

**PLANNING COMMISSION**  
**WEDNESDAY, MARCH 12, 2014**  
**6:00 P.M.**

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

Approved  
April 9, 2014

**Minutes**

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

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

Planning Commission: Ben Altman, Eric Postma, Jerry Greenfield, Al Levit, and City Councilor Susie Stevens. Marta McGuire arrived after Roll Call. Peter Hurley and Phyllis Millan were absent.

City Staff: Chris Neamtzu, Barbara Jacobson, and Katie Mangle

**II. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

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

**IV. CITY COUNCIL LIAISON REPORT**

City Council Liaison Susie Stevens reported on the City Council's recent actions as follows:

- Planning Director Chris Neamtzu provided a good initial overview about how the City should approach wayfinding and Council members responded very positively. The timing of the project was great given the work currently underway on the Tourism Strategy Program and the branding of the City. Having wayfinding signage tied in with the branding would be a great program. Council was asked to explore wayfinding signage when they travel as other cities have good wayfinding signage programs. She had also researched the wayfinding programs of other cities on the Internet. Many ideas could be researched and explored in an effort to develop a good program for visitors, residents, the business community, recreational facilities, the Korean War Memorial and other destinations around town.
- Lieutenant Jeff Smith was the new sheriff in Wilsonville. He was replacing Lieutenant James Rhodes, who was promoted to captain, and would introduce himself at the Council meeting Monday, March 17. She would meet Lt. Smith at the French Prairie Forum next week, where Marion and Clackamas County Sheriffs would take a region-wide look at crime and public safety.
- The development of Villebois continues with new houses being built near the school. The Council approved a street vacation for part of 110<sup>th</sup> Ave, so the existing alignment of the streets would change with 110<sup>th</sup> Ave tying into the existing roundabout just before the Boeckman Bridge. The area where the red and white striped barrier existed would become a road, allowing for better traffic flow.
- The next Council meeting would include a hearing of a Development Review Board (DRB) decision that had been appealed for development on the north end of Wilsonville on 95<sup>th</sup> Ave.

Commissioner Levit said that he and his wife deliver meals from the community center and it was almost impossible to find one's way around apartment complexes. Trees cover up house numbers, parking covers have different numbers than the units and the rationale was different in every development. There should be a way to make addresses more visible. He noted some developments provided a map at their entrance.

Councilor Stevens responded that situation was also important from a public safety standpoint, as Tualatin Valley Fire & Rescue (TVF&R) must be able to locate units. It was good to be aware of that regardless of the wayfinding program, adding it would be good if apartment complex management companies could be engaged to aid in that effort. She agreed it would be good to address the issue as part of the development process for any new complexes that were built.

Commissioner Postma asked about the timetable for the wayfinding program. He was concerned about the City waiting until the Tourism Task Force was finished and then a bit longer for branding effort, which could result in the wayfinding program being a year and a half to two years out.

Chris Neamtzu, Planning Director, replied that City Manager Bryan Cosgrove talked about running parallel tracks. At some point in the branding effort, the wayfinding signage process could begin.

Councilor Stevens noted the Tourism Strategy Task Force had only two meetings remaining.

Mr. Neamtzu added nothing could occur until the next budget cycle, as no resources were available to fund the program. Many steps would have to be gone through, which took time, but Council was eager to get it going and Staff was starting to push it forward. They heard the Chamber loud and clear, and wayfinding signage was on the work program.

#### **V. ELECTION OF 2014 PLANNING COMMISSION CHAIR AND VICE CHAIR**

The election of officers was postponed until the full Planning Commission was present.

**Eric Postma moved to postpone election of the 2014 Planning Commission Chair and Vice Chair to the April Planning Commission meeting. Commissioner Levit seconded the motion, which passed unanimously.**

#### **VI. CONSIDERATION OF THE MINUTES**

- A. The February 19, 2014 Planning Commission minutes were postponed to the April Planning Commission meeting.

#### **VII. WORK SESSIONS**

- A. Concept Planning Update

Katie Mangle, Manager, Long Range Planning, explained the work sessions were meant to ensure the Planning Commission was briefed and understood two major projects getting underway this month. She sought input from the Commission about the Commission's role in each planning process. The Planning Commission would recommend the final draft plan to Council for adoption, but it was important to determine how and when the Commission should participate during the planning processes.

- Basalt Creek Concept Plan

Ms. Mangle presented the Staff report related to Basalt Creek via PowerPoint with these key comments:

- Displaying a map different than that provided in the packet, she noted the Basalt Creek Planning Study Area was shown in blue and included an area often called West Railroad. The area was within the Urban Growth Boundary (UGB) but was unincorporated and neither the City nor the County had done any planning for it. Over the next 18 months to two years, the City of Wilsonville would work in partnership with the City of Tualatin to develop one plan that would be implemented separately by the two cities. While some multi-jurisdictional planning efforts had taken place in the region, she did not believe anything quite like this had been done before, where two cities were almost equal partners in engaging an initiative.
- Key questions that would be considered regarded what uses would exist and where residential, industrial and open space would be located. An array of residential and industrial would probably

exist, but who would provide different services and where the city boundary would be were uncertain.

- The consultant team on the project was Fregonese Associates, a local firm that used a package of GIS-based, high-tech evaluation tools called Envision Tomorrow. Using the high-tech tools would allow for different alternatives to be visualized and return on investment results to be generated. At one public open house this summer, people would be able to use some of the tools to have an interactive, high-tech experience.
- The City of Tualatin was managing the consultant and was the recipient of the Metro grant funding the project. Wilsonville Staff was following their lead in many ways. Staff from both cities have been meeting weekly for several months and have built a solid partnership moving into the project. The consultants were starting to map existing conditions and Staff was developing the contact list and reaching out to property owners. No advisory committee or task force would be involved on the project, but people could get involved in an array of different ways, including one-on-one interviews. This decision was made by both Councils, because the project was pretty complex, in terms of decision-making, with both Cities having to jointly make many decisions. For Basalt Creek, the City Councils, both individually and meeting jointly, would be much more involved, hands-on, than was typical for this type of process. In addition to obtaining briefings, they would meet jointly to make decisions with each Council relying on their Planning Commissions to provide recommendations along the way. Most firsthand information would be obtained from workshops and interviews, instead of a typical, bulleted summary list from information that has gone through a different committee. The Councils have requested that they receive more of the raw material along the way which will assist the two bodies as they make decisions together. Some decisions could be difficult to make and this approach would allow them to feel on top of the project, close to the work, and close to peoples' comments as well.

Staff addressed questions from the Commission and provided additional information as follows:

- She clarified that the grey area on the map was already part of Tualatin
- The Transportation Refinement Plan (TRP), which set the major east/west connector, was completed about a year ago and would not be revisited during this project. Although there was no plan for the area, people who owned property or had interest in the area had been through many planning processes or capital projects, including the Boones Ferry Road Project and Tualatin Southwest Concept Planning Area. Moving forward, Staff would want to be clear about what the project was and was not doing. Even though the County was beginning to invest in the area, this concept planning was long-term, and it would be a long time before the area was ready for infrastructure and development.
  - The County was starting another project for the north/south portion of 124<sup>th</sup> Ave, which would be designed and constructed during the Basalt Creek process. The County might have funds to begin purchasing right-of-way for the east/west part of that project, but that project would not be constructed for some years. Staff would need to be careful regarding how they helped people through each conversation as planning work was occurring on both projects.
- The boundary between the Basalt Creek and Tualatin Southwest Concept Planning areas was established via two separate UGB expansions processes. The Southwest Tualatin Concept Plan area was added in 2002 and the Basalt Creek area was added to the boundary in 2004. The plans were contiguous and planning from the Southwest Tualatin Concept Plan area encroached into the Basalt Creek area, clear down to the northern boundary of the Coffee Creek Correctional Facility. At the time, the City of Tualatin assumed the area would be part of their community, without having a discussion between the two cities. That boundary had since been moved back to where the original UGB expansion processes originated and everyone agreed the division of the Basalt Creek area would occur via this planning. The Southwest Tualatin Concept Planning area was entirely Tualatin's to serve and in which to provide industrial development.
- With regard to where the cities' boundaries would ultimately be located, the term "jurisdictionally blind" would be used throughout the planning process. Everyone hoped the data analyses and planning would show where a logical line existed and that the decision would be easy once facts were present. The issue was raised in the joint Council work session. The area needed to be planned jurisdictionally blind,

looking for that answer at the appropriate time, and not be driven by acreages, numbers, or specific geographies, because that was a temptation.

- Historically, the alignment of the east/west connector was the boundary. Staff had reasons to believe that having each city with different land use controls on opposite sides of such an important roadway might not make sense.
- A map displayed the watershed for the area with light grey shading indicating the water flow to the Willamette River and very little water flowing north to the Tualatin River. The map was one example of why further analysis was needed before city boundaries could be determined as grades, gravity and water flow must be considered to determine where sewer service made sense, who would be the provider, etc.
- Basalt Creek would be a mix of residential and industrial. The City of Wilsonville's objective was to obtain more industrial land, but residential made sense in some areas because of grades and other conditions.
  - Tualatin was all residential north of the study area. Tualatin might try to extend residential, but it was an open question because the area also abutted the Tualatin Southwest Concept Planning area, which was industrial and there were industrial uses in the Tonquin area. Different people would likely have different opinions.
  - A small retail center would be considered for serving southern Tualatin neighborhoods and industrial areas.
- The diagram on Page 17 of 19 was reviewed that illustrated the process, scope and how the planning project would proceed, as follows:
  - Currently, the process was in Task 1: Project Launch. The diagram identified tasks that consultants and Staff would undertake, key public involvement activities, and how the project would interplay with joint Council meetings, which implied that Council would be asked to make decisions to lock in assumptions before moving forward. Planning Commission meetings were not shown, but would be added to the diagram once the Commission's level of involvement was discussed.
  - Tentative dates were not yet available for the workshop, but the consultants were developing the project calendar, which included a lot of review times and the critical path for working toward the workshop. The public event was another open house. The workshop would involve the interactive high-tech tools.

Ms. Mangle noted that unlike the Transportation System Plan (TSP), where the Planning Commission processed most of the information and then presented it to Council at key points, City Council would be very involved and doing some of the "heavy lifting" themselves on the Basalt Creek Concept Plan. However, City Council also believed it was important that the Commission continue in its role as land use and transportation advisors, though monthly work sessions would probably not be held as done for other projects. She asked the Commissioners for ideas about how they saw the Commission's role in this planning process; were there particular areas of the project that the Commission wanted to focus on or would regular briefings on the planning process be suitable?

Feedback and discussion from the Commission about the Planning Commission's involvement in the Basalt Creek Concept Plan were as follows:

- The basic arterial roads have been determined, so the work would involve land use allocations and determining what standards might be different than what was currently being used. The structure of the project seemed upside down. Perhaps Staff should tell the Commission where it fit in the process.
- Down the road, the Commission would want to discuss whether the Coffee Creek/Day Road Code was to be extended into Basalt Creek. Was it envisioned that some of the potential Form Based Code (FBC) from Coffee Creek would be extended to the industrial portions of Basalt Creek? If mixed-use scenarios were considered, it seemed almost essential to have something different than the current Development Code.
  - Mr. Neamtzu agreed the discussion regarded applying FBC to Coffee Creek and then having the ability to make that judgment at some point in the future. The FBC project had been side boarded to focus its application on Coffee Creek for purposes of thinking about it through the exercise. FBC

would be perfectly appropriate for Basalt Creek and other districts in the future, or even including it as a part of redevelopment in the City's regular industrial use areas. All of those options were on the table and possible in the future.

- Because Day Road had Basalt Creek on one side and Coffee Creek on the other, it was always envisioned that whatever happened on Day Road would be consistent on both sides of the street. While it was uncertain whether Day Road would become a part of Wilsonville yet, if Day Road became something different than just a standard FBC, it would have applicability in the Basalt Creek Plan as it related to the north side of the street.
- Ms. Mangle noted Task 4: Alternative Scenarios (Page 17 of the Staff report) and said it would be great to have Planning Commissioners participating in the workshop, which was where the vision for the project would be formed. Many items that the Planning Commission typically had opinions on would be discussed.
  - The Commission would participate in the workshop first and then follow up with discussion after the workshop and before the Joint Council Meeting took place. Updates would be provided periodically at regular meetings and Staff would tailor their level of effort to the Commission's interest. The Commission would make note of when they wanted to be more involved on a particular issue, if appropriate.
- Requirements in the State statutes and City Code related to the Planning Commission's role were typical and would come later in the process. A public hearing would be held at the end of the process and the Commission would make a recommendation to City Council regarding whether the concept plan should be adopted. The question was what would allow the Commission to have the level of comfort required to make a recommendation to Council when the public hearing was held in two years.
- The Planning Commission would have to be present or do something before the key decision points for the Joint Council in order to provide input; otherwise the Joint Council would tell the Commission their decision, resulting in little for the Commission to do.
  - When this process was discussed with Council, several Councilors said to make sure the Planning Commission was advising them. Council wanted to be very involved in the process, but also valued the Planning Commission's active role.
- Task 4 should be sequenced in terms of when activities occurred and where the Commission fit in. The outcome appeared to be some direction from Council, so that flow was needed in there somewhere.

Ms. Mangle summarized that Staff would plan on regular briefings, with the possibility of joint work sessions with City Council. Consultants could also be invited to inform the Planning Commission meetings about key points. She agreed the joint work sessions with Council should occur before each of the decision-making meetings between the two cities. She confirmed Staff would continue to work on the sequencing.

- Frog Pond/Advance Road Planning

Ms. Mangle reviewed the Staff report regarding Frog Pong via PowerPoint with these key additional comments:

- The Frog Pong project was a bit different in that the area was already in the UGB and addressed in the City's Comprehensive Plan as residential land. Even without a development plan, the City has been planning for Frog Pond for many years, as it was already reflected in the TSP, Parks and Recreation Master Plan and Water System Master Plan.
- The Advance Road area, displayed on the map in purple, was not yet in the UGB, but was called an urban reserve and was part of Clackamas County.
  - Slightly different roles applied to each area but a concept plan was required for both. Staff had successfully made the argument and received funding to do one concept plan for the entire area, knowing that Frog Pond would develop in the next 5 to 15 years and Advance Road likely not developing for 10 to 20 years. Both areas were slated for residential with consideration of whether a neighborhood-supportive commercial center could exist. While different phasing and implementation questions existed, at the conceptual level, it was about the design of the

neighborhoods, integration of natural resources and trees, and how the areas should be served with infrastructure.

- Financial feasibility would be emphasized in terms of housing densities, infrastructure costs, and amenities. Other considerations regarded defining the City's role and whether costs would be borne by development. These questions had been discussed a bit with the Goal 10 Housing Needs Analysis project. Some of the consultant team's tasks would be to inform such discussions.
- The consultant team would include Angelo Planning Group, DKS & Associates, Murray Smith & Associates and Walker Macy. This team work together a lot and had worked on these types of projects in the region. They brought a lot of experience and creativity to the project, and she believed they would support Staff very well as they moved through the process.
  - As opposed to the high-tech Basalt Creek project, this process would be much more tactile. Staff would present the Angelo Planning Group contract to Council for approval next Monday. If approved, Staff and the consultants would hit the ground running as the existing conditions work was already underway; the wetlands, creeks and riparian areas were being investigated and a tree survey was being done. Staff had gotten to know the property owners, many of whom attended the Residential Land Study Open Forum in January, and they seemed very eager to participate and get the project underway.
- The concept plan would take about a year to complete, and then more detailed work would begin immediately on Frog Pond with the idea of preparing the master plan for implementation and the site for private development and annexation when the time was right.

Commissioner McGuire arrived at 6:43 p.m.

Staff addressed questions from the Commission as follows:

- Metro had not approved the south Advance Road quadrant, but had instead approved the annexation for the school district. The school site between 60<sup>th</sup> Ave and the west Advance Road area southern boundary was now located in the UGB. The district was developing a capital campaign to build the school within the next few years.
  - The goal was to complete this concept plan by May 2015, which was the deadline needed if the City wanted to propose Advance Road coming into the UGB in the next UGB expansion cycle. Staff committed to being ready with that proposal to Council and the work schedule was driven accordingly. Council would then decide whether it was a good idea to nominate bringing Advance Road into the UGB.
- Both parcels north and south of Advance Rd would be treated as a single area, in terms of bringing it into the UGB. The City could propose that it be brought into the UGB in 2015 to 2016 or wait another five years.
- The boundaries of the UGB were clarified. The boundary extended about a half mile north of Boeckman Road and Advance Road, beyond Frog Pond Lane, but not to Homesteader Rd. Kahle Road was the UGB boundary on the east side and it extended straight across from there. The map was only an illustration, not drawn to accuracy. Stafford Rd and Boeckman Rd abutted each other, but the corner was shown as rounded where it should not. The street name on top of the purple line made it look like the roads diverged more than they really did.

Commissioner Postma left the meeting at 6:47 p.m.

Ms. Mangle reviewed the Conceptual Schedule and Decision Making and Public Involvement Diagram on Pages 18 and 19 of the Staff report (Attachments C and D) with these key comments:

- On Page 18, the concept plan was currently in the Project Setup phase, as the team was doing fieldwork for the site analysis, which would result in some good maps by the end of April. Then the process would continue so that the final concept plan would be done by May 2015.
  - The hexagons indicated deadlines related to the grant, and although the deadlines extended out into 2016, Staff hoped to beat the deadlines so the project was completed by the end of 2015. She confirmed that product documents were due at each grant milestone.

- The constellation at the bottom of Page 18 represented all the anticipated meetings, beginning with interviews of property owners and other important stakeholders including homeowners associations and residents who lived south of Boeckman Rd.
- Page 19 (Attachment D) illustrated how the proposed Task Force would inform the process by focusing on specific questions to obtain input from a larger group. The Task Force would be comprised of about 15 to 20 people and advise the project staff through key discussions.
- The entire Planning Commission would not be deeply involved in every step, as it was with Goal 10, but the Commission would still have a significant representation on the Task Force. When briefings took place, those three Planning Commissioners would aid her in briefing the entire Commission. The Planning Commission could identify where the entire Commission might need to go into more depth, but she sought feedback about this process. If briefed as a full group, the Commission needed to figure out how to involve others, such as whether the expertise of property owners or developers was needed.
- The dashed lines on the schedule between dots identified several joint meetings anticipated between the Planning Commission and City Council. For this project, it would be really important that the Commission and City Council were on the same page and addressing key decisions, especially in terms of infrastructure funding, density, design, and some of the big items discussed during the Goal 10 project.

Feedback and discussion between the Planning Commission and Staff continued as follows:

- The Commission's plate was pretty full with the Form Based Code (FBC), so the Task Force made sense, especially with the inclusion of a Commissioner. This project's process would be more typical because Council would not be providing as much feedback early on. Although actively involved, Council would let the Planning Commission do much of the work while providing key direction along the way, but not to the extent done with Basalt Creek.
- The Task Force could be very effective for advising projects, especially in the doing the work phase, but how much duplication would exist between the Task Force and Planning Commission. The Commission was an advisory committee made up of diverse stakeholders in the community. Was it twice as much work for Staff to manage the Task Force, as well as the Planning Commission, which could serve in that role? The Task Force would likely include some specific property owners, which was important, but efficiencies and leveraging the Commission was a consideration.
- Ms. Mangle responded that property owners and other interested citizens, perhaps some DRB members and developers, would be involved. The team wanted draw on developers' expertise but this was not a developer driven plan. People such as affordable housing advocates, for example, with opinions and expertise that could be drawn on at certain points would be beneficial. Initially, Staff planned to have the Planning Commission as the Steering Committee because that had worked very well on the last few projects. However, shifting some of the heavy lifting to the Task Force would be best because it would be hard to get on Planning Commission agendas at the pace required given the other projects currently taking place.
  - One example about how the process might work was that the Task Force, Planning Commission and the Technical Advisory Committee (TAC) would meet together first for a facilitated, robust conversation about the vision and objectives for the area, which would result in a list of tasks. The Task Force would hold the second meeting and be responsible for breaking that information down into some statements and measured metrics. The first concept draft and some sketches would be developed before returning to the Planning Commission with an update.
  - All of the details could not be worked through with both groups, so using the Task Force was the best way for it to play out. Staff was trying to determine how to effectively use the Planning Commission, as the project required bringing different people to the table to create a strong community plan.
- Getting the various groups to commit to the Task Force made sense, but if the Task Force was not that representative [Inaudible]. The Economic Development Strategy Task Force was very effective in terms of having a different group of people representing various interests and expertise and developing creative ideas.
  - Staff did a good job organizing and developing such committees. Bringing in new people, while also balancing participants with people that have institutional history was suggested, as it was

refreshing to have new ideas. Including property owners and developers would be beneficial, but the number of spots for each group should be limited, such as having two positions for property owners, two positions for affordable housing advocates, etc.

- Both the school district and TVF&R would be on the TAC as well as all service providers. The School District was both a service provider and a major property owner. Being a major player, Staff hoped the School District would be included in both the TAC and Task Force conversations.
- Years ago, there was a Wilsonville Interested Neighbors (WIN) Program that was a citizen-based, advisory group to the Planning Commission that was structured with a representative and alternate from four quadrants of the city. At the time, there were no consultants, so the citizen group did most of the original planning. Citizens divided up into task forces on their own, did a lot of work and then brought it back to the Commission. Frog Pond/Advance Road essentially had a quadrant with existing development on the southwest side and the rural residents, mixing that with development input could create a good program.

Ms. Mangle said she would send an email to see what Commissioners wanted to be on the Task Force at a later time. The proposed approach would be presented at Monday's Council meeting where Staff would receive direction. At this point, it was a nascent idea and if both groups liked it, she would continue working on it and be in touch. If no Planning Commissioners wanted to be on the Task Force, that would change the approach.

- The first meeting in late April or early May would essentially be a kick-off party targeted towards property owners or tenants of the area and be held at St. Michael's Anglican Church or the Frog Pond Grange Hall. Staff would provide dinner and the Commission and several consultant would also be invited as an opportunity for everyone to get to know one another. Staff had already begun reaching out to people. One-on-one interviews would be held before the gathering and were a great way to gain input and engage citizens. There were not many people in the area, so interviews seemed very manageable. Mr. Neamtzu and Ms. Mangle had already developed a good list of people they already knew on a first name basis.
- She agreed this gathering would be a great opportunity to gain some free flowing ideas about what made a great neighborhood, and it would be helpful if the Commission attended to engage in one-on-one conversations. Staff did not want it to be programmed meeting, but more of a welcoming atmosphere. Having the Commission and Staff share their one-on-one conversations later would be very effective.

Mr. Neamtzu noted the Basalt Creek Project was much different, in terms of the map and number of property owners; it was much larger and involved; much more fragmentation, so that property pattern seemed to be the biggest challenge. In Frog Pond, a single individual in the area owned several significant large blocks and a few tax lots.

## **VIII. OTHER BUSINESS**

### **A. 2014 Planning Commission Work Program**

Mr. Neamtzu said that he and Ms. Mangle would work on filling out the Work Program for the year, adding they knew enough already to schedule the rest of the year.

Ms. Mangle noted that so far, two people had submitted comments for the public hearing on Goal 10 in April. Staff would notify everyone on the interested persons list, and more people could attend to give comment to which the Commission would have the opportunity to react. It would be great if it moved forward, but they would see what happened at the public hearing.

## **IX. VIII. INFORMATIONAL ITEMS**

### **A. Citywide Signage and Wayfinding Plan**

Chair Altman encouraged everyone to pay attention to signage while traveling. He agreed with Commissioner Levit's concerns about not finding addresses. The Development Code provided a specific

requirement that all buildings have clearly identified addresses, but he was unsure where the gap was occurring. Addressing seemed to show up best on industrial buildings, which could be because the buildings were taller and bigger letters or numbers were used.

Mr. Neamtzu offered to provide an atlas that displayed all the buildings and addresses, which would make the job of finding an individual unit for deliveries much easier and he was happy to forward it to the Commission.

Commissioner Greenfield noted that in Japan, there were neighborhood maps at the entry of every neighborhood that showed each property. Japan did not believe in street signs and their address system was crazy, but it was very useful for emergency vehicles, deliveries and finding addresses.

Chair Altman explained that Wilsonville's addressing was based on the Portland grid and once past the Willamette River and Burnside Bridge, the grid did not mean anything because the northeast/southwest division no longer existed; the division was all southwest. Wilsonville had only a few numbered streets and many named streets.

Commissioner McGuire believed it was good to take a comprehensive look at wayfinding overall within the community, but she cautioned that it should be looked at in the context of existing signage. Villebois had a Wayfinding Master Sign Plan that had almost reached the point of being obnoxious because too many signs were on each street corner. A balance was needed because wayfinding signage could become excessive and she would not like to see it clutter the city, but rather balance with other signage. Large kiosk signs, which actually did not make sense, were on every street corner, and combined with the additional traffic and pedestrian signage, made it feel like there were too many signs. There were at least 15 signs at the roundabout at the back of Grahams Ferry Rd. The City of Wilsonville was supposed to have a Master Sign Plan, but wayfinding should be taken into context and balanced with what currently existed.

Commissioner Levit noted that he did not notice the signage being excessive in Villebois.

Mr. Neamtzu explained in addition to traffic signs, pedestrian zones and safe crossing zones, the temporary signs used by developers were everywhere, pointing at every development in every direction. Roundabouts in general have a terrible amount of signage, but they were all required. He understood the complaints he has heard from citizens regarding the roundabout area. He noted anything on plywood was a temporary sign and would go away at some point. But as more builders come to Wilsonville, more signs would be added. Limits to temporary signage could be found in the Villebois Wayfinding Plan. The DRB did not have to grant temporary signage and citizens should speak up about signage being done better.

Commissioner Levit noted business addresses were provided in shopping areas, but there was no way of knowing which shopping center businesses were located in, which lead to extra traffic. Large signs were not necessarily needed; the address numbers could be added discreetly. Now that sandwich boards were allowed, they were everywhere on Wilsonville Rd, which he did not like. He did not want vertical signage with lettering going up or down the sign because it could not be read while driving.

Commissioner McGuire said many complaints had been heard about the strict Sign Code, but the Code was appreciated because it provided the community with a certain aesthetic appeal.

Mr. Neamtzu noted the Sign Code was working well. He had every indication that the Code provided Staff with an appropriate ability to make smart decisions at the counter and issue permits. He believed the Code update did a good job of streamlining the process. He not heard any complaints lately about having to go through too many hoops to obtain permits. The World of Speed had submitted an application with some unique requests that needed to be taken to a public hearing. Their proposed signage involved rotating displays and pennants that would change periodically based on what was taking place inside the museum. Their signs were tall, but modest, and in a good location, complementing the architecture so many features made a lot of sense.

Commissioner Levit appreciated the Mr. Neamtzu's response regarding the green bike boxes, which dealt with how the bike lane went across vehicle travel lanes; although the response did not make any sense. He noted there was no safe bicycle zone on the west side of I-5 on Wilsonville Rd.

Mr. Neamtzu acknowledged the green bike box configurations were different on the east and west side of I-5 on Wilsonville Rd. He noted this was the second green strip project Oregon Department of Transportation (ODOT) had ever done, so Wilsonville was on the cutting edge. He believed ODOT would welcome Commissioner Levit's feedback. It took him a while to reach the right person, but that person was a traditional highway engineer. He looked forward to Commissioner Levit's feedback about his conversation with the contact because the gentlemen had been with ODOT for a while and knew highways, but did not have much knowledge about bike lanes.

**X. ADJOURNMENT**

Chair Altman adjourned the regular meeting of the Wilsonville Planning Commission at 7:21 p.m.

Respectfully submitted,

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