

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, June 3, 2013. Mayor Knapp called the meeting to order at 7:15 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp
Council President Starr
Councilor Goddard
Councilor Fitzgerald
Councilor Stevens

Staff present included:

Bryan Cosgrove, City Manager
Jeanna Troha, Assistant City Manager
Mike Kohlhoff, City Attorney
Sandra King, City Recorder
Joanne Ossanna, Finance Director
Nancy Kraushaar, Community Development Director
Mark Ottenad, Government Affairs Director
Katie Mangle, Long Range Planner
Chris Neamtzu, Planning Director
Eric Mende, Engineer
Stan Sherer, Parks and Recreation Director
Cathy Rodocker, Assistant Finance Director
Delora Kerber, Public Works Director

Motion to approve the order of the agenda.

Motion: Council President Starr moved to approve the order of the agenda. Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

MAYOR'S BUSINESS

A. Recognize Chief Nick Watt, CCSD for Wilsonville Service

Mayor Knapp said after six years of service as Police Chief for Wilsonville, Nick Watt is stepping down in June from the role as Police Chief to assist the Clackamas County Sheriff's Office on administrative matters before his retirement in November.

Chief Watt's Policing Philosophy & Practice includes extensive involvement with the residents of Wilsonville and efforts to improve community policing. Nick is often seen walking around the community and many residents know him on a first name basis. Nick volunteers his time every week to read to first- and second-grade students at Boones Ferry Primary School. Nick doesn't miss a special event or festival in town. He's a regular at the Festival of Arts, Fun in

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Park, Rotary Concerts and neighborhood barbeques. Nick worked to establish the National Night Out program in Wilsonville. He cares deeply about this City and works tirelessly to ensure the City is safe for all who live and work here.

Nick Watt has been employed for the past 21 years by the Sheriff's Office, and has worked in law enforcement for 32 years. He holds a Master's Degree in Organizational Management from University of Phoenix and a Bachelor's in Administration of Justice from Portland State University. He also attended the Oregon State Sheriffs' Association Executive Leadership Academy and holds an Executive Certificate from the Oregon Department of Public Safety Standards and Training. Nick has given his time, energy, and love to this City for six years and he leaves the community a better place because of his leadership.

Chief Watt's successor will be Lt. James Rhodes of the Clackamas County Sheriff's Department.

Chief Watt said the past six years has been the pinnacle of his career and he appreciated working with Council and staff.

B. Bryan Cosgrove introduced Stan Sherer the new Parks and Recreation Director.

Mr. Sherer was looking forward to the opportunities that will make Wilsonville's Parks and Recreation Departments one of the best on this side of the state.

Councilors welcomed Mr. Sherer to the City of Wilsonville and the community.

C. Upcoming meetings were announced by Mayor Knapp.

The July 1st Council meeting will be cancelled, the one in July is set for the 15th. The Mayor will be attending the 25th Sister City Anniversary Celebration in Kitakata, Japan. While in Japan the Mayor will do some outreach with Japanese firms who are headquartered in Japan and have offices in Wilsonville. The Mayor attended the Metro meeting where regional flexible funds were discussed.

CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Theonie Gilmore, Wilsonville Arts Culture and Council, thanked Council for supporting the 14th Annual Art Festival.

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COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

Council President Starr – Park & Recreation Advisory Board, Chamber/City Leadership will be attending a water consortium meeting on Wednesday in Portland, and announced the Trolley Tours scheduled for the summer.

Councilor Goddard – Library Board, Chamber Board, and Clackamas County Business Alliance; reported on the last CCBA round table and presented the Summer Events Calendar recently published in the *Boones Ferry Messenger*.

Councilor Fitzgerald – Planning Commission; Committee for Citizen Involvement; and Library Board; reported the Library Board began their strategic planning process with a survey of library users and the general public. The Board is also discussing the use of County Library Consortium funding.

The Councilor indicated there were four applications for the Library Board vacancy, however two of the carried over applicants were not available at this time to serve on the Board. She and Councilor Goddard interviewed the remaining applicants who were strong candidates. Councilor Fitzgerald recommended appointing Carolyn Berry to the Library Board noting there may be an opportunity on the Library Foundation for Megan Chuinard.

Although Councilor Goddard preferred Ms. Chuinard due to her youth and fundraising experience he could support Ms. Berry. He suggested increasing the number of seats on the Board to seven.

Motion: Councilor Fitzgerald moved to appoint Carolyn Berry to a four-year term on the Library Board beginning July 1, 2013 and ending June 30, 2017. Councilor Stevens seconded the motion.

Vote: Motion carried 5-0.

Mr. Kohlhoff would return to Council after talking with the Library Director and City Manager on increasing the number of members on the Library Board. The change would require a Code amendment.

Councilor Fitzgerald continued and announced the upcoming Planning Commission meeting and Korean War Cease Fire Celebration.

Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors, listed the next meeting date of DRB Panel A; and reported panel DRB-B approved increasing the number of units in the Active Adults apartment facility in Brenchley Estates. The Councilor announced the water features would be open on the weekends for the next couple of weeks, the Relay for Life in Town Center Park June 29th; the Boy Scout Troop plant sale; and the upcoming SMART Walk at Lunch.

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CONSENT AGENDA

A. Resolution No. 2424

A Resolution Of The City Of Wilsonville Acting As The Local Contract Review Board Approving The Bid Process; Accepting The Lowest Responsible Bid; Awarding A Construction Contract To S-2 Contractors, The Lowest Responsible Bidder; And Verifying Fund Availability For The Project Titled 2013 Street Maintenance.

B. Minutes of the May 20, 2013 Council Meeting.

Motion: Councilor Goddard moved to approve the Consent Agenda. Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

PUBLIC HEARINGS

Adoption of the Budget

Mr. Kohlhoff read the titles of Resolutions No. 2420, 2421 and 2422, and 2423 into the record noting the four resolutions may be taken together in one public hearing; however, a separate motion is needed for each resolution.

Mayor Knapp opened the public hearing on Resolutions No. 2420, 2421, 2422, and 2423 at 7:57 p.m. and read the hearing format.

Joanne Ossanna, Finance Director, provided the staff report. Following the Budget Committee vote to approve the budget the City Council must hold a public hearing and receive comments on the budget prior to adoption. Council must adopt the budget no later than June 30, 2013.

By law, the Council may make changes in the approved budget within certain limitations: (1) taxes may not be increased over the amount approved by the Budget Committee, and (2) estimated expenditures in a fund cannot be increased by more than \$5,000 or 10 percent, whichever is greater. The Council can reduce the budget from that approved by the Budget Committee.

State Shared Revenues

Oregon law requires the public be given two opportunities to comment on receiving state shared revenues and their proposed use. The first opportunity is extended during the Budget Committee meeting. The second opportunity is offered in conjunction with the budget adoption. The City is eligible to receive State Shared Revenues if it provides at least four of these seven services: police protection; fire protection; street construction, maintenance and lighting; sanitary sewer; storm sewers; planning, zoning and subdivision control; one or more utility services. The City provides six of the seven, with fire service being the exception. State revenues that are expended via programs in the General Fund include: alcoholic beverage tax, cigarette tax, 9-1-1 emergency telecommunication tax, and State Shared Revenues. These help pay for programs such as police, parks maintenance, library, youth/adult/senior programs, planning, and a portion

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of policy and administration. The City also receives state shared gas tax which pays for road operations.

Supplemental Budget Adjustment FY 2012-13

Cathy Rodocker presented the staff report. Oregon's Local Budget Law allows the Council to amend the adopted budget for an occurrence or condition that was not known at the time the budget was adopted. The following supplemental budget amends the Fiscal Year 2012-13 budget for numerous capital improvement projects.

At its June 4, 2012 City Council meeting, the Council adopted the Fiscal Year 2012-13 budget. Since that time, several unanticipated projects and expenses have come to staff's attention that require additional authorization to proceed.

One of the larger projects completed during the 2012-13 fiscal year is the SMART/Fleet Operations Facility. The project-to-date costs are well under the original project estimates; however, due to unexpected delays and/or the timing of the payment of invoices, the project requires a supplemental adjustment for the current fiscal year. This adjustment recognizes additional grant funding received totaling \$961,000, funding from the Fleet Fund of \$293,000 and the SMART Fund of \$525,000. The funding will be used to pay the increased capital cost of \$1,779,000. Initially, the funding plan for this project included a \$2,000,000 loan from the General Fund but with the cost reductions of the project, the loan is no longer required.

Due to a slight acceleration in the project, the Waste Water Treatment Plant Rehabilitation project requires \$1,500,000 as additional capital outlay. This will be funded through the bond proceeds included in the Sewer CIP Fund's contingency.

The Villebois Piazza Design/Construction project requires an additional \$136,900 for capital outlay. This will be funded through Park SDC funds. The project has been expedited so that the City may also use federal funds totaling \$410,000 for the construction of the project.

The SMART Operations Fund is recognizing an additional \$2,003,614 in Business Energy Tax Credits (BETC) received throughout the fiscal year. Consultant fees for managing the BETC program, bus purchases and medical examinations will require additional budget totaling \$257,000.

The Community Development fund will recognize budget for additional overhead from capital projects totaling \$104,872. The budget adjustments include a purchase of a new interactive voice recognition (IVR) program for the Building program. The IVR system will replace the current system that is no longer repairable and is used by contractors to request building inspections.

The General fund will recognize budget for additional overhead from capital projects totaling \$2,400. A net zero entry, which will recognize reductions in three different program budgets, will offset the costs associated with the wireless installation project at both City Hall and the Public Works building to allow more efficient use of computers.

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The Mayor invited the public to testify, seeing none he closed the public hearing at 8:14 p.m.

A. Resolution No. 2420

A Resolution Of The City Of Wilsonville Adopting The Budget, Making Appropriations, Declaring The Ad Valorem Tax Levy, And Classifying The Levy As Provided By ORS 310.060(2) For Fiscal Year 2013-14

Motion: Councilor Stevens moved to approve Resolution No. 2420.
Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

B. Resolution No. 2421

A Resolution Declaring The City's Eligibility To Receive State Shared Revenues.

Motion: Councilor Fitzgerald moved to approve Resolution No. 2421.
Councilor Starr seconded the motion.

Vote: Motion carried 5-0.

C. Resolution No. 2422

A Resolution Declaring The City's Election To Receive State Revenues.

Motion: Councilor Starr moved to approve Resolution No. 2422.
Councilor Stevens seconded the motion.

Vote: Motion carried 5-0.

D. Resolution No. 2423

A Resolution Authorizing A Supplement Budget Adjustment For Fiscal Year 2012-13.

Motion: Councilor Goddard moved to approve Resolution No. 2423.
Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

Transportation System Plan

E. Ordinance No. 718 – First reading

An Ordinance Of The City Of Wilsonville Adopting The 2013 Transportation System Plan And Associated Comprehensive Plan Text Amendments And Replacing The 2003 Transportation Systems Plan. LP13-0003

Mr. Kohlhoff read Ordinance No. 718 into the record by title only on first reading.

Mayor Knapp opened the public hearing at 8:19 p.m. and read the hearing format.

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Chris Neamtzu, Planning Director, presented the staff report. He submitted an errata sheet, Exhibit K, to make the following corrections:

Transportation System Plan (TSP) Errata Sheet:

1. Correct the typo at the top of page 2-3 in the call out box, changing “polices” to “policies”.
2. Correct the typo at the top of the right hand column on page 2-12 by adding a space to the bold text that begins “Implementation Measure for I-5/Elligsen Road Interchange...”
3. At the request of the owner of Wilsonville Concrete, delete the sentence in the call out box on page 5-11 that states “This project will also include a connection to the Ice Age Tonquin Trail, however”. This will avoid confusion from the public who may interpret that there is a usable path at this location. No other changes to the project or project description are proposed. The revised map was included in the record.

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.

In addition, having a TSP in place is essential for the City to compete for federal, state and regional funding for transportation projects. The TSP, once adopted, will replace the 2003 TSP in its entirety, but updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan since those documents were adopted more recently. Where these documents may be in conflict, the new TSP takes precedence.

Wilsonville, like other cities in the region, needs to update its TSP to keep current with changes in state and regional transportation policy as well as to address rapidly changing local conditions which include additions to the Urban Growth Boundary (UGB) in 2002 (Frog Pond, Coffee Creek) and 2004 (Basalt Creek), the build-out of Villebois, establishment of urban reserves, future school sites at Advance Road and re-development and in-fill inside the existing UGB. The draft Plan is designed to meet those requirements.

The draft Plan incorporates substantial input received to date from City Council, Planning Commission, and the public. The information and recommendations contained in the draft TSP document have been reviewed by the City Council, Planning Commission and public. After conducting the public hearing on May 8, 2013 the Planning Commission unanimously approved Resolution No. LP13-0003.

Comprehensive Plan Amendments:

Some of the narrative in the Transportation section of the Comprehensive Plan is proposed to be edited to reflect current conditions and update references. The Goals, Policies, and Implementation Measures have been edited to be consistent with the policies outlined in Chapter

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2 of the TSP. The transportation policies will be implemented through development review, capital projects, SMART and Public Works operations. Concurrently, amendments to the Development Code are being proposed which are necessary to affect City decisions on private development applications.

It is important to note that many of the proposed policies and projects come from the existing adopted plans – the Comprehensive Plan, the 2003 TSP, 2006 Bicycle and Pedestrian Master Plan and the 2008 Transit Master Plan. This update builds upon the vast body of community work that has gone into the City’s transportation system planning. Two objectives of this project have been to 1) create a TSP that builds on the many years of community participation and thoughtful planning represented by these plans, while 2) creating a unified plan that represents the over-arching plan that integrates the individual modal plans, projects and policies in one place.

The intent is for the City Council to review/adopt both the TSP and the Comprehensive Plan amendments contemporaneously with the Development Code amendments. Staff has prepared the draft amendments to the Comprehensive Plan, to be adopted through the same Ordinance as the TSP document.

Issues:

1. Brown Road Extension: It is recommended that a decision related to the two conceptual alignment alternatives of the Brown Road extension project be deferred to a later point in time due to a number of outstanding issues. Additional text was added to the PC Draft TSP page 5-15 to address topics that should be considered as part of that future decision making. There is information in the public record of this project that can assist to inform the future decision.

After hearing testimony regarding preferences and rationale for both connection points, the Planning Commission deliberated and recommended delaying the choice of alignment to a later date when greater information will be known to support the selection criteria. However, in the interim, the Commission recommended a minor adjustment to the proposed higher priority project list by adding a ‘Brown Road corridor study’ as a new project (Road Extension - RE-04A) and allocating \$20K to it.

2. Basalt Creek Transportation Refinement Plan: At the time of preparation of this staff report, the IGA accepting the Basalt Creek Transportation Refinement Plan work has yet to be finalized. The cities of Tualatin and Wilsonville will jointly concept plan the Basalt Creek area over the next two years (FY 2013-2015), at which time amendments to the TSP may be warranted to incorporate the transportation projects that emerge from the concept planning process. Determination of jurisdictional boundaries is critical to informing this step.
3. Ice Age Tonquin Trail: The alignment of the Ice Age Tonquin Trail (IATT, much of which has been constructed in and near Wilsonville) is depicted inside the City limits and UGB. The conceptual alignment of the IATT inside the City has existed since adoption of the

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2006 Bicycle and Pedestrian Master Plan. With this TSP, minor revisions to the alignment south of Wilsonville Road in the vicinity of Industrial Way have been made to accommodate property owners' requests. The changes include the path staying west of Industrial Way to the future intersection of Brown Road and Kinsman Road, affording cyclists and pedestrians a safe signalized crossing to the east.

4. Wilsonville Concrete: Prior to the Planning Commission public hearing, at the request of the owners of Wilsonville Concrete, City staff and consultants met to discuss a number of concerns. Following a constructive dialogue, the following changes to the draft Plan were agreed upon and incorporated into the PC draft:
- The freight route map was modified to include Kinsman Road south and Industrial Way.
 - With the freight route map classification, the text was modified to cover the need to design the Kinsman Road extension to accommodate freight.
 - Text was added to the Brown Road extension project section that states the bicycle and pedestrian path on Arrowhead Creek Lane will connect to the Brown Road extension along the west side of Industrial Way and that there will be no crossing of Industrial Way in the vicinity of Arrowhead Creek Lane due to safety concerns and large truck traffic. The parties have a settlement agreement (dated December 6, 2000) that affects the timing of any crossing of Industrial Way.
 - Further clarity is provided to the Programs chapter regarding what is typically conducted by the City as part of the CIP process (traffic analysis, property owner coordination, environmental evaluation, etc.).

The project team has updated the draft TSP based on direction provided by the Planning Commission as part of the public hearing process in preparation for additional public hearings. Adoption of the TSP will result in compliance with the Statewide Planning Goal 12, the revised Transportation Planning Rule and Metro's Regional Transportation Functional Plan providing a sound, integrated planning document that will guide the next 20-years of transportation projects and policies.

The Planning Commission concluded public hearings on the TSP and Comprehensive Plan text amendments at their May 8th regular meeting. The City Council is scheduled to conduct a public hearing June 3, 2013 with a second reading of the Ordinance scheduled for June 17, 2013. The TSP would become effective 30 days following second reading and adoption of the Ordinance.

The TSP update is a Transportation and Growth Management (TGM) grant-funded project, administered through ODOT. Community Development, Planning and Engineering staff are collaborating with DKS Associates to perform the technical evaluation and Plan preparation. The project is on budget and schedule.

There has been a substantial public engagement process as part of creation, review and adoption of the TSP. Over the course of two years there have been numerous opportunities for input and community dialog. The Planning Commission has spent considerable time and energy shaping the Plan and the Comprehensive Plan text amendments.

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To date, Staff has been working to address any un-resolved issues on the TSP leading into the final public hearings. Staff has received many inquiries as a result of the city-wide property owner notification and has met with numerous parties desiring additional information or expressing concerns. Since the public hearing with the Planning Commission, Staff has received one email regarding transit service in Charbonneau, has had correspondence with the owner of Wilsonville Concrete and has spoken to numerous citizens requesting information.

Also, the Commission received testimony from one individual regarding the Canyon Creek Road extension to Town Center Loop East and safety issues for seniors who live and walk in the area. Following the hearing, Staff contacted the person who testified and will schedule a meeting to discuss road design and safety when the plans are further along. At the public hearing, the Commission made a number of very small edits to the Comprehensive Plan text amendments and to the TSP document.

The TSP update is an important project that sets 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.

Mr. Neamtzu, Planning Director, introduced the project consultants Brad Coy and Scott Mansur, of DKS and Associates.

The last TSP was adopted in 2003. The community has change considerably over the last ten years and that is the reason for the TSP update – to stay current with the growth trends, understand where we are headed as a community into the future, and to be proactive in preparing plans that guide the projects that result in the system. The TSP document guides vehicular improvements, safety improvements, bicycle and pedestrian projects, freight projects and transit projects.

Looking back to 2003 Wilsonville's population was about 15,500 and the very first homes were being built in the Villebois community. Today the City's population is 20,515 and there are upwards of 1,000 homes in Villebois. A WES commuter rail serves communities to the north connecting Wilsonville via rail line with the cities of Tualatin, Tigard and Beaverton. Projects that have been added include the Fred Meyer complex and the Old Town Square developments which total over 200,000 square feet of retail space. Oregon Tech consolidated its Portland metro campuses to Wilsonville and the Wilsonville Road interchange construction was completed. In 2011 and 2012 the City realized record and near record building permit valuation growth. This growth is the reason to plan for systems, and looking forward, because conditions change rapidly and it is important to stay ahead of the curve.

The TSP has taken into consideration the planning horizon in which housing will be added in the Frog Pond area, schools at the Advance Road site, and jobs in both the Coffee Creek and Basalt Creek industrial areas. This planning will insure a highly functioning and safe transportation system.

Mr. Neamtzu displayed the printed materials and complete record supporting the TSP.

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Using a Prezi Presentation Mr. Mansur of DKS provided an overview of what a TSP is and explained why it was important:

- Long-term plan
- Guides the construction and operation of transportation system
- Element of City's Comprehensive Plan
- Includes policies, projects and programs that could be implemented through the city's capital improvement plan, development requirements, or grant funding

The TSP correlates with other City adopted documents including the:

- Comprehensive Plan
- Prior Transportation System Plan and Modal Master Plans were used as a starting point for transportation analysis and project identification. The 2003 TSP will be replaced and other plans will be used as resources; however the TSP update will take precedence.
- Master Planning areas throughout Wilsonville provide project details
- Codes and Standards will be updated to be consistent with TSP update
- Regional Compliance Requirements, State and Metro.
 - Conform with Statewide Planning Goals
 - Coordinated with County plans
 - Officially adopted by City
 - Comply with Metro Regional Transportation Plan (RTP)
 - Support Metro's 2040 Regional Framework Plan

Mr. Mansur outlined the steps leading to the adoption of the TSP then explained how the TSP was organized and how the City's planning efforts were helping the community achieve its desired transportation system. He identified what had changed since the Council last reviewed the draft TSP:

- Additional TSP Sections
 - New introductory pages
 - Assembled appendix
 - Code and implementing ordinances
- City Council Issues Addressed
 - Policy Revisions, neighborhood connectivity and clarification on funding mechanisms
 - Standards, cycle track figure revised with parking adjacent to travel lane
 - Projects, Canyon Creek Road to add a second crossing; and recommendation to make no decision now on the Brown Road Extension
- Clarification of wording
- Planning Commission recommended:
 - Additional wording regarding potential benefits of a Willamette River port
 - Brown Road Corridor Study (RE-04A) added to project list, process will include property owner coordination and additional engineering analysis to determine recommended alignment
- Additional Coordination with Wilsonville Concrete

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- Freight route map modified to include Kinsman Road and Industrial Way south of Wilsonville Road
- Updated call-out on Figure 5-5 to address concerns of trespassing on Wilsonville Concrete property

Councilors raised the following questions.

Councilor Goddard asked if there had been changes to the language around long-term bicycle parking and covered bike parking. Mr. Neamtzu said that would be addressed in the following public hearing for Ordinance 719.

Councilor Stevens wanted additional language included in Chapter 2, page 10, paragraph 37.g to address 'secure' bike parking, which could be something as simple as a post to lock a bike to or a bike rack.

Councilor Starr was concerned with the east-west travel over I-5 with the residential growth planned on the east side, and industrial growth on the west side and asked if there were plans to include an additional I-5 overcrossing.

Mr. Neamtzu stated Boeckman Road is planned to have five vehicle lanes at build out and the right-of-way necessary for the expansion has been secured.

Councilor Starr wanted to know if there will be a recommendation for the alignment of the Ice Age Tonquin Trail that does not conflict with the Old Town escape.

Mr. Neamtzu stated the TSP reflects the appropriate alignment of the Ice Age Tonquin Trail that is acceptable to the property owners. The Ice Age Tonquin Trail would not cross Industrial Way, but parallel it.

Councilor Starr questioned why electric cars were getting preferred treatment; why not call it "car parking". Was the City planning to put in more charging stations?

Mr. Neamtzu explained the TSP contained language addressing alternative fuel modes; there will be language addressing alternative fuels in the code re-write.

Councilor Fitzgerald saw the tie between electric car charging stations to the Metro 2035 goal to reduce greenhouse gas emissions.

Councilor Stevens recognized the call out box on page 6-14 regarding the National Recognition Program for Walk Friendly Communities, which ties into Council Goals, and suggested looking at ways to increase the level to silver from the bronze.

Mayor invited public testimony, hearing nothing he closed the hearing at 9:08 p.m.

Mayor Knapp declared a potential personal conflict since he owned properties that may be advantaged or disadvantaged with the Brown Road extension which is referenced throughout the

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TSP document. He asked for clarification on how to abstain on those portions of the TSP dealing with the Brown Road extension project.

Mike Kohlhoff indicated the Council could bifurcate the issue, and noted there was not a recommendation for a choice of Brown Road extension; but rather for a further study. At this point the conflict has not reach fruition because the Council would not be voting on selecting an option; however, if the Mayor was more comfortable with excluding those provisions that speak to the Brown Road extension a motion could be made to address the Brown Road extension first, then vote on the balance.

Mayor Knapp asked for a motion dealing with the Brown Road extension and projects numbered RE-O4a and RE-O4b and the Brown Road alternatives wherein the recommendation is to do a study to determine the appropriate choice. If Council agrees with the staff recommendation to proceed with a study as outlined then Council could vote for that or vote against that. The Mayor would abstain from the vote.

Mr. Kohlhoff suggested the following motion: "I move to approve that portion of the Transportation Systems Plan that deals with the Brown Road extension and the alternative routes; and to clarify that the Plan recommends there be a study of the Brown Road extension alternatives. The TSP and some of the maps point out the two alternative routes."

Motion: Councilor Fitzgerald moved to approve the motion just described by the City Attorney. Councilor Stevens seconded the motion.

Vote: Motion carried 4-0-1
Mayor Knap abstained.

Mayor Knapp asked for a motion on the TSP as a whole.

Motion: Councilor Stevens moved to approve Ordinance No. 718 and include the modified Figure 5-5 map and the Exhibit K errata sheet on first reading. Councilor Fitzgerald seconded the motion.

Mayor Knapp said he was impressed with the TSP which does a remarkable job of capturing where the City is today, as well as providing a vision for the future. He thanked staff, the Planning Commission and the consultants for their work.

Vote: Motion carried 5-0.

F. Ordinance No. 719 --First reading
An Ordinance Of The City Of Wilsonville Amending The Planning And Land Development Ordinance To Implement The 2013 Transportation System Plan. LP13-0004

Mr. Kohlhoff read Ordinance No. 719 into the record by title only on first reading.

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Mayor Knapp opened the public hearing at 9:22 p.m. and read the hearing format.

Katie Mangle presented the staff report. Amendments to the Development Code are needed to implement the revised policies of the proposed 2013 Transportation System Plan (TSP) and to comply with state and regional requirements.

The TSP is the City's long-term policy and planning document for transportation improvements. It identifies the City's transportation system goals and objectives, projects needed to provide efficient transportation choices for all users, and design standards for a system that operates reliably and safely, and is complementary to surrounding land uses. The Planning Commission held a public hearing on the proposed TSP on May 8th, and unanimously recommended it to Council for adoption.

The purpose of the proposed amendments to the Planning and Land Development Ordinance ("Development Code") is to update the requirements the City applies to new development so they are consistent with the new policies in Chapter 2 of the TSP, the Regional Transportation Functional Plan (RTFP), and State Transportation Planning Rule (TPR). Chapter 2 of the draft TSP lists updated goals, policies, and implementation measures, which need to be coordinated with the transportation policies and implementation measures in the Comprehensive Plan. The transportation policies will be implemented through development review, capital projects, SMART, and Public Works operations. Amendments to the Development Code are necessary to affect City decisions on private development applications.

The proposed amendments reflect direction provided by the Planning Commission at the public hearing, and during Planning Commission and City Council work session discussions of the proposal.

The proposal was created by first identifying areas of the Code not in substantial compliance with state and regional policy. Wilsonville already has a strong policy of "transportation concurrency", i.e., requiring that new or expanded development projects provide the transportation infrastructure to support the new trips generated by the development. Additionally, Wilsonville's policies are already multimodal, meaning that development plans are reviewed to ensure they provide safe access to and from the site whether people are traveling by truck, automobile, bus, bicycle, or on foot. Many of the proposed amendments codify existing practices, or provide more detail as to how a plan will be evaluated against these same objectives of multimodal connectivity. Providing specific standards, with built-in flexibility as to how an applicant can meet those standards, will help applicants and staff ensure each development application meets the goals of transportation concurrency.

Much of the new Code text that is needed is borrowed from the state's Model Development Code for Small Cities, and in some cases from Wilsonville's code regulations for the Villebois Village zone. Planning, Engineering and Legal staff collaborated with the project consultant to explore alternative approaches and refine the draft to ensure the proposed Code will work for Wilsonville.

The proposal includes the following key policy changes:

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- On-site pedestrian access and circulation standards (Section 4.154) are expanded to ensure safe and convenient walkability of new development sites. Some of these standards exist currently in the Code, but were moved to this section so all on-site pedestrian standards are in one place. These types of requirements are especially important for large sites, on which the existence of functional pathways could make it easier for people to walk from one site to another rather than drive.
- Additional design standards for large parking lots (Section 4.155). Lots over three acres in size will need to provide street-like features (curbs, sidewalks, street trees or planting strips, and bicycle facilities) along entrance drive aisles, to make large parking lots safer for cyclists and pedestrians also entering the site.
- New standards for the quantity, location, and design of short term and long term bicycle parking (Section 4.155(.04)). These standards are based on the City's existing bicycle parking requirements for the Village zone, but relaxed somewhat to apply to the rest of the community.
- New section (4.155(.06)) outlining the situations in which development may be required to construct SMART bus stop improvements. The City is able to require such improvements now, but adding the triggers and possible requirements into the Code will make the process more predictable for applicants and staff.
- New section to address property access and driveway development standards, and intersection spacing standards.

Planning Commission Recommendation

On May 8, 2013, the Planning Commission held a public hearing on the proposed amendments. The proposed amendments to the Code were advertised as part of the citywide public notice for the TSP proposal; no testimony or comments on this application have been received. During the hearing, the Planning Commission refined the draft by making changes to the bicycle parking and on-site pedestrian access standards. The Commissioners present voted 4-1 to recommend the proposal to Council for adoption. Though Chair Altman voiced support for the overall package, he voted against it because he regretted the proposal did not include a statement that development applications would only be required to make findings of compliance with the Development Code.

Amendments to the Development Code are needed to coordinate with the TSP and comply with state and regional policy.

The grant that is funding the consultant work on this project will expire June 30, 2013. The City's deadline for adopting a TSP and code amendments that comply with the Regional Transportation Plan is December 31, 2013.

The TSP update is an important project that sets the framework for the next 20 years of major transportation improvements. The proposed Code amendments are intended to support community livability and economic development by ensuring that new development pays for related infrastructure needed to create a connected, safe, and active community. Any changes to the Development Code will influence future applications for new development and

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redevelopment. None of the proposed amendments are anticipated to significantly affect the type and intensity of development that is allowed in Wilsonville.

The City needs to amend its Code to comply with several state and regional requirements by December 2013; however, there is flexibility as to how these requirements are met. Many alternative approaches were available from the different documents, and many were explored by staff and the Commission before arriving at the proposed amendments.

Ms. Mangle addressed questions raised previously. The first being the bike parking, changes were incorporated into the document from the last work session regarding bicycle parking and at what point the long term bike parking was triggered if more than four bike parking spaces were required (Section 4.155(.04)). The discussion at that point was about the level of the trigger, and was it too low. This threshold was changed to six after reviewing the Code for the standards requiring four, six, or ten covered parking spaces. These standards were taken from the Villebois code, and are currently being applied in Villebois.

To apply these standards city-wide needs more evaluation because Villebois has a limited range of uses than the rest of the City. Generally in Villebois the long term parking would be triggered for almost any development that is not a small residential development. Four spaces would capture a lot of uses. Very large buildings would trigger ten parking spaces, for example a church with 500 seats would trigger the ten bike parking spaces, while a church with 200 seats would require four. Ten would capture the largest uses, and four captured too many, therefore staff recommended six, and explained how that would be applied, a retail space with 16,000 square feet would trigger four bike parking spaces, 24,000 square foot retail triggered six; and 40,000 would require ten bike parking spaces. So the question is what is the long-term, secure bike parking threshold.

The Mayor sent an email message to Chris Neamtzu, Planning Director, asking a question about the thresholds in this section. There are three thresholds that are discussed in the bike parking section, one is when 50% of the short term bike parking is to be covered; another is when long-term bike parking rules kick in; and once long-term parking kicks in, how many of those long-term parking spaces must be covered, which is 50%.

Councilor Fitzgerald understood if a business was 24,000 square feet, six short term bike parking spaces were required; however, a building with a minimum of 40,000 square feet is necessary for the short-term covered bike parking to apply.

Councilor Goddard asked why motorcycles and mopeds were not included in the covered parking requirements.

Ms. Rudzinski explained it was a proactive action towards bicyclists. The long term bicycle parking is about the changing commuter patterns and changing use of bicycles for every day trips and commuting to employment and/or school. Having secure covered spaces is part of making people feel comfortable about using bicycles routinely. In addition, it is a regional functional plan requirement to address long-term bicycle parking.

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Councilor Fitzgerald commented if we have a business that is contemplating a 40,000 square foot operation we would like them to have covered parking for a small number of their employees. They may end up offering a little more than that for their bicycle employees because they want to be able to attract people. It seems like a minor requirement, and if you circle back, there is a correlation to the clean air standards that we are being held to, and by making it more attractive for a few more people not to use cars we may be giving ourselves a less expensive way to reduce emissions.

Ms. Mangle stated a new section had been included to address motorcycle parking at the request of the Planning Commissioners.

Mayor Knapp asked if the bicycle requirement in a development like Fred Meyers with multiple retail store fronts, apply in the aggregate or for each store front. Is the bike parking located in front of the largest square footage use or is it based on the type of use. He was concerned about the application of the standards in an equitable and functional way and hoped to see enough flexibility or a way for the parking standards to be applied in a meaningful way as the proposal is brought forward, and not in a strict standard.

Ms. Mangle said for mixed-uses the section reads, "When there are two or more primary uses on a site the required bike parking for the site is a sum of the required bike parking for the individual primary uses." Short term bike parking is to be located within 30 feet of the entrance of the building and long term parking within 100 feet of an entrance.

Mr. Kohlhoff added in the Fred Meyer scenario it is one owner who rents out the various retail spaces and the location of the bike parking spaces is laid out during the planning stage in a practical flexible manner.

The Mayor was concerned the language proposed was clear on that.

Ms. Mangle said additional clarifying language could be added in section 4.155(.04)A.4. regarding intent of flexibility and siting the bike parking facilities for second reading. The changes in the code would apply only to new developments or redevelopment.

Councilor Starr did not want the code interpretation to be subjective, but consistent and allowing some flexibility. He was unhappy with the State and Metro mandates.

Mr. Cosgrove suggested the code is clear in terms of what the requirements are. What he was hearing in terms of concern is how the code is applied the particulars. He asked for staff to be allowed to do some work in terms of how we might respond to some of the issues raised and bring language back at the next meeting. The standards were clear; it was how the standards were applied. He understood the Mayor was asking that the bicycle parking spaces be disbursed throughout a development.

Ms. Mangle addressed the question on automobile parking. The city's parking standards, save one dealing with auto parking for small apartment buildings, are fully compliant with state and

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regional standards. A review of the automobile parking throughout the City would be a major project, and it is not on the department's work plan.

Councilor Starr asked what would happen if the City ignored the state and metro requirements. Mr. Cosgrove said that could negatively impact the City's receipt of state shared revenues and sanctions could be imposed.

Mr. Kohlhoff reminded Council they took an oath to follow the law.

Ms. Mangle added the City had until December 2013 to comply with the Metro Functional Plan. Metro could appeal any land use decision on noncompliance with the Metro Functional Plan which would impact local decision making.

Councilor Starr expressed concern with the narrowness of some parking spaces throughout retail establishments which may be a problem for drivers as they age and are not so agile, and there must be some way to accommodate the aging population who do not travel on bicycles.

Councilor Fitzgerald suggested a discussion on how much time it would take to do a high level overview of the degree of parking challenges in the city. If the parking challenges are perceived to be difficult it may impact the frequency of local shopping.

Mayor Knapp invited public testimony, hearing nothing he closed the public hearing at 10:05 p.m.

Motion: Councilor Goddard moved to approve Ordinance No. 719 on first reading.
Councilor Fitzgerald seconded the motion.

Councilor Goddard was uncomfortable with extending Villebois development provisions to the rest of the community such as the density, small yards, and parking limitations. He wanted diversity in development provisions for the different needs in the community.

Ms. Mangle said the requirements do not apply to single family residential development at all.

Councilor Starr agreed with Council Goddard's comments. He thought the changes were vague and he wanted more time before making a decision.

Councilor Fitzgerald would like to see the parking chart analysis before second reading. She felt statements have been made that are not clear because at the work session Councilors said they did not want to model Portland, now Councilors are saying we don't want to model Villebois. It seems we should look at this as how bicycle parking should be addressed for the volume of people using any specific entity. Isn't that what we're doing here really? So I just wanted to state that I don't think this is a movement to impose a Villebois standard on the rest of the community.

Councilor Starr was not sure why bicycle parking is a part of this but automobile parking is not.

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Ms. Mangle said one of the things the City was required to comply with in the original transportation functional plan is adding long-term bicycle parking to our code requirements. There is a lot of flexibility on how to do that so all of this discussion is appropriate and if there is a better way to do that we can look for it, but we do need to do it. We are in compliance with auto parking so we do not need to do that now.

Mayor Knapp clarified the changes being made deal with standards that are not in the code.

Vote: Motion carried 4-1.
Councilor Starr voting “No”.

NEW BUSINESS

- A. Resolution No. 2419
A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Kerr Contractors Oregon Inc. For The Construction Of The Segment 3B Water Transmission Pipeline Project, Capital Improvement (Project #1055.)

Resolution No. 2419 was read by title only for the record by the City Attorney.

The staff report was prepared by Eric Mende, Capital Projects Engineering Manager. The Segment 3b Water Transmission Pipeline project will construct approximately 2400 feet of 48” diameter water transmission pipeline, and a pressure reducing valve (PRV) vault. This project will: a) complete the last remaining section of transmission pipeline necessary for the City of Sherwood to receive their full 5 million gallons per day (mgd) of allocated water rights from the Willamette River Water Treatment Plant, b) improve existing fire flow capabilities to commercial and industrial properties located in north and northwest Wilsonville, and c) allow for and facilitate future growth and the necessary expansion of the City of Wilsonville's distribution system.

This project was specifically authorized by Council through an Intergovernmental Agreement (IGA) with the City of Sherwood passed on March 4, 2013. The IGA specifies ownership and cost participation percentages parity, documents Sherwood’s commitment to advance the funding for the project, requires Wilsonville to maintain communication with Sherwood during design and construction, and contains “true-up” and repayment provisions addressing Wilsonville’s portion of the project costs.

Four companies were prequalified to bid on this project, and four bids were received and opened on May 23, 2013. The low bid of \$2,456,730, from Kerr Contractors, was deemed responsive.

The IGA estimated a total construction cost (to be advanced by the City of Sherwood) of \$3.497 million. Based on this estimate, Sherwood City Council approved and set aside this amount. The IGA also requires Sherwood to deposit project funds with the City of Wilsonville equal to the bid amount of the lowest responsible bidder, plus 5 percent. This amount equals \$2,579,566 and is approximately 26 percent less than the original estimate. These funds have been received.

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A Notice to Proceed will be issued as soon as Bonds and Insurance certificates are received. Construction is scheduled for June through November 2013, with final completion and commissioning by December 31, 2013.

Motion: Councilor Starr moved to approve Resolution No. 2419.
Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

CITY MANAGER'S BUSINESS

There was no report.

LEGAL BUSINESS

There was no report.

ADJOURN

The Mayor adjourned the Council meeting at 10:15 p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder

ATTEST:

Tim Knapp, Mayor