



*Draft PC Minutes were reviewed and approved as corrected at the January 11, 2023 PC Meeting. Corrections are bold and underlined.*

**PLANNING COMMISSION  
MEETING MINUTES**

**November 16, 2022 at 6:00 PM**

**City Hall Council Chambers & Remote Video Conferencing**

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**CALL TO ORDER - ROLL CALL**

A regular meeting of the Wilsonville Planning Commission was held at City Hall beginning at 6:00 p.m. on Wednesday, November 16, 2022. Chair Heberlein called the meeting to order at 6:02 p.m., followed by roll call. Those present:

Planning Commission: Ron Heberlein, Kamran Mesbah, Olive Gallagher, Breanne Tusinski, and Andrew Karr. Jennifer Willard and Aaron Woods were absent.

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, Zach Weigel, and Mandi Simmons.

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**CITIZEN'S INPUT**

This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

**ADMINISTRATIVE MATTERS**

1. Consideration of the September 14, September 28, October 12, and October 19, 2022 Planning Commission Minutes

The September 14, September 28, October 12, and October 19, 2022 Planning Commission Minutes were accepted as presented.

**PUBLIC HEARINGS**

2. Airport Good-Neighbor Policies (Bateschell)

**Chair Heberlein** read the legislative hearing procedure into the record and opened the public hearing at 6:12 pm.

**Miranda Bateschell, Planning Director**, introduced the Airport Good-Neighbor Policies, noting that the City of Wilsonville, the businesses, and community members have interest in the airport and in the French Prairie farming area south of the Willamette River, and the potential growth that may happen at, and adjacent to the airport. The City was interested in having a voice at the table of any planning efforts that were occurring, whether they be at the airport or with development adjacent to or near it.

As an affected jurisdiction, the City wanted to have adopted policies in its Comprehensive Plan to help provide direction on how to participate in those processes. The purpose of the project was also to align with the role of the City's Comprehensive Plan. The City has had a lot of different discussions. Many of the issues that occur at the airport or might occur in the master planning at the airport may encompass more than the City's jurisdiction and the City's role, since the airport was not within the city's boundaries. The team tried to capture the relevant interests and concerns heard from the public and key stakeholders, as well as the Planning Commission and City Council in a manner and scope consistent with the City's role and that of its Comprehensive Plan. The project team had spent the past year working on this project with members of the public, key stakeholders, and City Council to shape the proposed policies before the Commission this evening and was seeking a recommendation to send to City Council on this matter.

- She noted the following attachments had been added to Exhibit A, the Staff report:
  - Attachment 1: Wilsonville Comprehensive Plan Map and Text Amendments regarding Area of Special Concern O
  - Attachment 2: Special Area of Concern O Context Map to show some of the other resources near the area being adopted.
  - Attachment 3: Airport Good-Neighbor Policies LP22-0003 Findings Report, which included the findings Staff prepared to show consistency with adopted City, regional, and statewide policies.
  - Attachment 4: The Planning Commission record regarding the Airport Good-Neighbor Policies, which included all the relevant public involvement information and record documents over the past year of planning work.

**Chris Green, Senior Planner, HHPR,** presented the Airport Good-Neighbor Policies via PowerPoint, reviewing the project background and context, what was heard from the community engagement process, the planning process and actual contents of the policies, as well as the proposed Area of Special Concern and Staff recommendation with these comments:

- He described the location and background of the Aurora State Airport, which was founded in 1943 and after World War II was transferred to the State of Oregon, making it part of Oregon Department of Aviation (ODA); it was considered a Category II, General Aviation Airport and had 281 aircrafts.
- The different development areas in and around the airport included the airport grounds, as well as several "Through-the-Fence" (TFF) or airport development areas where properties that were potentially airport related could use gates to get into the airport property and use the airport facility. (Slide 4)
- Master planning processes had occurred over the years. In 2018, the ODA applied for federal funds for a runway extension. The current master planning process for the airport itself kicked off in late 2021 and was a different process to help inform the City's participation in intergovernmental processes, such as master planning for the airport.
- In the vicinity of the Aurora Airport were the cities of Barlow and Aurora with Charbonneau being the closest neighborhood within Wilsonville's city limits, which were approximately 1.6 miles north of the boundary of the airport. French Prairie did not have a specific boundary but was generally

the area in between. The airport was at the edge of Marion and Clackamas Counties, just outside of both Wilsonville's and Metro's boundaries.

- The planning processes looked at airport compatibility from the perspective of planning for airport facilities and protecting air navigation, as well as how comprehensive planning related to it. The airport planning process was driven a lot by state and federal requirements and resulted in an Airport Master Plan that gets into what happens at the airport and its operations. The Airport Good-Neighbor Policies were related to Wilsonville's Comprehensive Plan, and the implementation of planning policies and goals around the airport. (Slide 8)
- The project goals included clarifying how the existing airport impacted the community, recognizing the economic benefits of the airport for the region, and ensuring the City of Wilsonville had a voice in discussions about the future of the airport and the ways it could affect the Wilsonville.
- Several different methods of community engagement were used to try to reach as many people as possible, starting with how the project and process were publicized in the *Boones Ferry Messenger*, on the City's webpage and social media, and *Let's Talk, Wilsonville!* to get a short response.
  - The project team connected and received more direct feedback through interviews with stakeholders, including firms located at the airport, different governments, farming interests, economic development organizations, etc. to get more in-depth knowledge from those working in and around the airport on a frequent basis.
  - An online survey in February and March garnered 100 participants who were primarily residents of Wilsonville as the survey had been publicized specifically to Wilsonville's community. The survey results revealed a high priority on neighborhood compatibility and surface transportation.
  - The online community conversations included two virtual open houses scheduled at different times of day to allow people with different schedules to attend and share feedback directly with the project team and hear about the project directly from Staff and the project team.
  - The team had also been refining the policies via several work sessions with both the Planning Commission and City Council.
- Overall, the community engagement revealed interests and concerns related to aviation and its impacts, as well as the land, resources, and development of the area around the airport. Key areas of interest and concern were as follows:
  - Concerns about noise and air pollution from flight patterns over Wilsonville had been heard prior to beginning the planning process. Charbonneau was the closest neighborhood and throughout the planning process, the team heard from different stakeholders that varying degrees of impacts exist over different parts of Wilsonville, particularly east of I-5, so there was no good way to draw a line to indicate the location of the impacts.
  - Water pollution in and around the Willamette River was especially a concern to some stakeholders near the airport. The City also draws from the river, which also provided a recreational opportunity for the city.
  - Loss of high-quality farmland was one of the biggest concerns with French Prairie being important to Wilsonville-based businesses and to the region.
  - Impacts on industrial and employment land area were also a concern given the airport was right near the Metro boundary. Wilsonville had regionally significant industrial and employment

areas, and the City had invested a lot, including money for infrastructure and planning processes to encourage industrial development in those areas. The concern regarded having an unincorporated area outside of the city and those requirements with industrial development could be an issue for the employment land the City had been promoting.

- Surface transportation was another big concern, both with I-5 and especially the network of county roads important for freight from farms and getting people to and from those communities in the area to the airport. Making sure development around that area did not cause roadway and traffic congestion that blocked access was important.
- A lot of different ideas were expressed about the degree to which Wilsonville would benefit from the capacity for emergency response or how that benefit would take place. Stakeholders were consistent about the emergency response and access to the airport being considered a real benefit to the city, as well as for economic development as it was close by and easy for businesses to use.
- Different options were available on how to address this area that was outside, but still impacting the city. The Comprehensive Plan section on Areas of Special Concern made the most sense as Areas A through N already existed and allowed the City to have things in its Comprehensive Plan where general language like citywide did not apply specifically enough. Some areas outside the city had since become part of the city, and others were still outside the city. There was a precedent for looking at areas close to Wilsonville that impact the community and ensure the City was engaged in planning for those areas. (Slide 14)
  - He noted one change was made to the proposed boundary the Commission had seen at the September work session. Previously everything north of Arndt Rd in Clackamas County had been omitted in Area of Special Concern O, which was now updated to include both Marion and Clackamas County areas.
  - Area of Special Concern O encompassed the airport boundary, the TTF areas, and one or two parcels generally away from the airport's boundary which were areas that could be considered development areas because of their proximity to the airport. (Slide 16)
- The objectives regarding Area of Special Concern O were described as follows (Slides 17-18):
  - Engaging in Airport master planning as an affected jurisdiction focused on ensuring the City had a seat at the table during that master planning.
  - Evaluating and responding to proposed changes to aviation activities at the airport was about making sure the City had a chance to address impacts from aviation.
  - Coordinating with federal and state agencies, which have detailed jurisdiction over airport safety, noise requirements, etc., and other organizations to minimize noise and other aviation impacts.
  - Evaluating and responding to public and private development and infrastructure projects in that area to ensure the City was engaged with planning as projects were proposed in the Area of Special Concern.
  - Ensuring concurrent infrastructure and public service upgrades maintain rural development patterns.
  - Advocating to keep the general aviation and existing services at the Airport and maintaining access to and from Wilsonville. This objective had been edited based on feedback from the

Planning Commission and City Council to recognize the Airport's role regarding resilience and emergency response in a more open-ended way than the previous draft.

**Ms. Bateschell** concluded the PowerPoint presentation, noting Staff's recommendation that the Planning Commission adopt Resolution No. LP22-0003, and announcing the City Council hearing was tentatively scheduled for December 5th, pending any recommendation from the Commission.

**Chair Heberlein:**

- Asked why Area of Special Concern Area O included the irregular section of land jutting to the east near the south side on Airport Rd as opposed to the rest of the property on that side given the way the rest of the boundary was drawn. (Slide 16)
  - Mr. Green replied it was difficult to choose one way or the other. On large parcel behind that section went all the way to the Pudding River and had a large hill. Compared to the three parcels that front the highway, a few parcels seeming a bit further removed in terms of development that would be related to the airport. The project team tried to look at what the conditions were on each parcel and did not want to split any parcels when drawing the boundaries.
- Asked about the rationale for not selecting as many properties on the west side of Highway 551 compared to the east side.
  - Mr. Green explained the parcels on the west side did not extend back quite as far as the parcels on the east. The parcel that extended all the way to the Pudding River extended even farther than other parcels to the east. The front part of each of parcels to the east on Airport Road were fairly flat, and if split, might not have been in Special Area O.

**Chair Heberlein** called for public testimony regarding the Airport Good-Neighbor Policies. Seeing none, he closed the public hearing at 6:35 pm.

**Kamran Mesbah moved to adopt Resolution No. LP22-0003 with the addition of Attachments 1, 2, 3, and 4 to the Staff report (Exhibit A). Olive Gallagher seconded the motion.**

**Chair Heberlein** confirmed for Commissioner Mesbah that the rewording on the last item of Staff's recommendations was acceptable.

**A roll call vote was taken, and the motion passed 5 to 0.**

3. Frog Pond East and South Master Plan (Pauly)

**Chair Heberlein** read the title of Resolution No. LP22-0002 into the record and opened the public hearing at 6:38 pm.

**Miranda Bateschell, Planning Director** started by marking this as an important moment in the chapter of the City of Wilsonville and for the Planning Commission which had been working very hard on this Master Plan specifically for the past year and a half. However, the work had been long coming before that as the City had already dealt with several other housing projects. She noted Frog Pond West came into the Metro Urban Growth Boundary (UGB) in 2002, and now, 20 years later, Frog Pond West was

under development with East and South coming into the UGB in 2018 after about a decade of work to get that land into the Metro UGB. Tonight, the Commission was considering a Master Plan to follow the great area planning work done before. She acknowledged hard work of the Commissioners, as well as the work of previous Commissioners over many years.

**Daniel Pauly, Planning Manager**, introduced the project team members, and thanking both the Commission and the project team for their patience, hard work, and thoughtfulness throughout the entire master planning process. He noted Consultant Joe Dills would provide an overview of the Master Plan, and he would review the updates made since the last Planning Commission work session. He acknowledged the great watercolor that provided an artist's rendition of what the master planned area might look like. (Slide 3)

**Joe Dills, MIG**, presented the Frog Pond East and South Master Plan via PowerPoint, providing a summary of the Master Plan and highlighting a couple new things of emphasis in the updated material while also giving an essence of the Plan to those online and in the audience.

- The composition of the Master Plan was comprehensive in that the chapters worked from vision to implementation, which was done thinking about how the private and public sector development would occur, and importantly, how both would come together to create a community. (Slide 4)
- The planning area was outlined in yellow on Slide 5. The South neighborhood south of Advanced Rd included the future community park and Meridian Middle School which were inside the UGB and the city limits. Because they were integral to the whole area, they were referenced throughout the document.
- Per tradition in Wilsonville, a lot of community engagement and outreach was done in many different ways. The theme was to create many ways to participate and make them all as meaningful as possible.
  - The focus groups involved stakeholders who were normally in the process, as well as those who were not, including those with affordable housing interests and whose first language was not English, and various other groups as well.
  - Online surveys and a variety of different public events were also held, from Popsicles in the Park to open houses where people could look at displays.
- As far as the Frog Pond Planning milestones, the City had been thoughtful about going from big picture in the Area Plan to the specifics of the two Master Plans, and various studies influenced those milestones. The City updated its residential Housing Needs Analysis, and then later, addressed the Equitable Housing Strategic Plan and Middle Housing Project, shining a new light on residential uses and the policy approach included as part of the recommendation before the Commission tonight. This was in addition to all the other things going on at the City about Diversity, Equity and Inclusion and so forth, so many different policy perspectives had come together in the Frog Pond East and South Master Plan. (Slides 7-8)
- The Master Plan's vision included the priorities found in the Frog Pond West Master Plan and its foundational policy approach to creating livable, walkable neighborhoods which garnered great feedback from those new residents who participated in the process. Additional priorities were included based on how some of the additional studies, including the housing studies and emphasis

on variety, had influenced this new Master Plan. He noted the engagement had always been inclusive, but the team tried to take it to a new level. (Slide 9)

- A lot of background studies were done on the area itself, including a comprehensive tree inventory to try to designate which trees were significant or not quite significant but still important to consider as development occurred. This was a combination with a buildable land inventory and other base studies that were done to make sure the base maps were correct.
  - Different housing and market conditions studies were also done. The housing affordability analysis gave a clear picture of the different types of housing that serve the different income needs of the community, from the most affordable on the public subsidized end of the spectrum to what was seen throughout most the city, middle and higher income detached housing, as well as some attached housing. Noting the spectrum of housing on the right, from 80% median income and above, he stated the City was trying to fill a new need and at least provide the opportunity for people to get a first home or perhaps a little more affordable attached home in these two new neighborhoods, along with all the other choices of detached and various sizes of lots. (Slide 11)
  - **Mr. Pauly** added at the same time, making sure all the regulatory barriers were removed for any of the other projects that otherwise got funding or ideas below 80%.
- The commercial market assessment looked at the area within about a half mile of Frog Pond. He reminded the Area Plan had identified the possibility for a neighborhood commercial center, ~~with~~ and the analysis reinforced there was a positive market for it over time. The vision was for it to be a main street gathering place for the adjacent neighborhoods and as pedestrian friendly as possible. The team was realistic that such models could not be found in the region, as it was about planning for the future and trying to take advantage of Wilsonville's location along Stafford Rd, which was a bit different compared to some of the other expansion areas. While part of the plan, the commercial vision might take some time to come through. (Slide 12)
- The Community Design Concepts started with determining where people would want to go in the neighborhoods, which provided a clear set of destinations in the Master Plan, ranging from the Grange to a potential new park in the East neighborhood, along with Main Street, the middle school, etc. These destinations were carried through in the land use and transportation work. (Slides 13-14)
  - Subdistricts were neighborhoods within the neighborhoods, such that in Frog Pond East, there would be a bit of cohesion to the middle and the Stafford Rd side of it, and maybe the eastern part as well; similar to the lobes along Kahle Rd, etc. Overtime, these subdistricts could take a little different shape than drawn on the plan, but the idea was to have a more neighborhood specific level within the neighborhoods in which the walkability and building form were all planned around.
  - The land use variety components that emerged out of this thinking included form-based planning, which was implemented/realized by the three urban forms: Type 1, larger, more closely spaced buildings, including apartments, townhomes, and other housing types; Type 2 was the next housing level down; and Type 3. The idea of putting these types all together was to create places with more compact housing as an intentional design so that feathered out and was also distributed throughout the neighborhoods. (Slide 16)

- **Mr. Pauly** noted there was a marked difference from most residential land use maps where the different colors often represented different types of housing and was used in a lot of jurisdictions. In Wilsonville, the colors traditionally represented units per acre, the density allowed; however, the subject colors indicated the form which include a wide variety of housing choices that were allowed to meet that form.
- **Mr. Dills** continued, noting the standards that would bring the urban forms into reality would be a checklist the Commission would work on after the adoption process, which involved the Development Code and more detailed implementation.
  - Two images were used throughout the process to discuss variety in the neighborhood. The cutout from the East neighborhood on the left conveyed the variety of housing types at the neighborhood or subdistrict scale of about 8 to 10 blocks of land in which there would be a whole variety of housings. (Slide 18)
  - The Development Code and Master Plan also aspired to do housing variety at a more granular, block-like level with a mixed-up variety of housing types in an intentional design. The cut out on the right was from Villebois where housing variety was done at the lot level through the master developer framework.
- Orienting viewers to site study for the Brisband Main Street, he noted Stafford Rd was on the left, and Brisband, having been extended from the West neighborhood, ran through the middle of the drawing as the Main Street. This area had a set of blocks and buildings in which the Master Plan called for vertical mixed use, buildings with shops or services on the ground level, and residential and possibly offices above on the upper floors. This would be the neighborhood commercial center for all neighborhoods located in the East neighborhood. (Slide 19)
- The public realm planning included a list ranging from trees to parks and open space, as well as transportation, street tree and lighting, and gateways. One of the benefits of doing this kind of master planning was the City could be thinking ahead to all these public investments. For example, in planning a safe and intentional way for kids to get to school, the team knew which streets the kids should use, how sidewalks and bike lanes would be placed, and how all those elements would come together to achieve the desired outcome. This also applied to open space and all the other components related to the public realm. Public realm planning served that role in the Master Plan and as development occurred. Slide 20
- He highlighted the following street cross sections included in the Master Plan with these key additional comments:
  - Stafford and Advance Road. Stafford Rd was an arterial street and Advance Rd was a collector street. Two options were shown with one being a boulevard-like design with lots of trees, a planted median in the middle, with the travel lanes next to the center median and the bike lanes outside of the planter strip on the sidewalk side. (Slide 21)
    - In coordinating with Tualatin Valley Fire & Rescue (TVF&R), the median would not be a fully continuous, as 50% would be broken to allow motorists to pull over or provide TVF&R extra room for their equipment in an emergency service situation. This design was part of the concept and would be realized in the design and engineering implementation.

- The second option had buffered bike lanes placed next to the travel lanes as opposed to being next to the sidewalk, the bike lane would be intermingled with the street, which was a typical configuration. (Slide 22)
- These were proposed as options because the team wanted the city engineer to have some flexibility in the site specific use of them. The second option might be more appropriate by the Grange where there was less land to work with.
- 60th Avenue north of Advance Rd would continue into the East neighborhood in a boulevard configuration, while 60<sup>th</sup> Ave would have an urban upgrade south of Advance Rd along the community park and school frontage on the left. (Slides 23- 24)
  - Both sections would have buffered bike lanes on the travel lanes and an extra wide, 12-ft wide sidewalk on the west side that would extend from the BPA power easement south clear to the school properties as a main walkway.
  - The text of the Master Plan included a number of traffic calming features that would be incorporated into the design of the street. For example, a center median south of Advance Rd where pedestrians could stop at the new crossing where SW Hazel would meet 60<sup>th</sup> Ave.
- Brisband Main Street was intentionally designed as a pedestrian oriented area so the Code would require buildings to be close to the street as it was intended to be a very walkable area with curb extensions and so on. (Slide 25)
- As far as implementing the housing policy direction in the Development Code, there were six strategies the project team and Commission worked on over the course of two or three meetings, ranging from listing the wide variety of housing types allowed throughout the neighborhoods, putting those into categories for developers to pick and choose from, and then setting some rules for minimums and maximums in order to end up with that variety. (Slide 26)
  - There were a lot of levers to pull using this approach and it would take some brain power to work out the final Code, but it was one way to get some assurance that the variety intended for these neighborhoods had a clear and objective way of being defined. While there would be some flexibility in the public hearing process, discretionary guidelines, and so on, this approach started from the clearing objective outcome for a variety of housing.
- On the commercial side, the Code would be updated with a few types of standards, including vertical mixed use, buildings close to the street, up to four stories along the Main Street, which would be the tallest part of the neighborhoods, everything else would be three stories or less.
- As for transportation, the streets had been classified and a Traffic Impact Analysis (TIA) had backed up that work. It was actually the third analysis over the years to verify that Stafford Rd would work in a three-lane condition with the ability to turn, and same for Advance Rd being a two-lane street with turning capabilities. The Master Plan updated a set of roundabouts at Kahle, Brisband, and 60th Ave as the main traffic control measures, a series of pedestrian crossings that were intentionally described in detail along these more major streets, and the local street network that would occur throughout the rest of the network. (Slide 28)
  - **Mr. Pauly** added the transportation modeling had assumed development in this area for years, so this was just an update to that prior modeling, not dumping all these houses into the existing model. As the City looked at forthcoming transportation projects, assumptions had been made for years that more homes would be out in this area.

- The water system had been laid out for its looping, pipe sizes, and connections to the existing system, even thinking outside of Frog Pond where a northern connection at the end of Frog Pond Lane would be needed in the future, making it a comprehensive water system analysis and layout. (Slide 29)
- As for the sanitary sewer, not all of the area could be served with gravity so small pump stations had been considered, as well as their location and catchment, which were part of the plan as well. Ultimately, everything got to gravity and to the main trunk line in Boeckman Rd, and then ultimately, the Boeckman trunk sewer upgrades.
- Stormwater was probably the most guiding and least specific of the three utility layouts as it depended on individual master plan developments. The City's priorities for low impact development applications (LIDA) were the first priority, and if all of the storm needs could not be accommodated beyond that, working down to the possibility of regional facilities was described in the technical memo and in the summary in the Master Plan. A green line along 60th Ave indicated the opportunity for a swale-type approach that would work well with the park and school properties as that street was built. (Slide 31)

**Mr. Pauly** continued the PowerPoint, reviewing the key recommended updates following questions and comments from the Planning Commission, as well as additional reviews by Staff, technical partners, such as the fire district, and City Council as follows:

- Edges between Urban Form Types. The Commission had a great discussion at its last work session about Stafford Rd in particular, which brought in the edges between urban form types, as opposed to the feathering Council had talked about to avoid abrupt edges. Language had been added about developing standards on how transitions occur at the edges of different urban forms.
- Following a technical review, the street trees and lighting had been updated based on that technical review. He appreciated the reviewers.
- Existing homes were evaluated to understand what could stay and not be redeveloped during the foreseeable timeline of the Master Plan. The project team had talked to a couple property owners, and some old homes might not be salvageable based on structural elements, such as the one built in 1900 on Stafford Rd. However, the 1920 home on 60th Ave had been highly modified in the 1960s or 1970s. A lot of new and high-value homes also exist in the Master Plan area that might not be demolished, having been built recently. The likelihood for redevelopment was also being considered as the City looked at infrastructure planning and funding. (Slide 35)
- Special design locations had been discussed, particularly around Stafford Rd and how to transition from the four stories at Brisband to two stories across the street and to the other adjacent areas. The updates acknowledged some special locations for urban form that might not be being considered. This would probably be a combination of clear and objective standards, as well as some discretionary guidance. Some particular areas were along Stafford Rd as discussed, and also having a friendly face from Stafford included adjusting height and form to transition from Main Street to what was typical for Type 2.
- On Advance Rd, making it a friendly street by having eyes on it, which meant having front doors to the street, traffic calming, and a pleasant place for pedestrians to be, not just a walled off thoroughfare.

- Parks were also part of the discussion and having active doors on the park to avoid having walls along the park. In those areas, the team would continue to think about things like entry orientation or special treatments of materials for walls or fences that might be necessary to really tie everything together.
- Specific language was added about the history of the Meridian Creek Middle School project site and the adjacent school loan sites, as well as the future community park; that they were integral and throughout the Master Plan were referred to as part of the plan, but the school sites were not technically part of the Plan since they were already in the city and had been previously planned and annexed.
- Comments were received from the property owner about potential history of the treed area south of Kahle Rd. A note had been added that the area would be reassessed to look at the understory and determine whether it had been an old tree farm or something with no substantial habitat value, increasing the probability of it being homes rather than a resource area as currently mapped. (Slide 38)
- He concluded the PowerPoint by stating Staff recommended that the Planning Commission recommend to City Council the approval of the Master Plan document along with the list of corrections and updates included in his memorandum dated November 16, 2022, and later entered into the record as Attachment 5 to the Staff report. He reviewed key changes in the memo with these comments:
  - City Council wanted to include the definition of master planning to provide context of terms being used and that language was pulled from the outreach language on *Let's Talk Wilsonville!*.
  - The Engagement Summary included some additional editing and other clarifications.
  - Contradictory to the Staff report, which discussed adding discretionary review of development for specific urban design context, the Staff report and the Master Plan currently stated discretionary, but that was now being looked at as a blend of clear objectives, as well as discretionary, so the discretionary language was being removed to give more leeway as the project team worked through that.
  - Some details and previous comments from the City Engineer were added that had not made it into the Master Plan.
  - The notes were added from the City's collaboration with TVF&R about emergency access on Advance and Stafford Rds.
  - A list of street trees for the Main Street had remained that the project team had gone on to suggest deleting. Traditionally, master plans were pretty detailed on the street tree list, but Staff found that was not a good idea because things like ice storms, climate change, or weather pattern changes turn good ideas about trees into bad ones after 20 years. The City's current street tree list, which included the latest varieties and knowledge about how trees were responding to current conditions was now referenced.
  - City Council has specifically requested a clarification that the Grange building could potentially be a great amenity over the years for the Master Plan area. Currently, the Master Plan treated it as is, assuming it would stay as it was. However, ownership could change over the decades and now the language noted any future public ownership of the Grange building would depend on future funding, which had not been identified at this point.

- Some good points had been made in a Council work session about side yard usability based on some lived experiences, particularly in Villebois, so some ideas directed Staff when Code writing to think carefully about how to direct side yards to avoid ending up with useless weed patches that would use up valuable land.
- He asked that the Commission include the updates and the memo in its recommendation tonight.
- He referred to the letter dated November 7, 2022, from Kenneth Kent with the Clackamas County Engineering Division with some feedback, particularly around transportation, noting the letter did not reflect the collaboration that had been happening for some time between the City Clackamas County on many of those issues. The City Engineer and Scott Mansur from DKS were present to answer any questions about the letter, which was entered into the record as part of Attachment 4.
- A letter dated November 14, 2022, was also received from Tim O'Brien, Principal Regional Planner at Metro and who had been the grant administrator and a key partner in the project. Mr. O'Brien's comments were in support of the Master Plan, acknowledging the City still had work to do on infrastructure funding implementation, which would be presented to the Planning Commission early next year. The letter was also entered into the record as part of Attachment 4.

**Commissioner Gallagher:**

- Inquired what Mr. Pauly's comment about avoiding the list of trees meant given the Commission's discussions around tree canopy and preserving trees, and whether that would still be in effect in the Master Plan.
  - **Mr. Pauly** confirmed all the existing trees were still being preserved. Rather than having to choose the current variety on the market that was very specific, the change clarified the intent regarding the form of the trees and the amount of tree variety on a street, whether they were to be fairly uniform versus having a more natural look and mix. At the time of development, the landscape architect could work with the City off the current list to determine the best tree type would in 15 to 20 years in the future.
- Recalled concerns about tree preservation going by the wayside in other neighborhoods when developers come in and decide to remove trees.
  - **Mr. Pauly** acknowledged a tree's condition could change over time given they were living things and sometimes just fail and fall over. However, the intent was that every attempt would be made to preserve every tree identified to be preserved.

Mr. Pauly entered into the record the following attachments to the Staff report (Exhibit A)

- Added to Attachment 4:
  - Letter dated November 7, 2022, from Kenneth Kent, Clackamas County Engineering Division
  - Letter dated November 14, 2022, from Tim O'Brien, Principal Regional Planner, Metro
- Attachment 5: Memorandum dated November 16, 2022, from Daniel Pauly, AICP, Planning Manager.

**Commissioner Tusinski** asked if the improvements proposed and as designed in the cross section would be able to accommodate the most likely significantly increase in traffic from both the Master Plan the City created and people bypassing the proposed tolls on I-205.

- **Scott Mansur, DKS Associates**, confirmed she was inquiring about the location adjacent to the Frog Pond Development and stated the team had looked at the 20-year analysis, the full-growth of what was planned in the UGB and in the Frog Pond development and the cross section would provide for the long-term plan. The tolling study was still being done, but the team had asked the County about where the tolling would be and its impacts. An increase in traffic on Stafford Rd was not expected from the tolling.
  - He confirmed that as part of the analysis, the impacts created by the tolling would be addressed through by ODOT that tolling and the funding [revenue generated] from it.

#### **Commissioner Mesbah:**

- Noted if ODOT ends up building an I-5 through Wilsonville for the bypass, it would defeat the purpose of reducing congestion by pricing congestion. Wilsonville should not start expanding all its roads in order for I-5 to go through Wilsonville as that would be a disaster. It seemed with the traffic calming happening in Frog Pond, it would not be a chosen path for anybody on I-5 because traffic would back up all the way to the I-5 exit.
- Asked DKS to speak to the strategies related to diverting traffic from I-5 because of tolling.
  - **Mr. Mansur** explained one reason for the proposed design and the roundabouts was to slow traffic and have traffic serve the Frog Pond Development and Wilsonville, not to create an express way for cut through traffic within the city. The roads were designed and included design components to discourage a quick cut through the city.
- Asked about the idea of inducing demand by having capacity sitting there waiting for the bypass.
  - **Mr. Mansur** explained building a big wide facility that would be fast would only encourage cut through. Traffic travels like water, in the path of the least resistance. Building bigger streets and faster roads encourages the demand from other facilities to come use the new facility.
- Stated there were two ways to address it, one accommodating it, which would just invite more traffic from I-5, and the other was to create disincentives. He asked if Mr. Mansur expected to hear Clackamas County's assessment of what the likely routing would be of that traffic and how to comment and provide disincentives.
  - **Mr. Mansur** explained Clackamas County knew there would be traffic in the Frog Pond area. Traffic would head north on Stafford Rd, and the County wanted it to operate in a safe manner. The County had done some former studies, and the City was partnering with future safety improvements to make sure the facility was safe, not necessarily that the City would build a big wide street for an expressway. Clackamas County's focus was more that they wanted it to be safe for Wilsonville residents and other residents within the area to travel on Stafford Rd, which was what they were both trying to achieve.

#### **Commission Karr:**

- Expressed concern that Clackamas County stated in its letter to Wilsonville, "In addition, proposed I-205 tolling will add a significant amount of traffic to SW Stafford Rd and will bring some intersections along the corridor such as SW Stafford Rd/SW Mountain Rd close to capacity." (Item 4, Clackamas County Letter). Why was the County asking Wilsonville to be concerned about something completely outside the City's area of influence?

- **Zach Weigel, City Engineer**, explained the City was in conversations with Clackamas County regarding the content of the letter and working through some of the issues. It really did come down to the County's concern for safety for the corridor. The City was partnering with them on projects not within Wilsonville like 65<sup>th</sup> Ave, Elligsen, and Stafford Rd. It was strange to ask Wilsonville to analyze an intersection that far outside the city. He reiterated that new traffic was not being added to the model. Frog Pond had always been accounted for in the model and in what the County's Capital Improvement Plan and Transportation System Plan was addressing.
- **Mr. Pauly** added anything above what prior models assumed was de minimis.
- Believed people who wanted to use Frog Pond as a bypass would hit Elligsen and turn toward I-5. Drivers would not come clear into Stafford and Advance because it would not be a bypass for somebody trying to cheat the tolling system.
  - Item 5 of the County's letter regarded the whole Elligsen/65th Stafford mess. Clackamas County stated that prior to approval of the City's Master Plan, Wilsonville needed to mitigate the traffic impacts. The mitigation of traffic impacts should be identified, including funding mechanisms with approval criteria tied to capacity of intersections within the influence area of the Master Plan. It seemed the County was asking Wilsonville to solve its problem.
  - **Mr. Weigel** noted the City was currently working with the Clackamas County on that intersection for a temporary signal for construction of the Boeckman Bridge. The City was also coordinating with the County on the ultimate future improvements on that intersection and helping to fund some of that work.
- Remarkd the County's letter almost sounded like his dad calling him out to the woodshed saying, "Fix it or we are not going to approve this." He knew Wilsonville needed Clackamas County to approve the Master Plan.
  - **Mr. Weigel** clarified the City did not need Clackamas County's approval, adding the City was continuing to work through the issues that the County brought up.
  - **Mr. Pauly** clarified on the record that Clackamas County did not have approval authority on the Master Plan.
- Asked why Clackamas County implied that in its letter.

**Commissioner Mesbah** understood that Clackamas County hoped the City would take care of those things prior to the City's approval of the Master Plan, not their approval. The County assumed I-5 was going to be bypassed, but the only way Stafford Rd would be a bypass for I-5 would be through Wilsonville Rd and up through those neighborhoods to Stafford Rd, which was really circuitous. If that happened, he believed it would bog traffic downtown. In the conversations with the Clackamas County, the idea of whether Wilsonville would accommodate this bypass or try to discourage it should be nailed down early on.

#### **Chair Heberlein:**

- Noted the pictures of Options 1 and 2 for the street cross sections still showed high voltage power lines running through Stafford Rd and Advance Rd which was a question raised at the previous

work session. Had there been any additional conversation about the feasibility of undergrounding those high-power lines?

- **Mr. Pauly** stated if it was at all feasible, the City would require it and had the Code to do so. However, if it had to be cooled with water or something underground, it was not going to happen.
- **Mr. Weigel** noted the City was going through the same thing on the Boeckman Rd project right now, and those high voltage lines could not be undergrounded. It was doable, but it would cost the City \$10 million a mile. The lines did require cooling systems as they generate a lot of heat, making them very expensive to underground. A recent example was on Clutter Rd where the developer undergrounded everything that was overhead except the three, high voltage wires, and it looked good. When limited to only the three wires and they were very high, it was a lot less noticeable than what was seen there today.
- Noted a previous discussion about the stormwater basins K1 versus K2 and the rationale for having designating K2 as a separate basin and asked if the team had any additional thoughts about that. (Slide 31)
  - Mike Carr, Murray Smith, had technical difficulties when trying to respond.
  - **Mr. Pauly** understood the key difference was that due to topography K2 could not drain to any regional facility whereas K1 could.
- Noted the drain line pointed east, same as K1, toward Cruise Creek.
  - **Mr. Weigel** explained there were two separate outfalls and K1 needed to discharge at the top of the creek basin. The City could not dry up the Cruise Creek basin by not putting the outfall at the top of the creek there.
  - **Mr. Dills** confirmed Mr. Carr agreed with Mr. Weigel's response.
- Noted a Special Design Location was shown on the north side of Advance Rd and expressed concern about the south side. Would the area east of SW 60th have the north side facing the road but the south side not facing the road, potentially having backyards or side yards directly abutting Advance Rd? (Slide 36)
  - **Mr. Pauly** explained it was a built condition on those, adding that was where a lot of those homes that would not change during that period were located, and a lot of them did front on Advance Rd. However, it was a fair point that maybe even development west of 63<sup>rd</sup> Ave should face north on Advance Rd.
- Confirmed the memorandum (Attachment 5) could be updated to add a Special Design location on the south side of Advance Rd.
- Noted the text on Page 1 of the memorandum (Attachment 5) stating, "Somewhere in chapter 1" needed clarity about where that call-out should go.
  - **Mr. Pauly** explained it was essentially a formatting thing. It was something the City wanted as early as possible, but he did not want to throw their formatting work and design into disarray by saying it had to be in that one spot. He wanted to give the formatters leeway to put it where it fit within that chapter. It would be a standalone call-out box.
  - **Mr. Dills** stated the team would try fit it to Page 2, noting it would have a bit of a domino effect. He asked that the team have the flexibility of including it on either Page 2 or 4.
  - **Mr. Pauly** clarified that Page 3 was a full-page map.

**Chair Heberlein** called for public testimony on the Frog Pond East and South Master Plan.

**Dean Sprecher, 5696 Advance Rd, Wilsonville**, stated this was nothing new to his family as they had been involved with the proposal from the beginning, and some things had been proposed and some things had been changed. If the Planning Commission was recommending approval of the resolution, he did not know exactly how far that went. However, he had questions about some of the legends and markings on the maps, one being the conceptual trails along the UGB. The first Frog Pond Master Plan that was implemented had lots of maps. A hiking trail was shown going from Advance Rd south right up against the UGB. The pictures on some of the maps, especially the one with the conceptual trails, showed trails going from east to west through the properties, but deadhead at the UGB. He asked why the road deadhead at the UGB, and what was going to be along there?

**Mr. Pauly** responded the trail locations were conceptual. In terms of the transportation network, the only things fairly set in stone were the framework streets, like 60<sup>th</sup> Ave and Brisband. All the other internal streets illustrated the size of blocks being aimed for, but their locations would be determined at the time of development. From an engineering and City standards perspective, even if a trail was somewhere that was not going to redevelop, the City always tried to take it to the edge, so it did not stop future connectivity, even if it was decades in the future.

**Mr. Sprecher** noted on the original Frog Pond plan, a trail came right down his driveway, and now there were lines going across in the back. He understood the plan was to do the trail down 60<sup>th</sup> Ave or would there be more than one trail out there.

**Mr. Pauly** explained the main connectivity from the regional trail system would be down the west side of 60<sup>th</sup> Ave.

- He clarified any images showing a trail down Mr. Sprecher's driveway would have been conceptual. The current plan was that main trail with local trails possibly connecting a small pocket park to another small pocket park or something like that in the future. However, the regional trail connected to the entire city trail system, essentially connecting from the BPA easement, down behind Meridian Creek Middle School to a future trail that would likely cross the creek over to Boeckman Creek Primary and that main connection would be down 60<sup>th</sup> Ave.

**Mr. Sprecher** said in reading some of the paperwork discussing annexation, he wondered if annexation was required.

**Mr. Pauly** explained that annexation would be the same as it had been historically in Wilsonville with the other master plans, which was at the request of the property owner. He confirmed Mr. Sprecher had a choice about whether to annex into the City. He noted the standards were there whenever Mr. Sprecher or a future owner decided to do something with the project.

**Mr. Sprecher** wondered about eminent domain after reading something about force of law when it came something like a trail.

**Mr. Pauly** explained it meant that if someone chose to come into the city, they could not build something completely different, but had to comply with the Master Plan; however, there was no force for coming into a city, but if the right-of-way was being widening for example, there could be a right-of-way purchase.

- He explained there could be a right-of-way purchase if it was a regional trail. However, he was not aware of any planned regional trail that would trigger anything like that.

**Mr. Sprecher** noted the Special Design Location would be directly across the street from his house, and he wondered if a four-story building would be sitting across the street from his house.

**Mr. Pauly** clarified the buildings would only be one to two stories and that four stories were planned on Stafford and Brisband, the first new crossroad in Frog Pond West. The standards were about how the area between Stafford and Brisband transitioned, because the Commission had discussed the need to be sensitive to that transition from the two-story t on the other side of Stafford to a more intense development. On purpose, a lot of the potentially more intense development was somewhat internal to the area, so the edges blended better with surrounding development.

**Mr. Sprecher** asked if the plan was to lead to high density housing right there and off of Brisband.

**Mr. Pauly** clarified Brisband would likely be ground floor with two or three stories of apartments above.

**Mr. Sprecher** stated Wilsonville traffic was a disaster, and everybody knew it, even people in other states. He noted when the Commission was talking about not going down Stafford Rd, that was not going to happen. All one had to do was go where he lived on a Sunday or Saturday afternoon and all of the streets were packed. Everybody came off the freeway, and all the City was going to do was screw up people like Mr. Sprecher because roundabouts and all that would just choke the traffic down to where he could not get around, even just putting the traffic light up at the end of Stafford Rd. He did not understand why somebody could not put a flashing yellow light on the left-hand turn lane heading south on Stafford Rd, so he could turn on to Advance Rd. He did not know what channels to go through to speak to somebody about it because he had lived there almost 20 years and in the Wilsonville area since 1966. If the City or whoever was in charge could not handle that at that intersection, how would they handle the other stuff? They did not even take that into consideration. He was a little frustrated about the traffic up there and asked where he could get the Frog Pond East and South Master Plan, as he had looked online with no success.

**Ms. Bateschell** assured Mr. Sprecher would receive an email with the information tomorrow morning.

- She clarified the public notice that went out had been for this hearing as well as the City Council hearings, so depending on the action the Planning Commission took tonight, a recommendation would go to City Council for a public hearing which was tentatively scheduled for December 5th, depending on tonight's outcome.

**Chair Heberlein** thanked Mr. Sprecher for his comments, noting the city engineer would be the right person to talk to specifically about any traffic concerns.

**Mimi Doukas, AKS Engineering, representing West Hills**, thanked the Planning Commission for incorporating much of their feedback, noting this was the first of very long chapter, acknowledging a lot would still need to be worked out in the details on the implementation side. West Hills believed the concept plan allowed them to move forward with the implementation components and be able to build the community West Hills had in mind. That being said, they did want to be on the record on a few things, just to avoid any confusion going forward.

- West Hills believed the plan reflected the ability to do a three-story structure, the garden style apartments along Stafford Rd, subject to design refinements they expected to see in the implementation measures.
- She sought clarification about the retail along Brisband. West Hills intended to build ground floor retail available space and then residential above. West Hills heard from City Council and Planning Commission retail was a very tricky land use. There was a lot of retail that did not work, and a lot of areas did not support it. West Hills' expectation was that the buildings along Brisband would be designed to a commercial standard so they could accommodate commercial. West Hills would do their best, but there was still the ability to have it be residential in the interim to avoid having vacant storefronts and vacant space along the Brisband frontage, and to give that area time to mature and grow into that retail.
  - There were a lot of rooftops with Frog Pond West. However, there was still a lot of rooftops expected that had not come in yet. Retail needed those rooftops in place before retail had some life and some dollars moving through the economy.
- West Hills mostly wanted to be on the record as it believed that was what the plan was communicating, and the language saying up to a certain square footage of commercial mimicked what she was describing, but she wanted that to be on the record.
- She thanked the Commission, stating West Hills would return for implementation.

**Chair Heberlein** asked Staff to confirm Ms. Doukas' statements regarding three-stories along Stafford Rd and the retail flexibility.

**Mr. Pauly** confirmed her comments reflected conversations had with the Planning Commission. The project team was exploring the exact language, but the record supported having some flexibility there.

**Ms. Bateschell** noted at the bottom of Page 107 of the Master Plan, Item 9 included new language that tried to capture the conversation from the last Planning Commission meeting and the desire to ensure a good transition between the Main Street and the Type 2, as well as the adjacency across Stafford Rd and the primarily single-family, two-story buildings on the west side of that road. The project team tried to capture the fact that when they got to implementation and the design of the Code standards, they wanted to be intentional about those areas and that transition, and that new language provided the policy guidance heard from the Commission. She asked the Commission to take a moment to scan the language and make sure that was captured adequately. A couple examples were mentioned, one being the potential for three-story buildings along Stafford as one made that transition, and another example was of buildings with step backs to provide the transition between the area adjacent to the park and the Type 2 that would be adjacent to that Type 1 area. The team had taken some time to

really think about where those different areas of transition would occur in the neighborhood, not just along Stafford Rd, but throughout the rest of the neighborhood.

**Sally Bany, 28901 SW 60<sup>th</sup> Ave**, stated her neighbor Mr. Sprecher raised most of the questions she had. She had never been through anything like this before in the City of Wilsonville and wondered if someone could walk her property with her to help her figure out what was going on as she also had questions about the pathways that connected the Meridian Creek School and parks and came through the corner of her property. Additionally, she did not know how to read some of the artist renditions, specifically regarding the water drainage, as it looked like the green lines went through her property. She also sought clarification about incorporating her property into the City of Wilsonville, and if saying no would be like eminent domain when widening 60<sup>th</sup> Ave or putting footpaths through. She did not know how it all worked.

**Mr. Pauly** replied Staff could certainly arrange for a site visit or something similar to help her understand what everything meant for her property and offered to be her contact. He explained there could be a scenario where the City would work to acquire edges of her property for 60<sup>th</sup> Ave or something. However, the City had not determined whether that would be the case at that point. Otherwise, the way the City worked was when a developer or someone selling to a developer or entering into a purchase agreement with a developer, the approval of the subdivision, annexation into the city, and rezoning all occurred concurrently.

**Ms. Bateschell** added that would be when the connections to facilities would occur. At the time of annexation and development, the improvement of services to urban standards would occur and the connection to city standards.

**Ms. Bany** stated she was more concerned about what looked like a drainage, adding it would be helpful to have the Master Plan book. She confirmed where her property was on a map provided by Ms. Bateschell.

**Ms. Bateschell** noted for the record, she was showing Ms. Bany Page 123 of the Master Plan, which was the Proposed Stormwater System. She reiterated these were improvements that would occur upon development, and so stormwater would need to be managed when there was new development and new impervious surface. That was the system that would be put in place to help appropriately manage that stormwater.

**Mr. Pauly** added that would not be necessary to build until Ms. Bany's property developed; it was not serving other properties.

**Chair Heberlein** confirmed there was no further public testimony and opened the floor to for Commissioner discussion.

**Commissioner Mesbah:**

- Noted in some municipalities, when going to urban standards for streets, if one side was annexed and the other side was not, one side of the street was constructed, leaving the other side rural until that other side came in. Was that how it was done in the City of Wilsonville.
  - **Mr. Pauly** responded yes, adding there could be situations where three-quarters of the street was built, enough for two-way traffic and sidewalks on one side, with the other side being just a curb or left for future development. There could be a scenario like on 60<sup>th</sup> Ave where the whole thing would need to be built at once as a City project. Both sides could be built, but typically a three-quarter street was done.
    - He clarified 60<sup>th</sup> Ave could be different in terms of the funding and needing to build it earlier because of the infrastructure that would need to go under it. They would get into the infrastructure funding later. However, typically, three quarters of the street was done.
- Noted for those property owners worried about eminent domain of the upgraded 60<sup>th</sup> Ave taking their land, even if they were not yet annexed into Wilsonville, perhaps clarifying that or maybe doing some research to have a more definitive answer might help them. Although even in that case, if only one property was not annexed on that side of the street, for all practical purposes **the property** would **end up being** annexed. He could see that the City would build the upgraded 60<sup>th</sup> Ave with curb and gutter and not just leave a 140- or 100-ft wide property in rural, but that was probably not the way it would be develop.
  - **Mr. Pauly** clarified there could be a scenario where eminent domain could happen. However, in these sorts of development scenarios, it was rather rare.
  - **Ms. Bateschell** clarified for the record that when the City did an acquisition of right-of-way, there was a process that occurred with the City and fair market value was paid, though that rarely happened. Typically, this type of development occurred as land annexed and the improvements were built as a part of the construction of that development. The City did not always go out and do the right-of-way on its own, although there were examples of roads in the city where the City had acquired and paid fair market value for right-of-way to the property owners in order to build a facility that was needed in advance of the development happening, which was a process. The City would be going through the Infrastructure Funding Plan over the next six months and having conversations about the framework projects and the timing of those projects. If anyone in the audience was interested in understanding that better, and whether one of the roads adjacent to them could be a part of that conversation, Mr. Pauly would be their point of contact as he would be able to provide them with notice of those conversations and when that would be going before the Planning Commission.
- Assuming the City had not condemned any property for a trail, nor anybody's driveway, so the conceptual aspect of the map was just that, the City would look at where the logical location should be as development happened, and it would be where it made sense, not in somebody's driveway.
  - **Ms. Bateschell** replied that was correct, in addition to making sure those were put on the map to show future connections, acknowledging the City was living, operating, and putting a plan together for a certain point in history, and 20, 40, 60 years down the line, the community would look different and potentially have grown. What was currently outside of the UGB would not likely always be outside of the UGB, just like this Frog Pond neighborhood.

- Back when the City had prior developments, connections were shown up through the Boeckman corridor, recognizing the importance of that and having a regional trail that could connect up to the north, and now, up to the north was existing neighborhoods in the City of Wilsonville. Those things become much more formal as the areas actually ended up in the UGB, and then the City planned for them and were able to delineate them. Right now, the City was showing that it did not want this community to not have some of that inner connectivity and permeability with areas that could someday end up in the UGB as well. The City wanted those connections to be made and the ability for that to happen. Those trail connections were conceptual until the time of development, and until those other adjacent areas were added to the UGB. [
- Asked about the timeline for the Master Plan, noting some of the apprehension was that people who had lived there for 20 years were worried that next year, they would have a four-story building within their eyesight. He heard it took 20 years for the West neighborhood to develop, and the East was just starting, so those who lived there for 20 years would have another 20 years before they would be ready to sell, but even then, everyone had a choice.
  - **Mr. Pauly** confirmed that was correct, noting timelines were always uncertain in a world that changed all the time. Depending on the market, it could be slow, it could be fast. Indications were that development would start in Frog Pond East along Stafford Rd; however, following the infrastructure funding plan was a key piece because nothing could be built until the infrastructure was there. Infrastructure was not cheap and understanding the progression of the infrastructure would be key to understanding the timeline of how the neighborhood would develop.

**Chair Heberlein** closed the public hearing at 8:13 pm.

**Chair Heberlein moved to adopt Resolution No. LP22-0002 with the addition of two letters to Attachment 4 and the addition of Attachment 5 with the following revisions:**

- On Page 1, "~~Somewhere~~ **On Page 2 or 4** in Chapter 1, add call-out box describing what "Master Planning" is."
- Add the south side of Advance Rd to the Special Design locations.

**Commissioner Gallagher seconded the motion.**

**Chair Heberlein** thanked Staff for all their hard work on the Master Plan, noting the Commission had met a number of times talk about it and the number of Staff hours required to put it all together. He really appreciated all the hard work Staff did to make excellent plans, which was why Wilsonville was an excellent city.

**Commissioner Karr** stated he was bothered by the way Clackamas County worded its letter, adding the Commission had some assurance the City was working with them. He also echoed Chair Heberlein comments about Staff and the amazing job that was done and all the work that went into the Master Plan.

**A roll call vote was taken, and the motion passed 5 to 0.**

## INFORMATIONAL

1. City Council Action Minutes (October 3 & 17, 2022) (No staff presentation)
2. 2022 & 2023 PC Work Program (No staff presentation)

**Miranda Bateschell, Planning Director**, recognized Commissioner Tusinski and Commissioner Woods for their service on the Planning Commission. Because there would not be a December meeting, she wanted to acknowledge all the time and effort both Commissioners had put into serving on the Planning Commission, which showed the great amount of care they had for the city and the people who lived in the community. The work done in City Hall was really important as the policies being set directly impacted the lives of the people who lived and worked in Wilsonville. She thanked them for their time and their thoughtfulness in doing the work, hoping that they took pride for what they had done and given to their community. She acknowledged Commissioner Tusinski's contributions to the process as she put herself in the shoes of those living in the community and considered how they would be impacted. She wished her the best in her next adventures and hoped to see her again at Planning Commission in some way, shape or form, perhaps at the microphone testifying. She noted she had plaques and thank you cards for Commissioners Tusinski and Woods and treats for everybody to enjoy after the meeting, as there was a lot to celebrate this evening.

**Commissioner Tusinski** thanked everyone on the Planning Commission as well as Staff, noting her time on the Commission had been a great learning experience and it was a privilege to serve the city.

**Chair Heberlein** also thanked Commissioner Tusinski, appreciating her insightful commentary and thoughts, as well as her attention to detail; not just going through the motions, but actually looking into things and really putting forth the effort.

## ADJOURN

**Commissioner Tusinski moved to adjourn the regular meeting of the Wilsonville Planning Commission at 8:21 p.m. Commissioner Gallagher seconded the motion, which passed unanimously.**

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, LLC. for  
Mandi Simmons, Planning Administrative Assistant