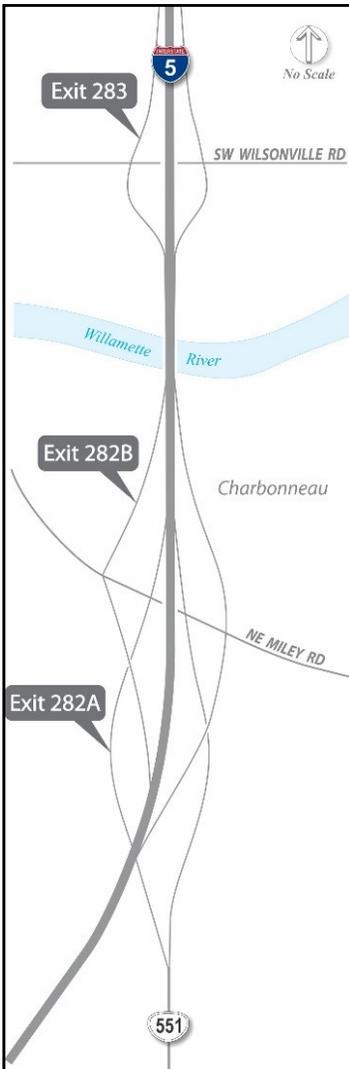


**From The Director's Office**



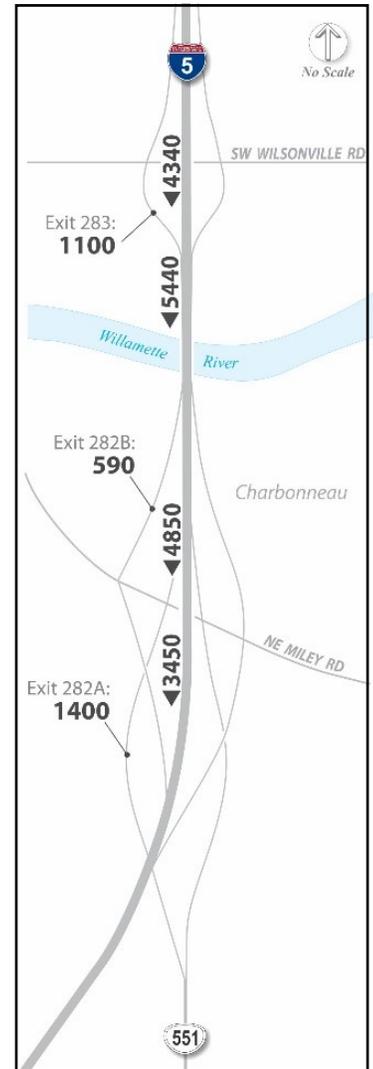
**Figure 1: Study Area**

Phew, November flew by. Wishing you a happy holiday season!

After kicking off the I-5 Facility Plan (between Wilsonville Road and the Charbonneau-Canby-Hubbard interchanges), the project area has been defined and DKS, the consultant, has drafted the existing conditions report. Preliminary findings are not surprising:

- The peak hour through the study area is 4:00 to 5:00 pm.
- Travel speeds are lower & travel times are longer north of the Wilsonville Road on-ramp merge section; speeds improve to the south.
- Freeway segment level of service analysis showed Wilsonville Road merge section performed the worst of the limited study area segments.
- Nearly 60% of vehicles using the Wilsonville Road on-ramp get off at either the Charbonneau or the Canby-Hubbard off-ramp.

Steve Adams hosted Washington and Clackamas County staff to discuss a future path to develop improvements to the Stafford-Elligson-65<sup>th</sup> Street intersection. The group concluded that funding for a permanent project is not available and likely many years (10+) away—especially given the time frame for urban growth expansion into this Urban Reserve area. That being said, all attendees agreed that short-term fixes should be explored to address the growing operational constraints—such as stop signs, a traffic signal, signage, etc.



**Figure 2: Existing PM Peak Volumes**

Zach Weigel continues to make progress to resolve the archaeological exploration needs for the French Prairie Bridge project. With the assistance of the City Attorney's office, we have proposed a plan that is intended to provide the desired resource information.

We had a good turn-out at our November 14 Open House for the 5<sup>th</sup> to Kinsman Connector project. We included plans for Boones Ferry Road. We received a generally good response to design details and continue to address comments.

-Nancy Kraushaar, PE, Director

## Building Division

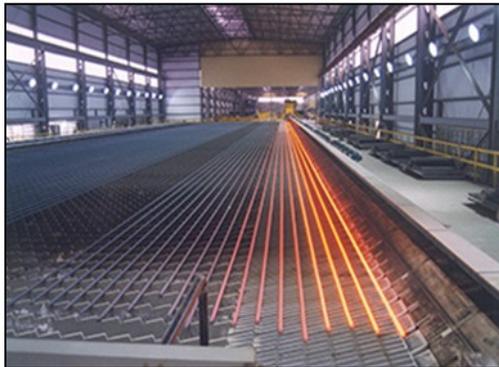
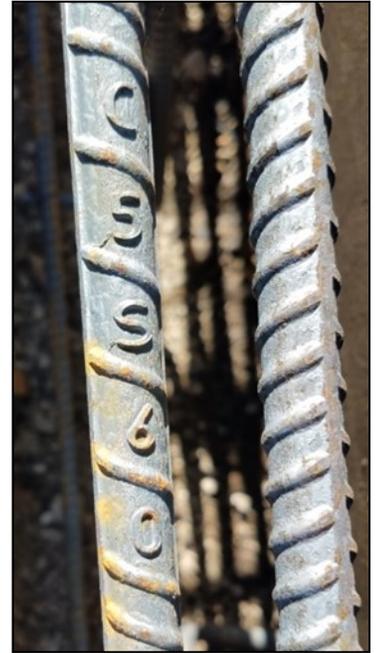
### What-cha Looking At?

Steel “rebar” reinforcement is an important structural element that is placed in concrete foundations for buildings. Concrete performs very well in resisting compressive forces. It does poorly with tension or pulling-apart forces. When rebar is added it dramatically increases the structural strength of concrete.

Rebar comes in a variety of sizes and grades of steel. The most common size designation is a #4 rebar. Each successive number in size relates to the number in eighths ( $1/8$ ) of an inch. For example a #5 bar is  $5/8$  inch thick rebar.

The ridges on rebar are called “deformations” that allow concrete to bond to steel. Deformations are created in the molten steel rolling process at the mill as shown in the photo below. Steel rods that are smooth (not deformed) are typically not acceptable in foundation construction.

Rebar is required to bear a marking which provides information about the manufacturer, size designation, type of steel, and minimum strength.



In the case of the above photo the building inspector can verify which mill the steel came from. This is the top mark on rebar shown as a “C” for Cascade Steel Mills in McMinnville, OR. The next mark is a “5” for  $5/8$  inch diameter. The third marking is an “S” for Carbon Steel. And, the number “60” indicates the grade of steel. The grade of steel relates to the tensile strength. Grade 60 will resist a minimum pulling-apart force of 60,000 pounds. The same is true for Grade 40 steel. It will resist a force of 40,000 pounds.

Recent building code changes require new homes in seismic zone D (which is the majority of cities in Oregon) to be constructed using the higher Grade 60 rebar, whereas previous codes required Grade 40 rebar as the minimum, or no rebar at all.

During a foundation inspection the building safety inspector verifies all of these specifications and compares them with the construction plans to ensure the home is constructed as designed. The building inspector also verifies that the minimum rebar lap splices at joints, the rebar clearances to the sides of forms, and the required minimum quantity of rebar meets code. All of these elements go into ensuring homes are constructed to safely withstand the forces of everyday use plus natural disasters such as wind, flood, or seismic events.

And that’s what we’re looking at.



## Engineering Division, Capital Projects

### **5<sup>th</sup> Street / Kinsman Road Extension (4196)**

City comments have been provided to the design engineer, Otak, on the 50% design plans for the overall project and 30% plans for Boones Ferry Road. The Joint Permit Application should be ready for submittal in December; Federal review may take four to six months. Our third public meeting was held on November 14 and some 20 citizens attended. Staff continues to work with the Willamette Water Supply Project design engineer in coordinating the design and location of their raw-water pipe with the new City street and utilities.

### **2017 Water Treatment Plant Master Plan Update (1122)**

The draft report is nearing completion. A work session with the Planning Commission is scheduled for December 13.

### **Charbonneau High Priority Utility Repair Phase II (2500/7500)**

This project continues the replacement and repair of the most deficient sewer and storm pipes within Charbonneau. This project represents the second of three planned phases to construction over three years. Construction is approximately nearly complete with only concrete and asphalt restoration work remaining. Due to a conflict with PGE conduit, a small portion of the work will be extended into spring 2018. However, the majority of the work will be completed by the end of the year.

### **Charbonneau High Priority Utility Repair Phase III (7500)**

This project continues the replacement and repair of the most deficient storm pipes within Charbonneau. This project represents the last of three planned phases to construction over three years. The project consultant, Wallis Engineering, is preparing final construction drawings and specifications. Construction is anticipated to begin March 2018.

### **Congestion Improvements Projects (4199)**

Bids were due for the Southbound Ramp widening project on November 29. Bids were due for the Fred Meyer Exit Modifications project on November 30. Both projects will be brought to Council for award on December 18, with construction expected to begin in January.

### **French Prairie Bridge (9137)**

This project will determine the final location, alignment, and design type; it also includes the preparation of preliminary construction and environmental documents for a new pedestrian, bike, and emergency vehicle bridge over the Willamette River in the vicinity of Boones Ferry Road. Currently waiting to obtain right-of-entry approval to perform additional archaeological work prior to the selection of the preferred bridge location. Final selection of the bridge alignment is anticipated to occur in early 2018. Project completion is expected by the end of 2018.

### **Garden Acres Road (4201)**

30% design is complete and in review. Annexation of the existing road from Washington County is in progress thru the Planning Department.

### **I-5 Pedestrian Bridge (4202)**

This project involves the design and preparation of construction documents for a pedestrian and bicycle bridge over Interstate 5 from Town Center Loop West to Boones Ferry/Barber Street. Kickoff meeting with ODOT and Metro was held last month. Preparation of project funding plan necessary to begin IGA process and expenditure of federal grant funds is underway.

## Engineering Division, Capital Projects

### **Kinsman Road Extension (4004)**

This project involves construction of a new section of Kinsman Road between Barber Street and Boeckman Road and includes upsizing and relocation of 30" sanitary sewer pipe (Coffee Creek Interceptor Upsizing (CIP 2079)) and installation of 66" water line for the Willamette Water Supply Program (CIP 1127). Only landscaping and fencing work remains. Construction is three months ahead of schedule and is anticipated to be completed in March 2018.

### **Library Improvement (8098)**

Bids were received November 16. All bids were over the available budget. Discussion of additional funding for the project, or what to cut, will occur at the December 4 City Council meeting.

### **Signal Improvements (4118)**

Clackamas County is installing a battery backup system at the intersections of 95th with Boeckman Road and of Wilsonville Road with Boeckman Road. The system is expected to operate in a loss of power situation for two hours, with the batteries being hot swappable with batteries from another intersection to provide for longer up times. The batteries are nickel-zinc, which, unlike lead-acid, are non-combustible in the event that the cabinet gets hit by a vehicle. Additionally, the batteries are sized to be placed between the rack and the outer side of the cabinet so that space inside is conserved. The intersection at 95th and Boeckman Road was chosen because of its proximity to the railroad tracks. The intersection at Wilsonville Road and Boeckman Road was chosen because it is a new signal and because of its location on the edge of the City. The system is manufactured in Tualatin.

### **Tooze Road (4146)**

The Tooze Road Improvement Project opens bids on December 12. The contract is anticipated to come before Council at the second meeting in January.

### **WWSP Coordination (1127)**

Ongoing coordination efforts are occurring for the Garden Acres Road project (4201), the 5<sup>th</sup>/Kinsman project (4196), the 2017 WTP Master Plan effort (1122), and the WWSPs Raw Water Facility projects.



## Engineering Division, Private Development

### Hilton Garden Inn

Plans are under review for the Hilton Garden Inn, a 118 unit, four-story hotel that will replace the existing 68-unit Quality Inn at Memorial Drive and Parkway Avenue. The existing two-story building will be demolished this winter.

### Villebois Calais East

A preconstruction meeting was held for the Villebois Calais East subdivision—68 lots adjacent to Tooze Road, the Calais subdivision, and Trocadero Park. Construction is now underway. The City will be working with the contractor in coordinating this work with the City's Tooze Road reconstruction project.

### Villebois Trocadero Park

Construction of this fifth regional park in Villebois has been mostly completed.



*Trocadero Park with Calais East in the background.*

## Natural Resources

### I-5 Undercrossing Trail Improvement Project (9146)

The trail reopened in November pending a few remaining items, which includes striping, adjusting a PGE vault, and correcting a minor drainage issue. If the weather is accommodating, the remaining items will be completed by the end of January.

The project included improvements to the existing trail pavement, adding stormwater management facilities, conduit for future lighting and fiber, landscaping, and compliance with ADA requirements.



*View looking west (old trail)*



*View looking west (improved trail)*



*View looking east (old trail)*



*View looking east (improved trail)*

## Planning Division, Current

### Projects Being Prepared for DRB Hearings

- New Master Sign Plan for Wilsonville Business Center along 95th Avenue
- Annexation of Right-of-Way in Coffee Creek Industrial Area
- Memorial Park Community Garden/Dog Park Parking

### Administrative Land Use Decisions Issued

- Collocation of wireless communication facility 27975 SW Parkway Avenue
- Additional tenant sign at Stafford Woods Business Center
- Signs for DW Fritz at 9600 SW Boeckman Road
- 1 Class I Administrative Review
- 2 Final Subdivision Plat Approvals
- 13 Type A Tree Permits
- 2 Type B Tree Permits
- 2 Type C Tree Permits
- 5 Class I Sign Permits
- New Single-Family Permits

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## Board and Commission Updates

### Development Review Board (DRB)

DRB Panel A and B did not meet in November.

### Planning Commission

The Planning Commission reviewed three projects during a work session on November 8. Jordan Vance and consultants Scott Vanden Bos of Elaine Howard Consulting and Nick Popenuk of Tiberius Solutions LLC briefed the Planning Commission of the Year 2000 URA—Boeckman Creek Bridge project. Miranda Bateschell, along with Alex Dupey and Molly Cooney-Mesker, both MIG consultants, discussed the Town Center Project community design concept for Town Center. Nancy Kraushaar and ODOT Planning Manager Jon Makler presented an overview of the I-5 Exit 283-282 Interchange Facilities Plan.

The next regular Planning Commission meeting, scheduled for Wednesday, December 13, will be a legislative hearing session for the Year 2000 URA—Boeckman Creek Bridge project.

## Planning Division, Long Range



### **Basalt Creek Concept Plan**

Recently, staff from the cities of Wilsonville and Tualatin drafted an IGA outlining a decision-making process with Metro to complete the Basalt Creek Concept Plan. In November, the IGA was finalized and will proceed to City Council in December for signature and approval. Staff of both cities also reviewed the Basalt Creek Concept Plan Scope of Work and remaining deliverables in preparation for completion of the concept plan in 2018.

General project information is available on the project website <http://www.basaltcreek.com/>.

### **Coffee Creek Industrial Form-Based Code**

During November, staff worked with the project consultants on final edits to the draft Form-Based Code and Pattern Book. An additional work session will be scheduled with the Planning Commission in December, with the Planning Commission public hearing to follow in January 2018.

Information on the status and timing of the Coffee Creek Industrial FBC is available on the project website at <http://www.ci.wilsonville.or.us/665/Coffee-Creek-Industrial-Area-Form-Based->.

### **Old Town Single-Family Design Standards**

Following much discussion by the neighborhood and the Planning Commission, the City Council held a public hearing and adopted Ordinance 810. The Ordinance adopts a revised development code and a new design standards book to enable administrative review of most single-family homes in the Old Town neighborhood at the time of building permit issuance.



## Planning Division, Long Range



### **Town Center Plan**

At the November 8 Planning Commission meeting, Miranda Bateschell, along with Alex Dupey and Molly Cooney-Mesker, both MIG consultants, discussed the initial concepts around land use, transportation, and open space, as they have emerged from the public input received thus far. Input from the Task Force and Planning Commission resulted in a draft Community Design Concept for Town Center, on which the project team has conducted initial analysis. The Town Center Task Force held their fourth meeting to further refine the design concept and discuss opportunities based on community input. Staff will present this concept for discussion at a joint City Council—Planning Commission meeting, scheduled for Monday, December 4, at 5:00 pm at City Hall. The Town Center Technical Partners will meet on Thursday, December 7, at 1:00 pm. The project team is also working on preparations for reaching out and getting input on the concept from the public and key stakeholders in early 2018.

For additional information about The Town Center Plan project visit the project website [www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com).