

PLANNING COMMISSION
WEDNESDAY, JANUARY 14, 2015
6:00 P.M.

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

Approved
March 11, 2015

Minutes

I. CALL TO ORDER - ROLL CALL

Acting Chair McGuire called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Marta McGuire, Eric Postma, Jerry Greenfield, and Peter Hurley.
Phyllis Millan arrived shortly after roll call. Al Levit, and City Council
Liaison Charlotte Lehan were absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Nancy Kraushaar, Miranda Bateschell

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

III. ELECTION OF 2015 PLANNING COMMISSION CHAIR AND VICE CHAIR

Election of the 2015 Chair and Vice Chair were postponed until all Planning Commissioners are present.

IV. INTRODUCTION OF NEW LONG-RANGE PLANNING MANAGER, MIRANDA BATESCHELL

Chris Neamtzu, Planning Director, introduced Ms. Bateschell with whom he had worked previously on several regional issues. He noted Ms. Bateschell brings many skills and talents to the City and was already emerged in the concept planning for Basalt Creek.

Miranda Bateschell, Long-Range Planning Manager, said she was born and raised in Oregon, attended school at Gonzaga and the University of Michigan, where she obtained her Master's Degree in Urban and Regional Planning. Her professional background included working in New York, Michigan, and most recently at Metro, where she worked in land use planning, focusing on community development and investment issues. Her work at Metro provided her the opportunity to work in many communities throughout the region. She was excited to be working in Wilsonville and at a local level to address more immediate and real time issues.

The Planning Commissioners introduced themselves, noting how long they have lived in Wilsonville and their experience working on various boards of the City.

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

VI. CITY COUNCIL LIAISON REPORT

Chris Neamtzu, Planning Director, noted that City Council had just made the liaison appointments last week, so he anticipated Councilor Lehan's presence at upcoming meetings.

VII. CONSIDERATION OF THE MINUTES

A. Consideration of the December 10, 2014 Planning Commission minutes

The December 10, 2014 Planning Commission minutes were approved 3 to 0 to 2 as presented with Chair McGuire and Commissioner Millan abstaining.

VIII. WORK SESSIONS

A. Climate Smart Communities (Kraushaar)

The Spring 2013 Climate Smart Communities Scenario Project newsletter titled, "Wilsonville Community Case Study" was distributed to the Commission.

Nancy Kraushaar, Community Development Director, presented the Adopted Climate Smart Strategy via PowerPoint, updating the Commission on the Climate Smart Communities Scenarios project by reviewing the legislative background leading to the project, the process Metro used in developing and finalizing the adopted Strategy, as well as how the Climate Smart Strategy would affect Wilsonville. She also discussed the adopting Metro Ordinance 14-1346B and its accompanying Exhibits A through E, all of which were included in the Planning Commission meeting packet. The five exhibits summarized the four years of collaboration with the public, regional, technical and policy advisory groups during the process. Her key additional comments included:

- She emphasized that the Climate Smart Strategy being presented involved a collaborative process amongst all the counties, municipalities and from many stakeholders throughout the Portland region, as well as an incredible amount of discussion, modeling, and push back as those involved worked to gain understanding about the Climate Smart Communities Project. The Climate Smart Strategy was adopted by Metro Council in December after receiving almost unanimous support, one vote short, from Joint Policy Advisory Committee and Transportation (JPACT), and unanimous support from MPAC, Metro Policy Advisory Committee.
- She noted that the adopted Climate Smart Strategy did not address freight, only cars and light trucks, and that the 20 percent GHG emission reduction goal already assumed the availability of much cleaner fuels and more fuel efficient vehicles, which would be a separate accomplishment by the State.
- Securing adequate funding for the transportation initiatives and legislative support for Oregon's transition to cleaner low carbon fuels and more fuel efficient vehicles would be essential for the adopted Strategy to succeed.
- Although Page 15 of the Climate Smart Strategy (Exhibit A; Page 44 of 139 of the Staff report) did not include a lot of information about SMART, she noted SMART would be working on a new Master Plan beginning this summer, so more details related to the Strategy would be available then.
- The Toolbox of Possible Actions (Exhibit C) were recommended, not required, actions agencies could choose to take for all ten policy areas described in Exhibit B. The City of Wilsonville was already doing many of the suggested actions, and if required to show any kind of performance, the City would likely be shown as a leader in achieving the Climate Smart Strategy. For example, she noted the City was already doing the first four bullets listed under "What Can Cities and Counties Do?" on Page 120 of 139 of the Commission packet for the Making Biking and Walking Safe and Convenient policy. She briefly discussed some of the actions the City was taking related to this policy.

Comments and questions from the Planning Commission regarding the Climate Smart Strategy continued as follows with responses from Ms. Kraushaar as noted:

- Ms. Kraushaar clarified that the dissenting vote to support the Climate Smart Strategy on JPACT was the representative from the Clackamas County Commission. The reason for the

dissenting vote was a bit unclear, but she believed the particular discussion concerned funding projects that would achieve co-benefits and provide more efficiency, such as intersection improvements. There was also concern that policy decisions were being made for future funding and since Clackamas County was not certain what they might be, they did not feel confident supporting it.

- Transportation to low income housing areas was very poor. Wilsonville has discussed affordable housing and transportation filters into that, but nothing in the Strategy seemed to address the goal to increase transportation to those housing areas. The map on Page 45 of 139 of Exhibit A was unclear.
 - Ms. Kraushaar explained the bold orange lines on the Transit Service map represented transit service at a frequency of every 5 to 10 minutes. If the capital and operations for all the transit service indicated on the map were implemented, transit services access would be achieved to 55% of the jobs, 49% of households and 62% of low income households to within a quarter mile or 15 minutes by 2035.
- A recent study showed people are not using public plug-in chargers for their electric cars. Would that trend impact the Climate Smart Strategy in any way and would any modifications be made?
 - Ms. Kraushaar believed people were presently using electric vehicles for trips wherein the cars could be charged at a person's own home.
 - She discussed the State's investment in installing charging stations along the I-5 Corridor, which was intended for drivers other than commuters or those running errands. Having accessible charging stations was important for drivers needing to recharge on longer trips, but with increased electric vehicle purchases, and as charging becomes more efficient, using electric vehicles to travel longer distances might become more attractive. Additionally, current prices for electric vehicles were still high and some uncertainty still exists about the technology, but over the next 20 years, available charging stations would be needed.
- The baseline seemed to be a moving target. The 30-year horizon started in 2005, so how much had the baseline shifted between 2005 and 2015, and how would the baseline be adjusted as further improvements were made toward 2035?
 - Ms. Kraushaar replied the baseline was the 2005 GHG (Greenhouse Gas) Portland area emissions caused by light duty vehicles, and the goal was to achieve at least a 20% reduction of that baseline by 2035.
 - The understanding was that the general progress being made would be subtracted independent of the Strategy's actions in improving GHG emissions.
 - She agreed that the Climate Smart Strategy actions were separate from GHG emissions achieved from other general progress than what is modeled for light duty vehicles.
 - She understood the model started with 2005 estimates for small automobiles and light trucks in the Portland metro area, and all of the scenarios assume huge technology advances in fuel-efficient vehicles and cleaner fuel emissions.
 - Because there was no hard target to meet, the goal remained unclear.
 - Ms. Kraushaar believed she had technical material that referenced the units and numbers to be achieved, which she would provide to Commissioner Greenfield.
 - She agreed the calculations were extremely technical and noted the entire project was based on a State model called GreenSTEP, but even then, all the elements involved were hard to quantify. She believed the State would continue to "true up" the model over the ensuing 20-year period to better understand the complicated material.
- Ms. Kraushaar confirmed no measuring device currently existed to provide feedback about the performance of individual communities. The current performance evaluation applied to Metro and the measurements that Metro makes.

- She noted the new Regional Transportation Plan included a goal to start measuring certain performance measures that are included in the City's Transportation System Plan (TSP); however Metro was not presently asked to refine and send it out at the community level at this time
- Although cities were not currently required to show what efforts were being made with regard to the Climate Smart Strategy, she did expect the City would be required to submit sort of report card to show what was being done after the new Regional Transportation Plan is adopted. She was uncertain how numeric the report card might be; perhaps more of a narrative report would be required about what the City was doing. It would be difficult for us to have performance measures that were not quantified in metrics. For example, in the one thing being measured at Metro is how many more miles of bicycle paths and sidewalks are built. Such indicators actually measure progress. [1015 2:23]
- Concern was expressed about performance being graded on what new things were being done, such as new roadways or pedestrian paths. This would put Wilsonville at a disadvantage because the City would have to spend more money to create better systems even though Wilsonville was already well ahead of other communities.
 - Ms. Kraushaar assured that would not be the case. The performance standards and strategies were generally listed in bullet form in Exhibit D many of which are targets already identified for the 2040 Growth Concept and associated plans.
 - Some metrics, such as Crash Rate for the policy of making streets and highways safe, reliable and connected, were already being measured and a target for reducing accidents to a certain level by a certain year already existed.
- Ms. Kraushaar commented it was interesting to be able to create a Strategy that identified some things that different communities were doing already. However, more specific goals still needed to be achieved in order to attain the target goal for GHG reductions.

Chris Neamtzu, Planning Director, noted Ms. Kraushaar is a regional leader and expert on transportation issues, adding that Wilsonville was well represented at the regional level. She attends all of the Climate Smart committee meetings and is well respected by her peers. He appreciated having a true expert working on these issues, and a Community Development Director that is a civil engineer who understands land use planning and transportation and development.

IX. OTHER BUSINESS

A. 2015 Planning Commission Work Program

Chris Neamtzu, Planning Director, confirmed that the packet for the Joint City Council/Planning Commission Work Session on January 22, 2015 regarding the Frog Pond Area Plan had been provided to the Commission. The same plan was reviewed last month in work session, but now new information was included. It was an important meeting for the Commission and Council to provide direction to the project team on about five or six unresolved matters like whether retail should be included in the Frog Pond area, and if so, how much and where, and whether multi-family and large lots should be in the Plan. The packet also included additional new market information regarding the market economics of land development. This information was provided from a due diligence standpoint so that the full gamut of issues could be evaluated and to assist in informing the Commission as decision makers on the Frog Pond plans.

- He noted that the newspaper mistakenly advertised the joint work session as an opportunity for citizens to provide input and inquiries had already been received. A correction was published in today's newspaper.

- He clarified that citizens were welcome to attend the meeting and then participate in the Citizen Input portion of the City Council meeting, but a work session was not an environment to receive public input due to time constraints. The work session was an opportunity for the Commission to collaborate with the City Council, find common ground and provide direction to the project team about changes before going through another round of community engagement before heading toward some formal recognition of the Frog Pond Area Plan this spring.
- He announced that Simon Springall had been appointed to the Planning Commission, adding that Mr. Springall was a software engineer at Mentor Graphics and has served on the Development Review Board. He would be able to attend the joint work session next week.
- He noted the importance of the planning process for the Memorial Park Master Plan and of ensuring citizen awareness about that process. A consultant had been hired and the project was moving forward as several alternatives have been proposed and he encouraged looking at the online survey. The Planning Commission would have a work session in March with the final Memorial Park Master Plan expected to be reviewed for adoption in the summer months.

Miranda Bateschell, Long-Range Planning Manager, described the Transportation Performance Modeling project, stating that Planning Staff was working with the City's transportation engineers and the City's consultants at DKS Associates together to develop a Transportation Performance Measures Report, which had not been done before. Staff often discusses needing improvements to meet certain goals and objectives, so the report would help identify how the City was really doing in terms of meeting those goals and objectives.

- A series of meetings were held with the City's partners across the region, both counties, Metro and ODOT, to discuss what they have been doing in terms of performance measuring and what data might be available to assist City Staff in measuring the City's performance. Developing the report would involve establishing key performance metrics that could be measured as well as a prioritization process to determine which measures best achieve City goals.
- Staff was looking at examples used across the country; however, such reporting was generally done at a statewide level, not at a city level, so Wilsonville was, again, on the cutting edge of "truthing" its own transportation investments and choices related to both active transportation and the road network. Ultimately, the information package would be presented to the Planning Commission, City Council and the community.

X. ADJOURNMENT

Chair McGuire adjourned the regular meeting of the Wilsonville Planning Commission at 7:20 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services,
Inc. for
Linda Straessle, Planning Administrative Assistant