

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

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A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, May 2, 2016. Council President Starr called the meeting to order at 7:00 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp – connected via telephone call  
Councilor Starr  
Councilor Fitzgerald - Excused  
Councilor Stevens - Excused  
Councilor Lehan

Staff present included:

Bryan Cosgrove, City Manager  
Jeanna Troha, Assistant City Manager  
Barbara Jacobson, City Attorney  
Sandra King, City Recorder  
Eric Mende, Capital Projects Manager  
Nancy Kraushaar, Community Development Director

Motion to approve the order of the agenda.

**Motion:** Councilor Lehan moved to approve the order of the agenda. Mayor Knapp seconded the motion.

**Vote:** Motion carried 3-0.

**CITIZEN INPUT** – There was none.

**LIAISON REPORT**

Councilor Lehan announced the next Planning Commission meeting is scheduled for May 11<sup>th</sup> at 5 p.m. The Commission will be hosting a public open house on the Frog Pond Master Plan.

**PUBLIC HEARINGS**

- A. **Ordinance No. 789** – first reading  
An Ordinance Of The City Of Wilsonville Approving A Minor Amendment To Wilsonville’s 2013 Transportation Systems Plan (2016 TSP Amendment). (Staff – Mende)

Ms. Jacobson read the title of Ordinance No. 789 into the record on first reading.

Council President Starr opened the public hearing at 7:03 p.m. and read the public hearing format.

Mr. Mende prepared the following staff report.

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

The TSP is the City's long-term policy and planning document for transportation improvements (vehicular, bicycle, pedestrian, transit and freight) and includes a list (TSP Chapter 5) of higher priority projects that will be implemented over a 20-year timeframe through the City's Capital Improvement Program (CIP), development review process, and occasionally by other agencies. The TSP identifies the City's transportation system goals, objectives and projects needed to provide efficient transportation choices for all users, design standards for a system that operates reliably and safely, and is complementary to surrounding land uses.

Having a TSP in place is essential for the City to compete for federal, state and regional funding for transportation projects. This 2016 TSP Amendment, once adopted, will update and replace the Executive Summary and Chapters 3, 4, and 5 of the 2013 TSP.

Wilsonville, like other cities in the state, needs to update its TSP to remain current with changes in state and regional transportation policy as well as to address changing local conditions. Major TSP updates typically occur on an 8 to 10-year cycle. Minor amendments are common, and occur as needed between major updates. The key changes driving this 2016 TSP Amendment include completion of concept planning for the Frog Pond/Advance Road area; development of a revised transportation network for the Coffee Creek Industrial Area; and having an accurate project list to use for the Transportation System Development Charge update.

The amendments incorporate input received to date from City Council, Planning Commission, and the public. The information and recommendations contained in the 2016 TSP Amendment have been previously presented to Planning Commission and state mandated public notices have been distributed. As of the date of this staff report, approximately seven requests for information have been made, and responded to, however, written comments have been received from only one party - Republic Services (see Planning Commission Record). At the Planning Commission Hearing, minor edits to a couple of figures were identified, and an additional project requested by staff (Project BW-15) was included to identify a funding set-aside for acquisition of properties having strategic potential to facilitate bike and pedestrian connections identified in the TSP. Based on this input, Ordinance 789 includes an updated Executive Summary and proposed Chapters 3, 4, and 5.

Adoption of the 2016 TSP Amendment will result in continued compliance with Statewide Planning Goal 12, the Transportation Planning Rule and Metro's Regional Transportation Functional Plan, providing a sound, integrated planning document that will continue to guide the next 20-years of transportation projects and policies.

On April 13, 2016, the Planning Commission conducted a Public Hearing and unanimously approved Resolution LP 16-0001 recommending approval of the minor amendments. On May 2, 2016, City Council held a public hearing, solicit testimony, and continue the public hearing to May 16, 2016. At the May 16 meeting, there will be an opportunity for additional public comment before the public hearing is closed. If Council chooses to approve the 2016 TSP Amendment, it will be done via approval of Ordinance 789. The 2nd reading of Ordinance 789 is currently scheduled for May 16. The Amendment would become effective 30 days following second reading and adoption of the Ordinance.

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

Other than staff time for Community Development personnel and Consulting Services provided by DKS Associates for technical evaluation and document preparation, there are no expected implementation costs. These costs are currently budgeted (FY 15/16).

Adoption of the 2013 TSP included a substantial public engagement process over the course of two years with numerous opportunities for input and community dialog. The Planning Commission and City Council spent considerable time and energy shaping the Plan and the corresponding Comprehensive Plan text amendments.

For this minor Amendment, Staff created a broad property owner notification that targeted all owners in the general vicinity of the proposed changes reflected in the Amendment. Key target areas included the Coffee Creek area and Commerce Circle businesses, and the Canyon Creek, Meadows, and Landover residential areas. Businesses and residences outside city limits, but potentially impacted by the Amendment, were notified, and potentially affected governmental entities such as Metro, Washington County, and Tualatin Valley Fire and Rescue were also provided notice, as required by law. The City received very few inquiries as a result of the notification, and only one set of written comments. As referenced in the Conclusionary Findings Statewide Planning Goal #1 – Citizen Involvement, is met.

The TSP and this proposed Amendment identify projects and policies that set the framework for the next 20 years of transportation improvements in all modes. These projects are intended to support community livability and economic development by providing a wide variety of transportation choices that connect the community both internally as well as externally.

Scott Mansur of DKS and Associates, presentation began with an explanation of why the TSP needed to be amended at this time. The TSP is the City's long term transportation document which sets the framework for the City especially as it relates to future development. The TSP is the document necessary to support requests for state, federal, and local funding grant applications. The TSP is updated based on rapidly changing conditions.

Changing Local Conditions that warranted an update in the TSP include:

- The adoption of the West Neighborhood and Frog Pond Development Master Plan which includes a new street system.
- Completion of the Boeckman dip engineering refinement study which identifies future improvements to Boeckman Road east of Canyon Creek Road, and updates cost estimates and project information related to that project.
- Two new projects in the Coffee Lake Creek Industrial Area – Universal Health Services, and Republic Services.
- Ongoing Basalt Creek Transportation Analysis System Planning.
- Planned improvements to the Xerox Campus that require modifications to Printer Parkway.

Changes since the adoption of the 2013 TSP include:

- Remove the segment of Kinsman Road between Day and Ridder roads and improving the existing Garden Acres Road to the Day Road Grahams Ferry intersection

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

- Future Java Road east west connection has the potential to replace the existing Clutter intersection and improve safety
- The Frog Pond north-south and east-west collectors
- Changing Printer Parkway to a collector with bike lanes and connect to Canyon Creek Road
- Modifications to the Meridian Creek Middle School include the proposed collector of 63<sup>rd</sup>, as well as Hazel connecting to 60<sup>th</sup> Avenue.
- Adoption of the new Urban Growth Boundary to include the Meridian Creek Middle School and city park properties.
- Updated information for the Boeckman Dip and sidewalk infill project along Boones Ferry Road and Commerce Circle.

Changes to the Functional Classification Designation map include:

- Update the UGB to include the area surrounding the proposed Advance Road Middle School and include 63<sup>rd</sup> Avenue and Hazel Street as collector Roadways.
- Show Advance Road as a collector road to 60<sup>th</sup> Avenue.
- Remove the Kinsman Road extension between Day Road and Ridder Road.
- Additional collector roadways proposed in the adopted Frog Pond Area Plan.
- The addition of Printer Parkway as a collector with bike lanes that will become multi use path east of the Xerox campus.
- Modify the functional classification of 60<sup>th</sup> Avenue adjacent to the proposed Advance Middle School site to a collector.
- Add the future Java Road collector.
- Garden Acres modified to a collector road.

Freight Route Modifications include:

- Update the map to include the UGB changes.
- Remove the Kinsman Road freight route designation.
- Classify Garden Acres Road as a truck route.

Bicycle Route Changes:

- Update the UGB to include the area surrounding the proposed Advance Road Middle School and show bike lanes on 63<sup>rd</sup> Avenue and Hazel Street.
- Update to show bike lanes on Advance Road to 60<sup>th</sup> Avenue.
- Remove the Kinsman Road extension and update the alignment to the proposed future shared use paths in the area.
- Add the planned bike lanes on the future Java Road collector.
- Show the planned future bike lanes on Garden Acres Road.
- Show the planned future bike facilities on Printer Parkway.
- Update the bicycle facilities and shared use paths in the Frog Pond area as designated in the Frog Pond Area Plan.

Roadway Cross-Section Deficiencies

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

- Update the UGB to include the area surrounding the proposed Meridian Creek Middle School.
- Highlight Garden Acres Road as experiencing existing collector cross-section deficiencies.
- Highlight Printer Parkway as experiencing existing collector cross-section deficiencies.
- Highlight Advance Road between Stafford Road and 60th Avenue as experiencing collector cross section deficiencies.
- Highlight 60th Avenue adjacent to the proposed Meridian Creek Middle School site as experiencing collector cross-section deficiencies.

Higher Priority Projects:

Remove the following projects:

- RE-07 Kinsman Road Extension
- BW-11 Frog Pond Trails
- RT-02 Frog Pond Trail

Add the following projects:

- UU-08 Garden Acres Road Urban Upgrade
- UU-09 Printer Parkway Urban Upgrade
- RE-11 Meridian Creek Middle School Collector Roads
- UU-10 Advance Road Urban Upgrade
- RE-12A Frog Pond West Neighborhood Collector Roads
- RE-12B Frog Pond South Neighborhood Collector Road
- RE-13 Java Road Connection and Signal on Grahams Ferry
- RT-07 Revised Frog Pond Regional Trail
- BW-15 Consistent with Council Goal for Neighborhood Connectivity providing funds for the city to acquire property for future bike and ped connectivity as properties become available.

Additional Planned Projects include:

- Update project BW-P2 Commerce Circle Loop Sidewalk Infill to include sidewalk infill on Boones
- Ferry Road from Commerce Circle to Day Road.
- Delete project UU-P1 Advance Road Urban Upgrade.

Mayor Knapp asked staff to consider three areas of concern. The first is the elimination of the truck route on Kinsman Road north of Boeckman Road and how long-term north-south freight connections will be served. He questioned how well a proposal to eliminate the connection without providing another access serves the long-term industrial community.

Mr. Mansure said the freight route used to go straight up Kinsman north of Ridder, up to Day Road. Now freight traffic would have to use Ridder and Garden Acres.

The Mayor's second concern dealt with Printer Parkway which was originally built to private standards; he was curious whether it was built to anything near the city's standards that would

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

apply if it were a public road. He wanted to know why it is suddenly elevated to a priority when it has not been included in previous discussions. Are the property owners looking for the public to buy that right-of-way or is someone looking to contribute that right of way without it being purchased.

Council President Starr asked if Printer Road would span Boeckman Creek to Frog Pond West.

Mr. Mansure responded Printer Road would go from Parkway to Canyon Creek, and there will not be a Printer Road in Frog Pond West.

Mayor Knapp stated his third area of concern is the congestion issue around the Fred Meyer complex on Boones Ferry Road south of Wilsonville Road. Have the original projects for traffic volumes at those driveway and street intersections been proven out, or are there significantly different volumes and impacts than those original projections anticipated. He understood city engineering was looking at some spot improvements potentially at the Albertsons / north Fred Meyer driveway junction with Boones Ferry, and different approaches to increase the flow capacity at Wilsonville Road and Boones Ferry; however there was no discussion of these projects in the Plan.

Council President Starr asked staff to come back with responses to the Mayor's concerns at the next meeting. He noted this was the City's chance to update the Plan, and to include projects such as an auxiliary lane across the Boone Bridge to make the Wilsonville Road and Boones Ferry intersection work. If the City needs to go to the state for funding, the project is in the plan. He agreed with the Mayor's comment that now is the time to address the congestion issue.

The Mayor would like to have more discussion on his three concerns at the next meeting.

Mr. Mende noted the TSP was scheduled for the May 16<sup>th</sup> Work Session allowing opportunity for discussion.

Council President Starr noted two letters had been received regarding the TSP amendments; a letter of support for the TSP Amendment to include Printer Parkway on the City's Capital Improvement Projects List from Don Hanson of OTAK, Inc., and a letter from Andrew Singelakis of Washington County expressing commitment in the continued planning of the Coffee Creek and Basalt Creek areas. Both letters are included in the record.

Ben Altman, of Pioneer Design Group, Inc. 9020 SW Washington Square Road, Suite 170, Portland, OR represented Republic Services. Mr. Altman submitted his testimony in a letter which has been made part of the record. His client, Republic Services, supported staff's recommendation to shift the collector alignment from Kinsman Road to Garden Acres Road.

Council President Starr requested a motion.

**Motion:** Mayor Knapp moved to continue the public hearing to a date certain of May 16, 2016, and to keep the record open. Councilor Lehan seconded the motion.

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

**Vote:** Motion carried 3-0.

Ms. Jacobson suggested adopting the ordinance on first reading.

**Motion:** Councilor Lehan moved to approve Ordinance No. 789 on first reading. Mayor Knapp seconded the motion.

**Vote:** Motion carried 3-0.

**ADJOURN**

Council President Starr adjourned the meeting at 7:34 p.m.

Respectfully submitted,

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Sandra C. King, MMC, City Recorder

ATTEST:

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Tim Knapp, Mayor