

**PLANNING COMMISSION  
WEDNESDAY, NOVEMBER 9, 2016  
6:00 P.M.**

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

*Minutes approved as  
amended at  
Dec. 22, 2016  
PC Meeting*

**Minutes**

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**I. CALL TO ORDER - ROLL CALL**

Chair Greenfield called the meeting to order at 6:00 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Phyllis Millan, Kamran Mesbah, Simon Springall, and City Councilor Charlotte Lehan. Al Levit arrived shortly after Roll Call.

City Staff: Bryan Cosgrove, Nancy Kraushaar, Chris Neamtzu, Miranda Bateschell, Amanda Guile-Hinman, Steve Adams, and Kim Rybold.

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**II. CITIZEN'S INPUT** - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

**III. CITY COUNCIL LIAISON REPORT**

Commissioner Levit arrived during Councilor Lehan's report.

Councilor Lehan reported City Council had a light agenda at its last meeting, reviewing the actions and discussion items as follows:

- City Council received a report from Metro Councilor Craig Dirksen, conducted a work session on the development of a parking permit program to address nonresident parking, and viewed the Boones Ferry to Brown Road Connector presentation before the Commission tonight.
- City Council passed the time, place, and manner restrictions for retail marijuana sales voters lifted the ban. However, since the ban was still in place, it was a moot issue. She noted the bond measure for the Aquatic Center had failed.
- Council received input from a citizen about tree cutting at the Park at Merryfield and asked Council to consider strengthening the City's Tree Ordinance as a neighbor had cut more trees than the number allowed by the Code. Council needed to discuss the consequences for cutting down trees without a permit or in excess of the number allowed, as well as how to address the removal and/or replacement of trees plantings required as a condition of approval for development. Another topic for future discussion regarded follow up and enforcement of conditions of approval, such as parking requirements, dumpster placements, etc. These issues would be addressed in a future work session.

Chris Neamtzu, Planning Director, introduced new Associate Planner Kim Rybold, who previously worked in Fairfax County, VA and graduated from Ohio State University.

Kim Rybold, Associate Planner, briefly described her professional background, adding she was excited to be working in Wilsonville and looked forward to contributing her experience.

#### **IV. CONSIDERATION OF THE MINUTES**

##### **A. Consideration of the October 12, 2016 Planning Commission minutes**

The October 12, 2016 Planning Commission minutes were accepted as presented.

#### **V. WORK SESSION**

##### **A. Boones Ferry to Brown Road Connector (Adams/Kraushaar)**

The following handouts were distributed to the Planning Commission:

- Multi-page packet including Attachments R, S, and T
- One-page handout titled, "Project Alternatives Map—Comments"

Chris Neamtzu, Planning Director, introduced the Project Team as Allen Hendy of Otak, Katie Mangle of Alta Planning & Design, Scott Mansur of DKS Associates, and Steve Adams, Community Development Engineering Manager. He recalled that this project stemmed from earlier work on the Transportation Systems Plan (TSP) when different connections in the community were evaluated. The TSP included several special pages addressing the alignment options in the Old Town area. A lot of testimony had been received from property owners in the area over the years and the Project Team had worked through a number of important issues. The Team used previous work on the TSP and other planning efforts, conducted a couple open houses, and did a tremendous amount of design work. The packet included a compilation of the analysis done to date. The Planning Commission's feedback about the Connector Plan would be provided to City Council as part of the record completed to this point. The Project Team would be presenting the corridor plan to Council, who would choose the alignment for the Brown Rd to Boones Ferry Road Connector Corridor Project.

Steve Adams stated he was the designated Project Manager for the Boones Ferry to Brown Road Connector Corridor Plan and would also carry the project forward through design and construction. After consideration of the TSP for a number of years, the City looked forward to identifying an alignment and building the project. The Project Team had met with the major stakeholders in the vicinity, including all the major land owners adjacent to the two proposed routes, Old Town Neighborhood Association members, business managers and owners, the managers and owners of both apartment complexes, located on Bailey St and Brown Rd. A public workshop was held in September 2016 with about 25 people in attendance and an open house was held in October 2016, both were attended by Planning Commissioners. Results of an online survey were summarized in the packet. A summary of this work was presented to City Council in September and again on November 7<sup>th</sup>.

- He clarified that Tim Knapp was in the report as a business owner and not as mayor or in any relation to his role as mayor. The list of Stakeholders Interviewed on Page 44 of 121 should identify Tim Knapp as "Small Business Owner, Old Town Village". Some citizens had expressed concern about Mr. Knapp's role, and he assured that all communications with Mr. Knapp related to this project were through his business email account and his personal phone.
- He noted three additional attachments to the packet were distributed to the Commission, as well as a one-page handout "Project Alternatives Map—Comments" that was provided for easier reading.

The Project Team presented the Boones Ferry Road to Brown Road Connector Corridor Plan via PowerPoint, which included a review of the project background and two proposed alternatives, the traffic numbers, project summary, evaluation criteria and cost summary used to recommend a preferred alternative, as well as next steps.

Comments and feedback from the Planning Commission and responses to Commissioner questions were as follows:

- Access to the water treatment plant on Arrowhead Creek Ln would remain the same with a new connection point added to the chosen alternative. Everything west of the Kinsman Road Extension was part of Phase 2 and was not being funded at this time, so during the design phase, the team would need to reconnect Arrowhead Creek Ln to the Kinsman Road Extension.

- Mr. Adams believed Arrowhead Creek Ln would become the west leg of one of the two intersections. In the future, when the extension reached Brown Rd, it would be connected to the extended road at another location.
- The current plan was to extend the stub-out on Wilsonville Rd for Montebello Dr into the residential area to provide access for the neighborhood when it developed. Montebello Dr would likely connect through to the east-west connector, but as a local access only.
  - The other stub-out west of Montebello Dr did not meet spacing standards on Wilsonville Rd and was not needed. The intention was to eliminate the stub-out.
- The future Ice Age Tonquin Trail ended just past the bridge over Arrowhead Creek, partly due to the agreement regarding the permitting of the treatment plant development which indicated the City had agreed not to connect the trail through to Industrial Way or other points east-west until it could be done at a signalized or controlled intersection. During the TSP process a few years ago, the official alignment for the Ice Age Tonquin Trail was adjusted, eliminating the trail portion along the Willamette River to focus the trail on the east-west connector and to separate bike and pedestrian traffic from industrial uses of that property.
  - The recently completed Jobsey Ln Trail was a local trail, not a regional trail like the Ice Age Tonquin Trail.
- One benefit of the Bailey St connection would be the predominate east-west traffic not only due to drivers avoiding traffic backed up on Boones Ferry Rd, but also with traffic accessing the Fred Meyer shopping center and Subaru dealership. With the Bailey St connection, the east-west traffic across Boones Ferry Rd would be more than just local access as indicated on Slide 5. No "local access only" signage was proposed due to traffic likely accessing the shopping center and dealership.
- For the 5<sup>th</sup> St alternative, a variety of design elements could be used to discourage nonlocal traffic through the neighborhood, as well as "No Outlet" rather than "Dead End" signs, since traffic could still turn onto Magnolia Ave to exit the neighborhood. No repeat traffic by those not purposefully headed into the residential area was ~~unlikely~~ likely to occur since no I-5 onramp access existed.
- Two homes were being built on the east side of Boones Ferry Rd north of 5<sup>th</sup> St. The Old Town Plan envisioned the east side of Boones Ferry Rd as being commercial; however, the Comprehensive Plan and zoning indicated it being predominantly residential at this point, so rezoning and a Comprehensive Plan change would be required to carry out the Old Town Neighborhood Plan. This action had not been taken by any of the property owners.
- The Traffic Study estimated that 1,800 trips per day would be diverted to the east-west connector roadway in 2020, the year the connector would open. About half of the 1,800 trips would be new traffic diverted from Wilsonville Rd, including traffic from Villebois using Kinsman Rd or Brown Rd. The remaining trips would be traffic that already existed within the neighborhood on that leg of 5<sup>th</sup> St from the commercial development
  - In 2019, Kinsman Rd would be completed up to Boeckman Rd which might draw traffic from Boeckman Rd to the proposed connector as well.
- Slide 10 of the PowerPoint highlighted how each alternative met the evaluation, but was missing the column for the 5<sup>th</sup> St alignment. Attachment O on Page 115 of the packet included the missing information.
- Concern was expressed about trains blocking either 5<sup>th</sup> St or Bailey St and backing up traffic on Boones Ferry Rd and Wilsonville Rd. The short distance between Bailey St and Wilsonville Rd was another complicating factor and a Bailey St connection would only exacerbate the problem.
  - Both intersections being considered for the connector road were heavily evaluated. The existing signal at the Fred Meyer parking lot was less than 400 ft from Bailey St, while the distance to 5<sup>th</sup> St was about 1,100 ft. Currently, a stop sign on the east and west legs was proposed at the Bailey St intersection rather than a traffic signal or mini-roundabout because the distance from the existing signal at Fred Meyer was too short. The long term analysis showed the stop signs worked very well. The existing signal creates nice gaps, allowing traffic to go east and west.
  - Of the 1,800 daily trips, only about 10 percent would be PM Peak Hour traffic, so significant traffic queues were not anticipated when trains blocked the roadways, which was allowed for about 20

minutes. Some significant queuing could occur if trains were switching or being used at OrePac, but that would also occur on Wilsonville Rd.

- Having the connector road at 5<sup>th</sup> St instead of Bailey St would provide more spacing to move the bottleneck and traffic congestion away from Wilsonville Rd and the signal at Fred Meyer.
- The 1,100 ft spacing to 5<sup>th</sup> St would allow the option of installing a traffic signal in the future, whereas no future signal could be installed at Bailey St.
- Mr. Adams reported that OrePac received train shipments two to four times each month, depending on the time of year, and could be more frequent as the company planned to expand. Blockage of the road during those train shipments was generally between 10 and 20 minutes and there was no way to control what time of day the train would come through.
- Depending upon the length of the train, a stalled train could block either connector road alternative, but the 5<sup>th</sup> St option provided an additional 800 ft to potentially avoid blocking the 5<sup>th</sup> St railroad crossing.
- Mr. Adams noted Mr. Neamtzu had located an email from ODOT regarding the 2013 TSP which specified an ODOT policy of no new at-grade railroad crossings as bridges or underpass were wanted. Neither of the connector road options allowed for a bridge or underpass, but since a crossing already existed at 5<sup>th</sup> St, it would be easier to apply for an improved crossing at 5<sup>th</sup> St than to get ODOT approval for a new at-grade crossing at Bailey St, which was not guaranteed and if a new public crossing at Bailey was allowed then ODOT would close the 5<sup>th</sup> St railroad crossing.
- The right-of-way column in the Cost Summary (Slide 12) was a summary of the acquisition costs and the estimates for Phases 1 and 2 of the Bailey St alternative included a small amount of compensation to OrePac; however no operational damages were included.
  - Based on meetings with OrePac executives, these additional compensation costs, which center on rebuilding both the OrePac parking lot and the rail line, were expected to be a minimum of \$400,000 and up to \$1 million, depending on how OrePac's operations would be altered.
    - The Bailey St option would require rebuilding the spur going into OrePac which would prevent trucks from delivering OrePac's rail product. One railroad car equaled 4.5 truckloads and most products came from the east coast. OrePac did a lot of business which would have to be farmed out to other areas and additional trucking costs would be associated with getting items to OrePac and out to their distribution network.
  - The 5<sup>th</sup> St option involved no economic damages as it would not impact OrePac's operational footprint.
- Mr. Adams noted that in September, OrePac purchased a 17-acre parcel formerly owned by the Young and Bernert families, located west of Coffee Creek, east of Industrial Way, and extending south to the treed property and east to the railroad on the south side of OrePac's existing property. OrePac intended to expand its operations to the approximately 3-acre farm parcel south of OrePac, so a Bailey St connection would make that expansion difficult. A 5<sup>th</sup> St connection would leave a larger footprint available for an industrial use, whereas a Bailey St connection would result in two smaller parcels.
- The land south of the Bailey St connection was planned for industrial use and the land west of Industrial Way up to Wilsonville Rd was intended for residential (Slide 4).
  - The Comprehensive Map designation for the area south of Arrowhead Creek to the Willamette River was zoned for industrial use. The area north of Arrowhead Creek to Wilsonville Rd was zoned residential.
  - Over the years, there had been many ideas about changing the zoning along the river, but nothing concrete or substantive had been proposed.
- No OrePac buildings would need to be torn down for the Bailey St connection, but about 300-ft of the railroad track would need to be rebuilt, regraded, and raised. All of OrePac's storage and truck-turning movements in that area would need to be reorganized or moved.
  - The northerly Shurgard Storage building on the Bailey St would create a sight distance concerns for the railroad and may need to be moved with the Bailey St option.

- Attachment N addressed cultural resources and mentioned a preference for the Bailey St alternative; however, no readily-apparent cultural resources were noted with either option, though some could be found. There was a high probability of finding culturally-sensitive artifacts near Arrowhead Creek during the construction phase. Cultural resources were a consideration for the project as a whole given the project's proximity to Arrowhead Creek and the Willamette River.
- Kinsman Rd would function as the main freight access with freight traffic traveling from Arrowhead Creek Ln at the water treatment plant and eventually up to Boeckman Rd. The intent was to limit east-west freight traffic. The City did not want big trucks on Boones Ferry Rd, which was busy enough and handled residential and commercial traffic. If needed, the connector road could be signed with "No Through Trucks" or "Local Access Only".
- ODOT had no plans for any improvements to Interstate 5 (I-5) or the Boone Bridge, which was the principal bottleneck of the system. Because the southbound I-5 entrance ramp was approaching capacity, backups were occurring as traffic diverted onto city streets when traffic congestion and incidents occurred on I-5 and I-205. The City was considering widening the southbound I-5 ramp to store additional vehicles; making improvements to Wilsonville Rd to add capacity and store additional vehicles; restriping the north leg of Boones Ferry Rd to add additional storage for southbound to eastbound left turn vehicles; and removing the bump-out at the Fred Meyer signal to increase queuing and capacity. Further design was needed to consider how to best relocate the bike lane if the bump-out was removed.
- In both connector alternatives, Kinsman Rd would be the main collector arterial running north-south through the area. Montebello Dr would eventually connect to the new connector road once the hazelnut orchard was developed. With either connection option, Montebello Dr would come through as a local street only to serve the new residential neighborhood.
- The traffic study numbers expected to come into Old Town through the new connector road as well as the current and future traffic volumes expected on Wilsonville Rd from the west coming into town seemed much lower than personal experience would suggest.
  - Current traffic volumes were actually slightly lower than those estimated in the traffic study done for Fred Meyer by approximately 5 to 10 percent. Standard trip-generation estimates used in traffic studies were typically pretty conservative.
    - Follow up counts had been done for Argyle Square, now at full build out, and traffic volumes were also 5 to 10 percent lower than estimated in the original traffic study.
    - Mr. Adams added that in 2009, the traffic counts in the Fred Meyer traffic study for on the leg of Wilsonville Rd between Boones Ferry Rd and Kinsman Rd were about the same as the counts performed in December 2015 and Spring of 2016. He believed the Barber Street Extension, which opened in September 2015, and the recent reconstruction of Boeckman Rd were taking much of the additional east-west traffic that would have otherwise used Wilsonville Rd.
- The Boones Ferry/Wilsonville Rd intersection was currently at level of service (LOS) D, which was standard for that type of intersection. According to the TSP, the intersection would continue to meet the City's LOS D standard through 2035; however, that assumed all the projects the City would build within the financially-constrained model. Some of those projects included this east-west connector, which would remove traffic volume from the Boones Ferry/Wilsonville Rd intersection.
  - Another network improvement project in the TSP was improving the Boeckman Rd overpass to five lanes in the future, which would also carry more east-west traffic and take volume from that intersection. Continuing to build these network connectivity projects and other east-west capacity in the city would allow the Boones Ferry/Wilsonville Rd intersection to continue to meet the LOS D standard.
  - The intersection would still meet LOS D with the Subaru dealership recently approved by the DRB and now being constructed. The new connector road was not being built to serve just Subaru or anything else.
- While there were 3,900 to 4,000 trips during the day, nothing explained how the connector would alleviate traffic during PM Peak Hour. The time difference saved through the intersection or along Wilsonville Rd was likely to be very negligible.
  - The statement "Eastbound travel time would be improved by 13 seconds versus westbound travel time by 7 seconds" regarded the PM Peak for east-west traffic on Wilsonville Rd.

- With 4,000 trips throughout the course of the day, about 10 percent was expected to be PM Peak traffic though it could be a bit more. The connector would be more attractive when congestion was heavy on Wilsonville Rd. The engineer's typical rule-of-thumb was that the Peak Hour was about 10 percent of the average daily traffic, so with 4,000 trips, about 400 vehicles would be removed from that intersection.
- Although the Boones Ferry/Wilsonville Rd intersection was a bit of an anomaly, the 10 percent was pretty solid because it was modeled. The Metro and City of Wilsonville travel model that was used was based on a PM Peak Hour, and that PM Peak Hour projection was used to forecast the Average Daily Bi-Directional Traffic Volumes (ADTs).
- Comparing the no-build option to the two connector alternatives, which would have similar traffic flow during peak hours, the no-build showed 180 trips turning from Brown Rd onto Wilsonville Rd heading eastbound. However, the two connector options showed 230 or 235 at that same turn. It actually looked like more traffic was being diverted onto Wilsonville Rd rather than alleviating traffic on Wilsonville Rd at that intersection, for instance.
  - Mr. Mansur stated Figure 3 of the East-West Connector Existing and Future Conditions Analysis (Attachment J, Page 77 of 121 of the packet) showed the 2035 no-build option. He noted the traffic volumes at Boones Ferry Rd without the east-west connector and directed the Commission to the traffic counts in Figure 2 of the Connector Alternatives Analysis (Attachment K) on Page 81, showing the connector would really help the east-west traffic.
    - Northbound movements from Boones Ferry Rd in Figure 3 with the no-build were 195 left-turn, 155 through, and 450 right-turn trips. In Figure 2, the left and through trips decreased from 195 to 75 and from 155 to 75, respectively. The traffic coming south to Boones Ferry Rd or traffic that was on Wilsonville Rd had been removed from Wilsonville Rd and through that intersection, and was now using Kinsman Rd and Brown Rd in the future.
    - Additionally, the eastbound right turn on Boones Ferry Rd dropped from 100 to 65 trips. The left-turn traffic leaving Boones Ferry Rd had really high delays. The model showed a much bigger reduction in traffic leaving the site to head west because the right-turn traffic had less delay coming eastbound from Villebois or Wood Middle School, making it much easier so not as much traffic was diverting to the east-west connector.
  - The concern was there seemed to be no traffic alleviation, particularly on eastbound traffic on Wilsonville Rd at PM Peaks. There was some negligible alleviation on Boones Ferry Rd, but what about Brown Rd? Was there much of a diversion from people on that side of town actually using the connector to get to Boones Ferry Rd as an alternative to get over the freeway.
    - Mr. Mansur explained the gravity model allowed traffic to take the path of least resistance. The east-west connector might carry 4,000 vehicles per day, but by taking that traffic off, other traffic might use other facilities because it was a quicker path. It was not an apples-to-apples comparison; all 4,000 trips would not necessarily be from Wilsonville Rd. As the connector was added into the network in the model to carry the volume, other traffic could have filled in that system.
- It was disappointing that the connector would only have a negligible decrease on eastbound Wilsonville Rd traffic between Brown Rd and I-5 between 5:00 and 6:00 pm on weekdays, which was the City's biggest need. That fact raised questions about whether building the road would truly getting the City much alleviation for the money. Removing a more significant amount of traffic from Wilsonville Rd to the new facility would be more assuring.
- Much of the connector's benefit was to avoid critical events. Considering the tradeoffs and benefits, in those extreme conditions of I-5 where Wilsonville Rd was shut down, the connector would provide an alternative access for residents to use to move throughout the city.
- The connector would be an alternative eastbound or northbound access, but not a realistic alternative to go westbound or access I-5; it just put people in a different spot of gridlock.
- For both west and east Wilsonville, the Kinsman Road Extension to Boeckman Rd would provide a great way for traffic to get around the I-5 interchange when there was congestion.

- The frustration was that the eastbound traffic was not really being alleviated by the connector. When critical issues occur, the entire model blows up; none of this would matter when there was an accident on the other side of the Boone Bridge because nothing could be done about that. What the connector achieved during non PM Peaks in non-critical conditions was disappointing.
- While the connector would allow for better circulation within Wilsonville in critical conditions, the actual outcome expected was very disappointing. Adding trains to the mix and siphoning a bunch of traffic through a residential neighborhood on narrow roads would only divert gridlock through places where it did not exist. Nothing could be done about it; the hope was to see much more bang for the City's buck.
- The PM Peak Hour counts were done between 4:00 and 6:00 pm, but the modeling was done on the highest hour within that time period.
- The new middle school being built should cut down on a substantial amount of cross-town traffic in the am, but those numbers did not show up in any of the analyses because the counts were done in the pm. Some middle school PM Peak Hour trips were related to after-school and sports activities which would also be reduced in the model.
- 5<sup>th</sup> St was four blocks from Boones Ferry Park where Boones Ferry Rd dead ended, the existing bike-ped connection south of the sewer treatment plant, near the mobile home park property, already connected to Memorial Park and would be improved in phases over the next few years.
- Mr. Adams confirmed that with the Kinsman Road Extension, Industrial Way would not exist in the future. The north end of Industrial Way where it connected to Wilsonville Rd did not have adequate spacing for the arterial classification of Wilsonville Rd. The plan was to cut off the Industrial Way connection to Wilsonville Rd. The team considered keeping part of the asphalt as a bike-ped path connection from Wilsonville Rd and connecting it into the Ice Age Tonquin Trail somewhere.
  - With the lower half that goes toward the water treatment plant near Arrowhead Creek Ln, the goal is to eventually make a trail triangle, allowing people to go north to the Industrial Way connection or farther east and follow the trail out to Boones Ferry Rd.
  - A trail connection would probably be built with Phase 1 rather than waiting for the Kinsman Road Extension to be completed. The gap was only a couple hundred feet, so it made sense. The City would know the permanent location of the Ice Age Tonquin Trail, so the connection would be built and then modified when Phase 2 occurred.
  - The bike path, called Old Haul Road or Jobsey Lane that approaches Wilsonville Rd, would stay as another north-south bike path. It did not get used much, but it would likely remain and another bike-ped connection would be added. The bike path stopped at Wilsonville Rd next to the new, 12-unit apartment complex.
  - Mr. Neamtzu explained Council had not asked for anything specific from the Commission and was not looking for an endorsement or recommendation. All of tonight's dialogue would be typed up in extensive minutes, which would round out the public record and provide background for the Council's consideration. The dialogue would help Council with their decision-making and think of questions they might not have thought of otherwise. Allowing each Commissioner to make comments about their opinions was perfectly appropriate as part of the process.

Chair Greenfield stated he was impressed with the amount and depth of citizen input, particularly the email communications that had been received. He attended and was also impressed with the public open houses. Personally, he had been very torn on which alternative was better; there was nothing decisive either way. It seemed some very powerful business considerations were being balanced against some powerful community sentiments. Sometimes they aligned, sometimes they did not.

- Looking simply at the map and with a view to future possibilities for planning south of Wilsonville Rd, he would prefer the 5<sup>th</sup> St alignment, but he realized there were some inelegancies involved, particularly with traffic at the intersections. However, the opening the 5<sup>th</sup> St connector would give to recreational and residential, particularly development below this connector, seemed a very important future consideration apart from access to businesses and to the community in Old Town. The Commission and City Council needed to be sensitive to those future possibilities as much as to present circumstances and pressures.

- Driving around the subject area, it was clear that Bailey St was the obvious route if someone was concerned with the Fred Meyer development. The shopping center was an important commercial entity of Wilsonville. On the other hand, there would be considerable hardship to OrePac, another major commercial industrial citizen of Wilsonville. He did not know how to balance or weight those two interests.
- Taking a long view of Wilsonville's growth, development, and lifestyle, it seemed the area not being discussed was the area south of this connector toward the river, which was an important area that needed to be carefully considered and protected, and provided for with access to the rest of town. This was not simply an Old Town consideration; it was a Wilsonville consideration. He believed the southern connector was probably more amenable to that kind of consideration.

The following items were added to the record:

- Letter dated 11/9/16 from The Old Town Steering Committee
- Written statement from Michele Dempsey, a resident of Old Town.

Chair Greenfield called for public comment.

Amanda Hoffman, Old Town resident, said she did not necessarily want to give her opinion about the alternatives, but wanted the safety issues at Bailey St and Boones Ferry Rd addressed. Regardless of which alternative was chosen, turning left at Bailey St south onto Boones Ferry Rd was already very dangerous even without people trying to get from Fred Meyer to Villebois. She made that turn all the time and it was really scary. Even driving north on Boones Ferry Rd, she has had somebody turn left in front of her. It was very hard to see and the cars go fast. With either alternative, there would be additional traffic moving north on Boones Ferry Rd as well as additional traffic turning left on Bailey St. These turning movements needed to be addressed because it was definitely a safety issue.

- The stop sign on Boones Ferry Rd with Bailey Street Apartments on the right was back a ways and the apartment complex was to the left. It was really hard to see cars unless one pulled out pretty far. Then, cars were turning left onto Bailey St to go to the apartment complex or Fred Meyer, so drivers did not want to pull out too far. It was a very awkward spot and very unsafe.
- She lived south of 5<sup>th</sup> St and was concerned about how the 5<sup>th</sup> St alternative would impact the train, and if the train would blow its horn additionally or not.
- She asked if the bus would be impacted if additional improvements were made on the east side of 5<sup>th</sup> St, because the bus turned there. If the bump-out was built, would the bus be able to make the turn?

Commissioner Levit agreed with Ms. Hoffman's safety concerns at Bailey St and Boones Ferry Rd.

Monica Keenan, 9460 SW 4<sup>th</sup> St, stated she was representing Old Town and the Old Town Plan developed for the area. She wanted to address some possible confusion in the PowerPoint presentation on Slide 7 and reviewed a one-page letter from the Old Town Steering Committee dated November 9, 2016, which was provided for the record, with these additional comments:

- The Old Commercial/Residential Character was in the Old Town Plan to support the adaptive reuse of some of the historic structures on the east side of the street and address some old structures that had already converted to a semi-commercial use. It was not intended to dictate how those blocks were to be redeveloped.
  - Years ago in the development of the Old Town Plan, some people owned another home farther north, the first house just south of the apartments on Boones Ferry Rd. At that time, they believed they were going to do some adaptive reuse of that home. However, the home had been sold again as a residential home.
- The Main Street concept mentioned earlier was not the intent of the final assessment. The few Boones Ferry Rd blocks south to 5<sup>th</sup> St were called Neighborhood Commercial, which allowed for adaptive reuse.
- The neighborhood was concerned about the 5<sup>th</sup> St intersection due to the two historic structures on the east corners. It was a very narrow street with a lot of church traffic on Sundays and a lot of bus traffic. Those buildings would be severely impacted.

- It did not seem as if the requests or guidelines set forth in the Old Town Plan were really considered in the heavy evaluation of the 5<sup>th</sup> St connection. The Old Town residents asked that the Commission take the time necessary to evaluate this crossing. Everyone knew ODOT could be challenging and permits could be challenging, but as much as everyone would appreciate having this connector, they wanted to see if it could be moved to Bailey St, even if the cost might be a bit more at this time. The City should really evaluate it for the servicing of the retail district and to minimize the impact in the lower sections of the neighborhood, which was still to date and would always be an inclusive, dead-end neighborhood bordered by the river, railroad crossing, and I-5.
- In response to some comments and questions she heard, she added the following comments:
  - With the 5<sup>th</sup> St option, removing the existing parking spots currently allocated to businesses that were already developed would reduce their parking.
  - Narrowing 5<sup>th</sup> St would not only impact the two-way traffic, but the historic structures sat right on the road. There was no setback. The right-of-way went into their living rooms and the front of their businesses. This needed to be considered as these properties were just as important as other properties in town.
  - The connector would help when there was a critical event because the Old Town neighborhood was locked in. Residents could not get to their homes and could not get out. It was very difficult.
  - The goal of the neighborhood was to not have the buses go around the one block in the middle of the neighborhood anymore. The residents hoped that with whatever connection was established that SMART buses would be routed north around the commercial buildings and not in the middle of the neighborhood.

Commissioner Postma asked if the neighborhood, in general, wanted the east-west connector. As mentioned, he was disappointed in what it was not alleviating.

- Ms. Keenan replied she had just had this discussion with another neighbor from Old Town. One goal of the Old Town Plan was to have a secondary emergency route out.

Commissioner Springall asked if the illustrations on Slide 7 represented the vision of the Old Town Plan between 5<sup>th</sup> St and Bailey St, that there are sidewalks at least as far as 5<sup>th</sup> St going south.

- Ms. Keenan replied there was discussion that sidewalks would potentially be added on the east side of Boones Ferry Rd north of 5<sup>th</sup> St, but the request was always for the sidewalks to be more integrated into the road, or less curb/gutter and bump-outs and more representative of a historic type neighborhood. The residents had always been satisfied with no sidewalks on both sides. She believed that knowing this was a future plan, they knew there might be potential for adaptive reuse on that section north of 5<sup>th</sup> St, that some sidewalks lower in profile would be acceptable. Also many considerations in the Plan were that no designated bike lanes be south of 5<sup>th</sup> St; it was a shared road.
  - She added that with the development of Boones Ferry Park along the river, Old Town residents did expect some additional park traffic that would come from the south and north on Boones Ferry Rd. Traffic moved at a pretty feisty pace on that road coming out of the park, including the trucks leaving the waste water treatment plant.

Commissioner Hurley asked about traffic stacking northbound on Boones Ferry Rd. He did not envision a lot of stacking occurring at 5<sup>th</sup> St or Bailey St since the majority of traffic going northbound simply came from the neighborhood. Regardless of the connection option, people needing to get to other parts of Wilsonville could go up Kinsman Rd and so forth.

- Ms. Keenan agreed, noting her experience was that stacking tended to stay closer to the Bailey St end of Boones Ferry Rd because people tended to get queued out enough to go right, and many times, people take the Albertson's bypass to get out, and queueing occurred there, too. It was a rare event, and long-term event on I-5, if there was stacking down Boones Ferry Rd into that block north of 5<sup>th</sup> St.
  - She added that having clear signage was important when a long-term, critical event occurred, because people do whip through the neighborhood clamoring for an out anywhere. That would also be when

some additional stacking could occur, but with other egresses, the residents should be fine. People felt like trapped rats. Google Maps said people could get across the river, but that would not work.

- She noted semis were an issue and would still be an issue, even with the connector, as they came down Boones Ferry Rd trying to get around 4<sup>th</sup> St, Magnolia Ave, and getting out on 5<sup>th</sup> St. Regardless of signage, it still happened multiple times a week; The narrowing of 5<sup>th</sup> St was not of assistance either.

Michele Dempsey, 30999 SW Boones Ferry Rd, Wilsonville, OR, said she has lived in the Old Town area her entire life and had a strong preference for the Bailey St connector. She read her written statement, which was entered into the record.

Alan Kirk, OrePac Building Products, stated OrePac had an easement to use Industrial Way, a private road owned by Wilsonville Concrete, et al. OrePac's trucks came in and out of Industrial Way down to Ore Pac Ave, across OrePac's bridge on OrePac Avenue. He indicated the property owned by OrePac, adding the company had acquired all the land south of OrePac to 5<sup>th</sup> St as well as the property west to Industrial Way for OrePac's expansion needs.

Glenn Hart, OrePac Founder, stated he had been working in Wilsonville since 1972. His first City Council meeting was in a little house at a park when OrePac had decided to come from Portland to Wilsonville. Through that period, the business, which was privately-owned by his family, had grown. His sons were in the business, and just recently, one of his grandsons joined the business. It was he and his wife's plan and commitment as a family and local community business to perpetuate the business for the benefit of their family, the community, and their employees. There were 220 employees or families being supported by the operation today. Most long-time residents realized OrePac was kind of protected by the location of the business. Other than traffic, the business dealt with all the same issues everyone else did. He believed OrePac fit very well as a good citizen in the community.

- He asked what the future development would be of all the property south of the proposed 5<sup>th</sup> St extension. He believed most of it was zoned industrial, as was the new property OrePac bought. It seemed logical for access and future growth, which hopefully the City endorsed, that 5<sup>th</sup> St would be an obvious choice.
- Specifically, the Bailey St option would put OrePac's operation and future growth, which has been considerable, in jeopardy. It was pretty impractical to try to operate or expand a business across a street. OrePac handled all types of building materials and the two-year construction period would be quite disruptive to what they do. Its future was to sell things today and deliver them tomorrow and the company ran day and night crews in its operation.
- OrePac has made a significant commitment to the new property that could grow the business, realizing there would be other industrial businesses as neighbors before this was over. OrePac had also made quite a financial commitment. It would not serve OrePac to relocate the business. They appreciated all the consideration and planning that had gone into the process.
- As an observer, he believed that long-term, 5<sup>th</sup> St actually did make the best escape route, even for people in the Old Town area. The congestion that developed on Boones Ferry Rd was obviously considerable now and would grow.
- It was very important to OrePac to be able to expand its business and serve its customers statewide. It would be very exclusionary for OrePac if Bailey St was selected for the road, to say nothing of the complication with the company's rail access and service to the business.

Darin Coder, OrePac Chief Financial Officer, clarified the cost that was thrown out from \$400,000 to \$1 million was an estimated cost just for the disruption for that rail crossing at Bailey St, and what it would do OrePac because the rail spur came up to the southeast corner of the northern most along Ore Pac Ave. There was a scale there and all trucks would have to be taken off-site for probably a month just with building that additional crossing and reinforcing and bringing the rail spur up the required 20 inches. Those damage estimates did not take into account the disruption of Bailey St running along the south side of the property.

Mr. Kirk believed that last year, City Council purchased a trailer park to convert into a park, adding bike lanes and improving under the freeway so people could go from the west side of town very easily without getting on Wilsonville Rd and end at Memorial Park or farther east.

- He believed the traffic studies showed 1,800 trips in the current year. Phase 1 would take probably two years to build, and Phase 2, maybe five to seven years to build, but most of the traffic would use Kinsman Rd to go west, providing the escape route much asked for by the Old Town residents.

Commissioner Postma:

- Noted OrePac's letter indicated the need to purchase significantly more property for the Bailey St alternative and asked if that was due to the access road through to Nutting Rd, or did something else require more land acquisition.
  - Mr. Kirk replied that was correct, the City would have to buy OrePac property. Nothing would be required from OrePac's property with the 5<sup>th</sup> St alternative. The 5<sup>th</sup> St alignment would align OrePac's property.
  - Mr. Hendy clarified the 5<sup>th</sup> St alignment would not miss OrePac's on the southwest side, but the right-of-way already existed on the very south side.
  - Mr. Kirk noted where the red line indicating the 5<sup>th</sup> St alignment curved to the northwest (Slide 4) would impact OrePac's property. The project team was determining the best route across Coffee Creek.

Commissioner Hurley asked what OrePac's intended layout was.

- Mr. Kirk replied they have not gotten that far yet, but noted the southern part of the existing site was non-covered inventory, and OrePac would most likely connect the two covered warehouses to the non-covered storage and move the covered storage south. The non-covered yard area would move south and the expanded building would basically be where Bailey St was shown.
- Mr. Hart confirmed that at this time, OrePac only planned to build a building where the existing open storage was on the south portion of the site. OrePac had tried to expand to the south for several years for lumber and trucking operations. It had been a difficult negotiation. Now, there was actually more land than OrePac needed, but they did not intend to occupy all of it.
  - He clarified that the nursery would continue indefinitely, until the City or somebody else wanted to use it. OrePac owned the land, but the Bernerts operated the nursery.
- Mr. Kirk stated years ago, OrePac tried to acquire the north acreage from Mrs. Lee, but someone else bought it, filed bankruptcy and the bankruptcy laws allowed them to outbid OrePac. He confirmed that the land would be developed as industrial.

Commissioner Springall asked if OrePac planned on any creek crossing at this stage.

- Mr. Kirk replied no additional creek crossing was needed. He indicated where Kinsman Rd would connect, and where OrePac's traffic would access Wilsonville Rd from Kinsman Rd, which was short of having to cross the creek. An existing bridge currently serviced only OrePac.
- Mr. Hart noted OrePac would forfeit the bridge to the City so the Kinsman Road Extension could go through.

Commissioner Millan asked if the two historic buildings on the corner of 5<sup>th</sup> St were actually designated as historical buildings. The plans did not seem to accommodate them.

- Mr. Neamtzu replied the buildings were not on any kind of official register; however, they were some of the oldest buildings in the city and did have historic significance.
- Mr. Adams noted Councilor Lehan had pointed out that the historic building on the northeast corner had been misnamed (Slide 6); it was a feed store, not a Grange. Their only Grange in town was in Frog Pond. The difficulty was that 100 years ago, the building was surveyed incorrectly, and the west and south corners of the building were in the public right-of-way, which was one reason for the tight corner there.
  - The City had not fully investigated and did not know whether the footing was good or the building had good foundational strength. Many people have mentioned the lack of visibility around the building.

- If the Council chose the 5<sup>th</sup> St connection, the City would pay to see if the building could be moved and what the cost impacts might be to see if Council would want to spend the extra money for that.
- The building on the southeast corner of the intersection was the old Wagner Woodworking store. He was not sure about the current or future intended use of the building.

Commissioner Springall:

- Noted concern during public testimony about the removal of parking on 5<sup>th</sup> St and its potential impact on businesses. He asked if there was sufficient parking associated with the businesses, noting the City did not want any business-related parking moving into the neighborhood.
  - Mr. Adams replied there was quite a bit of parking behind both businesses, as well as parking in front of the building on the northwest corner, which included the dance studio. Most of the parking tended to be behind the buildings. Tim Knapp's company owned both of the buildings and he had seen the same slide showing no parking on the street. About eight parking stalls would be removed on the street, but Mr. Knapp was not overly concerned about it when the project team first talked to him last summer at a stakeholder meeting. Though not pleased about parking being eliminated, Mr. Knapp had not expressed any concerns about it being a negative impact to the businesses since that time.
- Noted on street parking was very minimal along Boones Ferry Rd, perhaps only four or five spots, and only on the west side of the road. He was unsure how much parking there was behind the buildings.
  - Mr. Adams stated parking faced the railroad tracks the entire length of the buildings, both north and south of 5<sup>th</sup> St. He believed it was currently used mostly for the business owners and that patrons tended to park out front. The lots behind the buildings were paved.

Commissioner Postma recalled some businesses only front along 5<sup>th</sup> St, so removing the parking would create a weird dilemma for those businesses as to where they were going to park.

Commissioner Levit said he had never had a problem parking south of 5<sup>th</sup> St.

Commissioner Hurley countered that for the last six years, he had spent a large amount of time in the parking lot of the dance studio on the northwest corner. At 4:00 pm, all of the on street parking on the north and south sides of 5<sup>th</sup> St was taken. All the businesses were open. Even when businesses were closed, the dance studio had about 40 to 60 cars coming in and out every hour, on the hour. Traffic was so bad, even at 7:00 or 8:00 pm when all the residents were at home, that parents would park on either side of Boones Ferry Rd, and the kids dart out in the middle of the dark street to get picked up. Taking the off-street parking away would be a nightmare.

- He also noted there was no room by the two old buildings. The feed store homeowner parked on the side of the feed store as there was no room to park in front on the street because the asphalt went right in front of it. It was the same situation for what used to be the cabinet shop on the southeast corner, and the parking in front of the insurance company was taken this afternoon as well.
- He estimated that at least a dozen or more parking spaces would be removed which was a lot of parking to lose. The dance studio could turn into a mini-mart or hair salon, but if the dance studio stayed, adding the existing traffic with the connector traffic would be a nightmare.

Chair Greenfield:

- Asked if the residences west of the tracks on 5<sup>th</sup> St were connected to City water and sewer.
  - Mr. Adams replied they were hooked up to City water, but not sewer; they were on septic. The residences had a private water line that ran under the railroad tracks and accessed the public water lines on the east side of the tracks.
- Asked what was anticipated for that in the future.
  - Mr. Adams explained if 5<sup>th</sup> St crossed the tracks, the City would run water and sewer lines under the railroad tracks to service the properties on that side and that line would continue over and up Kinsman Rd to service all of the undeveloped land there.
- Recalled seeing a possible need for a pump station and asked if that was correct.

- Mr. Adams said the need for a pump station would depend where the gravity sewer line ran across. If it ran at 5<sup>th</sup> St, it would service a pretty good-sized area, adding that the land rises going north. The area near 2<sup>nd</sup> St where the little 12-ft culvert went under the tracks was pretty low and he did not believe it would be serviceable with a 5<sup>th</sup> St gravity line, but not all the engineering had been done yet.
  - If the area were developed in the future, one option was for the City to extend a sewer line from the main in Boones Ferry Rd and go under the tracks to service the area, or that area could develop and have its own pump station to pump the sewage up to 5<sup>th</sup> St or Bailey St, wherever the sewer line came across.
- He clarified that servicing the properties below 5<sup>th</sup> St was not part of the Cost Summary. The development would have to figure out how to service its properties. Obviously, it would be better to have the utilities in 5<sup>th</sup> St. If Bailey St was the crossing, the City could still work with the railroad to get a water and sewer crossing underneath the gravel road on the far side of 5<sup>th</sup> St. This option had not been investigated yet, but would probably be part of the construction phase.

Mr. Adams addressed the questions about bus routes and future bus routes, stating that right now, the bus route came down Boones Ferry Rd, turned onto 4<sup>th</sup> St, then up Magnolia Ave, across 5<sup>th</sup> St and back out. He had talked with Transit Director Stephan Lashbrook if SMART preferred a particular option and would actually use the connection, coming from Wilsonville Rd, down Kinsman Rd and around. Mr. Lashbrook had stated there were too many unknowns at this time, and he was unwilling to make a commitment if he would use one route or the other. If the 5<sup>th</sup> St connection was done, Mr. Lashbrook was also unwilling to commit to removing the current bus loop route that went down Boones Ferry Rd to 4<sup>th</sup> St and Magnolia, because it went through a residential neighborhood. Mr. Adams understood one regular rider there took the bus all the time and would have to walk two more blocks, but Mr. Lashbrook was noncommittal about what possible future bus routes would be seen in the area.

Commissioner Hurley:

- Did not believe that sat well with the residents when the bus was supposed to turn around in Fred Meyer.
  - Mr. Adams clarified SMART was given access to Fred Meyer, but the buses were not supposed to turn around in Fred Meyer. When Fred Meyer opened, the buses turned right on Bailey St, went through the Fred Meyer parking lot, picked up people at Fred Meyer's door, and went back out to Boones Ferry Rd. He did not recall that ever being a plan to eliminate the bus service south of Bailey St because the bus service was intended to cater—
- Responded getting the bus out of the neighborhood was definitely part of the Fred Meyer Plan.
  - Mr. Adams stated he was told people in the neighborhood who rode the bus, even though some people did not like it.

The Commissioners offered the following comments regarding the Connector Corridor Plan alternatives.

Commissioner Springall stated that similar to Chair Greenfield, the decision was a conflict. He did tend to lean to the 5<sup>th</sup> St connection for the benefit, not only of the cost, but the traffic, and the opportunity to reduce the potential backlog of traffic south of Wilsonville Rd with a bit more space from 5<sup>th</sup> St. The distance from Bailey St to the Fred Meyer outlet and Wilsonville Rd itself was very short. Any blockage could quite easily jam up the entire junction, and therefore, there was still no escape from Old Town.

- The way 5<sup>th</sup> St went east of the railroad tracks was a lot more beneficial because it matched the parcels as well as the residential and industrial designations without having to divide up some of the lots into much smaller parcels, which it might not be appropriate.
- He did recognize the Old Town residents were reluctant to have traffic coming down to the corner, especially adjacent to the old buildings. There were also parking and circulation issues with the Old Town businesses. However, he did not believe these challenges were insurmountable. The City might have to ask the businesses or landowner to do something about the circulation within that property in addition to parking.
- It was certainly not a slam dunk, but he was leaning toward the 5<sup>th</sup> St as the better connection.

Commissioner Levit concurred. He originally believed Bailey St would be the best option because of the straight-across shot to the commercial area, but it was too close to Wilsonville Rd. If the decision was 5<sup>th</sup> St, he would like to provide some access for the parking and really consider the safety of many factors there. It was not just the dance studio, a daycare was also in the same building, so there would be activity around the building all day long, not just at night. He believed that would be the biggest consideration there.

- He agreed that whichever crossing was selected, some factors would need mitigating, but Bailey St could not be moved, it was still too close.

Commissioner Hurley stated according to the comments in the packet, it appeared the preference was a 60/40 split for Bailey St over 5<sup>th</sup> St.

- The Commission also had to consider the old, long, thought out Old Town Neighborhood Plan, which had always wanted Bailey St and not 5<sup>th</sup> St. There were two very old buildings on the east side of the 5<sup>th</sup> St intersection, and the 5<sup>th</sup> St option would require removal of parking. Perhaps the dance studio would move if the 5<sup>th</sup> St option was approved, so small children running around would not be an issue. If it were his business, he would probably move the dance studio.
- The cost considerations showed a 6 percent increase for Bailey over 5<sup>th</sup> St. On major projects, it was easy to see a 30 to 100 percent cost overrun in major construction. A 6 percent increase to put something where the citizens of Wilsonville and the Old Town Plan had always wanted it seemed penny-wise versus pound-foolish.
- Bailey St was a much larger intersection and was already upgraded. Traffic went in and out of Fred Meyer there and he reiterated that only the Old Town residents would be stacking northbound on Boones Ferry Rd. People stacking northbound could still get into a left turn lane and take Bailey St to get out if they wanted.
- He had always believed Bailey St was the one - putting the extra dog-leg in there and just looking at the facts laid out before the Commission. No disrespect to OrePac, but OrePac had a lot of land; nothing said they had to do a north-south expansion.
- He obviously did not own stock in OrePac and did not live in Old Town, but he believed the residents of Old Town should have their wishes considered since they dealt with this on a daily basis. If the financial piece was 6 percent, that was not a lot to do what Old Town residents have asked for a long time.

Commissioner Millan stated she could not make up her mind, and had kept reading about it and had gone to the public meeting. Bailey St instantly seemed like the logical choice. She heard the permitting issue and wondered if it was even a possibility because the railroad could be so difficult to work with.

- With the perception of what the 5<sup>th</sup> St crossing would look like, she asked if the City had considered some way to adapt the plan to address the parking problems. There were some great planners at the City. She thought this had been pushed ahead with, "This is how we're going to do it" and maybe the City should take in the fact that if 5<sup>th</sup> St was the choice versus Bailey St, the Old Town group would not feel like they had been heard, and then the City would just ignore the parking issues and some of the other considerations. Maybe that intersection could be redesigned to meet the needs better. She was trying to look at some ways to respect that they had thought long and hard about this connector. Bailey St had some real drawbacks, but maybe the City planners could come up with some redesign alternatives to what had already been proposed.

Commissioner Postma said he struggled with the competing interests of—he would not call them promises to those in Old Town, so much as a long-standing understanding about how Old Town was going to improve and develop over time. That gave him some real pause because there were many long-term residents who had owned property for many years with the understanding of what it would look like down the road. He believed the City was turning on a dime on them and that really bothered him.

- However, he tempered that with the fact that there was a 40-some odd year business that had been a long-standing member of the community and hoped to be a continuing long-standing member of the community. Their expansion plans and future employment and business to the city would be affected by where the connector was placed, which really weighed on him.

- With all due respect to Commissioner Hurley, he was very skeptical of the 6 percent number. Maybe it was because he had handled condemnation cases that said those numbers were tough to predict. He was trying to do the math in his head of what was not on paper which was terrifying. He believed the 6 percent number was probably drastically lower than what was anticipated.
- He has looked at both choices from both sides and was unsure he really had a preference, other than to again, express his disappointment about not seeing a lot more traffic alleviation from the project than he was actually seeing.
- He knew the connector was a necessity for the Old Town community. What scared him more than anything was the real big problem there, which was getting fire trucks in and out during a critical event. He would hate to hear a story about a medical emergency there when the roads were jammed because there was just no way to get through. There were not even sidewalks to drive on. He reiterated the connector was a necessity.

Commissioner Mesbah stated he could not speak to this mainly because it looked like it was trying to solve problems resulting from decisions that were made a long time ago with regard to Fred Meyer. He was not familiar with that enough to wrap his brain around it. However, it seemed that more work was needed before either option could be decided on; the parking had been mentioned. He hoped City staff would also sit down with OrePac to see if any other site design alternatives would work for them. Some design solutions might be available for OrePac. He would not necessarily put the onus on City staff to come up with that solution, but he hoped the City would work with an industrial and commercial citizen to make sure their concerns and needs were met if growing south was not going to work. There seemed to be an option, even though the zoning was not right, so the City would need to come up with solutions no matter what.

- He hoped some of those answers were available before a final decision was made because it could make a difference, either for OrePac or for Old Town residents who were worried about parking and traffic, etc. A lot of design solutions could ameliorate some of the concerns that had been raised. He was not seeing solutions that were available or analyzed enough.
- Cost would be another thing. In his experience, tricky development sometimes resulted in expensive solutions afterwards. There were parcels in any city that would require expensive infrastructure in order to get to them and develop them. He noticed developable land was a premium around this part of the country. The City had to expect to spend more money to access and provide infrastructure for these people, whether it was 6 percent or 100 percent more. This might be the cost the City had to pay as part of doing the Fred Meyer development.

## **VI. OTHER BUSINESS**

### **A. 2016 Planning Commission Work Program**

Chris Neamtzu, Planning Director, noted lots of things were happening on the Work Program, which was outdated as soon as he published. He noted December looked very busy with work sessions on the Transit Master Plan in preparation for a January public hearing; the Frog Pond Master Plan to work through a couple more topics, and the Town Center Redevelopment Plan Public Involvement Plan. In January, there would be another work session on Frog Pond and Civil Engineer Zach Weigel would update the Commission about the work on the French Prairie Bridge. The Frog Pond hearing had been pushed out to February as more work was needed, including on infrastructure finance. The Commission would see the draft Frog Pond Master Plan in January in preparation for the February public hearing.

Commissioner Postma noted the agenda listed the work session as starting at 6:30 pm, but they actually started at 6:10 pm. The agendas seemed to be front-end loaded with the notion that considering the minutes would take 5 to 10 minutes when everyone knew it did not take that long. Consequently, the work session started 15 to 20 minutes before some people arrived to hear about it and address it. This was probably the third time he had seen this, and it bothered him a bit. He would like to see that treated better. He noted the Commission was doing it during hearings, too, which really bothered him.

Mr. Neamtzu stated Staff could absolutely do better on that, adding it was better to estimate the times the other way. He appreciated the feedback.

**VII. ADJOURNMENT**

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:05 p.m.

Respectfully submitted,

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