

**PLANNING COMMISSION
WEDNESDAY, JANUARY 18, 2017
6:00 P.M.**

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon**

Approved as presented
February 8, 2017
Planning Commission Meeting

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Greenfield called the meeting to order at 8:10 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Al Levit, Kamran Mesbah, Phyllis Millan, and Simon Springall. City Councilor Charlotte Lehan was not present.

City Staff: Chris Neamtzu, Amanda Guile-Hinman, Miranda Bateschell

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.

CITY COUNCIL LIAISON REPORT

No City Council Liaison Report was given due to Councilor Lehan's absence.

CONSIDERATION OF THE MINUTES

A. Consideration of the December 22, 2016 Planning Commission minutes
The December 22, 2016 Planning Commission minutes were accepted as presented.

II. INFORMATIONAL

A. Planning Commission Chair & Vice-Chair Nomination

Commissioner Springall nominated Jerry Greenfield as the 2017 Planning Commission Chair.
Commissioner Levit seconded.

Jerry Greenfield was unanimously elected 2017 Planning Commission Chair.

Commissioner Millan nominated Simon Springall as the 2017 Planning Commission Vice-Chair.
Commissioner Levit seconded.

Commissioner Hurley nominated Eric Postma as the 2017 Planning Commission Vice-Chair.
Commissioner Mesbah seconded.

Following an informal written vote, Eric Postma was re-elected as Planning Commission Vice-Chair for 2017.

III. WORK SESSIONS

~~A. Water Treatment Plant Master Plan (Mende)~~

This item was removed from the agenda.

B. Frog Pond Master Plan (Neamtzu)

Chris Neamtzu, Planning Director, stated the Planning Commission had been discussing and providing direction about the topics contained in the Frog Pond West Master Plan throughout 2016. The City had also been working closely with landowners, the development community, and citizens to shape the Master Plan, which was significant accomplishment. He noted the artwork on the cover was a rendering of what the neighborhood could feel like as a logical and thoughtful extension of the existing city.

- Referencing the work session agenda (Page 1 of 5 of the Staff report), he invited Tim Woodley to discuss the School District's plans announced last month for their 10-acres fronting on Boeckman Rd and to categorize an additional 15-acres in a 'land bank.' He and Mr. Woodley had been working closely for a long time and he was excited to see the School District's plans and willingness to work with the City on a park site.
- He noted that while Staff revised the street grid and Master Plan text related to the School District's plans in time for tonight's work session, the Code revisions, along with some additional modifications, would return before the Commission next month for another work session.

Tim Woodley, Director of Operations, West Linn-Wilsonville School District, noted the City had invited the School District early on to participate on the Frog Pond Task Force and other groups that have worked on the project over time. He provided an update on the School District's properties and addressed questions from the Planning Commission as follows:

- The District purchased the 25 acres of parcels in Frog Pond more than 15 years ago, before it came into the Urban Growth Boundary (UGB), through the work of the District's Long Range Planning Committee. The District continued to be a fast growing district with enrollment growing from 4,000 students 20 years ago to 11,000 plus students in 2021, according to the last five-year projection. The City had always been very helpful to the District in its planning to meet its future needs, as evidenced in Wilsonville having the newest fleet of schools in the School District. The partnerships created between the District and City over the years have allowed both students and Wilsonville citizens to use the District's great system of buildings and facilities, a situation that they wished to continue into the future.
- Having owned the Frog Pond property for so long, the District knew development would eventually occur; however, the City, not the District, drove the timing of the Frog Pond conversation, along with the interest in Wilsonville.
- The property purchased by the District was in what was called a 'land bank', being purchased when it was affordable with the intention of either building a school on it or selling it at current market prices to purchase a more suitably situated property for a school.
- The School Board recently determined that the 10-acre parcel on Boeckman Rd was a viable future school site, but the other two parcels would remain in the land bank having no immediate future purpose. While developers have occasionally expressed interest in the District's properties, only the School Board could buy and sell District property; therefore, it was up to the Board to decide what to do with the 15 acres of properties in the land bank.
- He expressed his appreciation to City staff and the Planning Commission for the opportunities they had given the District to partner with the City on Frog Pond. He especially appreciated Mr. Neamtzu helping the District understand the timing, so the District's actions could work in the best interests of the planning for Frog Pond.
- He clarified that of the 40-acre parcel at the Meridian Creek School site, 20 acres would be used for the middle school the District was currently building and 10 acres would go to the City for a park, resulting in 10 unassigned acres. In the past, the District discussed putting a primary school at the 2-acre parcel purchased from the Lowrie Family that inset into the District's property but was still in the county.
 - The District's best option was to place primary schools right in neighborhoods, as stated in the District's Long Range Plan. Clearly, Frog Pond West was the first, large residential area and embedding a school there might be the best use of a District property since the Advance Rd site, leaving the 10 unassigned acres at the Meridian Middle School site for some other purpose.

- He explained that the three School District properties were all adjoining, distinct, rectangular properties, a 10-acre parcel fronting on Stafford Rd and the 10-acre parcel fronting on Boeckman Rd with the adjoining 5-acre parcel. The parcel on Stafford Rd was the old Buzz Russell place.
- He was uncertain when construction would begin on the school in Frog Pond West. The Long Range Planning Committee recently updated the District's demographics, but the numbers had not been reviewed internally. However, construction was nearing and the school would most likely be a primary school.

Joe Dills, Angelo Planning Group (APG), stated that the project team had incorporated the School District's future school in the finishing stages of preparing the Frog Pond West Master Plan. The District's 10-acre parcel fronting Boeckman Rd and the adjoining 5-acre parcel would receive a Public Facilities designation instead of a Residential Neighborhood designation.

- The Master Plan served a regulatory role in capturing and enabling the policy and intent for the Code standards and issues discussed by the Commission and would be adopted as a supporting document of the Comprehensive Plan. The Master Plan also served an illustrative role by reflecting the goals and intent of the Residential Design Standards or frontages along Boeckman Rd.

Mr. Dills highlighted key elements in the Draft Frog Pond West Master Plan, which was distributed to the Planning Commission, noting items impacted by the new school site, areas where the Commission's feedback from the last work session had been incorporated and items on which the project team sought further input.

Discussion and comments regarding the Draft Frog Pond West Master Plan were as follows:

- Vision, Principles, and Intent.
 - Consider emphasizing detached homes in the second sentence of the "Provide for Wilsonville housing needs" section on Page 10 given the amount of discussion about the importance of detached homes, especially in the West Neighborhood.
- Land Use. With the redesignation of the two parcels to Public Facilities, the maximum number of dwelling units for Frog Pond West had been reduced from 610 to 571 units, resulting in fewer homes to pay for infrastructure, although the school facilities would contribute system development charges (SDC).
 - Including the net square feet for lot sizes, shown under "Maximum densities" on Page 21, in Table 1 (Page 22) and Figure 4 Frog Pond West Land Use and Subdistricts on Page 23 was suggested to help the public more easily identify the average lot sizes in each residential designation.
 - Mr. Dills noted the 5-acre land-banked parcel adjacent to the 10-acre school site along Boeckman Rd was officially for optional uses, but it would certainly be an excellent candidate for the neighborhood park site.
 - A Significant Resource Overlay Zone (SROZ) overlay would be added to Figure 4 Frog Pond West Land Use and Subdistricts on Page 23.
- Residential and Community Design.
 - Open Space in Small lot Subdistricts (Page 36). This requirement would be influenced by the school on the 10-acre parcel. Comments about the 10 percent open space requirement now that a civic use would be adjacent to one of the subdistricts were as follows:
 - The addition of the civic use did not remove the reason why small spaces were wanted in the subdistricts in the first place. The intent was to provide greenspaces for active uses and to encourage a community feel, as well as a relief from the high-density feeling in lieu of lawns.
 - Given the parking problems in Villebois, concern was expressed about the apparent absence of guest parking and access, particularly in the cluster housing around the common green and the two blocks of rear garage alley access with a green space pedestrian way in front shown on Page 35. Where would the guests of those residents park within walking distance of the front door?
 - To provide more certainty for guest parking, the project team could explore including a Code standard requiring guest parking within X feet.
 - In the illustration, the cluster housing had guest parking bays close to the homes. On street parking was intended to accommodate guest parking for the homes clustered along the pedestrian way.

- Nothing would preclude others from parking in the bays, but they would free up on street parking spaces for guests. The idea was to supplement the on street parking with additional bays, resulting in more total parking
 - Guest parking was designated in Charbonneau, although whether it was adequate for that development was uncertain.
- The illustration on Page 35 seemed inconsistent with the Principle on Page 28 about front doors and walkways facing streets, and the Master Plan Intent to ensure the pedestrian entrance was visible or clearly identifiable from the street.
 - Mr. Dills responded the Main Entrances Section was not complete. While the grouping of front entrances around a common green space had been done successfully in many places, it was not a requirement, but rather one of multiple options available in small lot projects.
- While the parking bays in other existing neighborhoods were wide enough for parallel parking, some people parked perpendicular to the curb in the bays, leaving their cars sticking out into the street.
 - The ability of the project team to address the problem of providing enough parking was questionable, so leaving the parking as proposed was suggested; though concerns about street-facing entrances should be addressed.
 - Mr. Neamtzu noted Staff could not imagine the parking situation in Villebois manifesting itself in the West Neighborhood because the two developments had such different dimension standards and number of units on the street frontages. The smallest lot allowed in the West Neighborhood was 4,000 sq ft, which meant a 40-ft frontage in contrast to the 22-ft frontages in Villebois.
 - In Villebois, the Code intentionally permitted multi-family projects to use the street for half of their offsite parking, which was exacerbated by the garage situation.
- At the start of the planning process, the citizens had strongly requested prohibition of any alleys whatsoever, so how had the plan ended up with alleys.
 - **Mr. Neamtzu** responded that he recalled hearing testimony from people who did not prefer alleys, but whether the Planning Commission provided direction to ban alleys in the West Neighborhood was a different conversation. Alleys had been an option provided in the Code throughout the revisions. While the rendering on Page 35 was illustrative, the project team wanted to retain alleys as an option because sometimes they worked well to enhance the architecture and frame the public realm better, but alleys were not being mandated as a requirement.
- **Mr. Dills** confirmed the project team would return with options regarding guest parking.
- The brick wall with ornamental treatments along the Boeckman and Stafford Rd frontages were intended for the edges of private yards and would not necessarily apply to the school frontage.
- The use of “should” in Item 1 on Page 41 was not strong enough to prohibit the SROZ from being walled off or privatized by development; “shall” needed to replace “should”.
 - Discussion regarded changing the language in the statement of intent as opposed to being more explicit in the Code. Mr. Dills suggested that the Master Plan Intent language should be consistent with the adopted Code standard.
 - The Commission consented to the use of “shall” in both the Master Plan Intent and Code standard.
- The City did not intend to design all the accesses for the school but rather identify appropriate accesses that met certain spacing requirements and provided flexibility for the District’s need for multiple access points to serve bus and vehicular traffic, which were often separate. The school site access on Boeckman Rd could provide full access or a bus only access. The School District would determine such design details and let the City know about any objections to anything on the plans.
 - Depending on how the districting was done, bringing cars into the neighborhood would cause impacts. The assumption was that Frog Pond West would be a walkable neighborhood to the future school site.
 - Mr. Dills reviewed two adjustments made to the street plan in light of the future school site using Figure 7 Boeckman Road Frontage (Page 39):

- The access point on the Boeckman Rd frontage was the optimal location because it would result in a squared-up intersection with the road going into the Arbor Development to the south and provide the safest turning movements.
- The street accessing into the West Neighborhood was now along the west boundary of the school property, which provided many options for both a public face to the street and an access to the school's front door.
- The north boundary connection seemed to provide a more reasonable vehicular access to the school site given the amount of morning traffic typically seen at schools.
 - Having a drop-off at the school's front door and entrance to the north with a bus only access off Boeckman Rd was one of several ways the vehicular circulation could be configured.
 - Mr. Neamtzu confirmed that the school's development application, which would include the details of the school site's access points, would be reviewed by the Development Review Board. The final design would be part of the land use application
- Transportation. Mr. Dills clarified that the two stop signs along Boeckman Rd, shown in Figure 13 on Page 50, were not along Boeckman Rd but rather on the side streets at Willow Creek and the entrance into the Arbor project.
 - Woonerf was listed as a street cross section option on Page 53, but it was not described in the Master Plan.
 - **Mr. Dills** replied more explanations and cross sections or illustrations were needed in this section of the document. The closest example of a Woonerf in the Northwest was the low impact, stormwater management streets increasingly appearing in Portland and Seattle.
 - He recalled Mrs. Thurman's interest in exploring a co-housing project and the street connection shown across their property would complete the Master Plan's street network. That conversation led to the idea of including flexibility in specific cases for a small, special cross section for a pedestrian-oriented street.
 - Cross sections would be considered on a case-by-case basis; the project team did not want to mandate a particular cross section but rather describe the option and the intent to allow Woonerfs where there were low traffic volumes and where stormwater management might be incorporated.
 - A couple of 200-ft street block cross sections would be good candidates for Woonerfs. Figure 16 Street Types Plan indicated the potential location of a Woonerf, which was a short street section not in the framework of key through streets. In places with tree groves, a Woonerf would provide an opportunity to save resources in balance with connectivity.
 - The 10-ft walkway/multi-use path in Figure 22 on Page 57 was wide enough for both walking and biking. These multi-use paths would be discontinuous, as shown in Figure 25 Street Demonstration Plan on Page 59, and would be site specific. A couple of the pathways would span three blocks, crossing streets, and some would be more appropriate for pedestrian connectivity in potential wetland areas. The multi-use paths along Boeckman Rd served a permeability function into the neighborhood from Boeckman Rd.
 - Concern was expressed about the potential for disaster with kids riding their bikes along pathways and crossing the streets with no curbs installed.
 - A narrow path that ended in a ramp on Camelot St near a park and leading to the school site was redesigned with a curb installed at the end of the path and the ramp moved off to the side due to the neighborhood's concerns about kids riding their bikes and crossing the street. The street was eventually redesigned to have more of a crosswalk at that location.
 - The wide pathways would be an ideal way for families and kids to access the trails going into the development, but how they should be designed was uncertain.
 - The vehicular, pedestrian, and bike traffic calming measures used at the Memorial Park crossing, such as a walk-through barricade, street markings, and signage for the pedestrian crossing, could be used in Frog Pond.
 - The project team would work on including some notice of this need at a minimum, or specifying the need for such measures in the Code.

- Willow Creek and Frog Pond Lane would be the main streets of concern.
- Mr. Woodley noted each primary school had an overlay of Safe Routes to Schools maps, which utilized the City's designed grid and showed the traffic engineers' recommendations for street crossings and signage. Many of these paths would become part of the Safe Route to Schools mapping, which was required by the State. The City's final design would be used to create a Safe Routes to School map, which would indicate designated routes to the school and address signage and issues regarding ramps and safety barriers. The plans would be reviewed again from the School District's point of view as the design moved forward.
- Parks and Open Space
 - **Mr. Dills** clarified the Master Plan document would not have a site-specific design for the Boeckman Creek Trailhead Park (Page 69) or the trailhead at the bridge to access the park until later in the process because it was dependent on the new bridge and Boeckman Rd improvements. However, any input from the Commission on specific principles and guidance were welcome.
 - Referencing Figure 30 Boeckman Trail in Frog Pond West on Page 62, he explained the intended location of the linear or Trailhead Park was not at the sloped area by the bridge, but rather up at the edge of the neighborhood, preferably as the end of one of the east-west streets, subject to land acquisition, etc.
 - The project team would include concerns about the need to consider parking in the planning stage specifically in the description of the linear park where parking would be needed. It would be difficult to accommodate parking along Boeckman Rd for those wanting to access the trail at the bridge. Formalized parking areas at the linear park would be better.
 - The Boeckman Trail would be well below grade at the bridge as its intended route went under the bridge.
 - No ADA access to the trail was anticipated at the bridge, but at the trailhead where switchbacks were shown on the map. It was impossible for the project team to design the trail at this level of planning.
 - The language on Page 65 regarding the 2.5-acre neighborhood park being centrally located within the neighborhood would not fit the situation if the park ended up being down by the school. The language should be amended for consistency.
 - Some wetlands and existing tree groves being considered for preservation were on some of the medium lots. Were only two spots protected wetlands?
 - Mr. Dills explained that the bottom of the Willow Creek channel qualified as wetland. An early reconnaissance of the area identified wetlands in the southwest area of the plan as non-significant. However, if those areas met the State's requirements for wetlands, they would be subject to fill and removal permitting within the State's process. The Master Plan spoke of site planning carefully in those areas, clustering uses, for example, to reduce the impact.
 - The second paragraph on Page 67 strongly implied that the school property would be used for the neighborhood park, which was too strong at this stage, and should not be in the Master Plan, perhaps, if the situation did not turn out that way.
 - Mr. Dills responded the emphasis was on "intent". The project team believed the current language struck the appropriate balance between intent and options. He added changing the wording to future tense would be better phrasing.
 - Chair Greenfield noted the Commission had changed "are" to "would be."
 - If that was the City's intent, then it should be in the Master Plan. If it did not happen, an alternative would need to be found.
 - Street Trees, Gateways, & Signage.
 - Mr. Neamtzu agreed the Master Plan did not address the Commission's concern about the power lines on Boeckman Rd influencing the street tree choice. He noted the powerlines would be moved back into the common area tract, but including a list of power line friendly trees was appropriate and easily accommodated.

Mr. Neamtzu confirmed he would use the new City logo in the Master Plan document when it became available.

Commissioner Springall commented that he liked the branding with the circular Frog Pond badge on every page, adding it was indicated that the badge might possibly be used as a sign cap and on street signage.

Mr. Neamtzu confirmed the illegibility of some of the Master Plan pages was due to low printer ink and not the ink color selection. He noted the draft Master Plan would return with the identified revisions for another work session in February in preparation for a public hearing in March.

Chair Greenfield called for public comment.

Doris Wehler, 6855 Boeckman Rd, recalled several things that the neighbors had brought forward at the first neighborhood meeting held at the Lutheran church regarding Frog Pond. Those attending did not want all the houses to look alike, they wanted varied lot sizes, and they did not want any alleys. She could not tell whether the alleys on the demonstration plan were single- or double-car garages, but noted everyone knew parking continued to be an ongoing problem. Residents in Meadows were besieged by apartment dwellers parking on the streets. A 4,000 sq ft lot was not needed in a small lot development; the range was 4,000 to 6,000 sq ft lots, which was sufficient so alleys were not needed. Garbage people and the fire department did not like alleys. She asked the Commission to consider whether to include alleys.

Don Hanson, Otak, noted Dan Grimberg of West Hills Development was also present. He stated the Master Plan was an excellent draft and shaping up well in creating a great neighborhood. He noted the following concerns:

- Preservation of tree groves. Some of the tree groves were overgrown Christmas tree lots. Mr. Neamtzu also had thorough knowledge of the site conditions and he was confident they could work this out to preserve the right tree groves moving forward. He noted Otak had an arborist look at the tree groves and do some tree survey work. The current Master Plan language referred to the City's Tree Code, which provided clear and objective standards for making decisions about tree grove preservation.
- He understood issues regarding garage doors and garage widths involved the Code and would be discussed at the next work session. He reiterated that the developers would like half of the front façade to be the garage door measurement and not the garage width, especially on the 40-ft wide lots. Many people use their garage for storage and some space inside the garage could have windows and look like the rest of the house. The developers preferred using the garage door as the basis for measurement.
- The 10 percent open space requirement in the small lot areas was still a concern as well as how all the small spaces would be knit together. They were open to discussing how having the school park might influence the 10 percent open space requirement.
- He was glad the School District committed to building a school in Frog Pond West, adding it would be a great asset for the neighborhood and provide the ability for young students to walk to school.
- He did not believe there would be a parking problem because the solid grid of public streets would provide plenty of on street parking to serve the neighborhood. Proposing parking lots and parking bays created a slippery slope regarding where to stop adding them. At this density, he emphasized relying on the on street parking proposed in the street grids.
 - There were ways to motivate people to park in their garages. In the West Hills' neighborhoods, CC&Rs actually directed residents to park in their garages instead of using garages for storage and parking on the driveway or street.
- He concluded that the developers were keenly interested in the finance plan discussion that was starting up next week.

Ben Altman, Pioneer Design Group, 920 SW Washington Square Dr, Suite 170, Portland, OR, 97223, agreed with the comments made about parking, noting the street grid design was quite different and much better than the Villebois design. Even with some alleys included, there would still be plenty of street parking. He like that

alleys were not required, but supported keeping alleys as an option because they could work well in some locations.

- He reiterated his concerns from last month about the requirement to add more open space, particularly in the southwest area, where the small lots were already sandwiched between Boeckman Creek and the school. While there might be logical opportunities to provide open space areas, such as at the trailhead links, forcing open space into an area already sandwiched by significant open space was too much.

IV. OTHER BUSINESS

A. 2017 Planning Commission Work Program

Chris Neamtzu, Planning Director, noted the revised Work Program had been distributed to the Commission. He noted the Water Master Plan public hearing had already been noticed for February, but Staff had to cancel the Commission's work session this evening because Mr. Mende was unable to attend the rescheduled meeting. He was uncomfortable not having a detailed work session on a master plan prior to public hearing and sought the Commission's direction on the following two suggestions:

- Maintain the February date for the public hearing. The Planning Commission could review the Master Plan documents before then and discuss any questions with Mr. Mende. If there were still issues at the February hearing, the hearing could be continued to another date to continue that dialogue.
- Cancel the notices for a February public hearing, hold a work session, and then renotice for a public hearing at a later date. With two significant and important public hearings already scheduled for March, the Water Master Plan public hearing would be pushed out to April.
- He noted City Council had two work sessions with Mr. Mende on the Water Master Plan. While the Water Master Plan was quite large, only certain pieces would apply to Wilsonville. The public hearing would need to be scheduled in light of the City Council's enormous workload.

Chair Greenfield noted the Water Master Plan was a highly technical report and having another month for review did not mean he would understand it any better. He preferred to see the issues and what options were within the Planning Commission's purview.

Mr. Neamtzu clarified the Commission recently worked on the water distribution system, the pipe network in the streets. The Water Master Plan dealt with the physical plant, which involved partners and the distribution of water beyond the City's borders.

Amanda Guile-Hinman, Assistant City Attorney, said she heard from City Staff that there had been some development in narrowing down the grid of nine potential alternatives for standards, so there might have been some updates since the Planning Commission last received the Master Plan.

Mr. Neamtzu saw no reason to schedule the work session and public hearing on the same night. He suggested taking the usual path of holding a work session to get all of the questions on the table so the Commission could feel good about making a recommendation to City Council.

- He confirmed he would communicate with the Commissioners if the delay in schedule conflicted with any State requirements or impeded the water partners. Otherwise, he would schedule a work session on the Water Master Plan in February and move the public hearing to April.

Commissioner Levit reiterated the Commission's previous instructions that Mr. Mende provide a user-friendly introduction to the Master Plan that did not use so many acronyms.

Mr. Neamtzu explained that while he has scheduled special work sessions in the past, he tried not to do so because the Commissioners already gave so much of their time to the community. He noted the Commission's busy schedule in February, adding that if it was urgent, he might request a special session in March.

Commissioner Mesbah noted he had a number of questions and looked forward to seeing the revised Master Plan.

Ms. Guile-Hinman clarified she did not know if a revised Master Plan was coming out. While the City provided comments and revisions for feedback, a number of entities were involved and the City was not the direct author of the document.

Miranda Bateschell, Long-Range Planning Manager, reviewed the upcoming schedule related to the Town Center Plan. Staff had developed a scope of work and the Commission had reviewed the Public Engagement Plan.

- The Public Kick-Off Event, scheduled for February 28th at City Hall, would engage the community for the first time in conversations around what they wanted the Town Center to look like in 5 to 15 years. The Open House would be from 5:30 pm to 6:00 pm, and the activities and presentations would run to 8:00 pm. An activity corner would also be used for kids to engage in activities around the Town Center Plan as well.
- National retail expert Bob Gibbs, who was on the project team, would arrive in Wilsonville Monday, February 6th and stay until Wednesday morning. The Commissioners were invited to attend Mr. Gibbs' presentation to the City Council on Monday, February 6th, as well as the Happy Hour hosted in partnership with the Chamber of Commerce on February 7th where Mr. Gibbs would give a short presentation on town center trends across the country and discuss his initial observations from his Wilsonville tour that day. The Happy Hour would also be an opportunity for City board and commission members, key Wilsonville businesses, interested parties, and key stakeholders to talk to Mr. Gibbs and get his ideas and thoughts so far. Mr. Gibbs would return later in the process, after the City's initial visioning and outreach work with the community and businesses, to discuss how to tie everything together and what else needed to be considered as the project moved forward.

Mr. Neamtzu added a February 22nd meeting date to the Work Program, noting the Commission was asked to host the French Prairie Bridge Public Open House as the Committee for Citizen Involvement (CCI). The project was moving forward in earnest with technical memos, the website launching, and the assembly of the Task Force. He noted the City recently lost its primary person who worked on public involvement for the project and were now searching for a replacement. He believed the Technical Committee was meeting next week and the Task Force's first meeting was scheduled for January 31st.

Ms. Bateschell confirmed the Commission's regular meeting would be April 12th, when Water Master Plan public hearing would be held, and the Planning Commission/City Council joint session was scheduled at the City Council's normal work session time on April 17th from 5:00 pm to 7:00 pm. The work session would involve reviewing the existing conditions and initial results of the Town Center Kick-Off and public input from the survey and initial events.

B. Dec. 22, 2016 PC Meeting Follow-up: Traffic

Mr. Neamtzu noted the Staff report from the City Council's work session was included in the meeting packet as background. He recently learned that State law did not allow ticketing for intersection blockages based on red light camera photos, so the intersection blockages at Boones Ferry Rd could not be enforced via camera ticketing.

Ms. Guile-Hinman reported on her research into the issue and her conversations with Chief Phillips and Officer Toupes, Wilsonville's traffic officer with these comments:

- Officer Toupes patrols the area the same as any other area in Wilsonville. One issue he had was getting on the freeway and circling back to patrol after pulling someone over on the freeway ramp to ticket them. He would use a motorcycle once the weather improved, which would help with his enforcement of the problem areas during rush hour.

- Chief Phillips and Officer Toupes did not really favor using a red light camera to address this rush hour problem because the camera could not ticket for blocking the intersection. There was also a big increase in not guilty pleas when camera tickets were issued.
- Her main issue was whether this was something Officer Toupes could do or would the City need to contract another officer with Clackamas County Sheriff's Department to take on the responsibility.
 - Chief Phillips and Officer Toupes contacted Tualatin and Sherwood, where red light cameras were used, and each city had five to six police officers who check the photos to issue the citations. Processing 50 to 60 photographs took a couple hours, and those cities averaged about 250 to 300 tickets a month.
- Since it would take Officer Toupes an additional 10 to 12 hours to review red light camera photos, Council believed Officer Toupes' time was better used out patrolling the roads. Not only would Officer Toupes be enforcing the law, but seeing an officer in the area often resulted in better-behaved driving. Given this information, Council was generally not in favor of using red light cameras to address the intersection blocking issue.
- She confirmed an update on this issue was coming before City Council at its February work session. She confirmed it was illegal to block an intersection.

Commissioner Millan asked if there was any discussion about Officer Toupes being available more frequently in that area during rush hour.

- Ms. Guile-Hinman indicated that, although Officer Toupes was relatively new as the traffic officer, he was aware of the City Council and Commission's concerns and the need to monitor this situation more closely.
- She added that the City Staff person in charge of the I-5 ramps issue was looking at long-term plans, such as adding another stacking lane, to help alleviate some of the traffic getting stuck in the intersection.

Commission Springall asked about the specific action items City Council identified and approved as improvements at the Boones Ferry/Wilsonville Rd intersection. The implementation timeline seemed to be taking longer than he had expected.

- Mr. Neamtzu replied that Council had recently approved the improvements. The next steps involved acquiring financing for the project, designing it, and dealing with ODOT, which had jurisdiction over the interchange area. Staff was trying to avoid anything that would trigger a design exception because that could take months to get through ODOT. He would include that memo and the timeline in the next Commission packet.

Commissioner Hurley recalled the Commission's discussions with Nancy Kraushaar about bad traffic, namely due to I-5, and complaints about Wilsonville Rd being used as a bypass when I-5 was backed up. Everyone knew traffic on I-5 between downtown Portland and Salem was horrendous. Eugene had a bypass because its Congressman Pete DeFazio got it for them. The Congressional representatives in the northern valley were only interested in light rail trains. He asked if any conversations had occurred amongst the jurisdictions along I-5 about holding their Congressional representatives' feet to the fire to find federal funding to widen I-5 to five lanes between Portland and Wilsonville, four lanes to Salem, and three lanes to Eugene, which was what the State needed to move commerce. He posited that Wilsonville did not have a Nike distribution center because trucks could not get out of the city.

- Mr. Neamtzu said he was not aware of a concerted effort among the multiple jurisdictions along the I-5 corridor, but it was a good suggestion. He would talk with Ms. Kraushaar to learn about anything new that was happening and report back to the Commission.
 - He believed Commissioner Hurley's suggestion made more sense than the recommendations in the Washington County Transportation Futures Report, which ran several growth and modeling scenarios for Washington County. However, the study ended at that County's borders, so the recommendations did not address the problems in Wilsonville or at the Boone Bridge. Wilsonville's Staff submitted an eight-page memo of their comments on the report. It was disappointing to see there was still terrible congestion in 50 years even with building new facilities that did not exist today. He would send a copy of the draft report to the Commissioners.

V. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 7:55 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant - Planning