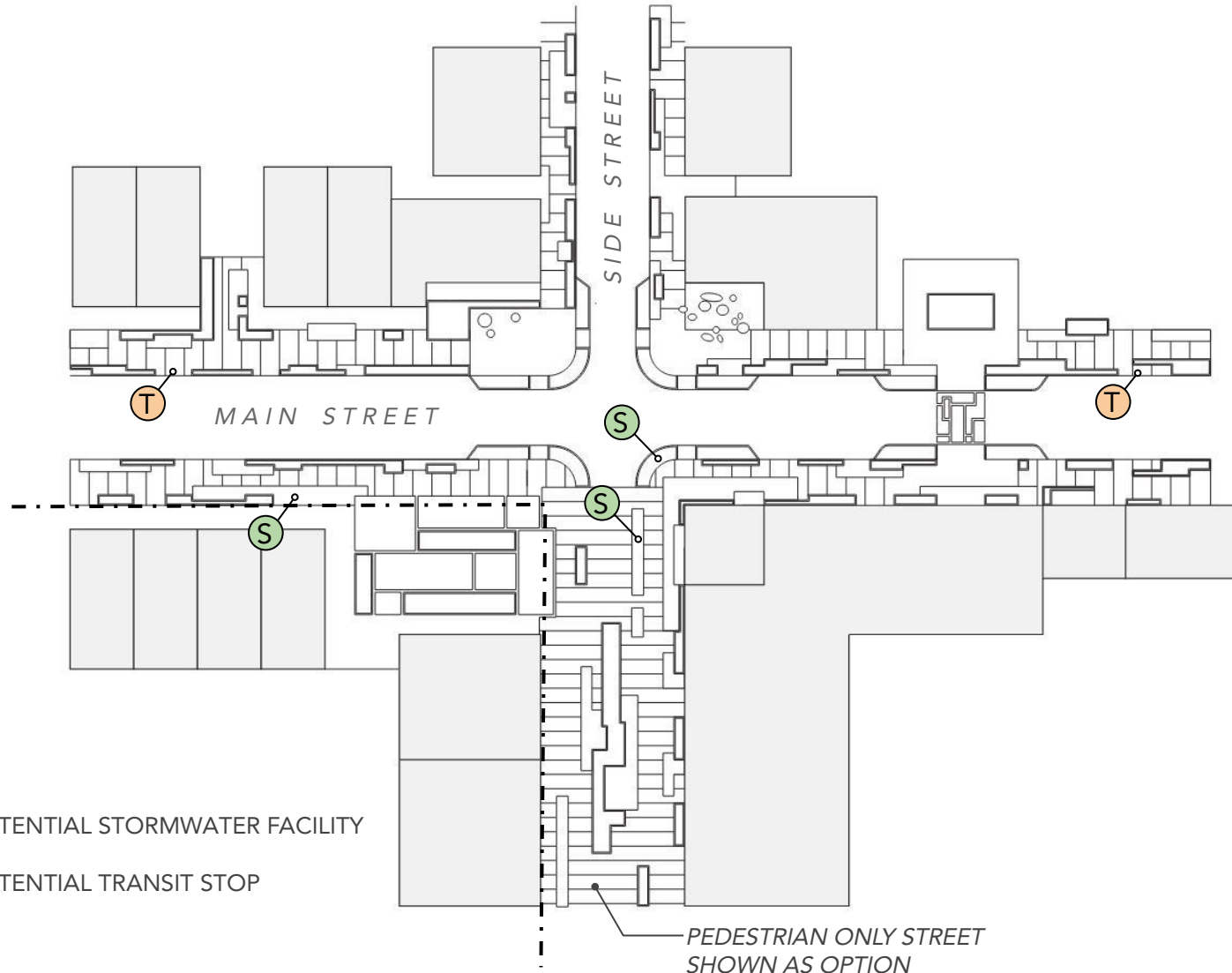
MODULARITY - SIMPLICITY - CONTRAST



***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.*

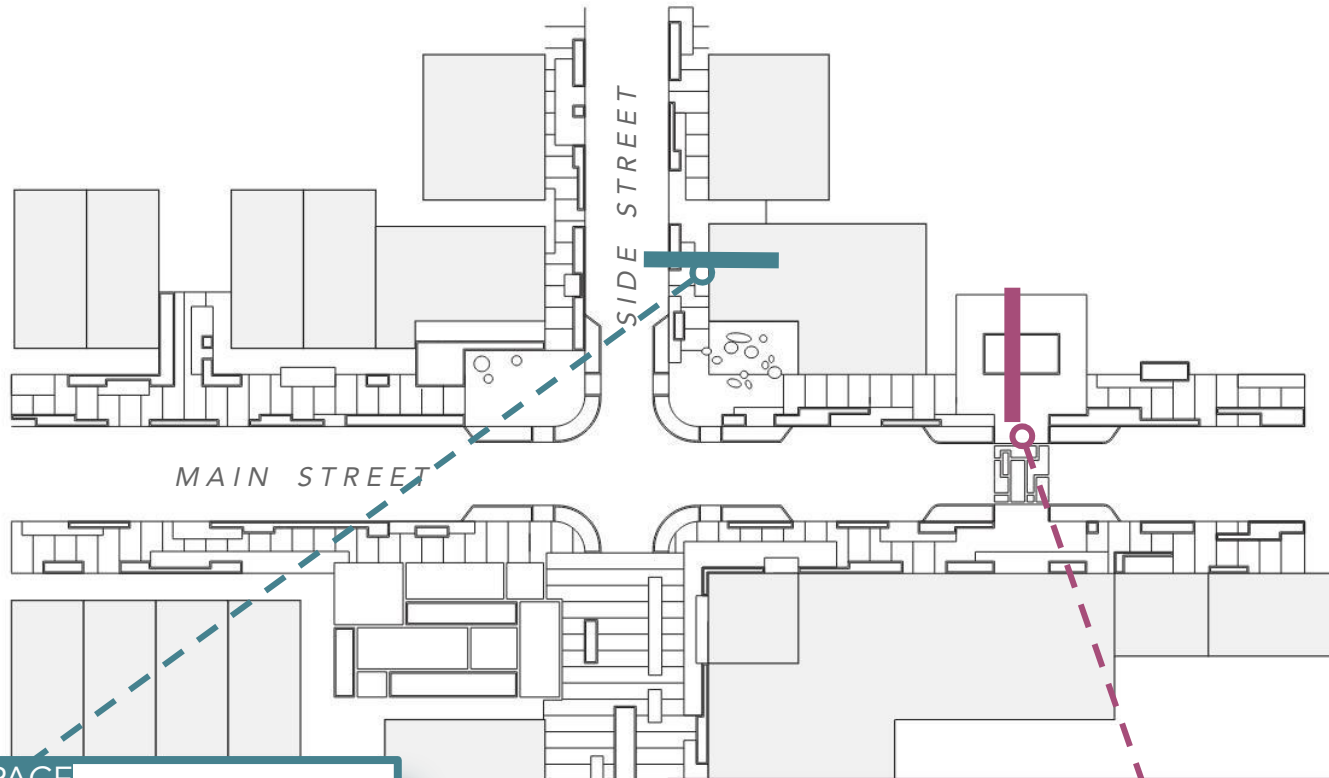
DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST

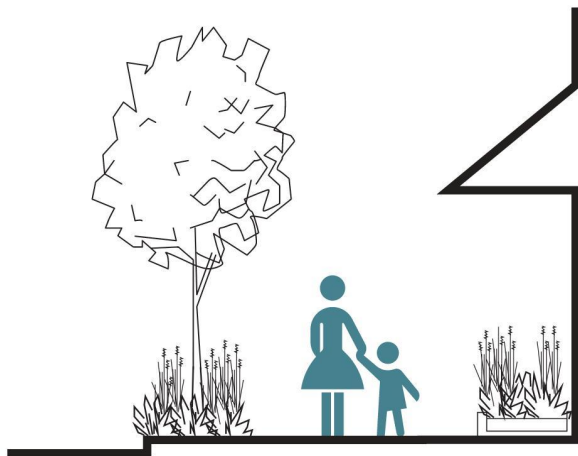


DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

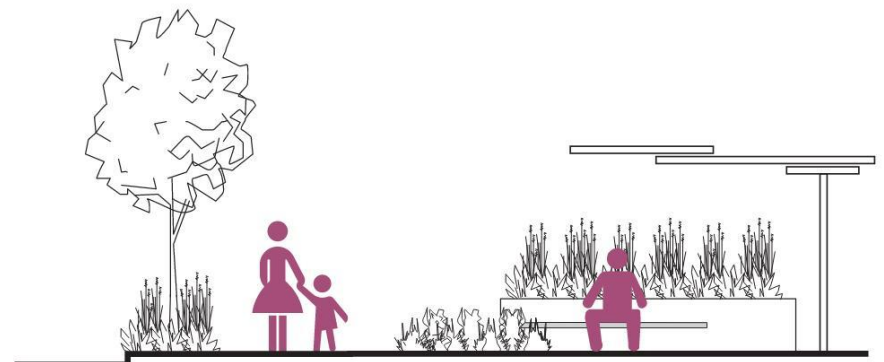
MODULARITY - SIMPLICITY - CONTRAST



SECTION: MOTIVE SPACE

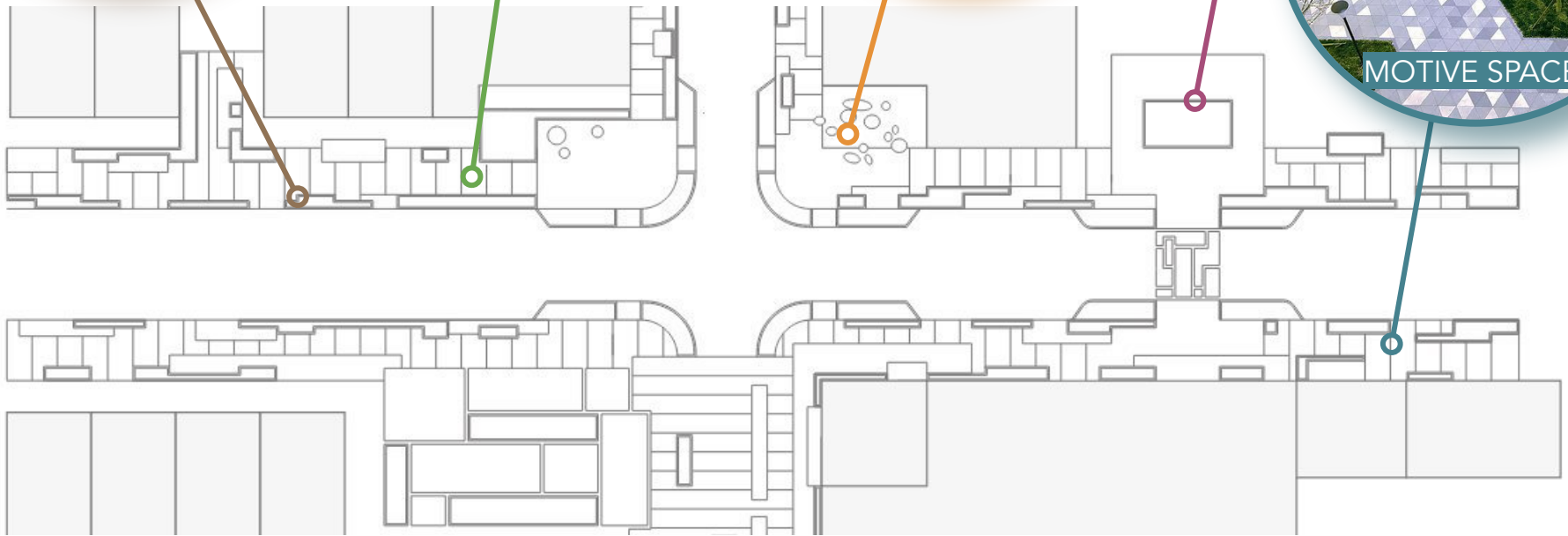


SECTION: COVERED GATHERING SPACE



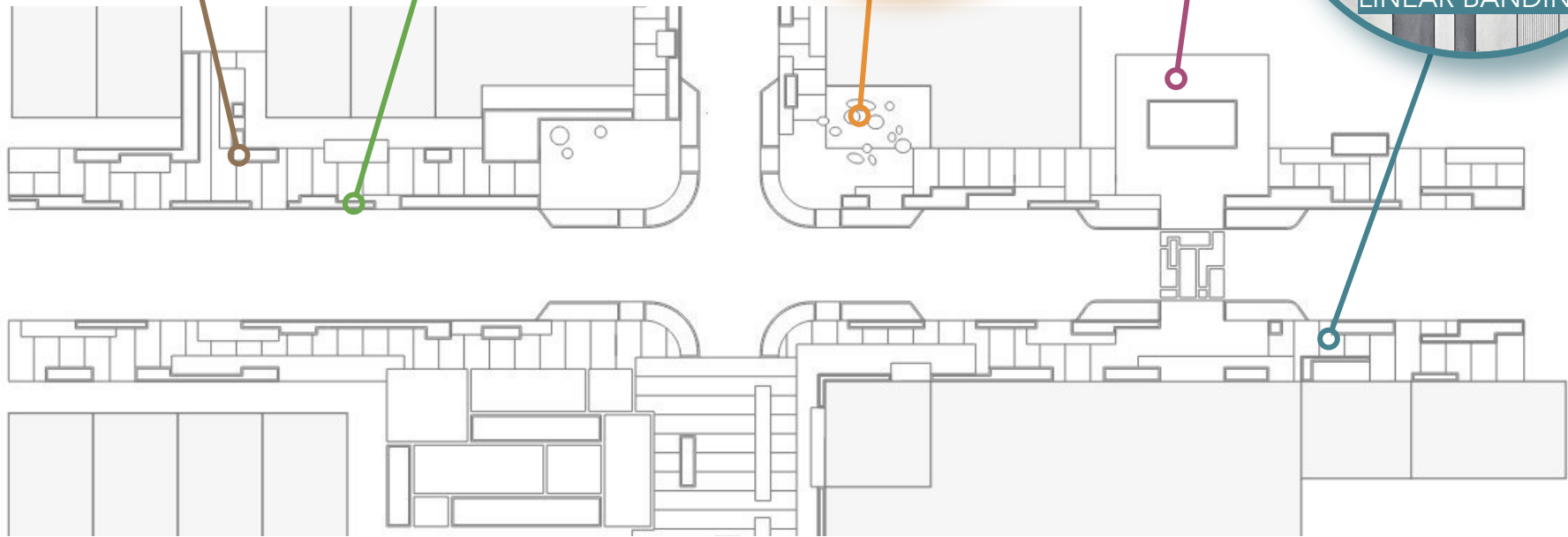
DESIGN CONCEPT: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



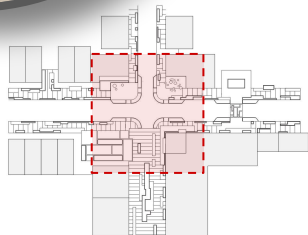
MATERIALS: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



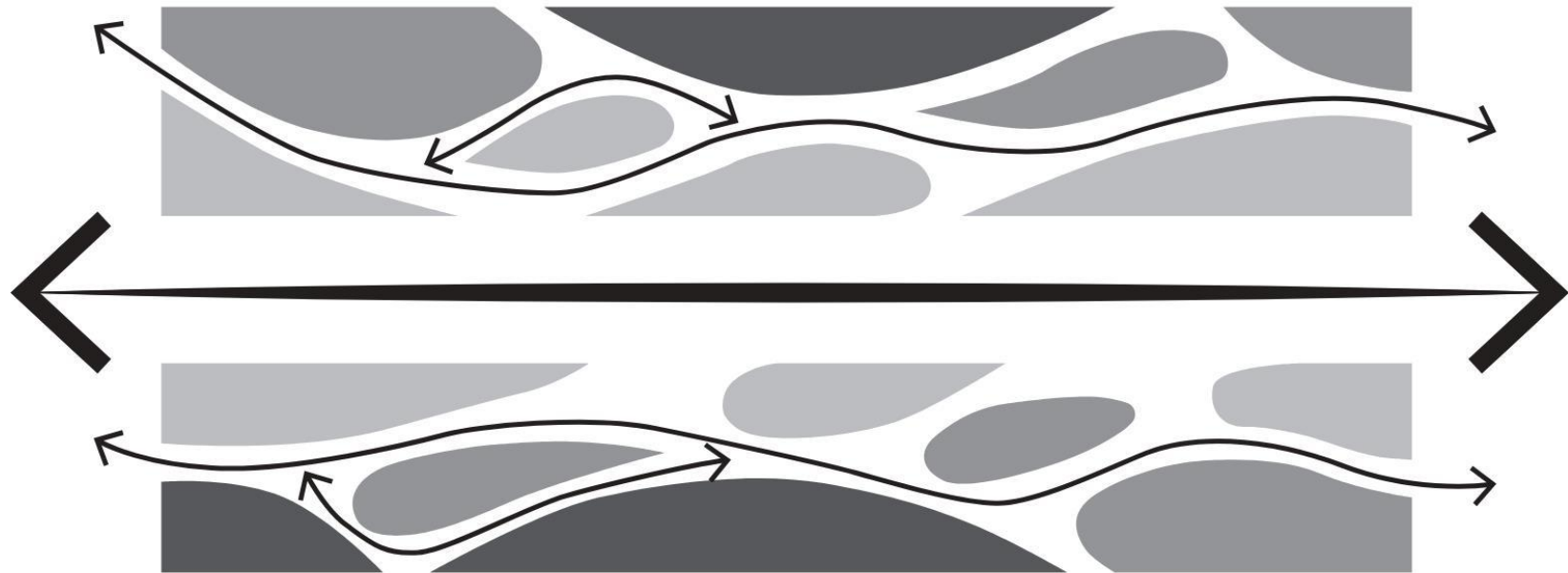
INTERSECTION DESIGN: TECHNOLOGICAL INNOVATION

MODULARITY - SIMPLICITY - CONTRAST



DESIGN CONCEPT: RIVER ENVIRONMENT

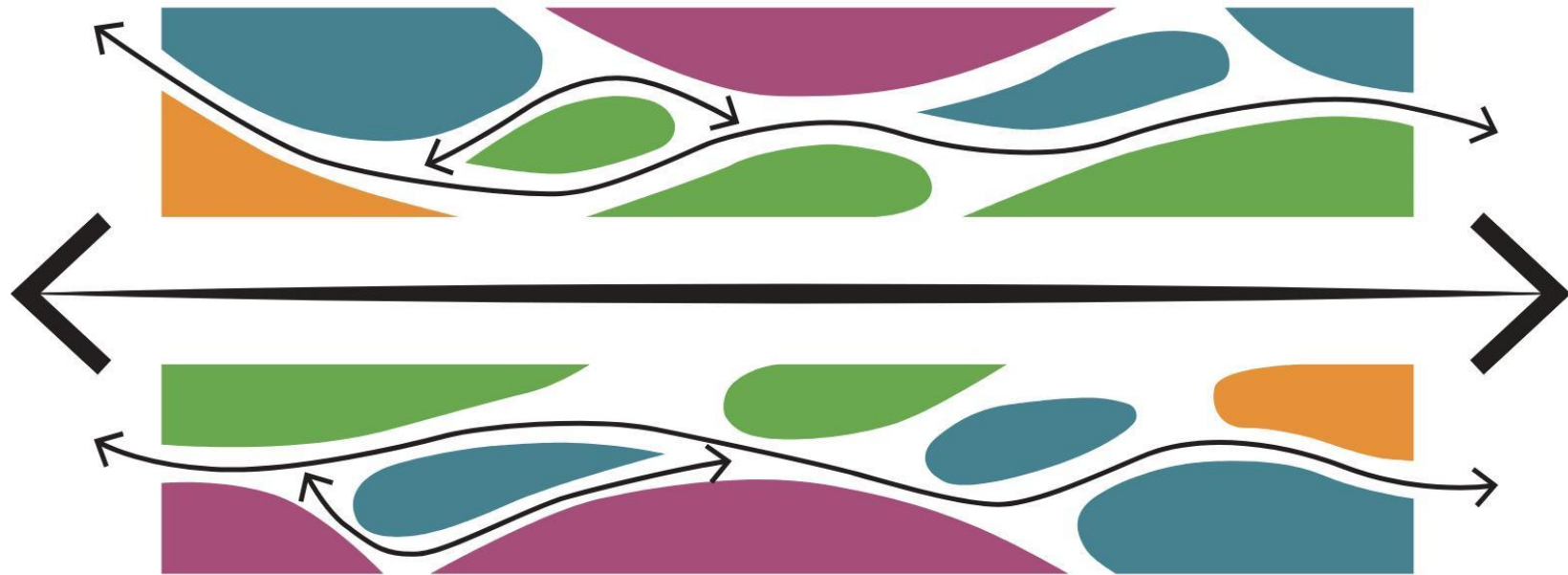
NATURAL - FLUIDITY - ORGANIC




***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: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC

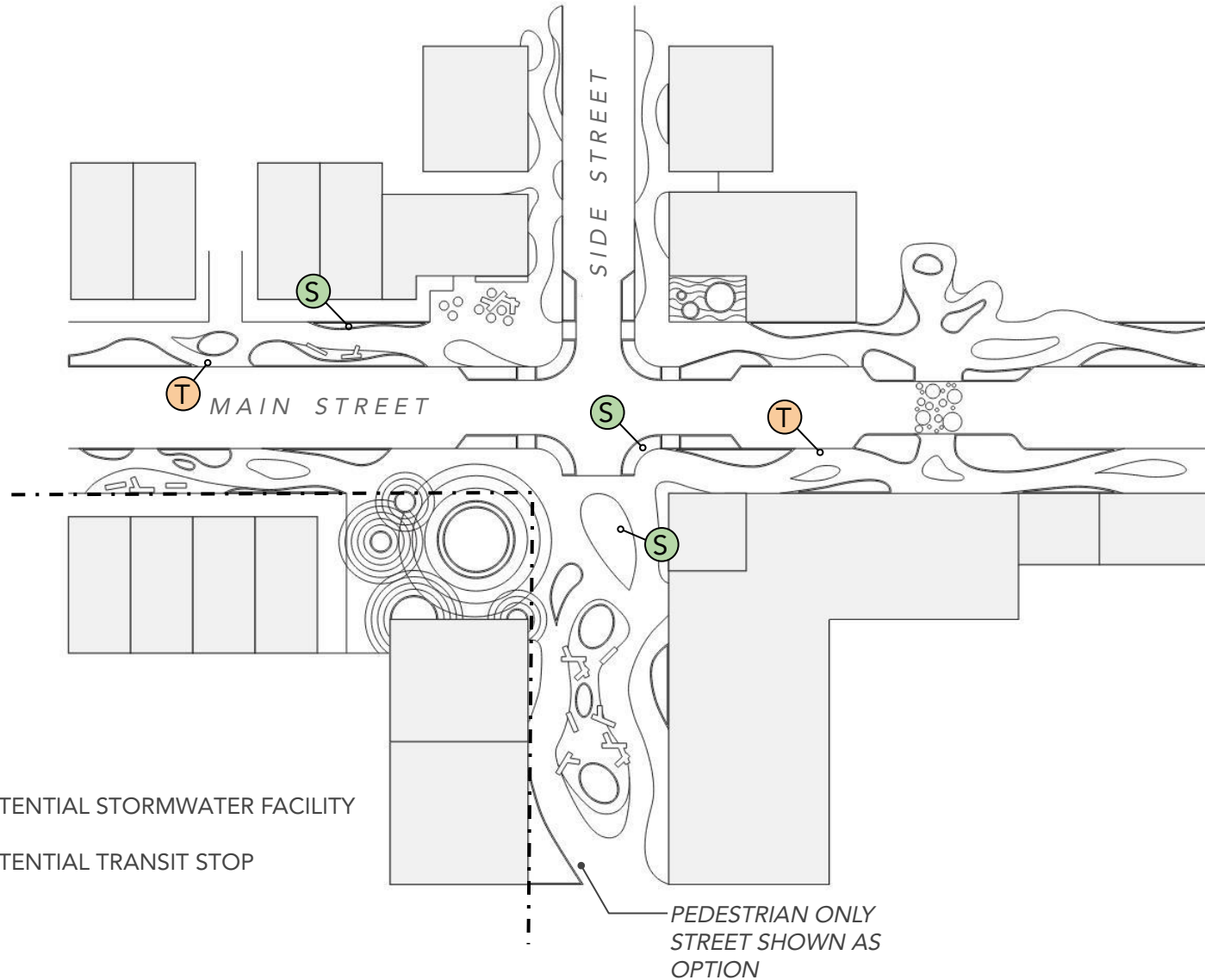


-  *Gathering Space*
-  *Landmark/Public Art/Transit Stop*
-  *Landscape Area*
-  *Motive Space*

***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.*

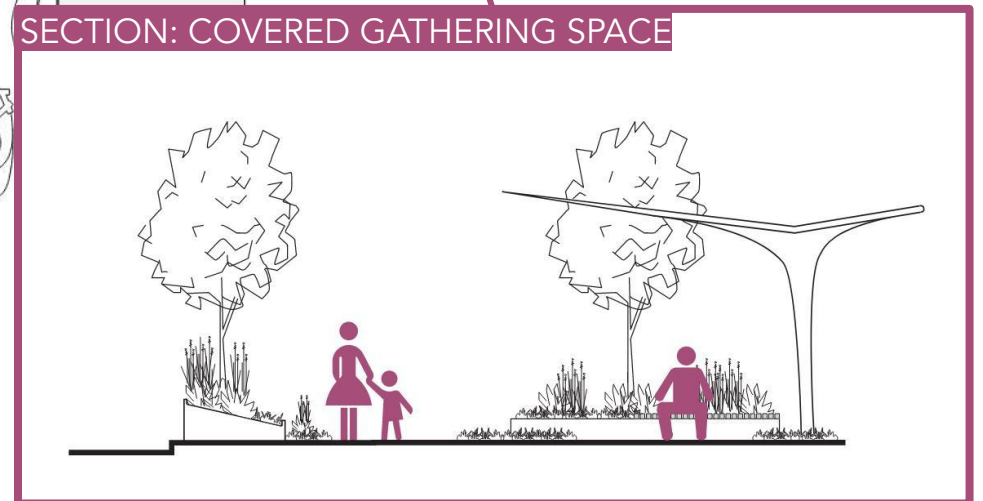
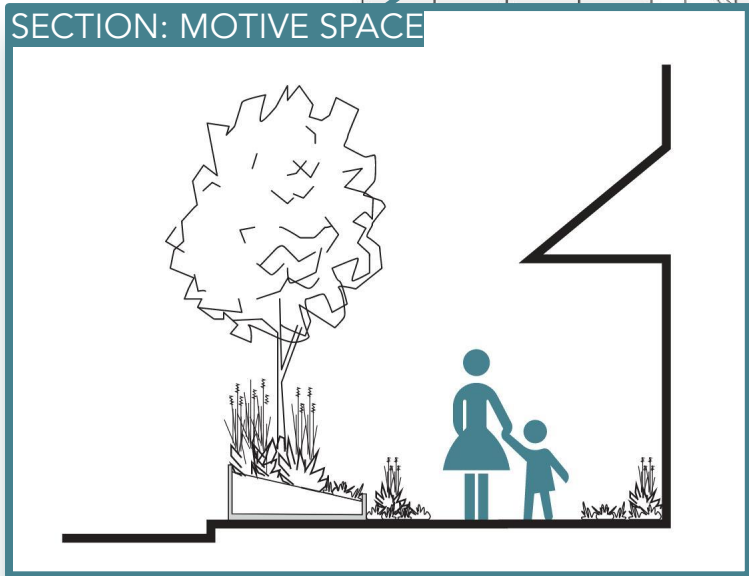
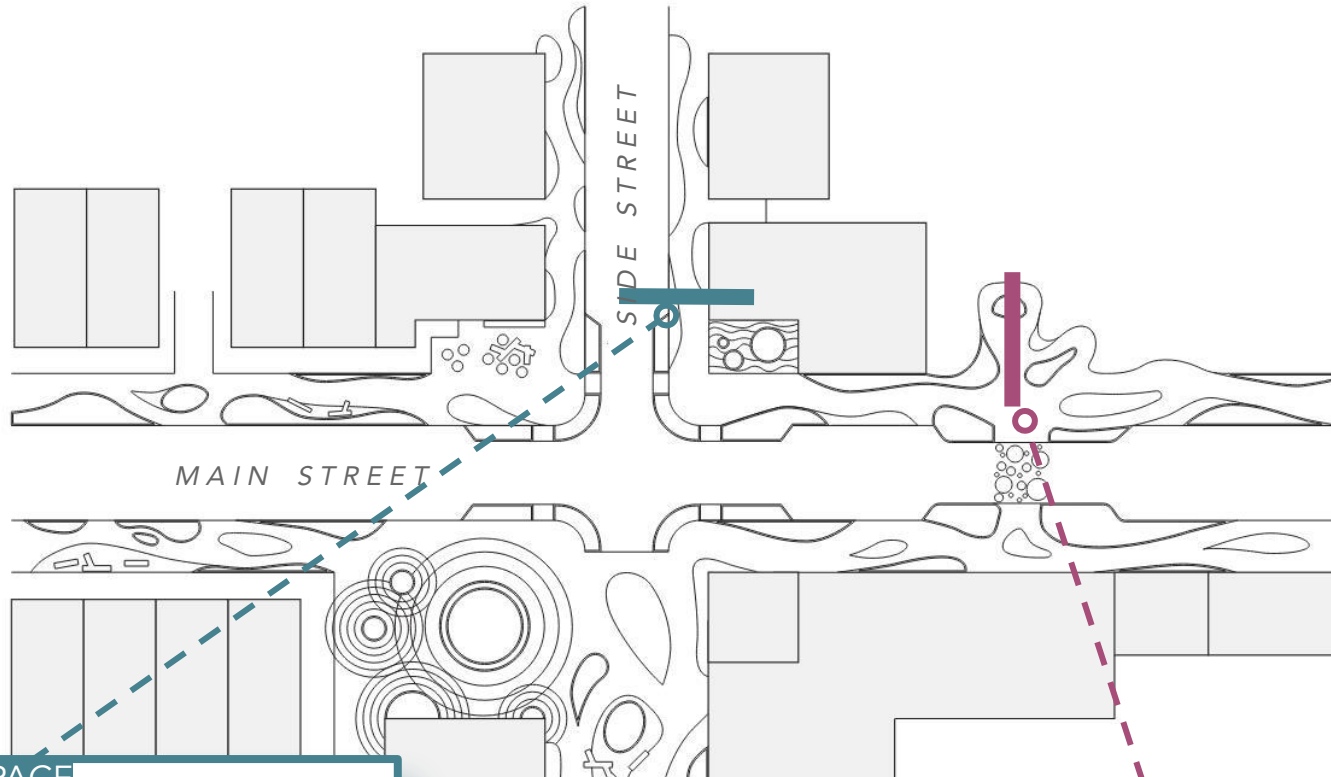
DESIGN CONCEPT: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC



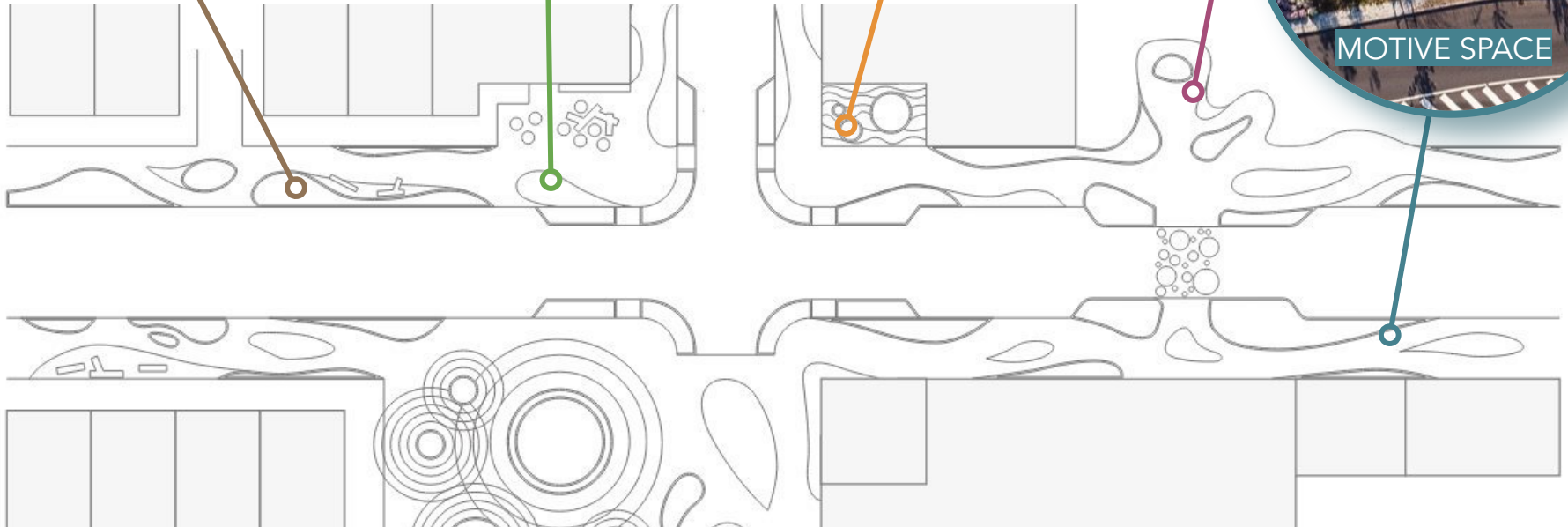
DESIGN CONCEPT: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC



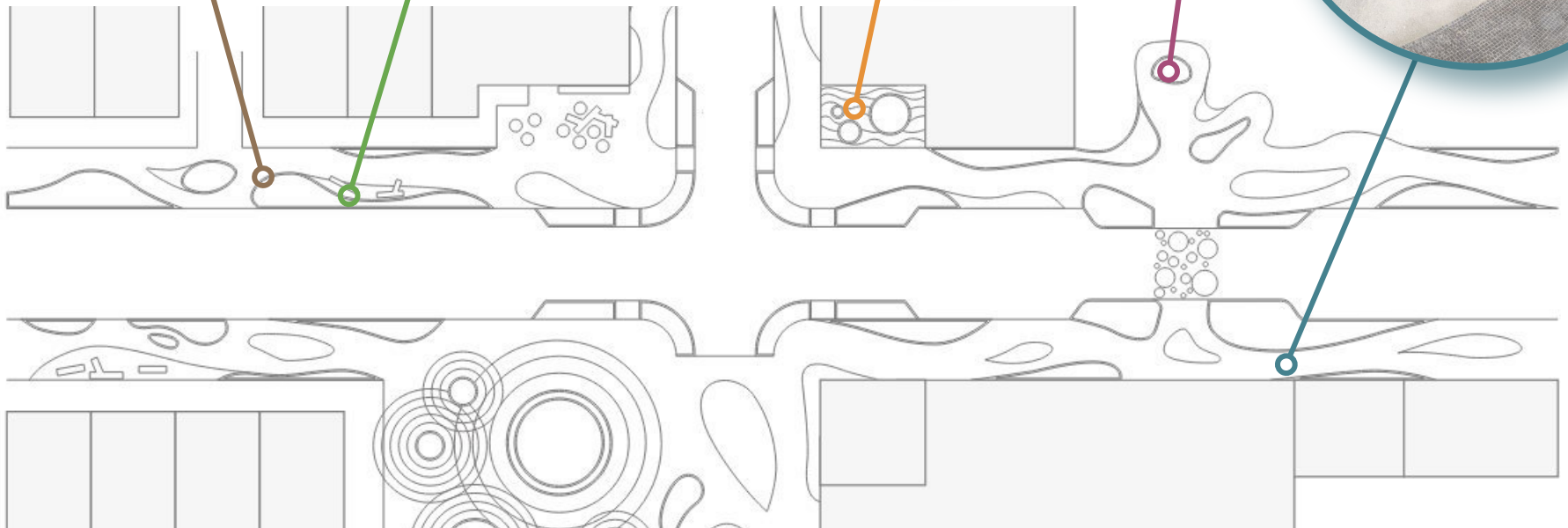
DESIGN CONCEPT: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC



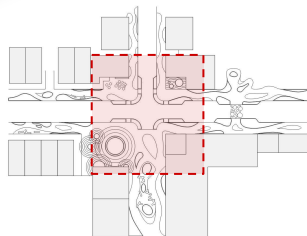
MATERIALS: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC



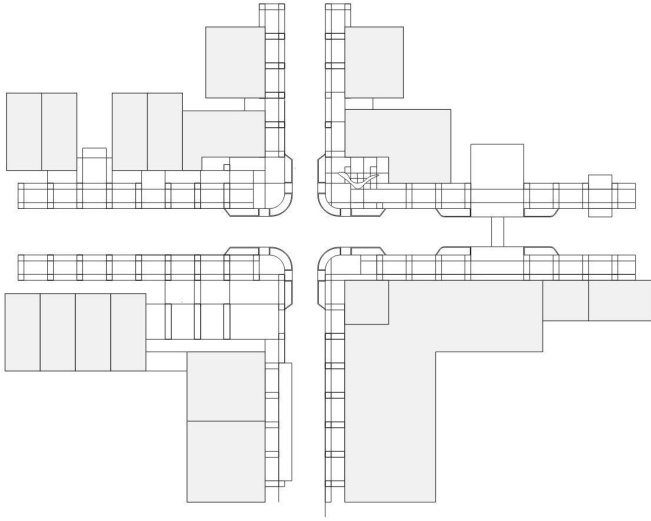
INTERSECTION DESIGN: RIVER ENVIRONMENT

NATURAL - FLUIDITY - ORGANIC

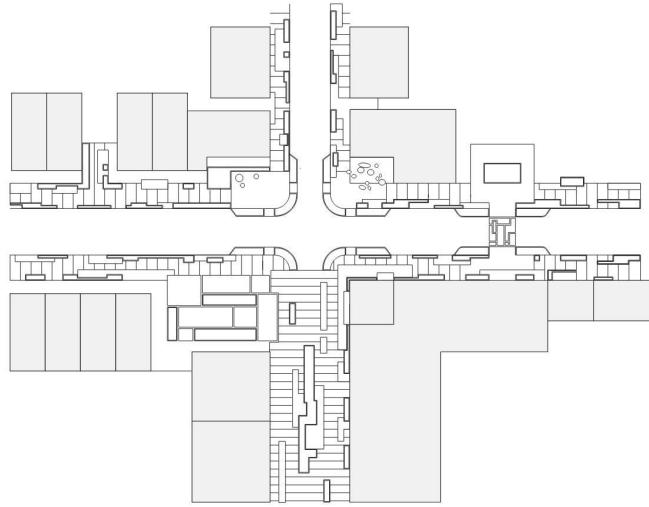


DESIGN CONCEPT COMPARISON

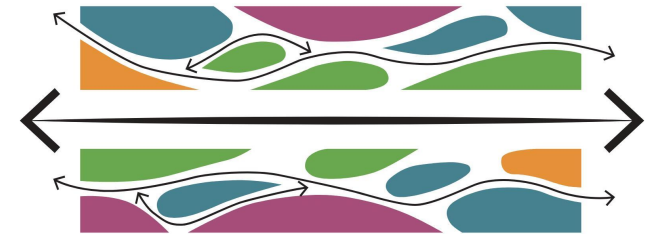
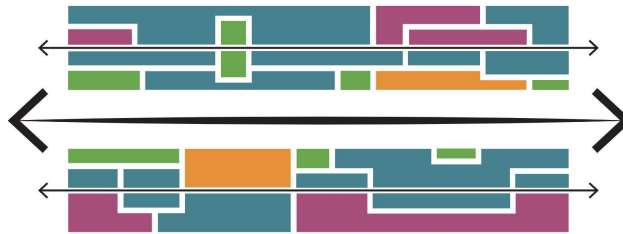
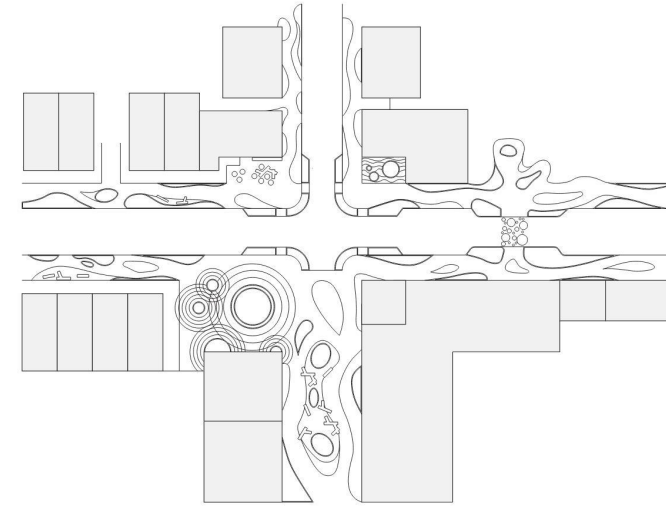
Concept 1: Agriculture




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.

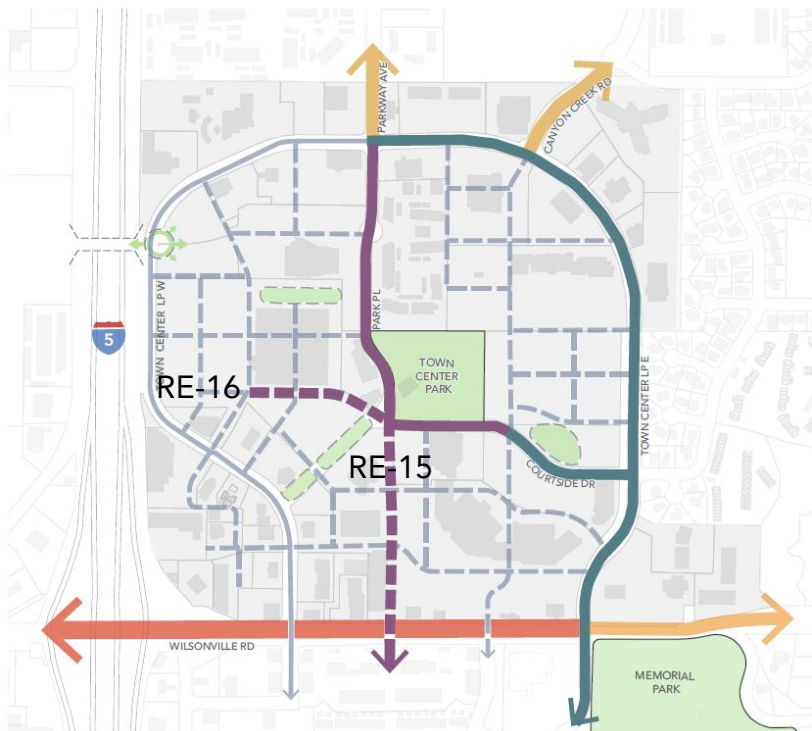
***appendix C: transportation system plan 2020
update summary***

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.

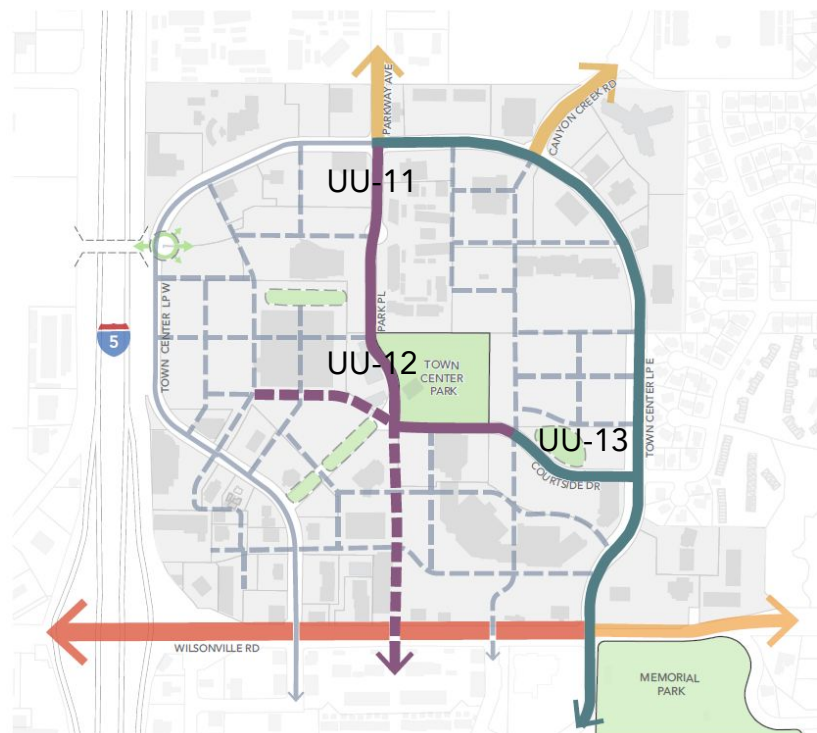




Project	Description	Cost
Roadway Extensions		
RE-15 Park Place Extension	Construct an extension of Park Place from Courtside Drive to Wilsonville Road as a new main street with two travel lanes, parking, and sidewalks on both sides (see Figure 3- 13). This extension will create a new signalized intersection 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

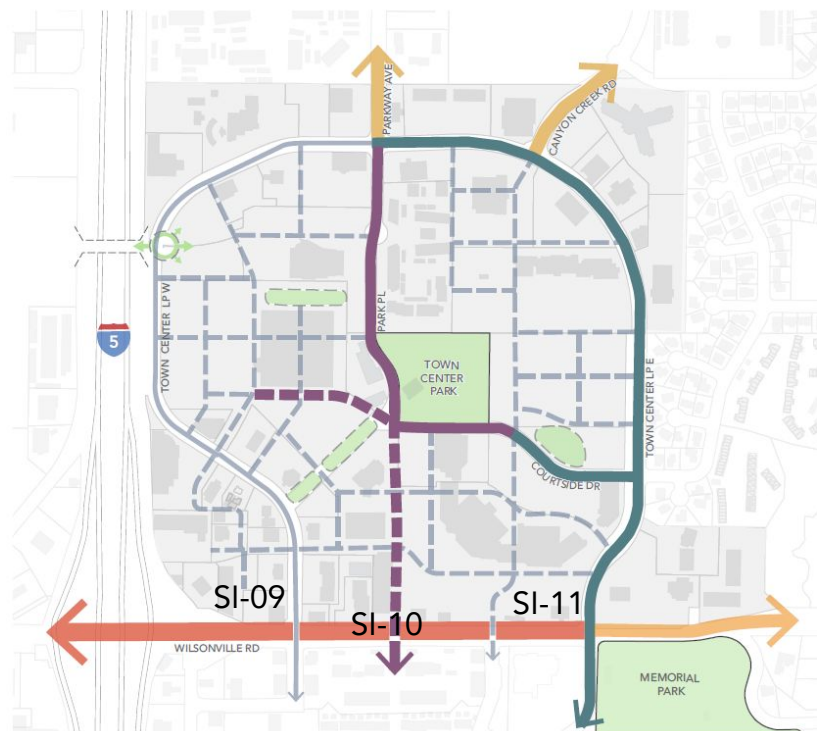


Project	Description	Cost
Urban Upgrades		
UU-11 Park Place Redesign	Upgrade Park Place between Town Center Loop and northern edge of Town Center Park to meet the cross-section standard in Figure 3-13, which includes two-travel lanes with buffered bike lanes and sidewalks.	\$4,400,000
UU-12 Park Place 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

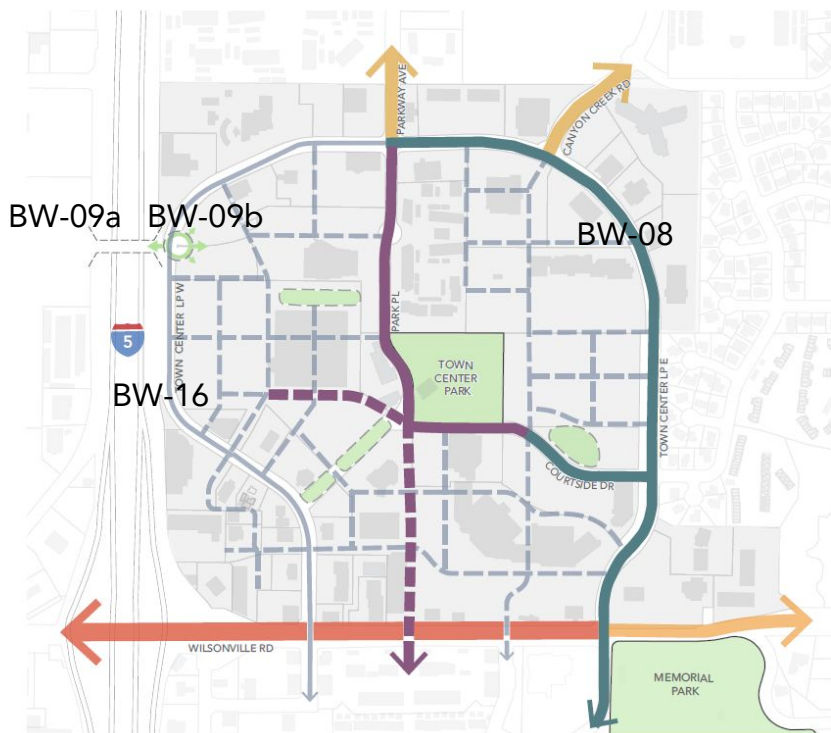
Project	Description	Cost
Spot Improvements		
SI-09 Wilsonville Road/ Town Center Loop West Turn Lane Removal	Modify the existing signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and add a crosswalk to the west side of the intersection with a median refuge 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

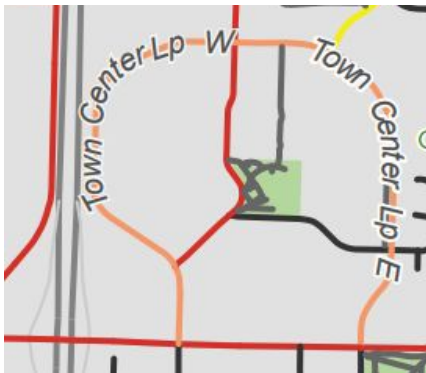
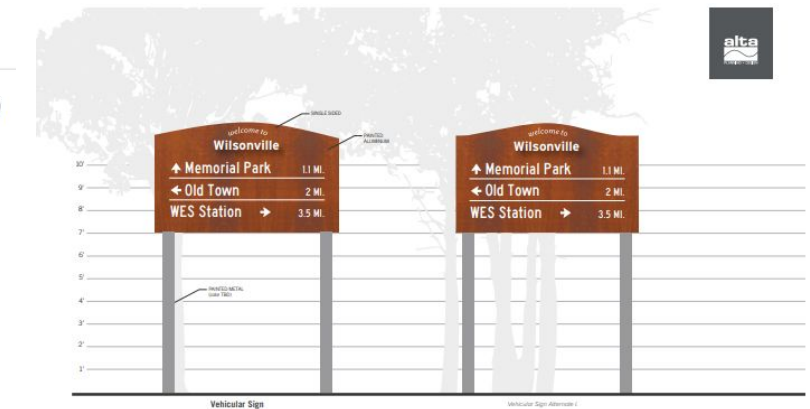
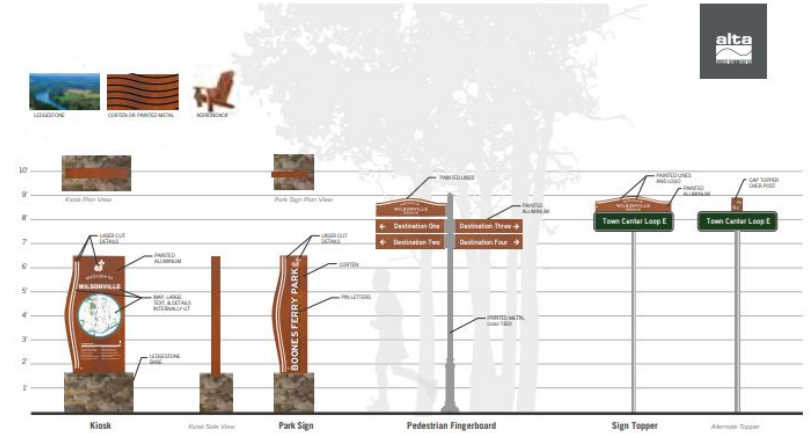


appendix D: signage and wayfinding plan summary

PLANNING CONTEXT

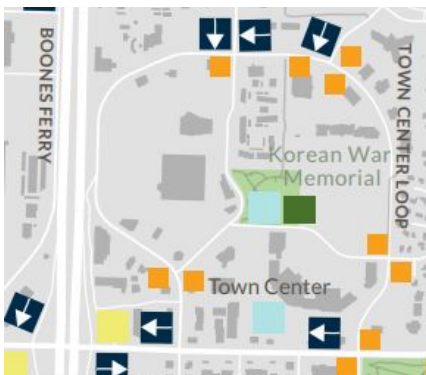
CITYWIDE SIGNAGE AND WAYFINDING PLAN - 2018

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**