

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

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A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, June 4, 2018. Mayor Knapp called the meeting to order at 7:09 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

- Mayor Knapp
- Council President Starr - Excused
- Councilor Stevens
- Councilor Lehan
- Councilor Akervall

Staff present included:

- Bryan Cosgrove, City Manager
- Jeanna Troha, Assistant City Manager
- Barbara Jacobson, City Attorney
- Sandy King, City Recorder
- Daniel Pauly, Senior Planner, Planning
- Nancy Kraushaar, Community Development Director
- Delora Kerber, Public Works Director
- Susan Cole, Finance Director
- Mark Ottenad, Public/Government Affairs Director
- Angela Handran, Assistant to the City Manager
- Todd Blankenship
- Mike McCarty, Parks and Recreation Director
- Chris Neamtzu, Planning Director
- Bill Evans, Communications & Marketing Manager

Motion to approve the order of the agenda.

**Motion:** Councilor Lehan moved to approve the order of the agenda. Councilor Akervall seconded the motion.

**Vote:** Motion carried 4-0.

**SUMMARY OF VOTES**

Mayor Knapp	Yes
Council President Starr	Excused
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor Akervall	Yes

**CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before

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tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Mayor Knapp listed the items scheduled for public hearing and noted Ordinance No. 818 would be continued to a date certain of July 2, 2018 Council meeting.

Wood Middle School Students 8<sup>th</sup> grade students Halle Schweigert, Camryn Lau and Evelyne Knight spoke about their experience competing in the "We The People" competition and receiving the Unit Award. The students were able to attend the competition due to a grant award from the City's Park and Recreation. The students presented a We The People poster to the Council.

Mayor Knapp introduced the Non Toxic Wilsonville group who spoke against using pesticides on public fields and parks by the school district and the city.

Katie Hamm asked Council to work with city and school leaders towards banning toxic pesticide use due to their harmful effect.

Krystal Fisher encouraged an organics first policy for the use of pesticides.

Karen McGeehan introduced a video which explained how children absorb pesticides during gestation and through playing in parks.

Ms. McGeehan spoke about vaccine contamination through glyphosate contamination and the results, as well as the prevalence of glyphosate in the environment.

Scott Frost a farmer talked about his experiences farming without the use of pesticides.

Simon Springall commented the City was awarded Bee City status recently and he felt the use of roundup is contradictory to that status. The use of organics first along with a pest management plan should be considered.

Mary Closson provided a recap of the previous testimony and requested an organics first policy.

Jannel Beals supported the Non-Toxic Wilsonville movement.

Ellen McDaniel expressed support of a non-toxic Wilsonville.

Mayor Knapp entered into the record written comments from Cathy Schwab and Carol Burns. He pointed out the School District, Home Owner Associations, and the City each made their own decisions on the maintenance of their properties. The City is working on a pest management plan which will be completed mid- to late August. He asked for clarification on the what "organics first" meant.

Mr. Cosgrove assured Council the city uses bear minimum of pesticides. Additional information about organics first and the pest management plan will be brought to Council.

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Councilor Lehan shared she has been investigating glyphosate and it is now found in all human urine. She explained children are more vulnerable because their bodies metabolize faster than adults. Organics first thing means using organics and least toxic first, we can do more to get to this level and to be more proactive.

Mr. Cosgrove will look at additional cities pest management programs and bring that information forward as well.

**MAYOR'S BUSINESS**

- A. Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.

**COUNCILOR COMMENTS**

- A. Council President Starr - Excused
- B. Councilor Stevens – reminded people the next Boones Ferry Park Master Plan meeting will be held Tuesday June 5, 2018 and it is an opportunity to provide public input on the new plans for the area.
- C. Councilor Lehan – asked for an update on the water issue of last Friday.

Mr. Cosgrove said the City learned on May 31, 2018 water had tested positive for the same molecule that affected the Salem water supply. The level was very low .034 but staff had to make a quick decision on providing notice to the community. Additional samples were sent for testing which returned as negative or "non-detect"; additional water samples are being tested. There was no confirmation the condition was a result of the situation in Salem.

Councilors felt the event had been handled well. Moving forward there needed to be a strategy and a protocol in place to address such events.

Ms. Kerber explained the ozonation process used in the City's water treatment plant which is effective in removing the organism.

- D. Councilor Akervall – announced Tuesday is the Town Center Task Force meeting.

**PUBLIC HEARING**

- A. **Resolution No. 2688**  
A Resolution Of The City Of Wilsonville To Select The Preferred Bridge Location For The French Prairie Bicycle-Pedestrian-Emergency Access Bridge: Boones Ferry Road To Butteville Road (CIP #9137).

Ms. Jacobson read the title of Resolution No. 2688 into the record.

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Mayor Knapp provided the public hearing format and opened the public hearing at 8:04 p.m.

Zach Weigel provided the staff report which is included here to provide background.

In 2009, the City was awarded Regional Flexible funds through Metro for planning and project development of the French Prairie Bridge, a multi-modal (pedestrian, bike, and emergency vehicle) bridge crossing the Willamette River. The project development work aims to address three key questions:

- Where are the preferred landing points for the bridge?
- What is the preferred bridge type?
- What is the estimated cost of the preferred bridge and how might its construction be funded?

Beginning in September 2016, the Project Management Team (PMT), comprised of OBEC Consulting Engineers, City of Wilsonville, Clackamas County, and the Oregon Department of Transportation, identified three potential bridge locations within the project study area. The consultant team performed technical investigations documenting the potential opportunities and constraints associated with each bridge location.

The decision-making approach included formation of a Technical Advisory Committee (TAC) and Task Force. The TAC, whose members represent public agencies and organizations having expertise and implementation authority, provides recommendations on regulatory and technical issues related to bridge siting and design. Stakeholders with a wide range of values and interests represented the Task Force with members from affected neighborhoods and businesses, walking and cycling enthusiasts, local parks and trails interests, tourism associations, and emergency services personnel. The Task Force provides recommendations to the decision makers at key milestones in the bridge planning and design process.

Out of the public feedback, technical documents, and meetings with the TAC, Task Force, Clackamas Board of County Commissioners, and Wilsonville City Council, the PMT drafted bridge location evaluation criteria to help select a bridge location that best met stakeholder priorities, interests, and concerns. The TAC and Task Force evaluated and finalized the bridge location evaluation criteria with the Task Force assigning weighting to each criterion at their second meeting in May 2017. The process to determine the evaluation criteria is summarized in Attachment G and outcome as follows:

Criterion A – Connectivity and Safety	20%
Criterion B – Emergency Access	20%
Criterion C – Environmental Impacts	11.5%
Criterion D – Compatibility with Recreational Goals	20%
Criterion E – Compatibility with the Existing Built Environment	17%
Criterion F – Cost and Economic Impact	11.5%

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At their third meeting on February 28, 2018, the TAC provided scoring for each of the three potential bridge locations from a technical perspective. The TAC made a unanimous decision to recommend alignment W1 as the preferred bridge location for the Task Force consideration. The Task Force, on April 12, 2018, evaluated the bridge locations, adjusted the scoring, and unanimously recommended to City Council alignment W1 as the preferred bridge location.

**EXPECTED RESULTS:**

Upon selection of the preferred French Prairie Bridge location, the project team will begin work to determine the preferred bridge type. Determination of the preferred bridge location and type are necessary steps to begin the environmental assessment work and produce estimated bridge design and construction costs. Eliminating project risks and understanding project costs is a key milestone in the project to be considered “construction ready”, placing the project in a more favorable position to receive additional federal funding to complete design and construction.

**TIMELINE:**

The project team is planning a public open house to kick off the preferred bridge type selection process in September 2018. Selection of the preferred bridge type is anticipated by the end of 2018.

While the bridge type selection work is underway, the project team will be coordinating with ODOT to identify the work needed to perform the environmental assessment of the preferred bridge location. This work is anticipated to begin in October 2018 and completed by spring 2019.

**CURRENT YEAR BUDGET IMPACTS:**

Project #9137 is funded through a combination of Parks System Development Charges (SDC) and Federal funding. The FY2017/18 budget includes \$227,112.00 in Parks SDCs to cover the City’s required 10.27% match of the Federal grant and City overhead, of which approximately \$55,000 has been expended. The project is anticipated in the City’s five-year capital improvement plan and will carry into the next fiscal year.

**COMMUNITY INVOLVEMENT PROCESS:**

Public involvement is a focus of the project work to help ensure the bridge location selection thoughtfully considers project stakeholder priorities, interests, and concerns. The project team created a project website updated regularly with project information and upcoming events and included a sign-up form to be added to the project stakeholder list. These stakeholders were notified of upcoming meetings and provided regular project updates at key milestones in the project.

Project information was shared via mailers and door hangers to residents and businesses located within the project area, as well as articles published in the Boones Ferry Messenger and Wilsonville Spokesman. All correspondence included links to the project website and information on how to be added to the stakeholder list, review project materials and submit comment cards.

Input on the three bridge locations were solicited from the public through 19 individual stakeholder interviews, an in-person and online public open house, online comment forms, and presentations to interested stakeholder groups.

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The project team convened a Task Force, with members representing a wide range of stakeholder values and interests, including affected neighborhoods and businesses, walking and cycling enthusiasts, local parks and trails interests, tourism associations, and emergency services personnel, to provide recommendations to the Wilsonville City Council at key milestones in the bridge planning and design process. The Task Force meetings were open to interested community members and time provided for public comment.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

There are no impacts to the community by selecting the preferred location for the French Prairie Bridge. The project development work currently underway will help the community to decide whether to pursue final design and construction of the bridge project. Selection of the preferred bridge location is a key piece of information to help make this decision and does not commit the City to design or build the French Prairie Bridge.

End of Staff Report.

The Mayor invited public testimony.

Steve Benson, 8525 SW Wilson Lane, Wilsonville Or. Mr. Benson has pushed to match up Boones Ferry Park Master Plan with the alignment of the proposed bridge. The task force 100% approved the W1 alignment. He pointed out at this point in the process the landing point in the Park is not known since the Bridge has not been designed yet; however completing both the Park Master Plan and the selection of the Bridge location enhances goals of connectivity.

Steve Chinn deferred his time.

John Ludlow did not see the Bridge being used during an emergency since first responders are able to get south to Charbonneau quickly via I-5. Mr. Ludlow was also skeptical about funding.

Mayor Knapp noted a letter and petition had been received from residents of Old Town stating their concerns and the difficulties they envision will occur in their neighborhood from the W1 alignment.

Mayor Knapp invited additional speakers, seeing none he closed the public hearing at 8:28 p.m.

Mr. Weigel confirmed both the TAC and Task Force unanimously selected Alignment W1. Regarding the letter submitted he thought many of the concerns would be reflected with any of the alignments.

Mayor Knapp recalled former Councilor Ripple chaired a task force to consider a location of for the pedestrian/bike bridge and 6 alternatives were considered. This task force recommended placing the bridge in a very similar location to the W1 alignment. Given the level of consensus there is no evidence of significant dissention from any of the groups.

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Councilor Stevens recalled the lengthy history of discussion for a bike/ped bridge, and this was an idea from the 2006 task force. Funding will need to be determined, but moving forward with the alignment selected is a positive step.

Councilor Lehan asked Mr. Weigel to speak to the alignment of the bridge in Memorial Park due to the challenging terrain configuration.

Mr. Weigel agreed the connection from Memorial Park to Charbonneau was very challenging due to the steepness of the river bank and the changes in elevation.

Councilor Akervall referred to the concerns raised in the letter from the Old Town neighborhood now and suggested looking into steps now to address those concerns.

Mr. Cosgrove stated he will share the letter with the Police Chief with the possibility of increased patrols. Staff will be working with the Old Town residents to insure their concerns are included in the design process

**Motion:** Councilor Stevens moved to approve Resolution No. 2688. Councilor Lehan seconded the motion.

Councilor Stevens noted the same task force will work on the design phase of the bridge.

Councilor Lehan spoke to the issue of emergency access and first responders use of the bridge. She pointed out the ability for the second responders to get the highway open again is where the emergency access will be most helpful for reopening the I-5.

Mayor Knapp this plan has been in process a long time, and it has a fair amount of support throughout the region. The bridge will bring both tangible and intangible benefits to the community.

**Vote:** Motion carried 4-0.

**SUMMARY OF VOTES**

Mayor Knapp	Yes
Council President Starr	Excused
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor Akervall	Yes

**B. Resolution No. 2690**

A Resolution Of The City Of Wilsonville Recommending Adoption Of The I-5 Wilsonville Facility Plan To The Oregon Transportation Commission.

Ms. Jacobson read the title of Resolution No. 2690 into the record.

Mayor Knapp provided the public hearing format and opened the public hearing at 8:47 p.m.

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The staff report was presented by Nancy Kraushaar, Community Development Director, and Talia Jacobson of ODOT via Power Point presentation.

The staff report is included here to provide background:

The Oregon Department of Transportation (“ODOT”) has prepared the I-5 Wilsonville Facility Plan (“Plan”) Public Review Draft. The Plan is based upon results of the Southbound I-5 Boone Bridge Congestion Study, completed jointly by the City of Wilsonville and ODOT. ODOT conducted the technical analysis and the City of Wilsonville conducted the public involvement for the project.

The study was initiated to address a bottleneck that has emerged on I-5 in Wilsonville, slowing speeds and reducing travel reliability for people traveling southbound by car, by transit, or moving goods by truck. The study results are important because this I-5 segment serves as:

- The gateway between the Portland region and the rest of the state;
- A key segment on the primary west coast route for regional, interstate, and international goods movement by truck
- A key component of the state’s critical seismic lifeline route, and the Boone Bridge (which is part of the study area) will require upgrades to withstand a major Cascadia Subduction Zone earthquake.

The study evaluated operational problems on I-5 southbound from the Wilsonville on-ramp (Exit 283) to the Canby-Hubbard off-ramp (Exit 282A) and the benefits of adding a ramp-to-ramp lane to address the bottleneck that has emerged in this area. Technical analyses show that ignoring this bottleneck will lead to slower travel, more costly goods movement, reduced livability, and higher safety risks for those who use I-5 and the surrounding local transportation network.

Data analyses found that 60 percent of all traffic getting on I-5 at Wilsonville Road exits at either the Charbonneau or Canby/Hubbard exits. This condition lends itself well to a ramp-to-ramp solution that is intended to primarily serve short freeway trips. Ramp-to-ramp lanes improve safety and operation at closely-spaced interchanges, like those in the study area. According to ODOT, similar projects in the Portland region have reduced crashes by 30 to 50 percent.

The study analyzed three solutions (Options A, B, and C) for ramp-to-ramp configurations to address the bottleneck. The Plan recommends Option C, a congestion-mitigation solution that adds a ramp-to-ramp lane extending southbound on I-5 from the Wilsonville Road on-ramp across the Willamette River Boone Bridge past Charbonneau/Miley Road exit to the Canby/Hubbard Highway 551 off-ramp.

The Technical Advisory Committee (TAC) for the study included staff from ODOT, the City, Clackamas County, and Washington County and DKS Associates and Angelo Planning Group. (Marion County chose not to participate in the TAC but received updates at project milestones). After reviewing the technical analysis results, the TAC unanimously recommended Option C as the preferred solution.



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**TIMELINE:**

- ODOT shared the draft facility plan for a 45-day public comment period beginning in April with links to public review materials available on the City's website.
- The Plan will be presented to the Oregon Transportation Commission in July when they will consider its adoption as an amendment to the Oregon Highway Plan.
- If adopted, ODOT intends to propose the ramp-to-ramp configuration in the adopted plan as a project for the 2018 update of the Metro Regional Transportation Plan (to be completed in December 2018).
- Due to a large backlog of transportation projects and limited funds, ODOT anticipates available funding for this project in the 2028-2040 timeframe. The state would seek to combine the ramp-to-ramp lane project with a seismic upgrade of the Boone Bridge.

**COMMUNITY INVOLVEMENT PROCESS:**

A primary goal established by ODOT Region 1 and the City of Wilsonville for the project was to promote public involvement and participation by local governments. The project team focused outreach efforts on gathering feedback about traveler experiences with the operational problems on I-5, presenting the ramp-to-ramp options, and asking for input on the recommendation that Option C should be constructed as part of a seismic retrofit project in the future.

Public and stakeholder involvement activities began in December of 2017, with Wilsonville area outreach efforts led by city staff and consultants and regional outreach efforts coordinated by ODOT. The City created a website for the congestion study, shared regular monthly articles in The Boones Ferry Messenger, sent media releases to The Spokesman Newspaper, and provided information via email.

An Open House was held on March 14, 2018 at Wilsonville City Hall. It drew 30 to 40 attendees, who discussed the results of the technical analysis with project team staff, received a presentation of major findings, and participated in a question and answer session. The same materials were shared in an Online Open House and survey hosted by the City during the second half of March. See below for additional information on results from the on-line survey.

The project team met with the following stakeholder groups in March and April to share congestion study findings, answer questions, and gather input:

- Wilsonville Chamber of Commerce
- Wilsonville Rotary Club
- Charbonneau Homeowners' Association
- Washington County Coordinating Committee – Transportation Advisory Committee  
Oregon Freight Advisory Committee
- ODOT Region 1 Mobility Advisory Committee
- The French Prairie Forum
- Clackamas County Coordinating Committee – C4 Metro Subcommittee
- Metro's Technical Advisory Committee and Transportation Policy Alternatives Committee

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Based on meetings with the Chamber, Rotary Club, Charbonneau Homeowner's Association, the French Prairie Forum, and the Planning Commission, the team put together a Questions and Answers document that describes common questions and answers.

As noted above, the March 14 Open House was complemented by an "On-line Open House" survey. The survey ran from March 14 to March 31. It included key information that was available at the physical Open House, with questions posed regarding traveler experiences, the working recommendations, and participant demographics. The following is a brief summary of feedback received.

- There were about 280 respondents (not all participants answered all questions).
- Most survey respondents used I-5 to cross the Boone Bridge going south at least several times per week (41% at least once per day; 22% several times per week). Nearly 80% said they were likely to use the Wilsonville Road on-ramp on a typical trip, and over half said they were likely to use the Charbonneau District off-ramp. 43% said they were likely to use the Canby-Hubbard off-ramp. (All of which is to say – this survey appears to have reached those that use/would be affected by the proposal).
- Respondents generally experienced unpredictable travel times, frequent congestion, and spillback. A lower percentage (though still the majority) experienced dangerous weaving behavior.
- Given the information presented, 75% of respondents chose Option C as their preferred build. Option B was the second most preferred, with about 10% of respondents choosing it.
- About 7% of respondents checked "Other" regarding their preferred option – see the Comments for explanation of those ideas.
- Almost all respondents said that ODOT should invest in operational improvements in this part of I-5.
- The average level of support for the recommended alternative is 92/100.
- Asked to list primary reasons, people provided many separate comments. Congestion, safety and commuting times were among the most common issues.

The Wilsonville Planning Commission received five presentations from the project team between November 2017 and April 2018, including hosting the Open House followed by a work session in March and the public hearing on the draft facility plan in April. After the public hearing, the Planning Commission adopted Resolution No. LP18-0004 recommending approval of the I-5 Wilsonville Facility Plan to the City Council, for which a summary is provided in Attachment C - Planning Commission Record for Resolution LP18-0004.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

A southbound ramp-to-ramp lane on I-5 at this location has the potential to improve freeway operations by reducing merge conflicts and relieve the traffic bottleneck between the Wilsonville Road and Canby/Hubbard interchanges. Expected outcomes include improved safety and reliability in the Portland metropolitan area's South Metro I-5 corridor and reduced impacts of I-5 congestion on the City of Wilsonville. The I-5 Wilsonville Facility plan does not add general travel

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lanes to I-5 and is not intended to support conversion of rural reserves to urban reserves south of the Metro urban growth boundary.

Mayor Knapp noted one of the "Whereas" clauses on the second page of the resolution states the project is not addressing the I-5 traffic corridor , rather ".the "ramp-to-ramp" land is intended only to improve freeway operations and traffic safety in the Portland metropolitan area's Sough Metro I-5 corridor and to reduce impacts of I-5 congestion on the City of Wilsonville."

The Mayor referenced the letter from Metro and asked whether those considerations were included in the proposed Resolution. Ms. Kraushaar stated Metro staff reviewed the Resolution and felt it addressed their concerns.

Ms. Kraushaar was not intended to change how Hwy 551 operates, and that the council was feeling the south metro corridor study should be completed. Metro staff person reviewed the resolution and felt it was good.

The Mayor invited public testimony, seeing none he closed the public hearing at 9:11 p.m.

**Motion:** Councilor Lehan moved to approve Resolution No. 2690. Councilor Akervall seconded the motion.

Councilor Akervall noted one data point in the packet addressed the delays of freight travel in terms of dollars. What was not quantified were the impacts to family commitments and responsibilities the delays cause.

Mayor Knapp expressed his support for the resolution and offered to testify before OTC should the need arise.

**Vote:** Motion carried 4-0.

**SUMMARY OF VOTES**

Mayor Knapp	Yes
Council President Starr	Excused
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor Akervall	Yes

**C. Ordinance No. 818**

An Ordinance Of The City Of Wilsonville Amending Chapter 8 –Environment Of The Wilsonville Code To Revise WC 8.500 Through 8.536 And To Make Other Revisions And To Repeal Ordinance No. 482.

Ms. Jacobson read the title of Ordinance No. 818 into the record. Staff is requesting a continuation of the Ordinance to date certain of the July 2, 2018 meeting.

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**Motion:** Councilor Stevens moved to continue Ordinance No. 818 to date certain of July 2, 2018 for first reading, Councilor Lehan seconded the motion.

**Vote:** Motion Carried 4-0

**SUMMARY OF VOTES**

Mayor Knapp	Yes
Council President Starr	Excused
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor Akervall	Yes

Mayor Knapp declared a recess at 9:17 p.m. and reconvened the meeting at 9:23 p.m.

**D. Ordinance No. 819**

An Ordinance Of The City Of Wilsonville Annexing Approximately 16 Acres On The North Side Of Boeckman Road Just West Of Stafford Road Into The City Limits Of The City Of Wilsonville, Oregon; The Land Is More Particularly Described As Tax Lots 2001, 2100, 2201, 2202 Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Thelma J. Roethe, Dale Krielkamp, Verla Krielkamp, Louie Pike, Gayla Cushman-Pike, Amy Pike, Matt Wingard, And Doris A. Wehler, Petitioners.

Ms. Jacobson read the titles of Ordinance No. 819 and Ordinance No. 820 into the record. The public hearing on the two ordinances was held concurrently; however the vote would be taken separately for each ordinance.

Mayor Knapp provided the public hearing format and opened the public hearing at 9:25 p.m.

The staff report for both Ordinances was provided by Daniel Pauly, Senior Planner.

The proposed 16-acre annexation is the first area proposed for annexation and subsequent development consistent with the Frog Pond West Master Plan. The subdivision will be the first of many developments blended together into one high quality neighborhood. Concurrent with the adoption of the Frog Pond West Master Plan, a new zoning district, Residential Neighborhood (RN) intended for application to the Master Plan area. The requested zone map amendment proposes applying the Residential Neighborhood Zone to the entire subject property.

As required by law, the annexation of territory is based on the consent of all the land owners and a majority of electors within the territory. This consent has been received in writing and enables the Council to approve or reject the annexation without having to submit the question to the voters.

The Development Review Board Panel A unanimously recommended approval of the Annexation and the Zone Map Amendment for the subject property.

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Councilor Stevens asked who will maintain the wall fronting Boeckman Road. Mr. Pauly stated the home owners association(HOA) will own and maintain the wall. He understood each development will have its own HOA.

Mayor Knapp asked for clarification on the “two sub-districts”. Mr. Pauly explained the sub-districts refer to lot sizes and are identified as Medium (6,000 to 8,000 SF) or Large Lot (8,000-12,000SF).

Mayor Knapp asked if the proposal is completely in alignment with the Master Plan. The Mayor felt connectivity was important. Mr. Pauly assured the Council the plan is in conformance to the Master Plan.

Mayor Knapp invited public input.

Mr. Michael Robinson, 1211 SW 5<sup>th</sup> Avenue Suite 1900, Portland, OR, represented the applicants. representing the applicant Mr. Robinson confirmed that the plan fulfills the connectivity required in the Master Plan, with no deviations. The wall along Boeckman Road will be maintained by the HOA, noting each development will have their own HOA. He asked that the two ordinances be adopted on first reading.

Mr. Steve Dixon, of OTAK, 808 SW 3<sup>rd</sup> Ave, Suite 300, Portland, OR stated the wall and landscaping will be coordinated with neighboring developments and the finished product will be seamless along the road.

Doris Wehler, 6855 SW Boeckman Road, Wilsonville OR, expressed her support for adoption of the two ordinances. She pointed out residents of the Meadows subdivision were concerned with the possible use of Willow Creek Drive as a short cut to avoid the traffic signal.

Mayor Knapp invited additional speakers, seeing none he closed the public hearing at 9:42 p.m.

**Motion:** Councilor Lehan moved to approve Ordinance No. 819 on first reading. Councilor Akervall seconded the motion.

**Vote:** Motion carried 4-0.

**SUMMARY OF VOTES**

Mayor Knapp	Yes
Council President Starr	Excused
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor Akervall	Yes

**E. Ordinance No. 820**

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5 (Rrff5) Zone To The Residential Neighborhood (Rn) Zone On Approximately 16 Acres On The North Side Of Boeckman

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Road Just West Of Stafford Road; The Land Is More Particularly Described As Tax Lots 2001, 2100, 2201, 2202 Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. West Hills Land Development LLC, Applicant.

**Motion:** Councilor Akervall moved to approve Ordinance No. 820 on first reading. Councilor Lehan seconded the motion.

**Vote:** Motion carried 4-0.

**SUMMARY OF VOTES**

Mayor Knapp	Yes
Council President Starr	Excused
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor Akervall	Yes

**NEW BUSINESS**

**A. Resolution No. 2689**

A Resolution of the Wilsonville City Council Adopting the Wilsonville-Metro Community Enhancement Committee's 2018-19 Funding Recommendations.

Ms. Jacobson read the title of Resolution No. 2689 into the record.

Ms. Angela Handran provided the staff report and the background on the Wilsonville-Metro Community Enhancement program. After reviewing the applications, the Wilsonville-Metro Community Enhancement Committee recommended funding for three projects:

- \$40,000 for the Willamette Way West Sidewalk,
- \$12,360 to the Historical Society for preservation of historical documents, and
- \$12,644 to the Backyard Habitat Certification Program.

**Motion:** Councilor Lehan moved to approve Resolution No. 2689. Councilor Akervall seconded the motion.

**Vote:** Motion carried 4-0.

**SUMMARY OF VOTES**

Mayor Knapp	Yes
Council President Starr	Excused
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor Akervall	Yes

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**CITY MANAGER'S BUSINESS**

No Report.


**LEGAL BUSINESS**

No Report.

**ADJOURN**

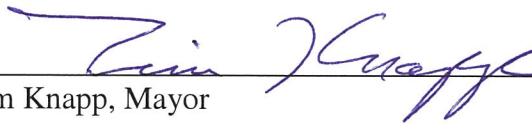
Mayor Knapp adjourned the meeting at 9:52 p.m.

Respectfully submitted,



\_\_\_\_\_  
Kimberly Veliz, City Recorder

ATTEST:



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Tim Knapp, Mayor