

AMENDED AGENDA

**WILSONVILLE CITY COUNCIL MEETING
JANUARY 19, 2017
7:00 P.M.**

**CITY HALL
29799 SW TOWN CENTER LOOP
WILSONVILLE, OREGON**

Mayor Tim Knapp

Council President Scott Starr
Councilor Susie Stevens

Councilor Kristin Akervall
Councilor Charlotte Lehan

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

Executive Session is held in the Willamette River Room, City Hall, 2nd Floor

- | | | | |
|------------------|--|-----------|--------|
| 5:00 P.M. | EXECUTIVE SESSION | [20 min.] | |
| A. | Pursuant to ORS 192.660 (2)(e) Real Property Transactions
ORS 192.660(2)(f) Exempt Public Records
ORS 192.660(2)(h) Litigation | | |
| 5:15 P.M. | REVIEW OF AGENDA | [5 min.] | |
| 5:20 P.M. | COUNCILORS' CONCERNS | [5 min.] | |
| 5:25 P.M. | PRE-COUNCIL WORK SESSION | | |
| A. | 2016-17 State Legislative Agenda (Ottenad) | [20 min.] | Page 1 |
| B. | Board and Commission Appointments | [15 min.] | |
| C. | Ordinance No. 804 Residential Parking Zone Program
(Jacobson and Phillips) | [20 min.] | |
| 6:50 P.M. | ADJOURN | | |
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CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a special session to be held, Thursday, January 19, 2017 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on 2017. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

7:00 P.M. CALL TO ORDER

- A. Roll Call
- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

7:05 P.M. MAYOR'S BUSINESS

- A. Board and Commission Appointments - *Placeholder*
- B. Upcoming Meetings

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7:20 P.M. 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.

7:30 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

- A. Councilor Starr – Park and Recreation Advisory Board Liaison
- B. Councilor Stevens – Library Board and Wilsonville Seniors Liaison
- C. Councilor Lehan – Planning Commission, CCI and Tourism Promotion Committee Liaison
- D. Councilor Akervall – Development Review Panels A and B Liaison

7:40 P.M. CONSENT AGENDA

- A. Minutes of the December 19, 2016 Council Meeting. (staff – King) Page 18

7:40 P.M. PUBLIC HEARING

- A. **Ordinance No. 804** – 1st Reading (cont. from 1/5/17) Page 59
An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 5 By Renumbering Section 5.245 As Section 5.250 And Adding A New Section 5.245 To Create A Residential Parking Zone Program.
- B. Ordinance No. 801 1st reading *Placeholder*
An Ordinance Authorizing Ground Lease Agreement. (staff – Jacobson)
- C. Ordinance No. 802 1st reading *Placeholder*
An Ordinance Authorizing Amending Section 6.1 Of The July 6, 2000 Agreement Regarding Water Treatment Plant Design, Construction, Operator And Property Ownership. (staff – Jacobson)

8:10 P.M. CITY MANAGER'S BUSINESS

8:15 P.M. LEGAL BUSINESS

8:20 P.M. ADJOURN

Information items – no Council action necessary

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Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:-Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or king@ci.wilsonville.or.us



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: January 19, 2017	Subject: 2017-18 State Legislative Agenda Staff Member: Mark Ottenad, Public/Government Affairs Director Department: Administration
Action Required <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 type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The 2017-18 session of the Oregon Legislative Assembly commences on February 1; adoption of a state legislative agenda provides direction to staff and consultants on the City Council’s legislative priorities.
Staff Recommendations: City Council adopts the 2017-18 State Legislative Agenda.	
Recommended Language for Motion: Not applicable.	
PROJECT / ISSUE RELATES TO:	
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)
<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL

City Administration seeks adoption by the City Council of a State Legislative Agenda for general public-policy priorities that guides how the City reacts to specific legislative proposals that may arise in the 2017-18 session of the Oregon Legislative Assembly.

EXECUTIVE SUMMARY

At the start of each two-year-long session of the Oregon legislature, the City Council adopts a State Legislative Agenda that guides how City staff and consultants evaluate proposed legislation in terms of opposing, supporting or remaining neutral. The City’s State Legislative Agenda is grounded in long-term City Council-adopted policies embodied in the Comprehensive Plan and other master plans or specific strategy documents and highlights current Council goals and known issues under consideration.

BACKGROUND

History of City's Legislative Engagement

The City has been engaged actively with matters before the Oregon legislature for the past two decades, primarily in a defensive posture seeking to fend-off or modify legislative attempts to preempt municipal home-rule authority or super-site controversial land-uses in or near the community. A state proposal in the late 1990s to site the Coffee Creek Correctional Facility at the shuttered Dammasch State Hospital, now home to the Villebois neighborhood, galvanized the community to action and underscored the need to participate actively in legislative affairs. During this time, the City has contracted with Greg Leo, principal of The Leo Company, who commands considerable respect from both sides of the isle for his credible and authoritative background in local, state and federal affairs.

The City coordinates closely with the League of Oregon Cities (LOC) Intergovernmental Relations staff to analyze the potential impacts of proposed legislation and to lobby legislators as needed to advance the City's positions. The City also works closely with Metro regional government, which acts as a convening body for the 24 Portland metro-area cities, to advance issues of common cause.

For the past few legislative sessions, the City's mode of operation has tended to be:

- Greg Leo meets regularly with other public- and private-sector lobbyists and obtains information on key bills of interest and he relays to City staff;
- Mark Ottenad reviews and then forwards to appropriate staff members as need be for their review and assessment. Critical staff assisting in these reviews include the City Manager, City Attorney, Community Development Director, Planning Director and other staff.
- Mark Ottenad then communicates the City position to Greg Leo and other parties, and when required composes City testimony on behalf of the Mayor and City Council on specific legislation that is then reviewed by relevant City staff.
- Mark Ottenad and Greg Leo relay the testimony electronically and in-hard copy. Periodically the Mayor or a City Councilor is requested to present the testimony in-person before the committee considering the bill at issue. Requesting direct City Council testimony in-person at the State Capitol in Salem is never considered lightly by staff due to the time and travel burden placed on a volunteer member of Council; however, *testimony by a local elected official is the most powerful and persuasive form of legislative input available to the City.*

City's State Legislative Agenda

The City first developed a written State Legislative Agenda in 2013 with citations to specific sources of City authority for each agenda item. All of the legislative agenda items are based on policies established by the City Council over time through the Comprehensive Plan, Goal 9 Economic Opportunities Analysis and other City master plans/strategies and Council direction. Thus, the City's State Legislative Agenda is well-grounded in long-term City Council-adopted policies and practices that embrace core community values as expressed by our elected officials.

In developing the City's legislative agenda, staff reviewed existing and prior city policies and practices, examined the legislative agendas and priorities of other metro-area jurisdictions and affiliated organizations such as LOC, and gathered information from lobbyists and other public-

affairs professionals about primary issues of concern in the 2017-18 legislative session. The proposed 2017-18 State Legislative Agenda is similar to the prior 2015-16 Agenda, modified to account for new City policies and anticipated issues; Exhibit A provides details on modifications proposed for the new Agenda, and Exhibit B a “clean”-copy version.

Potential 2017-18 Legislative Session Issues

A primary thrust anticipated for the upcoming legislative session is a push for a major multi-modal transportation-funding package that is being coordinated by a statewide coalition of business associations, membership associations and local government working under the umbrella of the Oregon Transportation Forum. Both key state legislators and representatives of the Governor’s Office have participated in this public-private partnership. A similar effort to craft a bipartisan transportation-funding package was made in the prior 2015-16 session of the legislature that was unsuccessful.

While the City has no position on PERS-related matters *per se*, balancing the state budget that is impacted by PERS-related financial matters is a top legislative priority, and one that impacts other areas of the state budget. Addressing PERS impacts to the state budget is a top LOC priority.

Other specific issues of City concern that are expected to be addressed in the legislative session include municipal rights-of-way authority for franchise fees and privilege taxes, urban renewal tax-increment financing, restoring recreational immunity for government employees, Metro-area urban and rural reserves and Metro urban-growth management boundary process changes.

The 2017-18 legislative session will be shaped by the addressing the projected state budget ‘shortfall,’ as well as by a large number of new legislators that compose one-fifth of the Oregon Legislative Assembly. During the course of the legislative session 3,000 to 4,000 bills may be introduced, of which several hundred may receive committee hearings. Towards the end of the session when the legislature moves into “24-hour” hearing-notice period, bills and amendments are flying. The legislative agenda is an important tool that enables the City to be responsive in a timely manner to legislative proposals.

TIMELINE

Over the course of the summer and fall, Mayor Knapp and City staff and consultants met with legislators and legislative candidates for positions that represent Wilsonville, including:

Representing Wilsonville north of the Willamette River

- Representative Rich Vial, Scholls/Sherwood, House District 26 (Republican)
- Senator Kim Thatcher, Keizer, Senate District 13 (Republican)

Representing Wilsonville south of the Willamette River (Charbonneau)

- Representative Bill Kennemer, Oregon City, House District 39 (Republican)
- Senator Alan Olsen, Canby, Senate District 20 (Republican)

We also met with Democratic candidate for House District 26 Ray Lister of Wilsonville prior to the November general election. We met with Rep. Vial twice, both as the Republican candidate for House District 26 and in his position as Representative-Elect.

Additionally, members of the City Council, staff and consultants have met with other members of the legislature and staff of the Governor’s Office and state agencies during the course of the

summer and fall to advance City positions on municipal authority, economic-development, land-use and transportation matters. Exhibit C provides summary profiles on Wilsonville's four members of the Oregon Legislative Assembly.

The City Council considered along with other Oregon cities in July 2016 a suite of 29 potential LOC legislative priorities for the upcoming session and selected the following priorities of greatest relevance to the City:

- Needed Housing Assistance program
- Restore Recreational Immunity
- Rights of Way
- Comprehensive Multi-Modal Transportation Funding and Policy Package

When the LOC board tallied results of the statewide survey and reviewed prior LOC legislative priorities, the following became LOC's top-four priorities for the 2017-18 legislative session:

- Property Tax Finance Reform
- Restoring Recreational Immunity
- Transportation Funding
- PERS Reform

City Council action on the State Legislative Agenda in January 2017 is optimum for providing staff and consultants with timely guidance for Council priorities during the 2017-18 legislative session that commences on Feb. 1.

CURRENT YEAR BUDGET IMPACTS

No budget impacts are anticipated based solely on adoption of the legislative agenda. Other legislative-related expenses are currently budgeted.

Actions that the legislature takes can impact the City's budget directly or indirectly in a favorable or detrimental manner.

FINANCIAL REVIEW / COMMENTS

Reviewed by: Date:

LEGAL REVIEW / COMMENT

Reviewed by: Date:

CITY MANAGER COMMENT

The proposed 2017-18 State Legislative Agenda is in accord with Council direction.

EXHIBITS

- A. Revised 2017-18 Draft State Legislative Agenda showing all changes made to the prior 2015-16 State Legislative Agenda
- B. Revised 2017-18 Draft State Legislative Agenda without mark-up showing ("clean copy")
- C. Wilsonville's State Legislators Profiles

Page 5 of 81
**City's Draft 2016-17 State Legislative Agenda showing proposed changes
from prior 2015-16 State Legislative Agenda**

LEGEND: Inserted text ~~Deleted text~~

City of Wilsonville DRAFT 2017-18 State Legislative Agenda

— Jan. 19, 2017 —

Acting on behalf of the residents and businesses of the City of Wilsonville, the City Council adopts this legislative agenda to guide City policy positions in the 2017-18 session of the Oregon Legislative Assembly.

1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports the home-rule autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city's residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been preempted by state law.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as "unfunded mandates." The City opposes efforts to reduce traditional "shared revenues," which include liquor, beer and wine, cigarette, and 9-1-1 [NOTE: in 2013, the legislature redirected all 9-1-1 taxes to local 9-1-1 emergency communications centers statewide; Wilsonville traditionally directed all 9-1-1 tax revenue to "C-Com," which provides 9-1-1 service.] taxes that pay for essential local services.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the timely movement of freight and conduct of commerce.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.

■ Transit

2.4 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

2.5 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

3.1 The City of Wilsonville supports sustainable, smart-growth concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary.

3.2 The City of Wilsonville supports Oregon land-use law that calls for urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

3.3 The City of Wilsonville supports initiatives that reclaim industrial “brownfield” sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing ~~the “Restore Oregon” state tax credit for the rehabilitation for older, historic properties~~ [NOTE: in 2015, the legislature declined to implement the “Restore Oregon” tax-credit but did set-up a Revitalize Main Street revitalization grant program.] ~~the Oregon Industrial Site Readiness Program that complies with current state law~~ [NOTE: in 2013, the legislature authorized but did not fund the Oregon Industrial Site Readiness Program supported by the City, LOC and others; the Oregon Business Development Dept. subsequently identified several technical issues that require amendments in order to implement the proposed program.] and making the state “Enterprise Zone” and similar designations available to more cities.

■ Workforce Development

3.5 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.6 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepares tomorrow’s workforce.

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.

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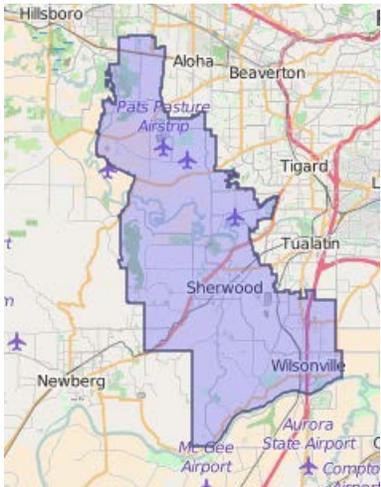
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Richard Vial (Scholls/Sherwood)

State Representative for House District 26 (Republican)



District 26: Wilsonville (north of river), Sherwood, King City, and parts of Hillsboro, Beaverton, Aloha, Tigard, & Bull Mountain



Occupation: Farmer, Small Businessman, Real Estate Investor, Attorney

Prior Governmental Experience: Chair, Washington County Planning Commission - Member, Clean Water Services Advisory Committee - Member, Washington County Land Use Advisory Committee - Chair, Groner School Board

Representative Vial serves on these 2017 Legislative Committees:

- House Transportation Policy Committee – Vice Chair
- House Education Committee
- House Judiciary Committee

Background: Rep. Vial was elected for the open legislative seat in House District 26, which covers Wilsonville north of the Willamette River. He lives on a farm in the Scholls area of Tualatin Valley with his wife of 37 years. He has 13 kids (6 birth and 7 adopted Vietnamese refugee children) and 41 grandchildren.

Vial has practiced law in the areas of real estate, homeowner associations, and litigation since 1981. Having held a real estate license and clerked at the Oregon Department of Real Estate in the condominium section, he brings a depth of experience in common property ownership issues as they relate to real estate. He works out of the Portland office of Vial Fotheringham of primarily doing work for condominium and homeowner associations. He is an experienced trial lawyer, and has developed particular expertise in resolving construction defect issues. Rich also represents individuals and businesses in commercial litigation, regulatory compliance issues, and contractual creation and dispute issues. He takes a proactive approach that's driven by the belief that "an ounce of prevention is worth a pound of cure."

Vial is active in his community, frequently serving on community boards and commissions, and has particular interest in issues regarding public education.

Vial continues to enjoy his family's activities in raising and showing committed to the concept of community. He is active in legislative proposals that encourage local control of land use, education, and services.

Vial volunteers with the following organizations:

- Washington County Planning Commissioner

- Past chairman of the Washington County Fair Board
- Past School Board Chair

Vial has received endorsements from the following organizations and individuals:

- Former U.S. Senator Gordon Smith
- Rob Cornilles, Former Candidate - U.S. House of Representatives
- Mike McLane, Oregon House Republican Leader
- Edmund Duyck, Former Chair, Washington County Farm Bureau
- Bob Terry, Washington County Commissioner
- Roy Rogers, Washington County Commissioner
- Dave Hunnicutt, President, Oregonians in Action
- John Davis, State Representative – HD 26, Current outgoing
- Mark Gardner, Former Democratic State Representative
- Charles Starr, Former Republican State Senator
- Allyn Kirnak; Public School Principal and Psychologist

In his own words: *“I have been representing local communities for over 30 years. During that time I have been deeply involved in land use, education and small business issues in our district and throughout our state. I am running to get Salem back on track by supporting small businesses, fighting government corruption and abuse, and building an education system that works for everyone. I would be honored to have your vote!”*

Priorities:

- Top Priority: Transportation connection for Washington County to I-5
- Favors Aviation related development at the Aurora State Airport
- Supports more money for classroom teaching, less for administration
- Has questions about ‘Right of Way’ issues between Cities and Special Districts

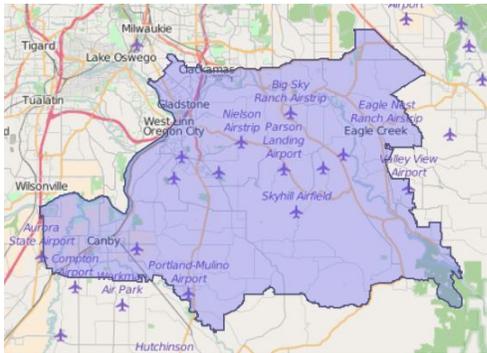
Contact: Michelle Felton, Legislative Director; Caleb Huegel, Legislative Assistant

Capitol Phone: (503) 986-1426; **Cell Phone:** (503) 210-3106

Email: Rep.RichVial@oregonlegislature.gov

Website: <http://www.oregonlegislature.gov/vial>

Bill Kennemer (Oregon City)
State Representative, House District 39 (Republican)



District 39: Barlow, Barton, Beaver Creek, Boring, Canby, Carus, Charbonneau Dist of Wilsonville, portions of Damascus and Happy Valley, as well as Eagle Creek, Estacada, Fisher Mill, Mulino, Redland, and rural Oregon City areas.



Occupation: Clinical Psychologist in private practice (1975-1997)

Prior Governmental Experience: State Representative (2009-Current); Clackamas County Commissioner for 12 years (1997-2008); Oregon State Senator for 10 years (1987-1996)

Rep. Kennemer serves on these 2017 Legislative Committees:

- House Committee On Business and Labor
- House Committee On Health Care
- House Committee On Rules
- Committee On Legislative Policy and Research

Background: Representative Kennemer was first elected to House District 39 in 2008, and was reelected in 2010, 2012, and 2014. He is up for reelection this November. House District 39 includes Charbonneau District of Wilsonville. He was an Oregon State Senator from 1987 to 1996, where he served as Assistant Senate Minority Leader, and Chair of the Senate Business, Housing and Finance Committee. He was in the Bi-partisan Tourism Caucus, and the Fish and Wildlife Caucus, and was a member of the Association of Oregon Counties Legislative Committee. He was also a member of the Education Commission of the States and the Clackamas County Economic Development Commission.

Kennemer was a clinical psychologist in private practice for nearly 25 years, as well as a professor of psychology. He has also worked as a truck driver and farm hand. Family life is busy for Bill and wife of 16 years, Cherie McGinnis (both having lost previous spouses to cancer). They share four adult children and 14 grandchildren, most of whom live in Clackamas County, and many attend Oregon City schools. For 35 years Bill has been involved in the community, sports, and local church activities in Clackamas County. In his time off Bill enjoys fishing, camping, archery, gardening, woodworking, and searching for treasures, especially old Oregon memorabilia, at garage sales. Bill and Cherie live the Canby School District in rural Oregon City.

Rep Kennemer community involvement:

- Oregon Trail Foundation
- Clackamas Community Land Trust
- Environmental Learning Center
- Clackamas County Historical Society
- Citizens for a Drug Free Oregon
- Oregon Impact (DUII Victims program)
- Gladstone/Oak Grove Rotary
- Friends of the Milwaukie Center
- Providence Milwaukie Hospital Foundation Board
- Willamette Falls Heritage Foundation

1/5/2017

- North Clackamas Chamber Board of Directors
- Friends of Clackamas County Extension Service
- Mothers Against Drunk Driving
- Three Rivers Land Conservancy, member
- Northwest Steelheaders
- Canby Historical Society
- Friends of Clackamas County Library
- North Clackamas Sunrise Rotary
- Warner Pacific College Board of Trustees
- New Hope Community Church
- Friends of the Clackamas County Fair
- Gladstone Community Club Board
- Friends of Trees
- American Veterans Caucus
- Oregon City Chamber of Commerce
- Canby Chamber of Commerce
- Oregon State Capitol Friend
- Nature Conservancy

Rep Kennemer has received the following awards:

- As Clackamas County Commissioner, he received the Association of Oregon Counties Board of Directors' Outstanding Service Award for 1998
- While a state representative, his support and advocacy in animal-related measures saw him labeled as a 2011 "Top Dog" by the Oregon Humane Society

Rep Kennemer has received endorsements from the following organizations (2014):

- Oregon State Council for Retired Citizens
- Oregon Nurses
- National Electrical Contractors
- Northwest Sportfishing Industry
- Oregonians for Food and Shelter
- Dan Fowler, Former Oregon City Mayor
- Becky Arnold, Estacada Mayor
- Traci Hensley, Canby City Council
- Coach Brad Smith, Oregon City
- Craig Roberts, Clackamas County Sheriff

In his own words: *"I have led the charge for better customer service and fiscal responsibility in government, and see community involvement as a central part of representing citizens. When not attending local community events, you are likely to find us fishing, camping, gardening, antique hunting or spending time with their children and grandchildren"*

Priorities

- Smaller Government, Lower Taxes
- Supports Aurora Airport Development
- Anti-Metro Land Use
- Former Clackamas County Commissioner: supporter of Ludlow/Smith/Sava on "Employment Lands"

Contact: Cherie Kennemer, Legislative Assistant

Capitol Phone: (503) 986-1439; **District Phone:** (503) 263-4798

Email: rep.billkennemer@state.or.us

Website: www.oregonlegislature.gov/kennemer

Kim Thatcher (Keizer)

State Senator Senate District 13 (Republican)



District 13: Includes portions of Clackamas, Marion, Washington and Yamhill counties including the communities of Keizer, Newberg, St. Paul, Sherwood, Wilsonville, King City, and parts of Beaverton, Hillsboro, Tigard and Tualatin



Occupation: KT Contracting, Owner; Highway Specialties, Owner

Prior Governmental Experience: Oregon State Senator (2014-Current); Representative from House District 25 for 8 years (2007-2014).

Senator Thatcher serves on these 2017 Legislative Committees:

- Senate Committee On Judiciary Committee – Vice Chair
- Senate General Government and Accountability Committee
- Senate Legislative Policy and Research Committee
- Senate Joint Legislative Audit Committee

Background: Senator Thatcher was first elected to Senate District 13 in 2014, and she will be up for reelection again in 2018. Senate District 13 includes all of the City of Wilsonville. Thatcher got started in politics because she was not happy with the way state government was run, especially when she felt it was hurting small businesses. She has developed a reputation for being a strong taxpayer watchdog and advocate for government accountability.

Thatcher's professional experience includes being the owner/operator of Highway Specialties and owner/president of KT Contracting Company. She has also worked as an accountant, computer lab technician, construction projects manager, entrepreneur, equipment operator and software developer.

Thatcher was born in Pocatello, ID, but moved to Oregon and attended Oregon City High School and Portland State University. She has been married to Karl Thatcher for 32 years. They reside in Keizer. They have four children, ages 11-26 years, and three grandchildren. Her hobbies including reading, playing piano, travel, and she loves to fly small Cessnas when she has the chance (she is licensed by FAA to fly small aircraft).

Thatcher holds membership in the following professional and Community organizations:

- Oregon Contractors Association, Co-Founder, Established 2003
- National Federation of Independent Businesses, 1997-2009
- Keizer Chamber of Commerce, 2005 –present
- Chehalem Valley Chamber of Commerce, 2005 –present

1/5/2017

- U.S. Women's Chamber of Commerce, 2005 -2007
- National Association of Women in Construction Salem Chapter, 2005 –present
- Building Industry Association of Washington 2012-present
- Oregon Concrete and Aggregate Producers Association, 1992-1997
- SMART – Start Making a Reader Today volunteer, 2006-2010
- Barbara Roberts High School Mentor Program, 2006-2007
- Church volunteer

Thatcher received endorsements from the following organizations and individuals (2014):

- Sheriffs of Oregon PAC
- NFIB/Oregon (National Federation of Independent Business)
- Oregon Chiefs of Police Association
- Representative Julie Parrish
- Oregon Anti-Crime Alliance PAC
- Oregon Small Business Coalition
- State Representative John Davis
- Common Sense for Oregon PAC
- Oregon Firearms Federation Political Action Committee
- Wilsonville Area Chamber of Commerce
- AG-PAC
- Senator Larry George

In her own words, in Oregonian Endorsement: *Making her bid for the Senate in 2014, The Oregonian said in their endorsement: "[Thatcher] brings a gritty, from-the-ground-up view of government as intrusive in private life and burdensome upon small businesses, at the core of Oregon's economy. The owner of a contracting firm and co-founder of the Oregon Contractors Association, Thatcher first became publicly engaged in 2002 to protest burdensome taxation policies. She recalls thinking: "If you just lay down and get walked on, you lose. You have to push back.... And you need to budget to clear outcomes, which government isn't very good at." Thatcher advocates for much-needed tax reform in the 2015 session and should, if provoked by free spenders, make a real difference. Voters should send her to the Senate.*

--Oregonian Editorial – Oct 9, 2014

Contact: Linda Heimdahl, Legislative Director; Justin Brecht, Legislative Assistant

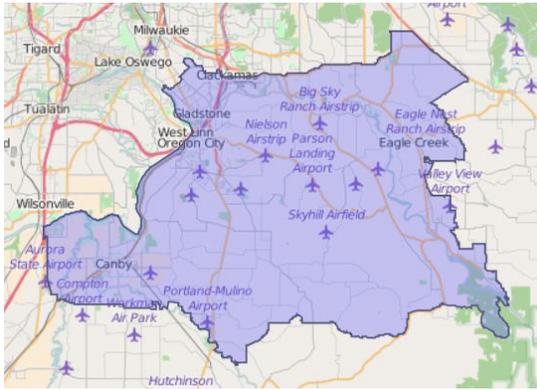
Capitol Phone: 503-986-1713

Email: sen.kimthatcher@state.or.us

Website: www.oregonlegislature.gov/thatcher

Alan Olsen (Canby)

State Senator for Senate District 20 (Republican)



District 20: Barlow, Canby, Charbonneau Dist of Wilsonville, Oregon City, Gladstone, Johnson City, Estacada, Eagle Creek, Redland, Beaver Creek, Boring, Damascus and southern parts of Happy Valley



Occupation: Owner, Custom Construction Services

Prior Governmental Experience: Oregon State Senator (2010-2018); City Councilman, Middle Point, Ohio; United States ARMY Military Police

Senator Olsen serves on these 2017 Legislative Committees:

- Senate Environment and Natural Resources Committee – Vice Chair
- Senate Human Services Committee – Vice Chair
- Senate Veterans and Emergency Preparedness Committee

Background: Senator Olsen was first elected to Senate District 20 in 2010, and was reelected in 2014. He will be up for reelection again in 2018. Senate District 20 includes Charbonneau District of Wilsonville.

Olsen moved to Oregon in 1978 and has been the owner and operator of Custom Construction Services since 1987 specializing in the design and construction custom homes and commercial projects. He and his wife Juanita have lived in Canby for over 25 years.

He has campaigned on strengthening schools and getting people back to work as the most pressing issues in our state. He has worked in the legislature on bills to decrease regulations on small businesses, family farmers and homegrown forest industries.

During the 2015 Session of the Oregon Legislature, Senator Olsen served on the Senate Natural Resources Committee and was the deciding vote in stopping SB 716, a thinly veiled 'industrial lands' bill designed to urbanize Langdon Farms and other lands adjacent to Wilsonville's boundary, south of the Willamette River. He listened to his Charbonneau constituents and voted against this bill critically important to the City of Wilsonville.

Olsen holds membership in the following organizations:

- Veterans of Foreign Wars
- Past President of the Oregon Bass Federation Nation

Olsen has received endorsements from the following organizations:

- Oregon Farm Bureau
- Oregon Small Business Coalition

In his own words: *“I believe that we must cultivate the phenomenal natural resources we have, serving as responsible stewards of those resources while growing Oregon industries and creating jobs. A successful workforce is an educated workforce. Education is a long-term investment and I believe our state budget must prioritize our children and their teachers. We must keep our education dollars in the classroom where it belongs. Ultimately, the legislature must represent the citizens of Oregon and protect their rights and freedoms. I have worked hard to keep our state government accountable and efficient.”*

Contact: Sandra Flicker, Legislative Director; Tony Miller, Legislative Assistant

Capitol Phone: 503-986-1720; **District Phone:** 503-266-4599

Email: sen.alanolsen@state.or.us

Website: www.oregonlegislature.gov/olsen

CITY COUNCIL ROLLING SCHEDULE

Board and Commission Meetings 2016

Items known as of 01/10/17

JANUARY

DATE	DAY	TIME	EVENT	LOCATION
1/18	Wednesday	6 p.m.	Citizens Academy	City Hall
1/19	Thursday	7 p.m.	City Council Meeting	Council Chambers
1/23	Monday	6:30 p.m.	Cancelled - DRB Panel B	Council Chambers
1/25	Wednesday	6:30 p.m.	Library Board	Library

FEBRUARY

DATE	DAY	TIME	EVENT	LOCATION
2/6	Monday	7 p.m.	City Council Meeting	Council Chambers
2/8	Wednesday	1 p.m.	Wilsonville Community Seniors Inc.	Community Center
2/8	Wednesday	6 p.m.	Planning Commission	Council Chambers
2/13	Monday	6:30 p.m.	DRB Panel A	Council Chambers
2/20	Monday		City Offices Closed President's Day	
2/22	Wednesday	6:30 p.m.	Library Board	Wilsonville Library
2/23	Thursday	7 p.m.	City Council Meeting	Council Chambers
2/27	Monday	6:30 p.m.	DRB Panel B	Council Chambers

COMMUNITY EVENTS



Friday, Feb 24 - Hawaiian Luau Daddy Daughter Dance 7 p.m.
Wilsonville Community Center,
This event sells out so register soon at WilsonvilleParksandRec.com/Dance

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CITY COUNCIL MEETING MINUTES

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:30 p.m. on Monday, December 19, 2016. Mayor Knapp called the meeting to order at 7:47 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp
Councilor Starr
Councilor Fitzgerald
Councilor Stevens
Councilor Lehan

Staff present included:

Bryan Cosgrove, City Manager
Jeanna Troha, Assistant City Manager
Barbara Jacobson, City Attorney
Sandra King, City Recorder
Chris Neamtzu, Planning Director
Nancy Kraushaar, Community Development Director
Delora Kerber, Public Works Director
Jon Gail, Community Relations Coordinator

Justin Carpenter, a member of Boy Scout Troop 194 led audience in the Pledge of Allegiance. Jason Zeck, Troop Master of Troop 194 said the members of the troop attending the Council meeting are working towards their merit badges.

Motion to approve the order of the agenda.

Mayor Knapp asked by a show of hands how many people were attending the meeting for the Brown Road Connector public hearing, and recommended holding the public hearing on Resolution No. 2610 first. He indicated he would step down from the dais for that matter since he is a property owner in the area and that Councilor President Starr would conduct the hearing on Resolution No. 2610.

Motion: Councilor Starr moved to approve the order of the agenda and to move Resolution 2610 to the front of the agenda, and then follow with the rest of the agenda, and to add the discussion to adopt the logo under New Business. Councilor Stevens seconded the motion.

Vote: Motion carried 5-0.

Mayor Knapp handed the gavel to Council President Starr and went to sit in the audience.

PUBLIC HEARING

Mr. Cosgrove offered to keep track of the time for those wishing to provide testimony.

Resolution No. 2610 was read into the record by title only by the City Attorney.

A. **Resolution No. 2610**

A Resolution Of The City Of Wilsonville To Select The Preferred Final Alignment Of The Boones Ferry Road To Brown Road East-West Corridor. (Staff Kraushaar/Adams)

Councilor Starr opened the public hearing at 7:50 p.m. and recited the quasi-judicial hearing protocol.

The Staff report was prepared by Steve Adams and is included here in its entirety.

Beginning of Staff Report

ISSUE BEFORE COUNCIL:

To decide on the alignment of the Boones Ferry Road to Brown Road East-West Connector, which will enable staff to move forward with project implementation including the first construction phase for the new road that will connect Boones Ferry Road to Kinsman Road.

EXECUTIVE SUMMARY:

In response to Council Goals and historic and current Wilsonville Transportation System Plans (TSP), Community Development staff has completed the Boones Ferry Road to Brown Road East-West Connector Corridor Plan (Study). The Study carried out a multi-faceted analysis to develop a range of alternative alignments and understand the costs and potential impacts related to each viable alternative that met the purpose and need of the project. The Study included an analysis as directed by the 2013 TSP to determine the final alignment for the Connector. The December 2016 Alternative Analysis Final Report (Report) provides a summary of the conceptual design, technical analysis, cost estimate, and public involvement process. It outlines the project team's recommended preferred final alignment for the new roadway and its terminus at Boones Ferry Road.

Based on technical reports and information and feedback from stakeholders, including ODOT Rail, Portland & Western Railroad, citizens, and businesses, the consulting team and City staff recommend connecting to 5th Street. An evaluation matrix developed by the project team to summarize the resulting analysis of the two terminus options is included in the Report (see **Resolution No. 2610 – Attachment 1**). All technical information and input from the public and stakeholders are included in the Report Appendices.

Decision-Making Process

The Council's process for making this decision will involve holding a public hearing on a Quasi-Judicial land use decision and adopting findings of compliance for all applicable regulations and policies (see **Resolution No. 2610 – Attachment 2**). The 2013 TSP identified the need for an east-west connector south of Wilsonville Road between Boones Ferry Road and Brown Road, named in the TSP the "Brown Road Extension". Two connection options, at 5th Street and Bailey Street, are included in the City's TSP and are identified as Project RE-04A. The Study and selection of the final alignment for Project RE-04A serves to implement the adopted policies, plans, and projects that are outlined in the adopted Wilsonville TSP. As such, per OAR 660-0010, Transportation Planning, it is classified as "transportation project development." The City's selection of 5th Street as the final alignment alternative for the Connector has included consideration of regulations protecting or regulating development within Goal 5 areas and application of local land-use standards. Therefore, per OAR 660-12-0050, the Council's decision involves land-use decision-making, requiring adoption of findings of compliance with applicable acknowledged comprehensive plan policies and land-use regulations.

TIMELINE:

Upon receiving Council approval, staff will proceed with hiring a consultant to lead the design and permitting for Phase 1 construction of the project – the section between Boones Ferry Road and Kinsman Road. Preliminary design is expected to be completed in spring 2017. Upon reaching 50% design plans,

federal and state environmental permitting applications will be prepared and submitted for crossings over Coffee Lake Creek. These permit approvals could likely stretch into 2018. Right-of-way acquisition is anticipated to occur in 2018. Final roadway design and construction is expected to occur in 2018-19.

CURRENT YEAR BUDGET IMPACTS:

The City's current consulting contract with Otak, Inc., is for \$237,540 and was approved by Council on May 16, 2016. The adopted City of Wilsonville 2016-17 Budget includes \$550,000 for CIP project #4196 for design and overhead, funded from the Year 2000 Urban Renewal District. Budget estimates for roadway construction are provided in the Report; presently the City plan is to only fund and construct Phase 1 (from Boones Ferry Road to Kinsman Road which includes a Kinsman Road extension to the south and improvements on Boones Ferry Road. The Year 2000 Urban Renewal Plan identifies approximately \$7 million for the Phase 1 construction of the Connector (project referred to as Old Town Escape in the Plan). The Plan also identifies approximately \$1.9 for Old Town Streets. System development charges may be budgeted in the future for extension of utilities along the roadway alignment.

COMMUNITY INVOLVEMENT PROCESS:

Multiple stakeholder meetings have been held with the landowners whose property the roadway alignment could impact and serve, residents of the Old Town Neighborhood, owners of the apartments located on Brown Road (south of Wilsonville Road) and on Bailey Street, and business owners and managers in the Old Town area (basically all businesses along or that access via Boones Ferry Road south of Wilsonville Road and north of 4th Street).

The project is posted on the City of Wilsonville's Capital Projects webpage with a link for more information to a webpage the Consultant has set up: <http://www.boonesferrytobrownroad.org/>.

The City held a public workshop on Wednesday, September 21, 2016, with at least 23 citizens in attendance. Over 600 mailers were sent out to properties, residents and businesses within 300 feet of the Arrowhead Creek Planning Area; additional information publicizing the workshop was posted online and emails sent out to all stakeholders the project team had either met with or invited to meet with (72 on the list). In addition, the project team posted a public survey online for over two weeks in late September to gather additional feedback from the community.

Another public open house was held on Wednesday, October 26, 2016, with at least 39 citizens in attendance. The same methods for public notification as for the workshop were used with the open house, with the addition of notification being posted in the October Boones Ferry Messenger.

At the November 9, 2016 Planning Commission work session, the Project Team presented the Boones Ferry Road to Brown Road Connector Corridor Plan, including a review of the project background and two proposed alternatives and summarized the evaluation criteria and cost summary used to recommend a preferred alternative. The Planning Commission provided comments and feedback that were carefully considered by the project team and integrated into the final Report and recommendations. The Planning Commission meeting minutes are included with **Resolution No. 2610 as Attachment 3**.

In addition, the City's project manager received several emails and/or letters from citizens and businesses commenting on the project. See the Report for a summary of public feedback and attendance at the workshop and open house.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The project will provide additional connectivity for all travel modes in south Wilsonville and will provide an alternative to travelling on Wilsonville Road, including the intersection with Boones Ferry Road, which will alleviate congestion in the area. Parcels of land will be impacted by right-of-way acquisition and construction of the new roadway, once the alignment has been determined. The project team has chosen to call this block of land the Arrowhead Creek Planning Area – approximately bordered by Morrey’s Landing on the west, Wilsonville Road on the north, and the railroad on the east.

Along with constructing the roadway, both water and sanitary sewer will be extended within the road right-of-way. The project will extend the Ice Age Tonquin Trail providing bicycle and pedestrian connectivity between the residential neighborhoods in southwest Wilsonville to commercial businesses along Boones Ferry Road, to Boones Ferry Park and Memorial Park, and to the neighborhoods east of I-5 and south of Wilsonville Road. The corridor study recognizes the need to preserve freight access to existing industrial properties and create a safe environment for all travel modes.

ALTERNATIVES:

For over 25 years, the biggest question and unsolved issue with this project has been whether the roadway extension from Brown Road should connect to Boones Ferry Road at 5th Street or Bailey Street. The consulting team and City staff looked at six possible alternative routes across the Arrowhead Creek Planning Area, narrowed these down to two final routes with a terminus at either 5th Street or Bailey Street. The Report documents how the alternatives were evaluated through a comprehensive process and how the recommendation for the final preferred alignment was reached.

End of Staff Report

Steve Adams, Development Engineering Manager, introduced the project team who will present the report and be available to answer questions. He noted Scott Mansure, the traffic engineer is on vacation this week, and stepping in for him is Jordan Kelly, who has written much of the report and is very familiar with what the transportation and traffic issues are. Allen Hendy from Otak is the main project engineer, and Katie Mangle of Alta is the planner of the team.

The following is a transcript of the hearing:

Ms. Mangle	<p>Good evening Council, I’ll lead it off, Allen and I will give you a presentation on the City’s project team’s recommendation for the alignment for the Boones Ferry Road to Brown Road connector corridor plan.</p> <p>What we are going to do in our presentation is walk through the outline you see before you. We’ll talk about the project purpose; outline the goals that we set out for the project in the beginning. I’ll give an overview of the process and the schedule and then Allen will take over and share with you what we found in the technical evaluation of the two alignments and deciding factors, and the project team’s recommendation for the Council’s consideration.</p> <p>Also, before I dive into it I wanted to describe the process and why we are using a bit of a formal process so everyone in the room understands. The project that we are talking about tonight is a recommended project in the Transportation System Plan (TSP) adopted in 2013, it was Project RE-04A, and the TSP formally identified two possible alignments for this project.</p> <p>The TSP did go through a quasi-judicial process for adoption because it is part of the Comprehensive Plan. This decision does not amend the TSP but it clarifies that project would, should the Council decide on an alignment, would be reduced to the one alignment decided on tonight. So even though two alignments are</p>
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shown in the TSP the decision tonight would have the effect of somewhat being a land use decision because it would choose that alignment, that would be implemented as time went on. So we are following the process outlined in the Oregon Revised Statutes for that type of decision which allows for public comment and a formal decision by the Council.

To get back to the project that we are talking about tonight, the purpose of the project is to provide this east-west connection. It is really not a grid in the way it doesn't travel north, south, east, west particularly, this is an important part of the City's connectivity network. All of the City's transportation plans emphasize the need for, as the city grows, as the city matures and develops, these kinds of connections are important to be established all throughout the city and this is an important one.

It would improve the connectivity across town, and also for the local residents and the businesses within this specific sub-area in the city. It would increase multi-modal opportunities, and multi-modal in this case is truly multi-modal; the alignment decision would actually determine the long term plan for the Ice Age Tonquin Trail in this area. Also it addresses freight access to the existing businesses there, Wilsonville Concrete and OrePac, and potential future industrial businesses on the land that is currently planned for industrial. So everything from people walking to the largest of the large freight access, this will affect them.

And a large part of the area south of Wilsonville Road to the west of the railroad tracks is planned for development, the filbert orchards. Not a lot of land on the east side of the railroad tracks is planned for development; of course there is the existing Old Town Neighborhood there. With regards to the east side of the tracks this is an important part of the solution to some of the traffic and connectivity issues the community is experiencing right now with the intense traffic issues around the Fred Meyer.

Speaking about the project goals at the outset of this project about six or seven months ago, because as I outlined it is not just a road, it is an important connection for the community. This is a connector that has been outlined in almost every single city plan, everything from the Comp Plan to the TSP, the Old Town Neighborhood Plan, and the Urban Renewal Plan, all of the city's plans call for this connection and also acknowledge that the alignment has not been set.

It is important that it's not just a road, like all projects in Wilsonville this first goal is important to always think about transportation and other construction projects and how they are going make a better place, how they build up to making this a stronger community. Creating this foundation for a great place to live and work in all the different ways.

The goal is for it to be a multi-modal corridor and although it hasn't been fully designed, all of the costing assumptions are for it to be fully multi-modal.

The goal is to of course, minimize environmental impact, there are creeks as Allen will show you, none of the alternatives completely avoid these areas, but minimizing those is important.

Supporting existing residents and businesses is always an important part of this, and of course, this means different things to different people and different businesses; that is something we will talk more about tonight.

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	<p>Accommodating development and growth, particularly in the areas planned for development and growth, the west side of the railroad tracks.</p> <p>Considering the Ice Age Tonquin Trail Plan supported by the City of Wilsonville it says explicitly final alignment of the Trail in this part of Wilsonville will be determined by location of this corridor. The details of what that means will be worked out in the design phase but generally there's a connection there.</p> <p>Over the last six or seven months we've actually gone through a pretty phenomenal process in terms of the public involvement for this project. The project team did a series of stakeholder interviews with everybody from apartment building owners to business owners, to groups of neighborhoods, there were one-on-one meetings, or small group meetings to talk about the project, explain the site, explaining some of the alignment alternatives. I think we started with six alternatives, and really letting people in the door and talking with them about what their concerns were, so there were a lot of one-on-one interviews.</p> <p>In addition to the two City Council briefings, one briefing to the Planning Commission, and two very well attended brick and mortar in person open houses, one really a work shop where we invited people to come in and look at the plans and get involved in some of the design and alignments. The last one was a little more of a presentation, but also very well attended. And in addition there was an on-line survey which allowed a broader part of the community to participate.</p> <p>All of that is documented in the report and we would be happy to answer your questions. But all in all I think in six months' time there has been quite a bit of really good feedback.</p> <p>In addition to these orchestrated events there has also been a lot of communication from the community to the project team. I know Steve Adams has received many direct communications, both emails and letters which are much appreciated.</p>
Allen Hendy	<p>Thank you Katie. I'm going to talk about some of the key elements of the project.</p> <p>As Katie mentioned one of the main elements is a new east-west connector for the area to try and help relieve some of the traffic to Wilsonville Road and to Boones Ferry intersection. Another key element of the project is to extend Kinsman Road to the south and create a better route for north-south traffic to get out of the area. And it will also help provide access to Wilsonville Concrete and some of the future planned development in the area.</p> <p>There are two creek crossings of Coffee Lake Creek shown on the map up there. The Kinsman extension will have to cross it with a new bridge structure and then the alignment to the east will have to cross the creek as well.</p> <p>There is one rail crossing of the Portland Western Rail Line that runs north and south through the project.</p> <p>There is a connection like Katie mentioned, to the Ice Age Tonquin Trail for pedestrians and bicyclists throughout the project to the park area to the south.</p> <p>One of the other key elements of the project is to maintain or establish local</p>

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property access throughout the project. One of the goals of the City is to try to help which ever connection point and alternative is selected to extend some of the City utilities into this connection to help with future development.

Of course, mobility and safety for all the different modes of travel throughout the project are a key element that we looked at when we laid out some of the alternatives in the different alignments.

This map shows how the project is split up into the phases. Phase 1 is going to be all the work on Kinsman to extend it to the south, and all the work from Kinsman to the east to connect to Boones Ferry Road. This Phase 1 is part of the capital improvement project that is funded through the Urban Renewal District and this is the phase that will move forward this next year through design and eventually construction in 2018.

Phase 2 is a planned future phase for developers as they come in with development packages through the City.

As we did our stakeholder interviews and we listened to the public and we developed some of our scoring criteria for the project, as we started working through the different technical aspects of the project and looking at all the different alignments that we started with, we did notice that no matter which alignment you pick, there are some key similarities, and we highlighted that on this slide.

They both provide similar travel times throughout the area, they both reduce traffic volumes on Wilsonville Road by approximately 15% in the future; and they both provide an opportunity for a new SMART route to help increase transit throughout the area; and they provide the opportunity for multi-modal connections for pedestrians both for walking and other modes to and from the parks and commercial centers. They both improve emergency access to and from Old Town which is important to get emergency vehicles in and out of the area, and they both allow potential development west of Kinsman.

As we worked through those scoring criteria that we established throughout the last few months of the project, there were some clear deciding factors that stood out that we started looking at.

The first one being intersection spacing and vehicle queuing capacity. The diagram on the right illustrates that and shows in a simple format where Wilsonville Road is, where the Fred Meyer development is, Bailey Street and 5th Street, and the spacing between the intersections and the signals.

Wilsonville Road and the Fred Meyer development are both signalized intersections and they are spaced about 700 feet apart. They have the capacity for about 50 vehicles to queue up. Between that signal and Bailey there is about 450 feet which can carry 20 vehicles. Between Bailey and 5th Street it is 640 feet and it carries an additional 25 vehicles. That really became a key to looking at which one of these functions better in the future, and which one has the ability to be improved or modified in the future if and when traffic increases.

The railroad crossing safety and permitting was a huge deciding factor for the project. Steve and I met with ODOT Rail and Portland Western General Rail this summer in the field and looked at the differences between the two crossings. Fifth Street currently exists as a public crossing and needs to be upgraded, but it

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	<p>is a permitted public crossing.</p> <p>The crossing at Bailey Street is a private crossing and has a spur track that goes into OrePac, and because of the grade differential it requires significant improvements to both tracks, a significant signal system because of the spur and there is a major safety concern at the intersection if there was a signalized arm for that crossing with the existing storage facility that is located on the south east corner of the crossing, there isn't adequate sight distance there for what ODOT Rail requires.</p> <p>That was one of the major deciding factors was the safety and permit ability of a rail crossing.</p> <p>One of the other deciding factors is providing access to future businesses on Boones Ferry Road. Bringing the connection point down to 5th Street provides this opportunity to provide access to future businesses and development along Boones Ferry Road.</p> <p>The construction right of way costs are another big factor and were a deciding factor as far as which connection point weighed out better when we started going through the evaluation criteria.</p> <p>Property impacts for right of way and impacts to the existing future industrial property development. To the west of the railroad tracks are several large parcels of industrial property and both of these options needed to be looked at for which one was able to help promote that kind of growth.</p> <p>The cost summary you see in front of you breaks down each connection, the 5th Street connection is on the left, and you can see it is about \$11.5 million. The construction cost is \$6.8 million and for Bailey Street it's about \$7.3 million.</p> <p>Then you will notice the right of way costs, Bailey Street is a little higher, but there is a note this does not include operational impacts to OrePac for the building of the Bailey Street connection. In order to do all of the rail work in the crossing and the spur track there requires significant impacts to OrePac for several weeks of construction.</p> <p>Where you see the developer improvements, this is part of Phase 2 that I mentioned on a pervious slide. So these are estimated construction costs for the future if a developer wants to come in and complete this connection.</p> <p>This illustration is a sketch because we've gone through the public process we've heard several multiple concerns from the neighbors down in Old Town and we wanted to look at what could be done with the traffic and their concerns at Boones Ferry Road and 5th. This diagram illustrates some options and some design features that are done elsewhere in the community and through Wilsonville that can help calm traffic and help get traffic around the area and can provide some safety benefits to a neighborhood.</p> <p>We heard there are vehicles already going into the neighborhood and this would help prevent that from happening in the future.</p> <p>Finally, from a technical standpoint, based on all the reviews and all of the technical work that has been done over the last few months the project team recommends 5th Street as the main connection point for the east-west connector.</p>
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	<p>There are several reasons. It provides better intersection spacing and provides the most space for vehicle queuing, both in the interim and in the future.</p> <p>ODOT Rail and Portland Western Rail both strongly prefer the existing 5th Street public crossing to stay in place and be improved.</p> <p>The least property impact for right of way acquisition throughout the project.</p> <p>5th Street also has the least impact to industrial property and supports future growth and development and efficient use of land. 5th Street has the lowest construction costs and right of way costs based on our preliminary estimates, and 5th Street provides better access to future businesses south of Bailey Street.</p> <p>5th Street also has minimal cultural and environmental impacts and provides a better opportunity to connect to the trail system in the master plan trail system that connects to the parks to the south.</p> <p>Finally, 5th Street provides an opportunity to address and mitigate some of the traffic concerns of the Old Town Neighborhood.</p> <p>And that's our presentation.</p>
Council President Starr	Okay, thank you. I wanted to ask the City Attorney if you have any comments or any other statements before I ask the Council for any clarifications.
Ms. Jacobson	The only think I would suggest Council President Starr I believe there were some emails sent late this afternoon and we might just want to clarify that those have been added to the record. I don't have the names, Ms. King can you tell us which ones you have and if yours is not mentioned please be sure to get it to us.
Mr. Cosgrove	We have one from a William Gabison that is dated December 19 that is in the record, and then an additional one that was forwarded to me by Councilor Starr from Mr. Mark Britcliffe. Those are the two additional ones that are in the record now.
Council President Starr	<p>Okay, great, thank you.</p> <p>So just to continue on in the process. Councilors do you have any questions that you would like to ask the Staff?</p>
Councilor Stevens	So can you go back to the slide just before this one? One that I need just a little bit more information, third one from the bottom, minimal cultural and environmental impacts. How is one connection differing from the other in terms of this bullet point? Are they totally similar or, I didn't see a lot in the packet material that made any difference on those two things so I'm wondering why the 5 th Street connection is different from Bailey in that regard.
Mr. Hendy	They are very similar with culture and environmental impacts but we wanted to highlight that it was one of the goals of the project to try to minimize that which we feel this one does as well.
Councilor Fitzgerald	Thank you President Starr. I would like to ask about the slide that you showed with the distance between the signals please. Is there an opportunity to put the signal at Bailey Street? Can that be done?
Mr. Adams	For the record we did discuss this at the previous Council meeting, and I'll reiterate what was stated then. The distance, the 450 feet distance between Bailey and the signalized intersection going into the Old Town Fred Meyer development on the right, and what was the Albertsons store on the left, 450 feet is not sufficient room to put a signalized intersection at Bailey, they would conflict with each other and would cause too many problems with that. So in

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	<p>talking with Scott Mansure he indicated that if, in the future we needed a signal on 5th and Bailey right now it is not planned it is not needed, but if a need comes up in the future, we would be able to signalize 5th and Boones Ferry Road, but we would not be able to signalize at any time Bailey and Boones Ferry Road.</p>
Councilor Fitzgerald	<p>And that is an ODOT stipulation?</p>
Mr. Adams	<p>I can't tell you if it is ODOT or not, I know it is a spacing standard between signalized intersections; 450 feet I recall Scott mentioning in the previous meetings that it did not allow for sufficient queuing space for vehicles heading north or south. They would conflict with each other, so I don't know if it is a requirement or just a guideline.</p>
Mr. Cosgrove	<p>I think what it does it degrades the way that signal at Wilsonville Road currently operates and as we all know it doesn't operate very well when there is a backup on I-5 anyways. So you would be exacerbating that problem.</p>
Councilor Fitzgerald	<p>At our earlier meeting we talked about the, and it's in our really extensive materials here, we talked about the projected volume of traffic I think 20 years out and beyond and what that signal, and they talked about the importance of having a signal to manage increased traffic as the population increases.</p>
Mr. Adams	<p>I don't recall that being in the report. I know we talked about having a stop on the east-west direction. I don't recall a report stating that a signalized intersection would be warranted in 20 years or not.</p>
Councilor Fitzgerald	<p>I will try to find that.</p>
Mr. Adams	<p>I can look.</p>
Council President Starr	<p>Councilor Lehan, any questions at this time?</p>
Councilor Lehan	<p>Not at this time.</p>
Council President Starr	<p>Okay, I have a few.</p> <p>This has been brought up from several different folks. Talk about both options and what could happen if at all because of turning radius for any private property to have to be given over to the City to insure the turning radius is okay? If you want to start with Bailey and tell us if any land will be lost for road situations, and then go to 5th.</p>
Ms. Kraushaar	<p>We have looked carefully at that because we have the feed store that is potentially a historic structure. Our goal with this project is to not move that structure even through its front porch is in the right of way today, but we still would not want to have an impact on the structure in any way.</p>
Mr. Handy	<p>Are you referring to the turning radiuses at the intersections of Bailey and Boones Ferry and 5th and Boones Ferry?</p>
Council President Starr	<p>Right. I think there is a parking lot and office building on the north side of Bailey and a storage facility on the south side. Would any of their property be compromised to insure a proper turning radius if we went with Bailey?</p>
Mr. Adams	<p>No. Bailey is built with a 48 foot curb to curb width right now. It is not striped for it but it would hold bike lanes, thru traffic and a left turn pocket there on the piece of Bailey between Boones Ferry Road and the railroad.</p>
Council President Starr	<p>So 5th Street, there wouldn't be any issues with the dance studio and the parking lot there on the north side of that intersection?</p>
Mr. Adams	<p>When we were at Council the last time, and then we went to Planning Commission two days later we had a diagram showing parking being removed on 5th Street to allow a left turn pocket, and to allow the two bike lanes; one of the Commissioners brought up concerns about parking because his daughter attended the dance studio there and he remembers how much traffic was in the area. After that meeting, I went back to DKS I asked Scott if the left turn pocket was really needed for east bound traffic at 5th Street turning left onto Boones Ferry Road and he indicated that was not required, that there was not sufficient traffic going through on right and all traffic can stop and make that left turn without a left turn</p>

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	<p>pocket, and the intersection would function fine.</p> <p>On this drawing here we took out the left turn pocket, have the on-street parking back on the street, and has the bike lanes right there. That's pretty much the way it looks right now with parking on both sides, bike lane, thru lane and we eliminated the left turn pocket to prevent taking out those 4-8 parking spots on 5th Street.</p>
Council President Starr	So what you are saying is on this diagram there is not going to be any issues with the feed store if I'm heading east turning left, I can make that if I'm sitting in a truck turning around there.
Mr. Adams	When you say "sitting in a truck"
Council President Starr	A large truck.
Mr. Adams	We do not anticipate large trucks coming down this way especially from the Kinsman
Council President Starr	So there will be signs saying "No trucks allowed"?
Mr. Adams	We are ready to post those signs on both sides saying "no thru traffic", "no trucks through this area". We want trucks to stay on Kinsman. Kinsman is a designated truck route whether they go to Wilsonville Road or Barber or Boeckman, we want the trucks to stay on Kinsman. This are would be businesses in it and with the amount of traffic on Boones Ferry we do not want any additional truck traffic this way.
Ms. Kraushaar	Of course there would be delivery trucks, but in terms of semis and that size of truck, we would have to go through a process [garbled] Wilsonville Road on an interim basis, but we would be looking at that as we continue with the design, final design of this project. And if it was decided by everyone that trucks should be prohibited above a certain size we would post it.
Council President Starr	So with this, especially with the southern route, it could potentially, this is speculating, open up opportunities for industrial or commercial along it as it goes to Kinsman which would perhaps invite truck traffic going to it or leaving from it at some way. So, are you saying that is not a concern, once we open it up
Mr. Adams	<p>What we can do, and what I've done in the past, it is a matter of enforcing it afterwards, so when a development comes in Fred Meyer as an example, when you look at the PF conditions for Fred Meyer it states that truck traffic leaving Fred Meyer shall not leave via the signalized intersection. Truck traffic shall exit by the north, and that one there has a wider radius to bring trucks out. We do talk to the business managers in there; we let them know that if you have truck traffic, tell the drivers that the north exit out of that parking lot is the one designed for trucks, not the one between Wow Burger and McMenamins.</p> <p>If development came in on the connector we could write in it, again, Kinsman is the designated truck route so your trucks shall come and leave your property via Kinsman. That could be written as a PF condition of approval that the owner signs and it is now a lasting condition on that development.</p>
Ms. Mangle	If I may add one more note, I think to your concern what I'm hearing is that we're not designing, assuming there would be designs, almost delicate way that it couldn't handle truck traffic at all. I wanted to bring up one of the key assumptions here is that SMART buses would be serving this area in a different way than they are now. Certainly we would be designing it for the buses to make that turning movement, so I think that is one of the design assumptions here that can help understand that.
Council President Starr	Let me throw out one last question, I'm sorry for beating this one to death. If I'm driving a SMART bus and I'm heading south on Boones Ferry and I'm turning west onto 5 th , can I make that the way the curb is set up now, will I be able to make that turn?
Mr. Handy	We way the curb is set up now, it may be required to be revised or modified. But

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	the curb extensions that are shown in the sketch here are planned on staying in some format.
Mr. Cosgrove	Type of bus change that serve the area?
Mr. Handy	We haven't taken anything that far through a design process yet.
Ms. Kraushaar	I would hate to say "yes" "no" "for sure" because we haven't done design work. We haven't done turning movements for various types of vehicles. So I think what we could say today, we would try to minimize the impacts on the corner properties, we would want to stay away from the feed store and use a contact sensitive design, and try to respect everything around you and yet still try to make sure we can get the buses through. I could not answer that for sure without getting through the final design, or at least to 30% design.
Mr. Adams	<p>One thing I might mention too is I did reach out and contact Stephan Lashbrook at SMART and asked him if he was considering changing, if this connector came through at either 5th or Bailey, would he be considering changing a bus route to utilize the connector and serve the additional businesses that use a different area. Because right now we know the buses come down Boones Ferry Road, they do a "U" turn through the Old Town subdivision there going off 4th, up Magnolia, and back over on 5th. So I asked Stephan can he make a statement on which street would be preferred by SMART as a traffic connector. At that time he said it needed to be studied more, he didn't have an answer for me, and that is the last response I have.</p> <p>So right now we haven't looked at transit because we haven't been given a sign from SMART that they actually will use their buses on one of these two connectors.</p>
Council President Starr	I've got a few questions here. So the next one is we have a current crossing that we can use at 5 th but not at Bailey, is there any projection as to how long it would take, so you have to get ODOT and the railroad to okay a crossing, how long would that process take.
Mr. Handy	<p>When we met with, we hired a rail consultant that helped us work through this with ODOT Rail and Portland Western Rail, and when we met with them the process to upgrade or to revise a public crossing is about 2-3 months.</p> <p>But in order to do that, they make the assumption that all of the public involvement has already been done by whatever agency is trying to upgrade it. In this case trying to switch from a public to a private, if it was Bailey to be selected because Bailey is not public right now, the process will be anywhere from 9-12 months, because ODOT also has to go through a public process in order to change a private crossing into a public crossing and close another public crossing. They said it was anywhere from 9-12 months. Our consultant told us that he has seen it take up to 5-10 years on some of them, but that is worst case scenario.</p> <p>That's kind of what we're looking at. But ODOT's also, we have a memo is it in any of our information we've provided?</p>
Mr. Adams	It's in the packet yeah, where ODOT has specified that they're not in favor of any more at grade crossings. Their statewide policy is any new railroad crossing needs to be either raised or lowered, and they are not in favor of at grade, so we don't even know if ODOT would come forward and say "we'll let you relinquish the 5 th Street at grade and add an at grade at Bailey" we don't know if they'll say that or not.
Council President Starr	That was my next question, any risk of rejection, so there could be that in there.
Mr. Adams	There is the possibility.
Council President Starr	I did see costs, and you have it in your summary, I think it was \$11.5 million, \$12.5 million, but then I saw costs that were floating around on top of that too.

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	Is there a better summary or should the Council just go off of the \$11.5 and \$12.5 million. I know some of it was like OrePac may have to spend money on their own, but from a public standpoint is that nailed down as good as it could get?
Mr. Adams	The one thing that is unknown is the economic damages to OrePac. So to reconstruct the rail spur in their property OrePac has estimated \$400,000 to \$1 million; they haven't nailed it down to what the economic damage would be. I don't believe the cost summary included the cost of the spur construction into OrePac, was it just the railroad crossing or does it include the cost of the spur going north to OrePac?
Mr. Hendy	Yeah, it was included.
Ms. Kraushaar	So the costs that were discussed briefly at work session are costs related to eminent domain when we determine how much does it cost to purchase the right of way or purchase any access rights, and then are there damages to the existing properties. In this case since it is a property that is being used there is operation impacts and there may be even, they may have to change the way they do their operations it may be temporary, it may be permanent, we don't know. So that's why we didn't dare make any assumptions other than making a big range because, really it's not fair to them, it's not fair to us to start coming up with numbers when they're not in that position at all.
Council President Starr	We're looking at a million dollar difference basically?
Mr. Hendy	Yeah, and I think some of what you are referring to is that some of the information in the report, that table was set up a little differently and for this we broke it out into the capital improvements and what the developer, what we think the developer would have to pay in construction, and in here they were lumped together as far as Phase 1 and Phase 2. So we tried to split it up to make it clearer.
Council President Starr	Next question. How does the additional queuing work with the changes that we are going to make to Wilsonville Road and Boones Ferry Road. Those are coming, what did we make, like 3-4 of them, so is that going to impact the queuing? Is that going to do anything worse to that intersection or better, I'm just kind of curious.
Mr. Cosgrove	I would assume that any improvements we make to Wilsonville Road would only make it better. I'm not an engineer so if there is a craftier way to say that
Mr. Adams	I know the ones that are being planned and worked on right now, Eric Mende and DKS, will outside of the onramp queuing which will add some 40 spaces to the onramp; the other ones are more for flow and traffic flow, it doesn't add queuing. If we redid the north east corner of the Fred Meyer entrance and Boones Ferry Road it would only add a couple queuing spots there, but what it does allow is traffic to flow through that easier.
Council President Starr	I just wanted to make sure we weren't driving a problem further south.
Ms. Kraushaar	The reason we came up with the recommendation in terms of the queuing for the street is to give it extra space because there can be so much congestion already that's getting down to Bailey and we wanted to keep this intersection and road connection as far away from that potential congestion as possible.
Council President Starr	Sorry I had a lot of questions. You had a long report and there was only 100 some pages to this so. You mentioned safety and the storage facility and line of sight for the Bailey Street. We know we have a problem, so is the problem going to be ignored, or is the problem going to be the storage unit loses part of their storage unit because we're going to take it down so we are going to have sight. What is the output if we went in that direction?
Mr. Adams	My gut feeling is that is one of the unknowns when ODOT looks at it as a public crossing. ODOT has already told us they feel it is a sight safety issue and they pointed to this one specific building on the property and said that one there you

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	<p>can't see to the south beyond that. One of the things that could happen, Nancy correct me if I'm wrong, is that ODOT could come back and say "we will allow a Bailey Street crossing, if that building is eliminated".</p> <p>They could come back with, when we had the meeting with the manager of the storage center, we told her that was a possibility because it was a sight safety issue, and she made the comment that would be very difficult for them because that building happens to be some of their larger storage units that are leased more on a lengthy basis, not a month-to-month, more on a yearly basis. She was concerned by the financial impact to her business if that one building that is the sight distance building had to be removed.</p>
Council President Starr	So there is a chance that one million gap could get higher.
Mr. Adams	If that is, yes.
Mr. Handy	That cost is not included in here.
Council President Starr	And lastly, I could have missed it, Planning Commission executive summary; basically what did the Planning Commission tell us?
Mr. Adams	We got one strong "no"
Council President Starr	Strong no for what?
Mr. Adams	Strong no for 5 th from Mr. Hurley. Strong "yes" for Bailey. Three of the Commissioners were leaning towards 5 th , it wasn't a hearty endorsement "we think this is the greatest thing" rather well you presented, what we read 5 th Street seems to be the better. Those three were the Commission Chair, and Simon, and Al Levit. Phyllis was on the fence, she wanted more information, and Commissioner Postman thought this was a difficult decision and he was glad he wasn't a councilor.
Council President Starr	So basically some people leaned a little bit more than the others and they punted to us. That's in a nutshell, just wanted to make sure.
	Sorry I ask a lot of questions. Did that bring up any others? Councilor Lehan?
Councilor Lehan	I don't know you probably can't see the little do-dad, so I'll ignore it then.
	On the costs, kind of a follow up to Councilor Starr's question on the differential on the two cost things, and I know there is a lot of pieces not included there. I noticed in the text that it said that there might need to be some mitigation for neighborhood impacts on the 5 th Street alternative. And I wondered if there was anything budgeted for mitigation. Is that another one that is not budgeted yet?
Mr. Adams	Right now it is not budgeted. The report pretty much looked at the costs of constructing the alternatives from the railroad crossing going west. The Boones Ferry Road and improvements to that actually there is a separate CIP fund, an account for that to come out of, so it really didn't weigh in on the connector projection because that piece of Boones Ferry can be improved whether Bailey or 5 th Street is chosen it needs sidewalks, and it needs some improvements done.
	The impacts to the feed store, to the historic structures, if Council gives us direction that they want to look into that, I'm more than happy to get more information on it. I did reach out to the owner of the feed store and asked him if he would mind opening his building so we could come and take a look at it to see the condition of it, and I did not hear a response back from my email.
Mr. Cosgrove	Do we still have money set aside in the Urban Renewal Plan for general improvements to streets? So we also have a pot of money there that we could also bring to bear regardless of which option. There is some money set aside.
Councilor Lehan	It really is kind of a question for either alternative, is neighborhood mitigation. We recognize it in the text but it doesn't appear on the budget item.
Ms. Kraushaar	There is specifically a project for Old Town streets.

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Mr. Cosgrove	My understanding is that was an ongoing discussion with the neighborhood that they don't want urban level improvements brought to the neighborhood, so that we could use that money in a manner that gets at what their real concerns are as opposed to full curb, gutter, sidewalk full street improvements.
Mr. Adams	If I might respond to Julie, I did find the answer to the signal. On page 159 of the packet, there is Table 1 in the DKS Traffic Study, and all of the intersections on Boones Ferry Road were looked at through the 2035 and they all function fine as stop control without a signal. I'm not sure where you saw the signal part at, but that's the point I could find.
Councilor Fitzgerald	Is there a logical way to put a signal in at either Bailey or 5 th Street, apparently it just seems there's not a logical way to put a signal in at Bailey because it's so close to the other one. And you could do that at 5 th Street,
Mr. Adams	Yes we could.
Councilor Fitzgerald	And I'm just talking some time down the road when people are saying "well why don't they put a signal here?"
Mr. Adams	Yes we could. In the future, in the 10 or 20 years when the TSP is done again, if it becomes a goal or a need, identified need, to put a signal in, if it's a capital project, whoever is here then could address that.
Ms. Kraushaar	I might note our current TSP and Scott's study is done through 2035, which that assumes build out of the city in that area, everything that is in the Comprehensive Plan right now for that area. This would be growth and expanded parts of the city past 2035, that we'd be looking at at that time, or some more intensified use which we would need to be careful about in that area. We never know what tomorrow might bring, it could be someday left turn would be warranted, and we would have to look at acquiring more property, we can't guarantee anything today what might be needed in 20-30 years. I'd want to be real up front about that.
Councilor Fitzgerald	I can understand that. I guess what I'm recalling in that discussion is we were just talking about how to best keep the traffic moving, and also between the two positions. And at 5 th Street, the slide that we have in front of us here, I think this was one that just described at this work session, we didn't have a picture of it. The purpose of this is to really do everything possible to keep traffic from going into Old Town as a way out, or someone thinking "well let me just cut through here, and I'll get out of the traffic". Can you just talk a little bit more about how this would work, this mitigation or these strategies to deter traffic from going into Old Town to just look for an exit route that doesn't exist. Just how that functions with drivers.
Ms. Mangle	What this shows essentially is there is two design moves happening in this. Part of it is signage, the "local traffic only" and I think as many people I talked to at the open houses and neighborhood pointed out right now today people go down Boones Ferry and turn left and think they're going to get on the highway or something. It actually doesn't connect. Some of the people inadvertently traveling through the neighborhood is actually by accident, so signage and wayfinding and whether it's kind of black and white, it could be something that has the neighborhood character to it, some kind of wayfinding signage, is information for drivers saying don't do this because it won't achieve your goal. And then on the right side there are some curb extensions, and trees, which are an indication of visually narrowing the throat of that intersection to again send a visual signal that this is a neighborhood, this is a neighborhood street as folks are traveling east on the connector. On 5 th the diagram is trying to show in red the

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	<p>dominant through movement, not that nobody else is going in different directions, but that is the dominant through movement that this connector is accommodating. Whether signage, trees, maybe curb extensions to send the signals to people who aren't headed to the Old Town neighborhood, turn left and keep going that direction.</p> <p>That is what this is trying to talk about, it is very diagrammatic, these are some of the tools that we immediately thought of when we started talking to some of the neighbors about what they are hearing would be coming, which would be more traffic certainly, but more traffic coming into places where it doesn't necessarily belong.</p>
Councilor Stevens	<p>I was reading this email we got today the last couple hours, and a couple of clarifications I just wanted to make sure. The fellow who wrote this said that somebody's, two people's driveways will be shortened to 10-15 feet on that side, and then that the historic grange building, which I know is just a feed store not a grange building, will have to be taken out. I want to speak to these assumptions here that I don't know if they are correct or not.</p>
Ms. Kraushaar	<p>Steve will put up a map so we can look at that.</p> <p>What we've already stated is the feed store, we don't want to impact that at all, and we want to stay clear of it. It could be at some point in time, there would be a desire for a future owner, the current owner, or some other interested group that would want to try to restore the building or move it or whatever, but that is not part of this project at this time.</p> <p>Then there are as you go up Boones Ferry Road to the north from there, there are a couple of homes, one with a driveway that would be shortened, and this first home has a porch which we would not impact the porch; however, the sidewalk would be closer to the porch than it is today because we do need to add a sidewalk on that side.</p> <p>We were chatting about it ourselves and we could put up some sort of attractive fence or a shrub hedge, something to soften the feeling of having the sidewalk closer to my front porch, and that is something we would look at through the design process and determine first of all what is the problem, what are we trying to solve and how can we solve it.</p>
Councilor Stevens	<p>So the sidewalk is for, there is no sidewalk right now, so people are walking in that</p>
Ms. Kraushaar	<p>And then to the north of that what Mr. Britcliffe did when he got his development approvals for the two homes he is building along there, he did dedicate some right of way, so then the right of way opens up a little bit more.</p> <p>Along the south towards 5th we'd want to be really careful with, maybe not having every component we would like to see in an urban street, we might have a curb tight sidewalk in order to minimize the impact, and the context sense design we would have to have that, we'd want to be thoughtful about how we work with the property owners in there.</p>
Councilor Stevens	<p>I like that sidewalk idea because the kids there right now, or anybody walking their dog, whatever, are walking in the road if they are not crossing the street. Most of the children are at the apartment complex and waiting for the bus there.</p>
Mr. Adams	<p>Displayed a Google Map image.</p> <p>On the Google Map here the feed store is located right here, as we know that the front porch of the feed store overhangs into the right of way. The right of way kind of runs along the front foot or so behind the face of the front building.</p>

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	<p>From the edge of the porch to the face of the curb on the far side is approximately 40-41 feet. So we can fit in, at 40-41 feet, we can fit in the two travel lanes, two bike lanes and a sidewalk. It won't be landscaped on the east side of the street, and the sidewalk would be up against the front of that porch but there is room to fit that in there if we want a sidewalk and bike lanes and everything across the street, there is room for that.</p> <p>The house that Mr. Britcliffe was concerned about the length of the driveway, I believe is this house right here. And again, it depends on what direction the Council wants to give us. Right now the Old Town Master Plan shows landscape, bulb outs, parking, and that's going to push the right of way wider, and if we decide we're not going to hold to those development plans, we'd rather see less impact to the property owners, we want to see a curb tight sidewalk and no on-street parking we can adjust this, it would have less impact.</p> <p>It's kind of how we want to design the streets, it's how much impact we will have on these properties on the east side. These are the two homes that Mr. Britcliff has currently under development and with that with these we did purchase a right of way which was what we thought would be the maximum needed for a full street improvement in front of his property.</p> <p>Again, we'll decide based on feedback from Council we'll direct the design one way or the other depending on what you think will be best.</p>
Ms. Kraushaar	<p>If you wanted to have no impact you could have a gap where there is no sidewalk or no bike lane and have the bike share the lane, there are all kinds of ways to look at it. But that pretty much includes all of our thoughts at this time.</p>
Mr. Adams	<p>This one stretch of Boones Ferry Road is not anticipated having a three lane section, there is no need to have a left turn there, there is not enough traffic, speeds are 25 miles per hour, there is not enough traffic to warrant a left turn so the street will not be as wide as what you see further north. It will be two travel lanes, two bike lanes, and curb and sidewalk on either side.</p>
Mr. Cosgrove	<p>It goes back to what Councilor Lehan said; this is a special, unique neighborhood in Wilsonville. And it has its own set of concerns regardless of which option you choose. And I think it is going to require a robust conversation with people who live in there to make sure that we're incorporating their concerns into whatever design, and bringing those recommendations back to you.</p>
Council President Starr	<p>Okay, any other questions .Council you good. Okay then we'll go ahead and take any comments from the public.</p> <p>So again if you would like to ask questions or share some things with Council please fill out one of these white cards and as the City Manager said you will have three minutes to go ahead and share whatever you want to share with us about this particular topic.</p> <p>I do want to point out a few things here, I mean we're going to hear probably from two sides of the argument as to which way is the release valve to allow traffic to get out. But I think most people will agree, we need some type of release to get traffic away from where it is right now. It is just too bottlenecked up on Boones Ferry. In that aspect we will try to figure out what is the best way.</p> <p>As some might have thought I don't think that this process is being rushed. I think this thing has been taking well over six months, here's yet another event we're giving time for folks to share their opinion. We want you to share your opinion. I can speak for me, and I'm pretty sure the rest of the Councilors, we</p>

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	<p>came to this with an open mind to hear everybody’s opinions, to gather the facts and to make the best decisions for Wilsonville. Obviously if there are two sides, not everybody is going to walk away saying, “wow, I got what I wanted” but our job is to try to take all the information we can and make the best logical decision for the city and that’s what we’ll try to do.</p> <p>With that I’ll start calling folks up, first one is Alan Kirk from OrePac</p>
Public Testimony	
Alan Kirk – Orepac 30170 SW Orepac	<p>Thank you Council President Starr and City Councilors. I’d like to introduce Glenn Hart who is the founder of Orepac to give a little history about us.</p>
Glenn Hart	<p>Thank you Alan. I appreciate your time this evening. Most of my comments as Alan has already mentioned will be historical.</p> <p>I’m probably one of the most historic in the room tonight. I’ve been working and living in this community, working here at Orepac for something over 40 years. My first meeting here with the community was in a little house down in Old Town, which I think is a historic site tonight. When I first met with the Council it was rather meager occurrence but that’s when we first launched our business here. I’d also like to let you know that we’re a permanent kind of business; we’re not here today and gone tomorrow. We’ve been operating in this community; we’ve tried to be supportive of this community.</p> <p>And from the structure of our business, I’m the principle owner, my family has joined with me, we have three generations, I’m the most senior working in the business. So we are committed and have always been committed to this community.</p> <p>We certainly support the 5th Street recommendation. We support the fact that maybe, quite actually this doesn’t provide any new convenience to us, either one of your routes. The Bailey Street would be very detrimental to our business, both in restricting what we currently do and what we planned for years in growing our business.</p> <p>So we do have a commitment here, we have about 220 employees, started with 12 the first time we were here, and as you mentioned Mr. Starr everybody has give and take in these businesses, all we’re asking is that we are able to continue to grow our business and keep employing the people that we have working with us. And today in business it seems that growth is imperative. So we thank you for your consideration we hope you’ll understand our position, and OrePac’s goal is to continue to be a supportive business in this community. Thank you.</p>
Mr. Kirk	Darin Coder who is our CFO.
Darin Coder	<p>I just wanted to address two economic factors, one that may be further explained; one of Councilor Starr’s questions on cost and two is to talk about just industrial expansion.</p> <p>I’m going to pass around real quick a couple of maps that we prepared, and I think as Alan passes this around I’ll talk about cost considerations first.</p> <p>As was noted earlier, as of right now I believe the exhibit show a difference of \$1.1 million between the two cost alternatives, Bailey being \$1.1 million more expensive at \$12.6 versus \$11.5 million.</p> <p>From an economic damage standpoint, there are two things that will impact us</p>

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	significantly, one is the rail spur. I believe that Steve mentioned our estimate
Mr. Cosgrove	<p>That's three minutes. I don't mean to interrupt; it's up to you and what you want to do on these. I held up my hand when you had one minute left and you're out of your three minutes.</p> <p>If you want to relax these standards, it's completely up to you, but I think to be fair to everyone if you are going to relax it for these folks, then you need to give everybody the same amount of time. At this point it is your call on what you want to do on this.</p>
Council President Starr	Here's what I'll do. I'll ask you two gentlemen to fill out a card too, that way you each have three minutes and we'll allow you to finish.
Mr. Cosgrove	Okay, so that means you have three minutes. If Mr. Kirk has something he wants to add, he has three minutes. Thank you.
Mr. Coder	<p>So can I go ahead? Okay.</p> <p>Further expanding just from an economic damage stand point is the rail spur coming in. I believed I mentioned this to the Planning Commission, our estimate and Steve mentioned it before, is just depending upon how long the construction would take to expand the rail spur into our property and how much freight would be affected for the period of time that that happened, we're estimating damages of somewhere between \$400,000 and \$1 million. It's a big range, but there would be a range depending upon the amount of time.</p> <p>And then second. The Bailey strip, I'm not going to put it up on the screen because I'll run out of time the Bailey Road will take about 19,000 feet of our space that we're currently using, we're at capacity. And another 5,000 of required setbacks, so about a half-acre. I cannot put a number on it, we've tried to put some numbers on it, what it would cost us damage wise to affect our operations, but it is in the millions of dollars. So if you take that \$1.1 million and add up the \$400,000, plus the additional damages to that half acre it becomes pretty significant.</p> <p>The only other thing I wanted to show on that map, if you carve up with Bailey and look at the industrial development opportunities on the west side of us, this is the property that we just purchased in the last few months. The southwest corner becomes a piece of property that is very similar to what's up on Wilsonville Road, its 9900 SW Wilsonville Road, it's been on the market for over 2 years, we believe it's going to be pretty difficult with that size of space to develop that from an industrial standpoint. So you're going to lose that southwest corner that goes away. And in addition we believe you're probably going to lose the ability to expand or develop about 25,000 feet on the south side of our property where we intend as Glenn mentioned before, to ultimately expend our business. So if it went that way there would be a loss of about another 25,000 feet. Any questions on that map?</p>
Mr. Kirk	<p>Just one more point of clarification, thank you, to Councilor Starr for giving us this additional time for that.</p> <p>If Bailey is picked, that means you have two rail crossings, you have the main rail crossing and you have the spur. So there are times there is a train going by, and there is a time when they are dropping off another car and picking a car back up, so it compounds, it exacerbates if you would, the railroad crossing where now you have two if you have Bailey.</p> <p>The 20 inch height would have to be raised and it would have to go about 200 feet into our property, it becomes very expensive. Thank you.</p>

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Council President Starr	The next speaker Mary Joyce VanWechel, hope I said that right.
Mary Joyce VanWechel 30730 SW Magnolia	<p>Hello, I'm Mary Joyce Van Wechel, I live in Old Town and I have lived there for 30 years.</p> <p>First of all I don't think anybody so far that spoken knows where Old Town is. It starts at the sign at Bailey Street, and it says "Old Town Neighborhood". So anything that you bring beyond that sign is Old Town Neighborhood, and it affects our neighborhood. So that means the gentleman that started these new buildings, he's in the Old Town Neighborhood; the storage building is in the Old Town Neighborhood.</p> <p>I'll just start with saying there are 100's of people in Old Town who are being affected by this, and we feel very sincere about this because several years ago we put together an Old Town Association because we had other people that were trying to destroy the nature of Old Town. And we felt like it was fair to the citizens of Wilsonville, past and present to keep something of Wilsonville that was old, original, and historic. So when you come into Old Town beyond that sign at Bailey Street, you have now entered the Old Town neighborhood. It doesn't start at 5th Street. Just so you would know that.</p> <p>I feel like it's very, very sad that this is the only part of Wilsonville that still contains the old roots of Wilsonville other than the Lehan property probably. And I feel like there are 100's of people down there that are affected and I see only two people to be advantaged by coming down to 5th Street. I see the Mayor who has property as being advantages, and I see Mr. Orepac, our ex-council member being advantaged. Those are the only two people that I can see, but I can think of 100's that are being disadvantaged.</p> <p>And I think that it is very real the situation that is going on and I think this extension, they told us it was to bring the WES people to Fred Meyers, and shortest distance basically would be to come the other way. I mean Bailey Street goes right into Fred Meyers.</p> <p>I feel like that is sad to not pay attention to that. And I know there have been lots of people who have spoken about this and we did get to come to some meetings but did not get to say what we thought, and we had things presented to us, yes, but not to say what we thought about the situation.</p> <p>Thank you very much for hearing me.</p>
Council President Starr	<p>Thank you for coming very much and I appreciate you sharing.</p> <p>Next would be Steven VanWechel.</p>
Steven VanWechel 30730 SW Magnolia	<p>Good evening, I'm Steve VanWechel, same address 30730 SW Magnolia. Three minutes doesn't give me enough time to go through my written notes or the 43 notes I've made while listening to this. There is so much more that needs to be stated than three minutes can stand.</p> <p>Basically, I've been in Old Town for nearly 30 years, when the city of Wilsonville was 4700 when I arrived, it's gone through a little bit of a change since then. I've seen Wilsonville grow, do a lot of changes, and I've been through many processes of different things and so forth, and a lot of my comments specifically about 5th Street, Bailey Street, I've already put into written form, so I'm assuming you've already got those, so I'll try to say something different and use my time that way. I'll kind of skip some of my written notes.</p>

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	<p>Basically I would like to say the process that the City’s engineer office has gone through to gather public input is probably the singularly worst process I have seen and experienced since I’ve been here. Open houses, there was no presentation; there wasn’t anything even like that.</p> <p>The open house format was a type where you have to go if you have ten questions you have to go to ten different people to try to find out to get your questions asked, and of course you politely wait at each one trying to wait and so you don’t interrupt and you don’t have time, there is not opportunity rather and if 12 people have the same question they’re going to the same people over and over and over again. It was extremely poor process.</p> <p>We talked about six months of public process on this as simply a public member; I’ve been to two meetings. That’s all I knew about, tonight makes my third one. And I will simply admit I’m here tonight under protest. I’m here specifically because there were a number of Old Town residents that stopped me on the street and said “hey, are you going to come in here and in their words ‘keep up the good fight’”.</p> <p>I frankly gave up after the second meeting. I did not go to the Planning Commission meeting I didn’t do any more writing form because I didn’t think it would do any value. It was stated at the first meeting that the 5th Street was the street of choice at the time and I did not feel that very little of any the input that any of the Old Town members have put our written form or verbally, I don’t think much of any of it has been addressed by the city engineers office at all which simply goes to how poorly the whole thing has been done.</p> <p>One fact I would re-emphasize again is the development of the Arrowhead Planning Area, it’s going to come, it’s fine, I don’t have problem with that, but the engineers office is utterly ignored that there will be any additional traffic between Boones Ferry Road and the freeway. So every traffic problem that we’ve got already existing, including City Council members not getting to City Council meetings to talk about traffic problems, every one of those issues is going to be completely made worse by the whole Arrowhead Planning thing.</p> <p>And the traffic engineers estimates on Fred Meyers were totally inadequate 4-5 years ago, that were supposed to last for 20 years. And now we’re facing their estimates again. Thank you.</p>
<p>Council President Starr</p>	<p>Next speaker Mark Britcliffe.</p>
<p>Mark Britcliffe 9155 SW 4th Street</p> <p>Also submitted written statement which has been made a part of the record.</p>	<p>I’m going to start right here while we got the picture up. The driveways we were discussing were actually north of what the picture shows here and its real, we all know it; it’s the sidewalk and the bike lane that dead-ends into the dirt mound a couple blocks north of there. That’s the alignment that from that point right there that cuts across that meets what the City asked for me to take, that was the same thing width they were asking so that would be straight. So the existing sidewalk in front of the apartments would line straight up with the land that the city just purchased from me.</p> <p>So it affects the houses to the north, you can see the one in the picture her driveway, if you did that regardless, these elderly women will have to back out into 4,000 cars per day. So there’s one, an elderly woman there and an elderly widow that lives in the house to the north.</p> <p>Interesting Steve said there were options for the width, but in the public meeting</p>

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	<p>they both testified for just a few months ago, the Mayor in fact yelled from the audience “oh no, we need that full width for the full thing” so the Mayor actually testified specifically they wanted that full width.</p> <p>Okay let’s move on to the queuing. My goodness, no one has talked about the queuing west bound on either the 5th Street or the Bailey option. The big red arrow on the diagram shows all of the traffic heading north; well the traffic has got to come back the other way. There will be 4000 cars per day coming south, we know when Orepac or anyone all of these new industrial companies from time to time have to stop their trains in the middle of the intersections to get their cars off to Orepac, its common, the minute that happens, especially on the 5th Street option you can have 2-3 cars make a right turn they hit the crossing from then on Old Town is completely blocked, you cannot access it because there is no other way. As soon as those 2-3 cars back up on 5th, again, you have 4-5 more cars on Bailey if you do it, but you’re going to block, completely block access to Old Town, completely as soon as one train has to unload, you know.</p> <p>And we’re adding, matter of fact the report from the city said we want to bring more use of the rail, that means more times the train is going to stop at that track while they do their little, I mean up in Portland we’ve all sat in intersections for several minutes waiting for cars to do their shifting around, and of course that’s going to happen here, there’s no room. there are only a couple blocks between either one.</p> <p>And the northbound queuing, I heard, I saw written testimony, I heard</p>
Council President Starr	Ten seconds.
Mr. Britcliffe	<p>There is room for the queuing, it’s tight but the north bound is not the issue. The traffic, the people in Wilsonville in Old Town, they’re coming south, there are not going to add traffic to that. It will end up being southbound queuing with two cars, but you are talking about backing up the road quickly. And that’s not going to happen right away.</p> <p>The other thing, we talked about the Orepac and we have a lot of hurdles, and heard a lot of Orepac.</p> <p>Is my time done? I’m sorry, love it.</p>
Council President Starr	Sorry about that, I’ve got to be fair to everybody. Thank you. Next speaker Monica Keenan.
<p>Monica Keenan 9460 SW 4th Street</p> <p>Also submitted written statement which has been made a part of the record.</p>	<p>I hate to follow up such a dynamic speaker. My name is Monica Keenan, 9460 SW 4th Street; I’m speaking on behalf of the Old Town Plan Steering Committee and residents of Old Town.</p> <p>Some of this might be tedious but I don’t want to lose any of our points. Some of the questions have already been addressed by Council and others.</p> <p>We are requesting Resolution 2610 not be approved pending further exploration of the Bailey connection. Bailey was the preferred crossing and it has been stated in public record in testimony by the residents in Old Town in each applicable hearing at Council and the Planning Commission.</p> <p>It was also repeated on public record that the street scape contained in the Old Town Plan was concept only, and was never designated as being a specific plan that needed to be followed, so that allows for some leniency especially where the historic structures were supposed to be accommodated on Boones Ferry, so the hard scraping, but bump outs, all of that integrated sidewalks and parking spaces</p>

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	<p>were not necessarily required.</p> <p>Pages 97 and 98 of the Council Packet clearly show that the intersection at Bailey has much more space to accommodate the turn radius of vehicles, multiple lanes and has a greater line of site. Page 98 shows the impact on the proposed intersection at the corner of 5th and Boones Ferry has that historic building which we've discussed that is greatly impacted. And it will be impacted regardless of how close the sidewalk might sit in front of their building because it would be hard turning in front of their building all day long and in a much greater amount that has ever occurred before.</p> <p>In the organization of our thoughts we followed page 101 of the Council packet regarded the key differences between the key alignment options. In regards to the 5th Street alignment one of the proposed statements was that the 5th street alignment provides the most space for north bound vehicles and queuing at the signals and provides more distance between intersections. North bound vehicles do not typically back up this far into the neighborhood. Additional queuing down to this section of the street would directly impact driveways for existing residences which are to be preserved.</p> <p>The 5th Street alignment requires the closure of the private Bailey Street crossing which is preferred by ODOT and the railroad, we would like to see that the City of Wilsonville stand for with our request if you determine that Bailey is the right crossing, and push them for that approval.</p> <p>Results in an increase of approximately 3900 vehicles at full build out in 2035, no details, it says to see appendix L for the detail of how 5th Street would be designed to address the added vehicles but no details are really vetted yet in the plan. so I don't know how you would prefer one alignment over the other without having 5th Street and a lot of those comments came up earlier today.</p> <p>One of the big points, I'll skip ahead, the Main Street Environment that was noted in the Old Town Plan and was referred to in your packet, that was always intended to be more of an adaptive reuse in neighborhood commercial, not to replicate the west side. It was also to reflect the development of the naturally occur in that block. And that block between Bailey and 5th has been developed as residential, so there is no need to overbuild that section of the street, for what has now become a residential section. At the time we were trying to accommodate applications that were still active that have since expired.</p>
Mr. Cosgrove	Is that it, one minute?
Ms. Keenan	<p>No, I'm almost done.</p> <p>The other part for the queuing we've discussed the lights up by Fred Meyer and that Bailey intersection wouldn't work because of the proximity of lights, why don't we look at the whole development up there by Fred Meyer and Wilsonville Road, and maybe if we took the light down at Bailey, we could pull out the one at Fred Meyer and manage the turning traffic to Fred Meyer by a signal down at Bailey, let's think bigger and think about the whole area as a whole.</p> <p>I have much more in here.</p>
Council President Starr	Can you email it to us?
Ms. Keenan	<p>I will email it and I will leave a hard copy over there.</p> <p>I do have Paul Missle who lives on 5th and Bailey asking me to read a statement,</p>

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	may I change my persona and read this or should I have somebody else read this?
Mr. Cosgrove	No, the Council rules are enforced by Council. What I'm going to say is the written testimony that you highlighted, can be submitted along with his comments, and any things that we pull out of there.
Ms. Keenan	Are you making your decision tonight?
Mr. Cosgrove	I suspect probably, I don't know where Council is going on it, but
Ms. Keenan	If you have any additional questions I'd be more than happy to come up and answer them. Paul is really concerned about the impact on his building and the structure itself.
Council President Starr	Okay, thank you. Let's see, I have one more card, so if anyone else wants to speak please fill out a white card and give it to Sandy. Amanda Hoffman.
Amanda Hoffman 30945 SW Boones Ferry Rd	<p>Good evening Council members, my name is Amanda Hoffman and I live at 30945 SW Boones Ferry Road, down a little further towards the end of the road.</p> <p>I prefer the Bailey Street connection if there has to be one. Mainly because it is outside of the neighborhood. I feel like the connection at 5th Street basically makes the Old Town neighborhood have to pay for the traffic problems that are trying to be alleviated by the area further north closer to Wilsonville Road. So we're now bringing the traffic problem further into Old Town and the Old Town residents are having to pay for it. I don't really feel that is fair considering we're residential neighborhood, it's not like we're a commercial development where we were already used to that type of traffic coming through.</p> <p>Also, I second the basically, I want to see what it would look like if that traffic signal was moved from Fred Meyer down to Bailey Street. I'd at least like to see a report on what that would look like if they could make it work. I don't think that it has been studied that way and I would really like to see whether that study would make the traffic queuing work if the connection was at Bailey Street because I think Ms. Fitzgerald was kind of getting to it as far as the signal at Bailey Street. She didn't say move it from Fred Meyer to Bailey, but if you could study that and just let the neighborhood see if that would work or not I think that would help because I think that is a big issue that a lot of the decisions are trying to be made upon is that the queuing won't work so we just have to put it at 5th, and I think that needs to get looked at.</p> <p>Last point that I also said at Planning Commission regardless, the Bailey Street stop sign coming out of Fred Meyer is completely unsafe and we've had near misses a couple of times with my kids in the car me just driving northbound of Boones Ferry and people trying to pull out from the stop sign and you cannot see, and regardless of what happens, that needs to get addressed. Thank you.</p>
Council President Starr	Okay next up would be Barbara Bergmans. Welcome and please share your address with the City Recorder.
Barbara Bergmans 9250 SW 4 th Street	<p>I live at 9250 SW 4th Street. I was one that let the fight to stop a big development across a few years ago in 2006. We had a lot of meetings with the City, we did get that development stopped, and I started a neighborhood association. So we got us our pattern book made up, what we don't want in Old Town, one of the things we don't want is sidewalks and curbs and gutters.</p> <p>My husband and I moved here almost 24 years ago. We went through the smell of the treatment plant getting upgraded.</p> <p>One of the biggest concerns that I have bringing all of that traffic down into 5th Street, is there's a dance studio and daycare center right there on that corner, and many times I've had to slam on my brakes, I always go slow past there because</p>

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	<p>when the little ones see mom and dad they don't see anything else. If mom and dad's parked across the street, that's where they go.</p> <p>I'm the only one in the family that didn't drive an 18-wheeler, my sister, my two brothers my nieces and nephews, but I know if they are caught in a traffic jam, they are going to ignore that sign that says "no trucks beyond this point" they're going to get out of there because they have schedules to meet. And right now there are trucks that come down, they go to the spring company right down there by the Catholic Church. You say no trucks, does that mean they have to stop going down there for their deliveries, and I'm sure in Tim's businesses there are 18-wheelers that deliver down there too.</p> <p>Anyway, I'm also on the steering committee I've been to all of the meetings over the road. And what bothers me, another thing on that intersection there's a stop sign, but if you are down there when the mass lets out from the Catholic Church you may as well pull it out and throw it on the ground because around that corner they go in a steady stream and a stop light is not going to stop them, they're going to keep right on going.</p> <p>There is the potential for a lot more accidents on that corner.</p> <p>I love living in Old Town and I will fight to my dying day to keep is historical. For a year and a half I had to drive to Woodburn, my husband was in a care center, and it took me a half an hour from my doorstep on 4th and Fir to the onramp lamp every night. To me when whoever designed coming in and out of this area, they brought two left hand turns in but only one right hand turn out which wasn't a very bright thing to do.</p>
<p>Council President Starr</p>	<p>The alarm went off, so I'm going to have to ask you to stop there if you could. But I appreciate you sharing with us your three minutes are up now. Thank you. Can you come back and see us again though?</p> <p>Next is Douglas, I'm sorry I cannot read your last name. State your last name and share your address with us if you will.</p>
<p>Douglas Miench 30950 SW Fir Ave.</p> <p>Mr. Missal's letter has been made part of the record.</p>	<p>My name is Douglas Miench; I live on 30950 SW Fir.</p> <p>I just wanted to share Paul Missal's letter. He is the one who owns the building on the corner there.</p> <p>"My name is Paul Missal and I live at 30650 SW Boones Ferry Rd. in Wilsonville's Old Town area. I have lived here since 1974 having purchased the property from Thelma Lee who operated an Antique Shop there in the early 70's. Prior to that, the building served many purposes; a feed and grain store also selling hardware, prior to that the building was divided down the middle with the North half a Pool Hall and the South half selling Groceries and Sundries. When the light is right one can still see remnants of the signage etched into the boards on the side of the building. The upstairs was a Woman's Lodge and also served on occasion as Movie House (I met the gentleman who would come to town every few weeks to show movies to the town folk – 25 cents, those were the days), also prize fights, weddings and funerals. SO the building has had a colorful history ad [sic] has been a vital part of building our Community.</p> <p>Being the first person to have taken up residence there I have been trying to hold to this heritage and not change much of the structure while living within it and keeping it much the same as it has always been. However now I feel the building and the surrounding area is threatened by the proposed expansion of Brown road to Fifth street. The damage to my building and its setting will be</p>

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	<p>severely compromised by the requirements of the expansion of the road and the widening of that corner. Not only will the building suffer from the changes that would be made to the buildings structure, but the impact of the livability in that area of Old Town will be significantly affected.”</p> <p>I think all of us living there are worried about big time, so.</p> <p>“The projected impact of 4000 additional trips in that area is not only damaging aesthetically but also dangerous. There are many children who live in the area as well as older residents who choose to walk to Fred Meyers and other stores; they will have to deal with a vastly different traffic situation with its accompanying noise, speed and air pollution. It will not have a “friendly” impact on the community but will divide it rather than compliment it, turning a neighborhood road into a commercial thoroughfare. By definition it is contrary to the goals set out years ago relative to preserving “Old Town”. A road is service oriented; it holds residents together, providing safe passage to and from home. On the other hand a thoroughfare carries people through an area who for the most part do not live there but who want (and in some cases need) to speed directly and efficiently through.”</p> <p>Last couple paragraphs:</p> <p>“It is requested Council not approve the resolution in support of the 5th street connection at this time. Please invest in further exploration of a Bailey connection so the traffic can better serve the commercial area to the north. Step back a bit and look at the area as a whole and take into account the residents of Old Town as much as the existing businesses. Considering that the Planning Commission could not come to an agreement on a recommendation for the placement of this road, it seems premature that Council would be ready to pass it in one resolution the week of Christmas. Old town has been a gracious neighbor with the development of Fred Meyer the largest Subaru dealership in the nation, new homes and the expansion of the Wastewater Treatment Plant the integrity of the residential neighborhood should be respected as much as the local businesses that have had long standing with the City Council.”</p>
<p>Council President Starr</p>	<p>And I have one more speaker card, Tim Knapp. Okay, go ahead and share your address.</p>
<p>Tim Knapp 11615 SW Jamaica</p>	<p>Okay, thank you. Tim Knapp, 11615 SW Jamaica, Wilsonville.</p> <p>I moved to this community 30 years ago this month, in fact 30 years ago this week. And acquired a building in Old Town at the corner of 5th Street that was derelict, it had shortly prior to the time I acquired it, been condemned by the City, and the prior owner agreed to do some fix up on it and the City agreed to remove the condemnation, and give it appropriate zoning and some things like that.</p> <p>I participated in the 1996 West Side Master Plan that first figured out some concepts for preserving this area, and as well as was active in the 2012 Old Town Neighborhood Plan.</p> <p>The two sheets I’ve just handed out were study work that was done by consultant called Lennertz and Coyle for the City in 1996 that talks about identifying neighborhood centers, and where those were around the City. I highlighted in color the Old Town neighborhood center that that plan identified. The work of Lennertz and Coyle in planning for communities talks about connecting</p>

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	<p>neighborhoods together. The concept going all the way back to 1996 was that this neighborhood should be connected to the centers of other surrounding neighborhoods and that is true throughout the City.</p> <p>A 5th Street connection would provide a direct and safe route for kids to get from Old Town neighborhood to the school area out along the west side of Wilsonville Road and that is a significant connection to me. Also with other neighborhoods on that side.</p> <p>The congestion in the Fred Meyer complex is severe and we need to have a relief valve available. The proposed 5th Street connection would accomplish that, whereas Bailey according to the report in your hands would actually exacerbate the congestion there.</p> <p>The costs are significant and as the board has, Council has identified, there are significant costs that are not included in the numbers there. The costs for Orepac, the costs for taking the building from the mini-storage, the cost to actually raise Bailey street 20 inches to match the grade of the crossing to which is no talked about or covered in there. The long term damage to business for Orepac, all those things are considerations.</p> <p>5th Street works and it's absolutely necessary if we are to realize the Old Town Neighborhood Plan that says this should be a main street commercial district. Those businesses, small businesses have to have some visibility and we have a dance studio, and a pre-school and Lances Auto Repair and a pet groomer and other businesses that serve the neighborhood, serve the community and they are an asset to the community. To hide them and make them invisible and say we don't want any cars to go there is not appropriate nor helpful to help them succeed. And we can accomplish all of the needed careful planning to make the proposed 5th Street connection work and work smoothly. I think there are fears that will not be justified about what kind of impacts there would be with a careful plan.</p>
Council President Starr	<p>Your time is up, thank you. Okay.</p> <p>Did anybody else have a speaker card before we close this part? I don't see any. So according to my cheat sheet here we have time for rebuttal from the applicant, which I guess would be the City.</p>
Mr. Cosgrove	<p>Does City staff have anything additionally they would like to share regarding comments that have been put into the record tonight?</p>
Council President Starr	<p>There are a few questions, so why don't you come up.</p>
Mr. Cosgrove	<p>And any observations you have about anything that came up that you might want to clarify or shed a little more light on. If you have any pressing things that you need to share right off the bat, why don't you go ahead, and then I'll ask the Council if they have any other questions.</p>
Additional comments from Staff.	
Mr. Adams	<p>Again, the Old Town comments we have heard a lot, and we have at both meetings and on emails and on written letters to the City, either me or to other City staff or Council members, we're very well aware of their concern for traffic in that area. And we haven't tried to ignore, I think we've been quite open in telling Council each time and Planning Commission that there is a concern from the Old Town residents on the traffic impacts.</p> <p>In looking at the overall scope of the project and looking at all the costs that are involved with it, and at can we build a crossing at Bailey? With ODOT</p>

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	<p>permission we can. Will it cost more? Everything says “yes” it will cost more, and it will have less impact to Old Town.</p> <p>Depending on which direction Council wants us to go, we can go. We can go 5th Street; I think 5th Street will be the easier and less expensive way to go. There are a handful of residents that live on or homes are being built on Boones Ferry between Bailey and 5th that will be impacted. However that also is the area that is thought and forecast to be the commercial zone, and for a commercial zone as realtors will tell you, you want drive-by traffic. We’re trying to look at this in both a current situation and what meets the master plans of the City.</p>
Council President Starr	Okay, thank you.
Ms. Kraushaar	<p>And I’d like to add that obviously, this is very difficult project. And we have to look at it in the context of the entire city as well. There are so many things to consider. We relied on the Old Town Neighborhood Plan a fair amount in doing our final reviews of some of the details of how the street would look and how was that area set up. Some of the Old Town Neighborhood Plan talks about how future land use designations that the Comp Plan has not been changed yet, so there are some, whether or not those would ever come in for a zone change to commercial from residential we’re not sure. But the west side of the street has been commercial, nonresidential forever. We were relying on that bringing, allowing those businesses to have access and become sort of a little node for the area. And to connect them to the rest of Wilsonville to the west. But certainly it is not an easy situation, that’s why a decision has not been made for 20 years.</p> <p>But at the same time I can say that it has been, it has never been indicated that this is not an important connection to make. We realize that for just to get out of that neighborhood they need another alternate route, for safety, for fire, any kind of emergency there is not a good way out.</p> <p>In looking at the big picture, looking at traffic, impacts to existing properties which we considered quite a bit when we are looking at new roadways, it appeared by all the criteria we talked to you about tonight, 5th Street is the preferred option, but again this is not an easy decision for anybody.</p>
Council President Starr	Thank you. Council?
Councilor Lehan	Yes, I wanted to ask, you heard a couple of people mention why don’t you close the, take the signal away at Fred Meyers and instead replace it at Bailey. I wanted to ask whether that had been considered or what the impact would be of taking away the signal that is at the Fred Meyer/Albertsons, the place we do not have a name. Is that an option or not?
Mr. Adams	We have not looked at it; we could request DKS to do a study of how traffic would flow both today and in the future if we decommission one signalized intersection and created a second one. But as of now we have not looked at that option.
Ms. Kraushaar	It is hard to imagine how people would get out of the Albertsons side of that intersection if they are trying to go north to Wilsonville Road without that traffic signal.
Mr. Cosgrove	That signal is there for a reason.
Councilor Lehan	I’m not suggesting it, I’m asking, because it seems to me it would be, the whole Fred Meyers development is planned around that as the primary entrance, and primary entrance by a lot. Because you would have to redesign the Fred Meyer development in order to make Bailey their primary in and out. So it doesn’t seem to me that it would work, but I’m asking the engineers for an opinion on that since it has been raised. And if you can’t offer that – an engineering opinion about it today then maybe later.
Mr. Handy	That is something we can definitely take a look at. But as the City manager

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	mentioned, it would really leave that development on the west side economical
Councilor Lehan	Because the other question would be the legal for Fred Meyers, there would seem there would be an objection from Fred Meyers because they were [garbled].
Ms. Kraushaar	And also the Albertsons side of that intersection. The level of service I think would crash if you took that traffic signal out.
Councilor Lehan	Since a couple people raised it, it would be good to have an opinion.
Mr. Cosgrove	I'm all for good opinions, but I would like to know what the opinion is going to cost me before we go down that road I would like to have that conversation with staff.
Councilor Lehan	Not necessarily from DKS
Mr. Cosgrove	We could formulate a staff opinion
Councilor Lehan	A staff opinion would be good.
Mr. Adams	A lot of my staff opinions are based on traffic studies from DKS, I lean on their professional modeling and judgment. The one difficulty if we looked at that right now, with the Albertson's store being vacant we will not have an accurate count on cars leaving that, we would have to go back to some historical average or kind of say well, if a you name it moved in, how much traffic would we expect to leave that. It would be difficult to come up with the impacts of that. And then if it does make it difficult for them to leave as Nancy mentioned, I forget who mentioned that, there might be some economic damages that we are causing them making it difficult for them to rent that space out. Again I would have to defer to Council and consultants on how that would be handled and we would a few thousand dollars more we could probably study it; I don't know how much it would cost.
Ms. Kraushaar	I want to know, I can't think of one Fred Meyer or one commercial property such as an Albertsons that doesn't have some kind of signalized access. Especially with Fred Meyer, because Fred Meyer is huge.
Councilor Lehan	Again, I'm asking the question.
Mr. Cosgrove	I hear what you are saying Councilor. So what I think we can do is go back and look at the original approvals and say why did we put a signal there, is suspect it's because that is the largest commercial, one of the largest commercial draws in the City. And if we didn't have a signal there with an adjacent grocery store on the other side of the road or whatever its going to be in the future, that you would have complete melt down of traffic. We can bring back that information without spending any money for traffic studies, we can comb through the files.
Councilor Stevens	Just for clarification the designation for Boones Ferry road is an arterial?
Mr. Adams	This is a collector.
Councilor Stevens	And then this is going to be a connector?
Mr. Adams	Yeah, a connector will likely also be rated as a collector because Brown Road is a collector when it goes north in to Villebois, as it comes around south serving the undeveloped properties, it would be built to handle collector traffic load.
Councilor Stevens	The other question I had was in the packet there's a report from Weiser Rail Engineering about the railroad crossings and it says, when it talks about Bailey Street it says, "Bailey Street would require 5 th Street to be closed and would also prefer for the second street undercrossing to be closed. But that the city would mitigate that, or negotiate that considering the city is proposing to make it a pedestrian and bicycle only undercrossing." So right now it's the letter from, it's to you Allen Hendy from Thomas Weiser. Page 143. My question is, does that mean, right now cars go thru it's a private

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	drive I believe, 2 nd Street, and it goes under that little tunnel under the railroad tracks to Otto Lane. If 5 th Street got closed, that would probably need to be closed too except to bicycle and pedestrians, it would be closed to traffic? That is what this is stating.
Mr. Adams	That is his advice. I don't recall hearing that from ODOT Rail or from when we met with them or from Portland Western. It is a substandard crossing; it is a 12 foot galvanized pipe under the railroad crossing. In my opinion if, when the area develops that is west of the tracks, I think it is best serviced from a north-south street coming down from either 5 th or Bailey and servicing that area. I think that undercrossing in the future would best be used as the bike/ped Tonquin Trail connection going from our parks and perhaps our bridge across the Willamette and connecting the Tonquin Trail up into the neighborhoods. I think that is an ideal bike/ped crossing and have all of the vehicle traffic go north to 5 th or Bailey.
Councilor Stevens	And so my question is if 5 th Street had to be closed because the choice was Bailey, that would impact this tunnel as well from this?
Mr. Adams	Right now it would not. If whenever you ask for an at grade crossing that is not to policy that ODOT Rail has right now, I don't know what the conditions are that they are going to put out there, that's an unknown. If the 2 nd Street tunnel is closed to automobile traffic, what it would mean would be the City would have to extend some kind of public roadway down to those 3-4 parcels of land down along the river because it is against code to land lock a parcel. So, if ODOT Rail did choose that, it would drive up the costs of the project extending a road down into that area.
Councilor Lehan	Can I follow up on that? So I'm presuming that is true for the properties south of 5 th Street, all of them that currently access off of Nutting or all the properties down to the river would also lose their access if the 5 th Street railroad crossing is closed.
Mr. Adams	Ah, the one that shows both crossings, here we go. So here the little blue extension that's called the Nutting Road extension, that was added because if we go with Bailey and 5 th Street, ODOT Rail has told us they will require 5 th Street to be closed for any chance for approving a Bailey crossing. To access all the properties that are currently accessed by the dirt/gravel 5 th Street and the private Otto Lane, we would need to provide additional connection there. So that road there would be the connection down to the corner of Nutting and 5 th that would then access all of the properties that are currently getting access via 5 th Street crossing.
Councilor Fitzgerald	I just wanted to ask a question about the community involvement process and just noting on page 3 that and I just wanted to find out, is this standard operation what we used for this so far in this process. Not starting in 2013, but just in the more recent time, where you are citing multiple stakeholders and I just want to get a handle on how this compared to a standard process. Multiple stakeholder meetings with residents and so forth. And then on September 21 st there was a public workshop. And I'm just thinking how today we are hearing individual people speaking, it only allows so much back and forth, but in some ideal workshop setting maybe there is more discussion which you've taken down in notes. And then 600 mailers were sent out, posted on email, 72 people came, there was an on-line survey which everybody doesn't do that. But then there was another open house on October 26 th , and then on November 9 th we had the Planning Commission work session. So it sounds like in these cases, and today we're having a hearing.

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	<p>So what have been the opportunities for people to sit is the workshop a chance for people to sit down and talk through how different things would work, because we all don't know what the different constraints from ODOT and what can and cannot work. Can you just talk about how a public workshop is meant to work?</p>
<p>Ms. Mangle</p>	<p>I think the work shop was specifically designed to be what you are describing, it was in the room downstairs with tables at which people had the maps out and we had technical staff arrayed at it. There was a very short presentation to make sure everyone in the room had the same orientation about what the project is and where it is going.</p> <p>And then we, the community workshop summary and survey actually has some of the photos, and sketches that were done and the notes we took hearing from some people in the room – a lot of the people aren't here tonight – some very passionately talking about their concerns, some actually Mr. Bernert from Wilsonville Concrete was there and really talking about his concerns also in terms to his access to his properties and assumptions.</p> <p>And so it was, there was a lot of dialogue at that meeting. That was at the point in the project where we had taken it down from six alternatives to four; I think there were still four on the table. So we were, I think as we were designing that meeting the intent was to share what we were learning. We had started getting all of these memos from the habitat specialists and everything, and so we wanted to share what we were learning with the people who were interested in this project and who would be affected by it. And also listen to them.</p> <p>I think there was a fair amount of dialogue there. The open house was a little bit more of an open house there was a presentation, there were boards, there were stations, pretty standard as you think about open houses the city holds for projects. A lot of opportunity for one on one conversation, but it was a little bit more one on one I suppose.</p> <p>And then the online survey, we actually got quite a nice response. Something that was kind of interesting was that in both the in person meetings I think we found there were more people from the Old Town area and the immediate proximity, whereas the survey did tend to draw people from Villebois and other affected parts of town. Not 100% but it was nice because that was part of why you do it, also the on line is to broaden the parts of town that can participate. And we saw that kind of worked I suppose.</p> <p>Some of the questions that we asked at the first meeting, there were some specific questions that we asked in the online meeting and also in the workshop were about the goals of the project and how they were evaluated, how the project could be evaluated.</p>
<p>Councilor Fitzgerald</p>	<p>Okay, that's helpful.</p>
<p>Ms. Mangle</p>	<p>I think one of the things I've, having done part of a lot of projects like this over the years, one thing that I thought was really unique, I suppose, and I think going a little further than the normal process for it, were the early up front stakeholder meetings. Where the project team, I didn't go to all of them, but I know that Adrian our public involvement specialist help facilitate small group and one on one meetings with our engineers on the team to hear very directly from the most affected property owners and also small groups of people who were very affected by this project. So that kind of very pointed dialogue about properties impacts, about interests is I think kind of above and beyond for this scale of project and I thought a very meaningful way to hear and make sure that those opinions were brought into it so it wasn't just technical folks who were having a voice.</p>

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Council President Starr	Thank you. Any other questions from Council? Okay, well thank you so much I guess at this point I can close the public hearing and ask Council what their pleasure is. [Public hearing closed at 9:56 p.m.]
Mr. Cosgrove	<p>I can try to lay out your options as I see them.</p> <p>Since this is a public hearing, if you take action, I guess I'd start with the bigger picture which is reasons to delay your decision tonight. If you have heard anything new or if you feel like you just need more time to mull this over in your head, that would be a legitimate reason to delay taking action tonight. But what we have heard consistently from Council is that this is a high priority project, it is a City Council Goal.</p> <p>We hear, not a week or day goes by sometimes that we don't hear "you need to do something about this traffic problem down here". And this project is just one of many that we need to get on the board and push along, but specifically this one to deal with some of the concerns that we hear from business owners and citizens who are trapped in that triangle down there when there is an incident on I-5. So delaying it will delay the actual construction of the project, but it depends on how long you delay it obviously. That's kind of how I see your options tonight.</p> <p>But I will say regardless of which option you choose, because I think you can make a commitment to everybody who lives in Old Town, that we have a commitment verbally on the record and from the City Staff that we do everything we can to protect the quality of life for that neighborhood. And that you can dedicate specific funding, not amounts, but sources of funds that we would bring to bear after we've gone through the design process, in consultation with all the residents that live in that neighborhood about specific improvements and that we build that into some kind of capital improvement program. I would recommend that regardless of which option you choose.</p>
Council President Starr	Okay.
Councilor Lehan	That was going to be one of my questions, maybe I should have asked while Nancy was here, because she had referred to the 30% design that it's hard to know exactly what we might mitigate, might be able to mitigate, or what the options for mitigation would be until we get to 30% design. When is that?
Mr. Cosgrove	We wouldn't get to 30% design until you choose Option A or Option B.
Councilor Lehan	I know we need to choose one, but then how long?
Mr. Cosgrove	How long for 30% design Nancy?
Mr. Adams	<p>The process here, once given direction from the Council on which way to go, we would put out an RFP to hire a consultant. that would take; by the time we get back here to the Council to approve the contract, probably early February, probably about a month and a half there.</p> <p>Then to get to a 30% design I would say would be at least 3-5 months out. Thirty percent design would be expected in the May-June time frame.</p>
Mr. Cosgrove	And that would be best case.
Mr. Adams	<p>Yes. One thing that will slow the construction down is once we get to that certain design level 30-50%, then we have to send the plans out to the Army Corps of Engineers, and Division of State Lands for permit approval for our two crossings of Coffee Lake Creek.</p> <p>When we applied for the crossing on Boeckman across Coffee Lake wetlands, if you recall it took 16 months to get Army Corps of Engineers approval for that bridge crossing. So that's a lengthy one.</p> <p>I also have seen approvals done in 9 months.</p>

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Councilor Lehan	<p>Yeah, so it's a ways out.</p> <p>So then the process at 30%, let's say we get to 30% in June, July or August, at that point would we then enter into another process with the neighborhood regards to where it was to discuss the various mitigation options or what would be the next steps.</p>
Mr. Adams	<p>Yes, quite common. We get to a certain level plans, we have an open house again, bring the neighbors in, we show them what we have drafted so far, and what's your feedback. There will be some things they love, some things they hate, and some things they have an idea they would want us to go look at.</p> <p>And then we go away again and we design to 60-70% to look at the details on these things and we have another neighborhood meeting, come back look at this, what do you think of this. This is the iteration process we go through on a street project.</p> <p>We always have at least two meetings, one early on, one closer to final design to show people what direction the project is taking.</p>
Mr. Cosgrove	<p>What I would recommend is that we design a public process in consultation with the neighborhood that meets their needs in terms of input and that we bring that to council for discussion, and review. So that we are getting input at all the times that are meaningful to the neighbors. And it may be just as he said, or maybe, there's going to be more interest by people who are actually directly impacted and there there's the more global concern about the livability and quality of life for the neighborhood. So those are two different approaches.</p> <p>But I would recommend that we design a public process working with the folks that life there and the businesses that are impacted and then we bring it back after discussion and share it with you and open it up to public comment.</p>
Councilor Lehan	<p>That's good to know. I happy to go either way, whatever way the Council wants to go in terms of a decision tonight or decision in January. I don't think we should put it off past there. Because the only think I still have sort of hanging out there , it would be nice to get some sort of opinion about the Bailey / Fred Meyer flip, about that the impact about closing Fred Meyer is, and I don't think that's a possibility. Not closing it, making it not signalized.</p>
Mr. Cosgrove	<p>I don't want to give out any false hope but that would probably be something we would recommend as a staff, but I think there's some high level</p>
Councilor Lehan	<p>No, I'm not saying that, but I think it would be a piece of information that I think, because it was raised, we should respond to. But that's the only thing that I have waiting out there would be nice to clear up. Otherwise I'm happy to go tonight or wait to January.</p>
Mr. Cosgrove	<p>And that's very helpful for me and for the staff if you give specific things, if you are still lingering about making a decision, specific things that we need to investigate and bring back to you because the general stuff we can't do much about.</p>
Councilor Fitzgerald	<p>I wanted to clarify the reason I was asking the question about the signal and as one of the ladies in the audience said, I did not go so far as to suggest taking down the Fred Meyer's signal; that was never in my thinking. So I don't want to imply that's what, because I did not think that was possible or logical. I can't imagine what we would have to pay to mitigate that.</p> <p>But the reason I was asking the question is it came from our prior work session. I was looking to the future as people continue to move to the northwest and if we do find, I was asking the question, whenever that was, we talked about this at work session, comparing Bailey Street and 5th Street, with the consideration of</p>

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	<p>traffic continuing to increase as it seems to do, what options would you have in the future? Knowing we're not putting a signal right there right now. And what I learned from that discussion with the consultants was, it would be impossible to put a signal at Bailey, but it could be possible to put one at 5th Street. Maybe you wouldn't even do it. But I came away with that that was my understanding. I wanted to clarify that it didn't seem logical to me to take out one of the signals.</p> <p>What I've learned about this, this is a really difficult decision. I hear a lot of passion for paying a lot of attention to the Old Town Neighborhood and I think City Manager Bryan Cosgrove described it well, that we, I hear a commitment to doing, paying attention to what needs to be done to maintain that neighborhood.</p> <p>But as I look at what we've been provided here, the Bailey Street connection appears to me to be really expensive, it has some real difficulties associated with the railroads, the railroad crossing and raising Bailey Street and I just see a lot of difficulties there.</p> <p>When I read about the 5th Street option, my biggest question is how can we, we'll probably have to give somewhere, really pay attention to what can be done to mitigate to really keep traffic from cutting into Old Town, and the safety.</p> <p>There are two more things that have my attention, safety of pedestrians walking along the road where there are no sidewalks. I know we have a commitment to no sidewalks but that road is just going to get busier and busier over time. So I don't feel really great about never having sidewalks in that commercial section.</p> <p>And then the last point is, that is a commercial section and the commercial section of Old Town. There is a residential section of Old Town and there is an area that has been designated for Commercial and both have to be paid attention to. Thank you.</p>
Councilor Stevens	So we can move this on tonight, it's getting quite late, I'm going to put a motion on the table at least so we can either vote on it, or table it, or whatever, so we can just move forward.
Mr. Cosgrove	As a point of order you should make a motion and a second before you enter into discussion anyway.
Councilor Stevens	<p>Exactly, and we're in the middle of discussion.</p> <p><u>Motion:</u> I move to approve Resolution No. 2610. Councilor Fitzgerald seconded the motion.</p>
Council President Starr	Any further discussion? Councilor Lehan
Councilor Lehan	I wanted to make some points. But the maker of the motion needs to go first.
Councilor Stevens	<p>I agree with Councilor Fitzgerald. I think safety is a huge issue here. I'm really concerned about the fact that there is a storage facility in the way of a sight line, a building that would have to be taken out in order to make a railroad crossing safe, and they're not that safe to begin with, and then we have a big building in the way. So that's one concern.</p> <p>Cost is a concern for me. Not knowing what's going to happen with mitigation for an industry that's been here for a long time, and another costs, the bringing of the Bailey Street level to make it to grade. So there's an unknown cost there. So we're already \$1 million plus as a difference from 5th Street to Bailey Street because we're adding at least another million, if not more, for taking out the building and also then the grade and mitigation for OrePac. Really, really big unknowns.</p>

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	<p>I also think that this Bailey Street, people don't just go to Fred Meyer when they go to that end of Boones Ferry. I hardly ever go to Fred Meyer, I go to Boones Ferry Park, and I know a lot of other people who do, and there's Tauchman House. There are a lot of other people who drive down Boones Ferry all the way to where it dead ends. We've got a park there now, and another park that's going to be added to this. The city recently purchased the old mobile home park area, which is going to get master planned and made into a bigger park. People are going to start going to that park. And then when the French Prairie Bridge comes in, people are going to go across the bridge.</p> <p>You come in on Bailey Street and everyone who is driving to that park and across that bridge wants to park their car and take their bikes across that bridge; they're going right down Boones Ferry. IF they come in on 5th Street and go south to that park, they're avoiding all the homes I think that I think the Old Town people are concerned about. Tonquin Trail comes through that bike bridge that goes under the freeway to Memorial Park from that park. And you can park now at Boones Ferry and go over to Memorial Park that's all going to get fixed so that it is safer to go under the freeway.</p> <p>All those things, it's not just, people don't just go to Fred Meyer, people go to other areas and businesses in Old Town. So all that traffic would then have to go past all these homes that are on Boones Ferry Road. It's not just traffic going to Fred Meyer.</p> <p>I think there's going to be, it is a tradeoff, there are lots of salient points here that need to be considered, but I think we have to make a decision on this. Connectivity is a huge thing for this city. You have Barber Bridge now that connects, what's the other, Canyon Creek Road, all these different ways to get around town, if you can't get there this way, you can go this way, and this is another one of those connectivity roads that make Wilsonville so great because we have all these different ways to get around. Barber, or Wilsonville Road are backed up you can get out of town by going north on Boeckman. And this just one of those roads that just needs to happen, this maybe should have happened a while ago.</p> <p>I think we need to make a decision on this and not delay so staff can get moving on this as quickly as possible. We already heard there are going to be delays; the Army Corps of Engineers just to figure out how to do the bridge. So I think we need to move forward tonight and not delay.</p>
Council President Starr	Thank you. Councilors?
Councilor Lehan	I will say we have been discussing this since the 90's
Mr. Cosgrove	Sorry, can I interrupt, you have to motion and second to continue the meeting after 10 p.m.
Council President Starr	Do I hear a motion to continue the meeting since it's after 10?
Councilor Stevens	So moved.
Councilor Fitzgerald	Second.
Council President Starr	Okay, all in favor please say "Aye". Motion carried.
Councilor Lehan	<p>We have been discussing this at least since the 90s the route and what we could do for this request connector. And since I first came on the Council, and I was hoping when I was gone from the Council for a few years, somebody would have decided this, and I wouldn't have to take it up again. But here we are again with it.</p> <p>I just want to say that I've always felt very protective of historic structures in Wilsonville; I was the main one who I think was responsible for saving the Old</p>

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	<p>Church and not having it moved. I try to maintain the things in the town that have historic significance. Certainly the old feed store that was a feed store when I was a kid and I think it is an important structure and we need to do what's necessary to protect that structure.</p> <p>I'm also old enough to remember when I walked home from school into Old Town because I went to my aunt's house down 5th Street, I walked by the wigwam burner and the mill pond which is where that day care and dance studio are now. There was this huge wigwam burner and mill pond right there, and where that storage facility is and we didn't save that.</p> <p>I also remember when Boones Ferry itself was a major arterial, it was the precursor of Interstate 5 and that's why all those buildings including the feed store were there in the first place because this was the main commercial way up and down the Valley, not just Wilsonville. It was the main thoroughfare for the Valley, and if you take Boones Ferry on the other side and go by Ming's garage and on down there you can see the remnants of what was there before Interstate-5.</p> <p>My only point in saying that is that things change. When Interstate 5 started, Old Town died. It just literally died. All those businesses pretty much went belly-up and we moved our town center up to where Lowries was, and then moved it over to Town Center. We've been adrift.</p> <p>The point is there is always change happening. We want to preserve what we can of the past but we have to be looking at what's going to happen in the future.</p> <p>One of the concerns is there's a lot of property south of Wilsonville Road, between Wilsonville Road and the River there is a lot of property that's undeveloped yet. And it's not going to be undeveloped forever. The concrete plant is probably not going to be there that much longer. I mean 20 years 30 years out, we have to look at this and figure out how to give the access and virtually land lock all of these properties that are south of Wilsonville Road.</p> <p>As far as the difference between the two. I agree with what has been said. The costs for Bailey any way you look at it, costs and the unknowns seem tremendous. I'm concerned about land locking properties that are south on Nutting, that are south on Otto Lane.</p> <p>I asked the question mostly because I wanted some backup, but I don't think there is any way you could close the signalization at Fred Meyers without having ruining Fred Meyers – the shopping center and the Albertsons piece. They have been approved on the basis of that signalization.</p> <p>When I say that, however, I have brought up from the beginning that I think it's very important to mitigate the impacts to the Old Town Neighborhoods and that cost differential we need to look at, or other sources, whether that's Urban Renewal or something, but we need to get a dollar amount attached to the mitigation, certainly when we get to 30% design phase. We need to be heading in that direction, but we need to have it in our mind that if we're not spending all those many millions extra for the Bailey crossing, then we should be looking at what we need to do to mitigate coming across at 5th.</p>
Mr. Cosgrove	<p>Councilor Starr, if Council is leaning toward taking a vote tonight, I would ask that you entertain, if the maker of the motion would entertain two stipulations to add to the motion.</p>

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	<p><u>The first stipulation would be that the staff develop a public involvement plan for design, developed in consultation with the neighborhood, and approved and ratified by the City Council.</u></p> <p><u>Second stipulation would be, upon conclusion of that that we identify specific projects and mitigation measures to deal with traffic related concerns, with likely funding sources, and a plan for implementation.</u></p> <p>If the maker of the motion would add those stipulations.</p>
Council President Starr	<p>Confirmed both the maker of the motion and seconder were okay with the additions. So that's added into the motion then Sandy.</p> <p>Councilor Fitzgerald did you have anything to add before we vote. Seeing as this is your last meeting.</p> <p>I will be very brief, everything was already mentioned here. We have a problem and we need to take care of it, number one.</p> <p>There is a time sensitivity to this, not to say that time is worth making the problem fix bad, but from everything I've heard I want to be sensitive to the time because of the safety concerns, because of the cost concerns, because of the ease to me this motion makes sense. That's about all I have to say just to move this thing along.</p> <p>So with that, I'll call the question, all in favor please say Aye. Opposed, abstained. Motion carried 4-0.</p>
<i>End of transcript.</i>	

Council President Starr declared a recess d at 10:22 p.m.

Mayor Knapp rejoined the Council on the dais and reconvened the meeting at 10:29 p.m.

MAYOR'S BUSINESS

Upcoming Council meetings were announced by the Mayor.

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.

There was none.

COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

No reports were given.

CONSENT AGENDA

Ms. Jacobson read the titles of the Consent Agenda items into the record. She noted the street sweeping company is being sold and the contract will be issued in name of new buyer at the end of the month NRC Environmental Services Inc.

A. **Resolution No. 2611**

A Resolution Of The City Of Wilsonville, Acting In Its Capacity As The Contract Review Board, Approving The Bid Process; Accepting The Proposal Which Will Best Serve The Interest Of The City, And Awarding A Contract To Water Truck Service, Inc. Or Its Successor In Interest For The Project Known As Street Sweeping Services. (staff – Gray)

B. Minutes of the December 5, 2016 Council Meetings. (staff – King)

Motion: Councilor Starr moved to approve the Consent Agenda. Councilor Stevens seconded the motion.

Vote: Motion carried 5-0.

PUBLIC HEARINGS

B. **Ordinance No. 803** 1st Reading

An Ordinance Regarding Road Maintenance, Authorizing A Fee For The Purpose Of Road Maintenance Services And Repealing Ordinance Nos. 484 And 540. (Staff – Ward)

Ms. Jacobson read the title of Ordinance No. 803 into the record for first reading.

Mayor Knapp opened the public hearing at 10:32 p.m. and provided the hearing protocol.

The Staff report was presented by Mike Ward and it is included here. Ordinances 484 and 540 authorize the City's collection of a Road Maintenance Fee, including the methodology, customer classifications, an acceptable range for the Pavement Condition Index (PCI) for the City's roads, and direction on convening a Road Maintenance Task Force (Task Force) to consider and recommend any changes that are deemed advisable. A separate resolution (Resolution 1748) adopted the road maintenance fees for residential and non-residential properties.

The Ordinance presented now for consideration streamlines and clarifies the authorizing language for the Road Maintenance Program and monthly fee. The rate methodology and customer classifications more appropriately belong in a resolution, and subsequently have been removed from the proposed enabling ordinance.

An update to the Road Maintenance fee and potential changes to methodology were recommended by staff as the fee and rate structure had not been reviewed since 2002. To prepare for this work, staff contracted with FCS Group to assist the Finance Department with a complete analysis of the Road Maintenance Fund. To understand the maintenance needs to input into the analysis, engineering staff updated the City's pavement conditions inventory by measuring distress on each street and recording length of cracking and area of failure. Using this information, a list of projects to be accomplished over the next 5 years was developed.

A Task Force was convened consisting of the following members:
Chair Patricia Zimmerman, Arbor Villebois HOA President

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Eric Hoem, Charbonneau HOA Civil Affairs Committee
Frank Lonergran, Republic Services
Kevin O'Malley, Wilsonville Chamber of Commerce
Al Steiger, City of Wilsonville Budget Committee
Tim Woodley, WLWV School District, Operations

The Task Force held five meetings over the course of five months, reviewing and discussing materials developed through the study, refining possible modifications, and preparing recommendations for the program to bring to the City Council for their consideration. Their final recommendations were reached unanimously and include modifications to the fee methodology and increases to the rates to meet the needs.

The Task Force recommended the Road Maintenance Fee authority be separated from the methodology, and the City's consultant recommended that it is considered a best practice for things that do not directly relate to the authorization or appeal process be placed in a separate resolution. The proposed Ordinance reflects the approach recommended by the Task Force.

Ordinance No. 803 provides the City the authority to collect a Road Maintenance Fee, codifies enforcement mechanisms and the appeal process, and repeals Ordinances 484 and 540.

A resolution that will update the methodology, fee and other items no longer covered by ordinance will be presented to the City Council for their consideration in a future meeting to be scheduled before Ordinance No. 803 becomes effective.

The proposed ordinance streamlines the authorization for the Road Maintenance program and corresponding fee. The updated methodology provides for equity and fairness among those served by the road maintenance utility. Staff will be bringing forward a proposal to increase the monthly rate, allowing for a sustainable fund to maintain Wilsonville roads and preserving significant past public and private investments in the system.

If adopted by the City Council, Ordinance No. 803 will become effective in early February. A resolution with the recommended methodology and fee will be presented to the City Council for their consideration in January.

A six-member task force was convened and held five meetings over the course of five months, reviewing, discussing, and refining study materials that resulted in recommendations for the updated program to bring to the City Council for their consideration.

The road maintenance fee allows for timely preventive maintenance of City streets that reduces deferred maintenance and poor pavement conditions which are far more expensive to repair. Such preventive maintenance preserves prior investments in the roads that have been made by public capital projects and private development. The City's Road Maintenance Fund is needed to supplement the Road Operations Fund which relies on gas tax revenues that have been and continue to be for prudent pavement maintenance throughout the City.

The Mayor invited public testimony, hearing nothing he closed the public hearing at 10:44 p.m.

Motion: Councilor Lehan moved to approve Ordinance No. 803 on first reading. Councilor Fitzgerald seconded the motion.

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Susan Cole explained the concept of the proxy variable. Equivalent Residential equals approximately 9.5 trips, and so businesses would be a multiple of that because they approximate the number of equivalent residential units. If a Fred Meyer or restaurant falls in the categories on the chart, it is a way to capture that intensity because of the number of trips they generate, and they are getting billed for the trips they generate, so the \$5.23 would be multiplied times the number of equivalent residential units that they would generate according to the classifications.

Vote: Motion carried 5-0.

- C. **Ordinance No. 801** – 1st reading *Item to be continued.*
An Ordinance Authorizing Ground Lease Agreement For Raw Water Pipeline Between Tualatin Valley Water District And City Of Hillsboro And City Of Wilsonville. (staff – Kohlhoff)
- D. **Ordinance No. 802** – 1st reading *Item to be continued.*
An Ordinance Authorizing Amending Section 6.1 Of The July 6, 2000 Agreement Regarding Water Treatment Plant Design, Construction, Operator And Property Ownership To Provide City Of Wilsonville Managing Agent For Willamette River Water Treatment Plant Regardless Of Capacity Use. (staff – Kohlhoff)

Motion: Councilor Lehan moved to continue Ordinance Nos. 801 and 802 to the first meeting in January. The motion was seconded by Councilor Fitzgerald.

Vote: Motion carried 5-0.

NEW BUSINESS

- A. Adoption of a City Logo.

A discussion was held during work session that led to consensus and there is an interest of the Council to memorialize the consensus.

Motion: Councilor Starr moved that the City adopt a new logo which would be #2, second on the list of logos that we have, the “W” with the hands and flower created by Jenny Hill who is a Wilsonville resident and direct staff to finalize the design and get the color schemes as final part of the process. The motion was seconded by Councilor Fitzgerald.

Vote: Motion carried 5-0

CONTINUING BUSINESS

Ms. Jacobson read the title of Ordinance No. 776 into the record for second reading noting the record had been left open in the event the city of Hillsboro or TVWD wanted to submit testimony. Neither agency submitted comments or testimony.

- A. **Ordinance No. 776** – 2nd reading *Note the record was left open on this matter.*
An Ordinance of the City of Wilsonville Amending Wilsonville Code Chapter 3, Right-of-way and public easement management section, by amending section 3.410 and section 3.420 (staff – Kohlhoff)

Motion: Councilor Starr moved to close the public record on Ordinance No. 776. Councilor Lehan seconded the motion.

Vote: Motion carried 5-0

Motion: Councilor Lehan moved to adopt Ordinance No. 776 on second reading. Councilor Stevens seconded the motion.

Vote: Motion carried 5-0.
Councilor Fitzgerald - Yes
Councilor Stevens - Yes
Councilor Lehan - Yes
Councilor Starr - Yes
Mayor Knapp - Yes

CITY MANAGER'S BUSINESS

Mr. Cosgrove asked Councilors to bring their calendars to the January 5th meeting to schedule the Council Goal Setting dates. He advised he was considering a different format from previous years, with a full 2-day event allowing for goal setting and training.

The City Manager recognized the Public Works staff for their great work during the past snow storm.

LEGAL BUSINESS

No report was given.

ADJOURN

Mayor Knapp adjourned the meeting at 10:55 p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder

ATTEST:

Tim Knapp, Mayor



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: 11/7/16 December 19, 2016		Subject: Ordinance No. 804 Residential Parking Zone Staff Member: Barbara Jacobson Department: Legal	
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 type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: Review and consider adoption of a residential parking zone program to alleviate parking congestion and related concerns in residential neighborhoods.			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input type="checkbox"/> Council Goals/Priorities		<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Review of draft residential parking zone permit program to resolve parking congestion issues within certain Wilsonville neighborhoods.

EXECUTIVE SUMMARY:

Residents of certain residential neighborhoods have expressed concerns regarding non-residents parking in their neighborhoods. For example, the owners of single-family homes in Brenchley

Estates have experienced individuals parking in front of fire hydrants and private driveways, limiting access and visibility getting onto and off of the public roads and impeding emergency vehicle access. Residents in other neighborhoods have complained of lewd and inappropriate behavior occurring at late hours of the evening and have witnessed individuals engaging in this behavior when going to and from vehicles parked on the street.

In an effort to find a solution to the parking issues in Brenchley Estates, and potentially other residential neighborhoods, as necessary, the City is investigating whether the adoption of a residential parking zone program is a way to resolve the parking issues within certain uniquely situated residential neighborhoods, such as Brenchley Estates. In drafting the proposed Ordinance, staff reviewed the residential parking zone programs of other cities, including Portland, Tigard, and Tualatin, but customized it for Wilsonville.

The key focus of the proposed Ordinance is to establish a means for residents to petition for the designation of a residential parking zone, and to create a method of review, possible approval, and administration by the City. By providing a detailed process for application, review, and approval, the goal is to limit the designation of residential parking zones to only those neighborhoods that demonstrate a significant need for such designation, while generally maintaining public access to the City's streets and on-street parking. The proposed Ordinance also specifies that the residents in a designated residential parking zone will be primarily responsible for monitoring and towing any vehicles not in compliance with the residential parking zone, while still retaining authority of City police to ticket vehicles and tow in extreme situations. The proposed Ordinance recognizes the City has limited law enforcement availability and parking enforcement is not the primary focus of law enforcement. Thus, it must be up to the residents to monitor and enforce through a private towing contract.

EXPECTED RESULTS:

Decreased traffic, parking congestion, and safety concerns in certain residential neighborhoods that currently experience a high volume of on-street parking, particularly at night. Other expected results include better access for emergency personnel, waste management personnel, and U.S. Postal Service personnel in residential neighborhoods.

TIMELINE:

There is no specific timeline for this project.

CURRENT YEAR BUDGET IMPACTS:

As drafted, the proposed Ordinance requires a \$15 fee per parking permit per year. There will be some costs associated with posting and maintaining street signs. Additional law enforcement work may also result.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 10/31/16

COMMUNITY INVOLVEMENT PROCESS:

Work session; proposed application process will involve a public meeting.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Establishing residential neighborhood parking zones should decrease traffic and parking congestion in certain residential neighborhoods that currently experience a high volume of non-resident parking. These communities would be benefitted by improved access by emergency personnel, waste management, and postal services. It is also expected that there could be a decrease in the noise, lewd or inappropriate behavior, and other nuisances that the City has been receiving complaints about from certain residential Wilsonville neighborhoods.

ALTERNATIVES:

The City Council can reject the Ordinance and have no parking zones established, or the Council can propose an alternative parking zone plan.

CITY MANAGER COMMENT:

ATTACHMENTS:

Ordinance No 804 Amending Wilsonville Code Chapter 5

ORDINANCE NO. 804

AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING WILSONVILLE CODE CHAPTER 5 BY RENUMBERING SECTION 5.245 AS SECTION 5.250 AND ADDING A NEW SECTION 5.245 TO CREATE A RESIDENTIAL PARKING ZONE PROGRAM

WHEREAS, the City of Wilsonville recognizes the need to preserve the livability of residential neighborhoods and to ensure residents' adequate ingress and egress, while also maintaining reasonable public access to City streets; and

WHEREAS, the City of Wilsonville recognizes the needs of emergency and ambulatory vehicles to navigate public roads to quickly reach residents in need of emergency assistance; of waste management to collect residents' trash and recycling; and of the United States Postal Service to access residents' mailboxes; and

WHEREAS, residents of certain Wilsonville neighborhoods have expressed the following concerns related to non-residents parking on their neighborhood streets: (1) difficult for emergency vehicle access to residences in residential neighborhoods due to on-street parking that may delay response times; (2) the presence of trash, inappropriate behavior, noise, and other nuisances occurring within residential neighborhoods related to street parking; and (3) vehicles blocking mailboxes, driveways, and fire hydrants. Residents have identified the primary cause of these concerns as non-residents driving into their residential neighborhoods and parking their vehicles there overnight or for extended periods of time; and

WHEREAS, the City of Wilsonville recognizes the need of residents and non-residents to travel through residential neighborhoods and to have public access to the City's streets and on-street parking; and

WHEREAS, in certain instances where residential streets experience a significant amount of regular non-resident parking at night or for extended periods of time, limiting the hours and times non-resident vehicles can be parked in residential neighborhoods should lead to a reduction of traffic and parking congestion; safety issues; less excessive noise; and more efficient and effective service from emergency personnel, waste management, and the United States Postal Services; while still providing both residents and non-residents with access to the City's public roads; and

WHEREAS, the City has limited law enforcement availability to address the parking concerns of residents, and parking enforcement cannot be the highest priority of the City's limited number of available law enforcement officers;

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

1. Section 5.245 of Chapter 5 of the Wilsonville Municipal Code, entitled "Exemption," is renumbered as Section 5.250, and the following new Section 5.245, entitled "Residential Parking Zones," is added to Chapter 5:

"5.245 Residential Parking Zones

(1). Definitions.

- (a). Residents means the individuals that reside within the area where a Residential Parking Zone is being applied for.
- (b). Non-Residents means those individuals who do not live within the Residential Parking Zone.
- (c). Residential Parking Zone means an identified geographic area, approved by the City Manager, to be designated for parking by Residents and their guests, only, during all or some identified and posted hours of the day.

(2). Process.

- (a). The City Manager may establish a Residential Parking Zone at the request of the Residents within the proposed affected geographic area in the manner set forth below in subsection (b). The purpose of a Residential Parking Zone is to prohibit on-street parking by Non-Residents during specific time periods and/or limiting the duration Non-Residents may park within specific geographic areas used predominantly for residential purposes. The City Manager shall clearly define the geographic limits of the area affected by the zone and the hours during which parking by Non-Residents will be prohibited and/or the allowable duration of Non-Resident parking. Residents within the Residential Parking Zone must obtain parking permit(s) from the City Manager, pursuant to subsections (b) through (h) of this section, in order to allow Residents and their guests to park within the Residential Parking Zone during the restricted hours.
- (b). Residents of an area may apply to have an area designated as a Residential Parking Zone through a community-initiated petition, with signatures of the owners representing at least sixty percent (60%) of

the affected addresses (one signature per address), to be submitted to the City Manager. This petition shall include:

- (i) A detailed description of the parking problem;
 - (ii) The probable cause(s) of the problem;
 - (iii) The geographic boundaries of the impacted area which the petitioners seek to designate as a Residential Parking Zone;
 - (iv) A listing of all individual addresses and property owners located within the proposed Residential Parking Zone and a list of all their vehicle license plate numbers;
 - (v) The type of on-street parking restrictions requested, which may include the following restrictions: (1) prohibiting all unpermitted parking during specified hours; (2) limiting unpermitted parking to a specific duration of time; or (3) a combination of (1) and (2); and
 - (vi) The proposed maximum number of resident and guest parking permits to be available for issuance to each Resident.
- (c). Upon receipt of a petition, in full conformance with subsection (b), the City Manager will investigate whether the affected area is eligible for a Residential Parking Zone. To investigate the eligibility of a Residential Parking Zone, the City Manager may consider some or all of the following:
- (i) Survey of vehicles parked on-street within the affected area at different times of the day or evening, and a determination of the percentage of vehicles parked that are Non-Resident vehicles (based on the list of Resident license plate numbers supplied by the petitioning Residents);
 - (ii) Statements of Residents within the affected area;
 - (iii) Review of police reports and parking tickets issued in the affected area;
 - (iv) Statements from police or other emergency personnel, postal personnel, and waste management personnel concerning access and safety issues;
 - (v) Any research, analysis, or review conducted by City departments regarding the affected area and parking issues within the affected area; and
 - (vi) Information supplied by the petitioners, and any other information the City Manager deems relevant.
- (d). Based on the findings of the City Manager's investigation, the City Manager will determine if a petitioned area is eligible for a Residential Parking Zone. The City may request additional information from petitioners if insufficient information is available to make a decision. If a petitioned area is approved as eligible for a Residential Parking

Zone, the City Manager may propose a Residential Parking Zone. The proposal by the City Manager shall state:

- (i) The boundaries of the proposed area of the Residential Parking Zone;
 - (ii) The type of on-street parking restrictions proposed, which may include: (1) prohibiting all unpermitted parking during specified hours; (2) limiting unpermitted parking to a specific duration of time; or (3) a combination of (1) and (2); and
 - (iii) The number of resident and guest parking permits available for purchase by each Resident.
- (e). The City Manager’s proposal will be mailed to all Residents within the proposed Residential Parking Zone, with a notice of a public meeting to be held at City Hall. After the public meeting, the proposal will be refined and a ballot prepared. A ballot will be mailed to all addresses within the proposed Residential Parking Zone within thirty (30) days after the public meeting. One legal owner per address in the proposed Residential Parking Zone is eligible to vote. (In other words, only one vote per residence, even if more than one legal owner.) The ballot must be received by the City Manager on or before the date specified in the mailing. A minimum of seventy percent (70%) of the ballots must be returned, out of which a minimum of seventy-five percent (75%) must be “yes” votes, to approve the Residential Parking Zone.
- (f). If the vote in subsection (e) is negative, a minimum of twelve (12) months must elapse before any new proposal can be initiated. If the vote in subsection (e) is positive, the City Manager will notify all owners within the Residential Parking Zone of the approval. (Permit fees from all of the Residents requesting permits within the Residential Parking Zone must be collected prior to the installation of customized parking signs by the City.)
- (g). Once a Residential Parking Zone is approved, Residents may apply for on-street parking permits by completing a resident parking permit application and providing the City Manager of proof of residency within the Residential Parking Zone and proof of vehicle ownership of vehicle(s) registered to that address. A Resident may apply for a residential parking permit for each vehicle registered to that address. In addition to vehicles registered to Residents who reside in the Residential Parking Zone, Residents may also apply for the number of guest parking permits approved per Resident by the City Manager, based on input from the Residents, which provides a guest of the Resident with the same rights and permissions as resident parking permits. *(The cost of each resident and guest parking permit is \$15*

per permit per year.) Residents must reapply and pay each year for all parking permits. Residents who may need additional guest parking permits for an event may borrow them from other Residents. In all cases, the parking permit must be clearly displayed in the front window of the vehicle so as to be easily visible to Residents and law enforcement officers.

- (h). Permits may only be applied for within a designated period of time once per year; provided, however, new Residents who move to the neighborhood may apply upon surrender of permit(s) by the prior Resident.
 - (i). Designation of the Residential Parking Zone will automatically renew annually, unless:
 - (i) The City Manager receives a petition, representing at least sixty percent (60%) of the addresses within the designated Residential Parking Zone (one signature per address), requesting termination of the Residential Parking Zone; or
 - (ii) The designated Residential Parking Zone or Residents do not meet or follow the rules or procedures established by the City Manager. In such a case, the City Manager will send notice of a public meeting to the Residents in the Residential Parking Zone. After the public meeting, the City Manager will determine whether to terminate the Residential Parking Zone. The City Manager's determination will be mailed to Residents in the Residential Parking Zone within thirty (30) days of the last public meeting. If the City Manager terminates the Residential Parking Zone, a minimum of twelve (12) months must elapse before any new proposal can be initiated.
- (3). Signs. The City Manager will cause official signs for Residential Parking Zones to be installed and maintained. The signs shall clearly identify the on-street parking restrictions for Non-Residents and the exception to those restrictions for permit holders within the Residential Parking Zones. A permitted vehicle, displaying the authorized parking permit (whether resident or guest), which is parked on-street in accordance with the Residential Parking Zone signs, and in accordance with parking regulations, generally is permitted to be parked in excess of the Non-Resident parking limit, as long as legally parked.

(4). Violations and Enforcement.

(a). Unpermitted Parking Violations:

- (i) During permit designated hours, it is unlawful and a violation for an unpermitted vehicle to be parked on-street in the Residential Parking Zone.
- (ii) Residents within the Residential Parking Zone are responsible for monitoring and towing, pursuant to Wilsonville Code Sections 5.400 to 5.460, any and all unpermitted vehicles parked in violation of the Residential Parking Zone.
- (iii) Police officers may issue parking citations and may also have a vehicle towed if the officer deems a health or safety risk is present. If no health or safety issue exists, officers will generally not have a car towed and it will be up to the Residents to make arrangements for any towing. Except in those instances where a police officer elects, in his or her sole discretion, to tow a vehicle for a health or safety reason, the City will not be responsible for any claims of any nature for improper towing, and it will be up to the Residents to defend against any such claim, at their sole expense.

(b). Other Violations: It is further unlawful and a violation for any person to:

- (i) Provide false information in connection with an application for a resident or guest permit.
- (ii) Fail to surrender a permit, when requested to do so, when the person is no longer entitled to the permit.
- (iii) Use a permit when the permit holder is no longer entitled to the permit.
- (iv) Use, or allow the use of, a residential parking permit in connection with a vehicle other than the Resident's vehicle for which the permit was issued.
- (v) Sell, transfer, purchase, or otherwise acquire for value any permit issued by the City of Wilsonville.
- (vi) Use, or allow the use of, a permit in a manner inconsistent with the terms and limitations of the permit.

(c). Any violation under subsection (3).(b) may result in the immediate revocation of a resident and/or guest parking permit.

- (5). Towing. Residents may select any towing company they wish to provide towing services, provided that any unpermitted vehicles may not be towed to a location more than fifteen (15) miles away from the location the vehicle is being towed from. Residents will be responsible for negotiating their own contractual relationship with the towing company and will be responsible for any charges or claims by the towing company or the owner of a towed vehicle, and will defend, indemnify, and hold the City harmless therefrom.
- (6). Appeals. The decision of the City Manager with respect to any of the foregoing is final and is not subject to appeal.”

- 2. The City Recorder is directed to amend Wilsonville Code Chapter 5, Sections 5.245 and 5.250, as approved above, and to make such format, style, and conforming changes to match the format and style of the Vehicles and Traffic Chapter of the Wilsonville Code.
- 3. Except as set forth above, Chapter 5 of the Wilsonville Municipal Code remains in full force and effect, as written.

SUBMITTED to the Wilsonville City Council and read for the first time at a meeting thereof on the 19th day of January, 2017, and scheduled for second reading on the 6th day of February, 2017, commencing at the hour of 7 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the ____ day of _____, 2017, by the following votes: Yes: _____ No: _____

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this ____ day of _____, 2017.

TIM KNAPP, MAYOR

SUMMARY OF VOTES:

Mayor Knapp
Council President Starr
Councilor Stevens
Councilor Lehan
Councilor Akervall



Program News



24 kids attended Coach Nic's Holiday Hoop Camp at Boones Ferry Primary.



Registration opened. There was a 15% increase in revenue compared to 2015.



Special Holiday Meal was served to 57 diners and 71 home-delivered meals.



Wilsonville Community Seniors, Inc. (WCSI) hosted an ugly sweater contest and raffle.



Wilsonville Chamber of Commerce donated \$1,367 to WCSI as part of their 2016 50/50 raffle drawings.



637 toys were received during the 3rd annual Toy Drive, surpassing the goal of 500. Toys were donated to Clackamas County Toy & Joy Makers.

Parks Maintenance Update



Bonnie Pond
December 26 at 3:53pm

Remember the posting (a couple months ago following a windstorm regarding the tree that blew down in Courtside Estates Park, and the tree that Jim and I had planted in approximately '93 when the tree was established? Well, the City contacted me and offered to let me select a replacement if I was interested in doing so. Wasn't that thoughtful of them?

They had me select the replacement tree from a list of pre-approved trees (for parks) and I chose a Sourwood tree. I was not familiar with a Sourwood tree, but I chose it because it has lovely blossoms in white and pink in fall, and mostly because bees are attracted to Sourwood trees. This new tree was planted last Wednesday. I hope you like it. Bonnie Pond

P.S. Special thanks to Brian Stevenson and Jon Blankenship, with the Parks and Recreation (Parks Supervisor and Recreation Coordinator respectively) for giving me the opportunity. I love this city!

Planted Sourwood Tree at Courtside Park. A resident, who helped with the tree selection, posted a positive note on Facebook, which received 114 likes and 11 comments.



Worked with the Facilities team to demo and re-install Stein-Boozier Barn flooring.



Repaired split rail fence at Engleman Park.



Transplanted grasses to embankment slide at Murase Plaza.



Replaced broken springs on Boones Ferry Park teeter totter.

Upcoming Events

- * Daddy Daughter Dance ("Hawaiian Luau"): Friday, February 24th 7pm at the Community Center
- * Wilsonville Egg Hunt: Saturday, April 15th 10am at Memorial Park Ball Fields
- * Holistic Health Fair (formerly Spa Saturday): Saturday, April 22nd 10am at the Community Center





**Wilsonville Public Library
Monthly Report to Council
January 2017**

Headlines:

Library Renovation planning is getting started

As has been noted before, the Library will be undergoing some renovation over this year. The Renovation will allow the Library to replace 15 year old carpet, get a fresh coat of paint, and bring the Library bathrooms in the Non-fiction area up to ADA standard. It will also allow the Library to rethink the area in front of the circulation desk, from the front doors to the windows by the magazines with the idea of creating seating, performance space, as well as enhance discovery throughout the library. Late this month, the design portion of the project will begin with work extending through the spring.

Patrick Duke
Library Director

**LIBRARY
BOARD**

Megan
Chrisman ,Chair

Radio Frequency Identification (RFID) is (still) coming soon.

RFID will improve citizen's experiences when checking out material, as well as create significant efficiencies throughout the LINCC libraries. Each library has submitted an order for RFID tags, readers, and self-checkout machines. If all goes well, equipment and supplies should be arriving in early February. Staff will need to add a new RFID tag to every item the Library owns (about 140,000 items!), which we figure will take approximately 5 or 6 weeks. The Library will not close during the tagging process, but some services may be interrupted. The Library is working to inform users about the project and will be working to as open and clear about service impacts as we can.

Carolyn Berry

Reggie Gaines

Rich Dougall

Miriam Pinoli

December and year end statistics are not available at this time

Adult Services

Upcoming Programming:

- **Book Notes Concert.** February 11th. 2pm. This Month: **Jason Okamoto** Solo acoustic guitar with a repertoire of Spanish, Brazilian Bossa Nova, and other Latin American guitar styles
- **Curiosity Café,** January 21st, 1pm. This month: *Biking Across America*
- **History Pub,** January 31st, 6:30pm (doors open at 5pm). This month *Gender and Justice at the End of the Oregon Trail* with local history authors **Ken and Kris Bilderback**
- **Game Day:** Board Games, Cards and Chess. Saturday January 29th. 1-6 pm
- **Book Club. February 2nd, 6pm.** This month: *At the Water's Edge* by **Sara Gruen**

Youth Services

Winter Weekly Schedule (starting January 3rd):

<p>Toddler Time Tuesdays 10 am</p> <p>Babytime Tuesdays 11 am</p>	<p>Family Storytime Tuesday 6:30 pm Wednesday 10:30 am and 1pm Thursday 1:00 pm</p>	<p>Library Playgroup Mondays 10:00 am and 11:30am</p> <p>Read to the Dogs Call for appointment 503-570-1599</p>
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- **Incredible Infants**, 10 weeks starting January 6th at 10:30am
- **Sabado de Cine/Spanish Saturday Movie**, January 28th, 12pm.
- **K-2 Book Adventures**, January 19th, 4pm
- **Teen Event**. February 17^h, 6:30pm

- **Library Board meeting. January 25th, 6:30pm** at the Library

See more events and services at www.wilsonvillelibrary.org

Public Works

December 2016

WINTER STORM – TRAFFIC SIGNS

Roads

The Roads crew has been busy putting signs back up from snow storm accidents. Stop Signs are replaced within 24 hours of notice of displacement.



BEFORE



AFTER

Early morning Sunday, January 8, this semi-truck was going southbound on I-5 and did a 180, ending up on Boones Ferry Road heading northbound. The Roads crew performed the debris cleanup on the scene.



HVAC

Facilities

December was a busy month for Facilities as they addressed several heating issues throughout the City facilities, as well as removed snow and ice on the City facility sidewalks and pathways.

STEIN BARN FLOOR PROJECT

Facilities

The Facilities crew teamed up with Parks staff to tackle the Stein Barn floor project. The project consisted of carefully pulling up the old existing boards, replacing some of the sub floor sheathing, and reinstalling the old boards along with some newer rough sawn boards from a nearby mill. The boards had to be measured for width and stacked according to closeness in size. Then staff ran many of the boards through a table saw so that the boards could be installed tight to one another eliminating the large gaps that were causing a safety concern.



DANGER TREE REMOVAL

Facilities

Facilities Maintenance Technician Javid Yamin (below) did some danger tree removal at the Art Tech School. Permitted for removal were five Pine trees that will be mitigated by planting three Vine Maples and two Western Red Cedars.



City of Wilsonville November 2016



Clackamas County Sheriff's Office
2223 Kaen Rd
Oregon City, OR 97045

www.co.clackamas.or.us/sheriff

Monthly Summary

During November 2016, the Clackamas County Sheriff's Office provided law enforcement service to the City of Wilsonville on a 24 hour a day basis. During this time period the Sheriff's Office answered 578 calls for service, which was an average of 19.3 calls per day.

The monthly average for calls for service during the past three years has been 541.0. The 578 calls in the City during the month of November reflect a 6.8% increase over the average during the last three years.

Below is a chart showing the number of calls for service in the City during the last 5 years.

<u>Year</u>	<u>Number of Calls</u>	<u>Monthly Average</u>	<u>Daily Average</u>
2011	5,539	461.6	15.2
2012	5,709	475.8	15.6
2013	6,230	519.2	17.1
2014	6,558	546.5	18.0
2015	6,689	557.4	18.3

An overall look at the shift activity reflects the following percentages of calls taken, traffic stops made and reports written for November.

	<u>Percentage of Calls Taken</u>	<u>Percentage of Traffic Stops</u>	<u>Percentage of Reports Written</u>
Graveyard:	20.2%	39.5%	18.0%
Day Shift:	48.1%	35.5%	47.6%
Swing Shift:	31.7%	25.0%	34.4%

During November 2016, 276 traffic stops were made in the City with the following breakdown for each shift.

	<u>Total</u>		<u>Graveyard</u>		<u>Days</u>		<u>Swing Shift</u>	
Stops Made:	276	=	109	39.5%	98	35.5%	69	25.0%
Citations Issued:	160	=	51	31.9%	83	51.9%	26	16.3%

Included in the above totals are 83 traffic stops (30.1%) and 79 citations (49.4%) issued by the Traffic Deputy.

Calls for Service

Number of Calls Per Shift	November 2016		Monthly Average 2015	
	578		557.4	
Graveyard (2100-0700)	117	20.2%	108.3	19.4%
Day Shift (0700-1700)	278	48.1%	253.8	45.5%
Swing Shift (1100-0300)	183	31.7%	195.3	35.0%
Average Number of Calls Per Day	19.3		18.3	

Other Officer Activity

Type of Activity	November 2016	2015 Monthly Average
Follow-Up Contact	78	77.5
Foot Patrol	2	12.3
Premise Check	9	40.1
Subject Stop	26	54.9
Suspect Contact	4	5.4
Suspicious Vehicle Stop	58	67.5
Warrant Service	8	7.8
Total:	185	265.5

The chart on the following page shows the types of calls for service received during the month. These calls do not reflect actual criminal activity. In some cases the call was dispatched as a particular type of incident, but it was later determined to be of a different nature.

Types of Calls

Type of Calls	November 2016	2015 Monthly Average
Abandoned Vehicle	1	1.7
Accidents (All)	38	27.3
Alarms	46	55.6
Animal Complaint	6	11.7
Assault	5	3.9
Assist Outside Agency	17	12.8
Assist Public	40	30.5
Burglary	2	5.3
Criminal Mischief	12	12.3
Death Investigation	1	2.2
Disturbance	38	27.8
Extra Patrol Request	1	2.8
Fire Services	11	10.1
Fraud	20	20.2
Hazard	13	10.8
Juvenile Problem	13	15.4
Kidnap		0.2
Mental	7	5.7
Minor In Possession	1	0.8
Missing Person	7	1.9
Noise Complaints	8	8.3
Open Door / Window	1	1.9
Promiscuous Shooting	2	1.2
Property Found / Lost / Recovered	16	16.3
Provide Information	19	28.6
Prowler		1.0
Recovered Stolen Vehicle	3	1.8
Robbery		0.3
Runaway Juvenile	5	3.7
Sexual Crime (All)	1	2.9
Shooting		.0
Stolen Vehicle / UUMV	6	3.7
Suicide Attempt / Threat	6	10.1
Suspicious Circumstances	8	13.4
Suspicious Person	29	29.9
Suspicious Vehicle	12	14.9
Theft / Shoplift	40	34.0
Threat / Harassment / Menacing	20	17.9
Traffic Complaint	50	41.2
Unknown / Incomplete Call	10	11.8
Unwanted / Trespassing	16	13.8
Vice Complaints (Drugs)	6	5.9
Violation of Restraining Order	2	1.9
Welfare Check	28	23.2
Other Not Listed Above	11	11.3
Total:	578	557.4

Median Response Times to Dispatched Calls

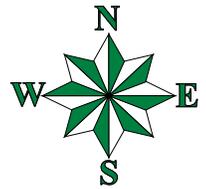
All Dispatched Calls	All Calls	Priority 1 & 2 Calls
Input to dispatch: (Time call was on hold)	3:04 Minutes	2:25 Minutes
Dispatch to Arrival: (Time it took deputy to arrive after being dispatched)	4:55 Minutes	4:37 Minutes

During November, 189 reports were written. 18.0% were written by the graveyard shift, 47.6% by the dayshift units and 34.4% were written by the swing shift units.

Reports Written

Type of Report	November 2016
Accident	17
Theft	26
Criminal Mischief	10
Burglary	3
Stolen Vehicle	4
Assault	2
Identity Theft	
Drug Crimes	10
Other / Misc. Reports	117
Total:	189

Shift Totals	November 2015	
Graveyard	34	18.0%
Day Shift	90	47.6%
Swing Shift	65	34.4%



- Burglary
- ★ Criminal Mischief
- 🚗 Stolen Vehicle
- 🔒 Theft

