

**PLANNING COMMISSION
WEDNESDAY, FEBRUARY 13, 2019
6:00 P.M.**

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

*Minutes were
reviewed & approved
at the March 13,
2019 PC Meeting*

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Jerry Greenfield called the meeting to order at 6:01 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Simon Springall, Phyllis Millan, Kamran Mesbah, and Ron Heberlein

City Staff: Chris Neamtzu, Miranda Bateschell, Amanda Guile-Hinman, Kimberly Rybold, Zach Weigel, and Brian Cosgrove

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

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

ADMINISTRATIVE MATTERS

A. Planning Commission Chair & Vice-Chair Nomination

Kamran Mesbah nominated Jerry Greenfield as 2019 Planning Commission Chair. Phyllis Millan seconded the nomination. Jerry Greenfield was unanimously reelected as 2019 Planning Commission Chair.

Ron Heberlein nominated Eric Postma as the 2019 Planning Commission Vice-Chair. Kamran Mesbah seconded the nomination. Eric Postma was unanimously reelected as 2019 Planning Commission Vice-Chair.

B. Consideration of the January 9, 2019 Planning Commission minutes
The January 9, 2019 Planning Commission minutes were accepted as presented.

II. LEGISLATIVE HEARINGS

A. Basalt Creek Comprehensive Plan and TSP Amendments (Bateschell/Rybold)

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 6:10 pm

Miranda Bateschell, Planning Manager, noted the Basalt Creek Comprehensive Plan was adopted in August 2018. Since then, Staff had been preparing Comprehensive Plan and Transportation Systems Plan (TSP) Amendments that would implement the Concept Plan into Wilsonville's regulations. Staff reviewed the draft amendments with the Planning Commission at the work session in December and tonight, the final draft of those amendments, as well as a few edits to the resolution, would be presented with the Commission.

Kim Rybold, Associate Planner, noted the packet included the proposed amendments to the Comprehensive Plan and Comprehensive Plan Map, as well as TSP Amendments and a findings report, which included Transportation Planning Rule findings Staff worked on with Washington County regarding an updated traffic analysis reflecting the 2018 Regional Transportation Plan as a couple recommendations had changed slightly. The public record for the amendments and the responses to public comments Staff had received so far were also included in the packet. She noted a red line version of the resolution had been provided to the Commission that highlighted a couple minor changes.

Ms. Rybold and Scott Mansur of DKS Associates presented the Basalt Creek Comprehensive Plan and TSP Amendments, as well as the background leading to the amendments via PowerPoint with these comments:

- The Basalt Creek Land Use Plan was displayed. (Slide 2) The conceptual boundary between Tualatin and Wilsonville generally followed the future Basalt Creek Parkway, part of which remained to be constructed.
- According to the intergovernmental agreement (IGA) between Wilsonville, Tualatin, Washington County, and Metro, the Concept Plan had to be adopted within a certain time frame and the Comprehensive Plan Amendments associated with the Concept Plan recommendations had to be adopted within one year.
 - The proposed amendments would also set the stage for future work in Basalt Creek in terms of the anticipated land uses, implementation tools, transportation improvements resulting from the Concept Plan, and considerations for the preservation of natural resources.
- The proposed Comprehensive Plan amendments included the addition of two Areas of Special Concern, Area M, the Basalt Creek planning Area, and Area N, the West Railroad planning area. The areas were separated for a variety of reasons, but namely due to the type of development suitable for each area.
 - Area M: Language was added in the Comprehensive Plan to discuss the land use categories from the Concept Plan and identify where those uses would be applied.
 - Links to the transportation improvements required as part of the traffic analysis and highlighted in the Basalt Creek Transportation Refinement Plan were provided.
 - Additional design and planning objectives would be identified for the area, such as the preservation of natural resources to include the Basalt Creek Canyon, the provision of trails and bicycle connections throughout the area, as well as transit access.
 - Staff recommended consideration of a Form-based Code for implementing development in the area, similar to the one adopted last year for Coffee Creek.
 - Area N: The text regarding this special area of concern identified the need for future study based mostly upon existing environmental and ownership constraints. Additional study would be done on the infrastructure needs as the industrial areas east of Area N built out. Once those studies were done, the City would have a better sense of the costs to extend infrastructure to the area and the more appropriate land uses could also be considered.
- The Comprehensive Plan Map recommendations would apply the Industrial designation to both the Basalt Creek planning area and Coffee Creek Industrial Area, which reflected the vision set forth in both the Basalt Creek Concept Plan and the Coffee Creek Master Plan adopted in 2007.
 - The revision to the Urban Planning Area Agreement (UPAA) Staff was working on now with Washington County would remove a restriction that prohibited identifying the area as Industrial on the Comprehensive Plan Map.
 - Inclusion of these areas on the Comprehensive Plan Map would provide a clearer depiction of where the City's industrial growth would occur in the future and weave that together with existing industrial uses to the south.
- Four implementation measures were being added, which included some important principles from the concept planning process for Basalt Creek. The proposed text would encourage high-growth, high-tech industries in the city, as well as smaller scale Craft Industrial uses, such as bicycle manufacturing, breweries, distilleries, etc. Active green spaces within the industrial areas, such as trails and pocket parks, recognizing such elements contributed to a high quality employment area would also be ensured.
- Two key questions arose during the Commission's work session. The first regarded the text proposed for Area of Special Concern M and whether the use of warehousing seemed germane for a high-tech

employment district. The proposed implementation measure language came from the Concept Plan's description for the High Tech Employment District in Area M. When developing the Concept Plan some existing employment uses with more of a high-tech component were considered and many of the examples did have a component of warehouse use included.

- The text was revised slightly to clarify that warehousing was not expected to necessarily be a primary use in the district, but that it would be a component potentially related to the other office or manufacturing uses that could locate there.
- The second question regarded an existing Comprehensive Plan implementation measure that encouraged capital versus labor intensive industries and whether that conflicted with the other language being added about creating employment. Staff's research found the distinctions between the two types of employment were as follows:
 - Capital intensive employment attracted a lot of capital and required a lot of capital investment in order to function; for example, manufacturing uses with very specialized technology critical in producing a product, such as computer chips, screens, or technical things of that nature.
 - Labor intensive was kind of the opposite; not requiring as much capital outlay initially, but requiring a lot of labor; for example in the hospitality industry or food service. Investments were not made into machinery or the structure per say, the investment was in people themselves.
 - Staff did not see a conflict since a high tech employment district would have an infusion of capital that would create good quality employment for the city, as well as the desired high-quality environment.
- The TSP was the City's long-term policy and planning document for the transportation system. TSP amendments were necessary because new land uses proposed in concept plans affect the transportation system, and those improvements and changes to the system must be adopted and approved into the current TSP. As a living document, the TSP was updated as things change in order for the City to be eligible for funding for transportation projects, to ensure transportation improvements were consistent with the desired needs, and to stay current with state and regional transportation policy as well as rapidly changing local conditions. (Slide 8) The subject TSP amendments were also required in the IGA between the City of Wilsonville, Washington County, and the City of Tualatin.
 - The Basalt Creek Concept Plan was the key reason for the TSP Amendment, but other changes had occurred, making it a good time to update the TSP. The other changes regarded the adoption of the Boones Ferry Road to Brown Road Connector, which required the inclusion of the specific alignment to connect to Fifth St, and the transfer of Garden Acres, Clutter Rd, and Advance Rd from the County to the City of Wilsonville.
- With regard to the project schedule, DKS would appear before City Council next week for a work session, and then hearings and adoption in March and April.
- The TSP amendments required for the Basalt Creek Concept Plan were reviewed with key additional comments as follows (Slides 11-18):
 - Financially-constrained projects meant a funding source had been identified for the improvement.
 - Two Basalt Creek Trail Projects were proposed: the Basalt Creek Canyon Trail (LT-02) connecting Day Rd to the Basalt Creek Parkway and the trail along the I-5 easement (LT-03). The displayed alignments were subject to change.
 - Although Boones Ferry Rd/95th Ave was recently improved, some additional access management and other operational improvements were identified to make the intersection operate better. (SI-08)
 - Two I-5 overcrossings were identified, at Basalt Creek Parkway and at Day Road. No funding sources were identified for either project. (RE-P6, RE-P5, respectively)
 - Two amendments identified for the southbound I-5 exit ramp at the Elligsen Rd interchange included adding a second southbound right turn lane to improve operations, and updating the Brown Road Extension alignment to 5th Street as adopted by City Council.

- Extending Pioneer Court approximately 1000 ft north of Day Rd would provide an alternative access to business that were currently on the cul-de-sac and was not funded. (RE-P15)
- The jurisdiction would also be updated for Garden Acres Rd, Clutter Rd, and Advance Rd and the functional classifications would change for Clutter Rd, Ridder Rd, and Garden Acres would change from collector to arterial roads. A prior amendment removed the Kinsman Extension segment between Day Rd and Ritter Rd, and the extension of Garden Acres Rd to a future intersection at Day Rd would replace that. (Slide 16)
- Several existing roadways had been updated and many bicycle facilities had been completed, so the TSP maps would be updated accordingly. (Slide 17 and 18)
- Next Steps included amending the UPAA with Washington County and adoption of both the UPAA and the Plan amendments by City Council. Staff had been working with Washington County on the draft UPAA, which was almost complete. (Slide 19) The public hearing Plan Amendments were scheduled for first reading at City Council on April 1, 2019 with the second reading to follow. The City would meet deadline one month early.
- The Resolution was slightly revised based on a clarifying question from Vice Chair Postma surrounding the language regarding the UPAA and its anticipated adoption in March and April 2019. Recognizing such actions were beyond the Planning Commission's control, Staff softened the language to recognize that action was intended and anticipated to occur at that time.
 - The other amendment to the Resolution involved moving a couple paragraphs so that everything related to the Coffee Creek Map Amendment was grouped together.
- Staff recommended adoption of revised Resolution LP19-0001, which recommended adoption of the Basalt Creek Comprehensive Plan and TSP Amendments to City Council.

Commissioner Hurley asked if Project RW-05 would be considered finished, given the work was almost completed aside from a few missing sidewalks. (Item 4, Slide 12)

- Mr. Mansur confirmed some sidewalk segments and full urban street improvements were still needed. Otherwise, most of the lanes for the basic traffic structure were there.

Commissioner Heberlein asked if the Pioneer Court Extension was to provide a secondary access for the existing businesses on the cul-de-sac or to allow for additional businesses. (Slide 15)

- Ms. Bateschell clarified that other parcels adjacent to Boones Ferry Rd that had not developed yet would have access to Pioneer Court in order to then access Boones Ferry Rd, so the extension was for both existing and future development.

Commissioner Millan:

- Stated that Implementation Measure 4.1.3.c, which favored capital intensive rather than labor intensive industries, seemed to contrast with Implementation Measure 4.1.3.m, which encouraged new industrial development that contributed to employment districts with a high density of jobs and a range of employment opportunities.
 - Ms. Rybold explained labor intensive did seem counterintuitive, because a capital intensive industry could have a lot of employment, but a lot of capital was invested in order to create that employment. Many current industries in Wilsonville required a high level of capital investment in a facility and employees to create their goods. Whereas, labor intensive was a type of employment that did not require that capital investment, so it could be misleading since it did not address the amount of labor involved; It was not an either/or in terms of the labor or employment provided.
- Understood the distinction, but Implementation Measure 4.1.3.m talked about a high density of jobs, but then stated the City wanted to create a lot of jobs.
 - Ms. Rybold clarified the City wanted jobs with a lot of capital invested into those people having those jobs. She confirmed the idea was to have people working in those kind of jobs versus jobs that did not require a lot of capital, such as in the food service industry.

- Noted Implementation Measure 4.1.3.l stated, “consider integrating live/work units into “craft” manufacturing areas” and asked why “encourage” was not used.
 - Ms. Bateschell explained the issues was trying to understand the degree to which the City wanted to promote live/work as much as allow it because of the uniqueness of the area, while still not having a lot of separate residential at the north end of town with only industrial in between. In Council’s discussion, there was not a desire to require live/work, but to consider allowing it in order to mesh well with the existing residential, as well as the existing commercial business on residential sites. The idea was to provide the ability to continue to do that and potentially support the future construction of live/work units, which would be complimentary. The background behind the word “consider” from the Concept Plan was that when moving forward with implementation, think through what would make sense, and “consider” would provide direction on potential future zoning code related to Craft Industrial. She noted “consider” could be changed.
- Commented that “consider” made it seem that the City was still thinking about having Craft Industrial, and might not do it if feelings changed. Like labor intensive and high-density jobs, the language was the issue; unfortunately, she did not have a different suggestion.

Chair Greenfield:

- Stated he liked Craft Industrial, adding the discussion was consistent with the intensive amount of attention the Commission had already given the matter during work sessions.
- Asked if there was ever a project that was not financially constrained.
 - Mr. Mansur explained that typically financially constrained projects were those identified with a reasonable funding source. Those that were not financially constrained were unlikely to have a funding source available within the planning horizon.
- Understood constrained, in this case, meant “not determined”.
 - Mr. Mansur clarified it meant there was confidence the project could be funded, although actual dollars had not been allocated for every project.

Commissioner Heberlein:

- Noted Implementation Measures 4.2.3.l specified “craft” manufacturing in quotes, but no quotes were used for advanced manufacturing in Implementation Measure 4.1.3.k. He asked why craft deserved being designated in quotes.
 - Ms. Rybold explained use of the word craft was newer in terms of how it was applied to an employment use. Unlike craft, advance manufacturing was a concept that had been around for a while.
- Noted an explanation of craft manufacturing was provided, so he was unsure if it warranted special consideration.
 - Ms. Bateschell agreed craft might not need to be in quotes. It was shown that way in the Concept Plan originally because it was a new concept that was not well-defined, so some definition was provided. When was carried over to the implementation measures, no definition existed, so craft was something that needed to be defined when considering whether existing zoning code would be applied or an additional zoning code type was needed that would define and provide shape around craft industrial; then a definition for craft industrial would be adopted. She did not know if the quotations were needed or not.

Chair Greenfield believed the distinction had to do with the scale of production and the level of infrastructure required. Craft industrial spanned from something put together with one’s hands to relatively light machine shop work.

Commissioner Springall noted the following corrections were needed to the TSP maps:

- In Villebois, most of 110th St had been vacated, but it was still shown on most of the maps. He suggested Villebois Dr was probably a more appropriate street to notate.

- In the northeast quadrant of Frog Pond, a pedestrian trail had been discussed that would link the Frog Pond neighborhood with the neighborhoods west of Boeckman Creek. He believed the trail was in the Concept and Master Plans for Frog Pond, but it was not shown on the TSP maps.

Mr. Mansur stated he would work with Staff to update the TSP maps. As a lower priority project, the trail might be on a different map showing the planned improvements.

Chair Greenfield commended those who produced such meticulously detailed concept plans with references to the many documents with which they had to comply.

Chair Greenfield called for public comment on the Basalt Creek Comprehensive Plan and TSP Amendments.

Lee Patrick, 12535 SW Morgan Rd, Sherwood, OR, said he lived in West Railroad area. He had concerns because when he had received the first letter notifying about the Concept Plan, his neighbor living just down his easement never got the letter. He wondered how many people actually got the letter about tonight's hearing. He was very concerned about the optimistic planning of the road systems; some roads were shown passing over I-5 and modifications were shown to the current freeway access. Even with that modification, it would be like putting 10 pounds of garbage into a 5-pound bag. 'Great planning' just moved the problems five miles down I-5. He had lived in Sherwood for 25 or 30 years, and had not seen any major freeway improvements, although the improvement on I-205 to I-5 helped him because he could bypass the traffic that was stuck either way on I-5. The Concept Plan would just put more traffic on I-5 and no new interchanges. The City was doing the same thing over and over, and was not really improving the situation. Optimism was fine, but the City was putting a lot of industry out there with nowhere for the traffic to go. Even with the Hwy 99 bypass, there were still major backups on Day Rd. Although Day Rd had been torn up many times, it was still one of the worst roads in the city. It was brand new, but within months it was being cut up. He had tried to go into Wilsonville on other roads, but with only two freeway onramps, it was a nightmare getting onto I-5. He asked if anyone checked the State and Federal requirements for how close interchanges could be, or about the widening of the Boone Bridge. There were a lot of things to consider that he did not think had been explored. Going over I-5 would not help traffic because there was nowhere for traffic to go and with only a few interchanges, it would just bog down. He was in favor of industry, but the planning was the problem.

- What bothered him was the letter he received stated this project could affect the value of property, up or down, and that down part did not sound American. Previous changes in the zoning code had hurt him before, and just because the City could do did not make it right. He was frustrated with the view that if it only affected a few people, there was no need to worry about them.
- Nothing about Wilsonville's current traffic problems had been considered. The proposed changes would simply affect other people and make his work commute a nightmare. He would like to see more planning and real intuition in the plan. He noted a center lane was added to the two-lane road from Tualatin to Sherwood, but no additional property was bought, so the road could not be widened any further, and traffic was a nightmare now. He questioned why the City had not made the Day Road Bypass two lanes each way in anticipation of more traffic, rather than having to widen Day Rd again.

Chair Greenfield said he could not speak for Tualatin, but emphasized the Commission had been critically concerned about traffic load on all the city's roads and had heard many justifiable complaints about the traffic on I-5 and the pinch point at the Boone Bridge. However, progress had been made in the last couple of years, with more progress in the offing, although it might never solve the problem. Some changes had already alleviated the problem to some degree. Although traffic was not discussed in the Concept Plan, the Commission was very aware of the issue and standing on the analyses done in previous concept and master planning iterations of the Coffee Creek and Basalt Creek areas. The City's long standing traffic consultant was very good and would make sure planning stayed within the realistic maximum trips those roads could sustain, which that informed every step of the planning. He noted Mr. Patrick could take some comfort in the fact the Commission felt the pressure just as he did.

Mr. Patrick noted the issue that brought him there was the possibility of devaluation of property, which was not right. The Commission needed to look at the railroad area, which was the scablands, where the Ice Age came through and quarried out, creating special types of wetlands. This was a very unusual area as there were not many scablands in the state.

Chair Greenfield understood the planning horizon could be 10 or 20 years out, so eventually the County would have to develop into that area, and Wilsonville would be involved.

Mr. Patrick reiterated there were many things to consider as opposed to just parking a lot of industrial into an area without the infrastructure to feed it.

Sherman Leitgeb, 23200 SW Grahams Ferry Rd, Sherwood, OR, read the following statement into the record:

"I live on 22 acres of land that our family moved to in 1990 when Tualatin and Wilsonville were both small towns, and back before our neighbors to the north were a subdivision in Tualatin. I've raised my family on a portion of the Basalt Creek planning area that is now referred to as a central subarea. My northern 11 acres are outside of the central sub-area and would be zoned residential. My southern 11 acres are in the central subarea, and Metro says they will be zoned Industrial. I filed an appeal last year over Metro's designation of my southern 11 acres with the Oregon Land Use Board of Appeals (LUBA). LUBA came back and ruled the cities were not bound by Metro's designation, and that it was a non-binding recommendation only. They also said that the designation would need to be supported by the record. We were not worried about the designation of our land at the time the land came inside the urban growth boundary (UGB) in 2004. That was because we knew it would be zoned Residential. That was the deal Metro gave us in 2004.

Page 644 of Metro's record, which I have attached, says, 'The City of Tualatin and many residents of the area' that statement refers to us, 'express concern about compatibility between Industrial Use and Residential neighborhoods at the south end of the city.' That was the property directly north of mine. 'They have also worried about preserving an opportunity to choose an alignment between Tualatin and Wilsonville for the I-5/99W Connector. The south alignment for this facility passes through the northern portion of the Tualatin study area.' The proposed south alignment was mapped through my property originally. Then they say, in response to these concerns, 'the Council placed several conditions upon addition of this area to the UGB. The Council states that so long as the alignment for the connector falls close to the south alignment shown on the 2040 Growth Concept Map, it will serve as the buffer between residential development to the north, the portion least suitable for industrial uses, and industrial development to the south, the portion of the area most suitable for industrial purposes.' It could not go north of my property as there is a subdivision there, so close meant somewhere on our property or south of us. We all knew at the time it would be just south of the southern portion of the central subarea because that is where the Basalt Canyon is the narrowest. The land south of that parcel is flat, does not have the Basalt cap, and ODOT makes these decisions based on price and cost of construction. They picked the area where the canyon was the narrowest because bridges cost a lot more than a road. Once they picked that very site as the Basalt Creek Parkway, which is the connector for the area, we believed that our land would be residential. Then suddenly, it was not. The promise was reneged upon. Nearly all of the property owners in the central subarea either live on their land or have their family living on their land. I happened to be there 29 years, and I'm one of the newest of the nine people. Our region is in a housing crisis; a shortage of housing. The most recent Metro calculations show that there was no need for additional industrial land. I ask that the Wilsonville Planning Commission support a Residential designation for the central subarea of Basalt Creek. Thank you."

Commissioner Springall:

- Asked where Mr. Leitgeb's property was in relation to the Basalt Creek Parkway.

- Mr. Leitgeb replied the south part of his property was 600 ft to 800 ft north of the Basalt Creek Parkway.
- Asked Staff if that property was within Wilsonville's jurisdiction or the City of Tualatin.
 - Ms. Bateschell replied the property was in the City of Tualatin's portion of the Basalt Creek planning area. According to the adopted Concept Plan, the Basalt Creek Parkway and Greenhill Ln would serve as the future boundary between the two cities. Mr. Leitgeb's northern parcel was adjacent to the southern portion of existing property belonging to the City of Tualatin, which was all residential housing.
- Understood that according to the Concept Map, which had some elements of Tualatin's Plan, the area north of the Basalt Creek Parkway was marked as low-density Residential. He mentioned the location of a manufacturing plant and confirmed that residential would be along Boones Ferry Rd, and Industrial would be along Grahams Ferry Rd. He noted the Commission could not influence the designation of land located within Tualatin's land area.
 - Mr. Leitgeb stated that unfortunately, over the last couple of years those living in what was soon to be Tualatin had seen the Wilsonville City Council be overly aggressive in telling Tualatin and the residents what was best for their land, knowing the land would not be in the city of Wilsonville. The purpose of his testimony was to urge the Commission to look at the most recent Metro studies from August 2018, which showed housing was needed much more, and that Metro was not looking for any more industrial land to come in for the next 20 years.

Commissioner Postma:

- Noted the Commission had received written testimony from Peter Watts, and asked if he was the attorney for Mr. Leitgeb.
 - Mr. Leitgeb responded yes and no.
- Noted Mr. Leitgeb had mentioned an attachment, and Mr. Watts' written indication said that he wanted to incorporate some semblance of testimony before Metro. He wanted to ensure the Commission had all the documentation Mr. Leitgeb referenced, because the Commission did not have any attachments.
 - Mr. Leitgeb suggested Mr. Watts address those questions.
 - Ms. Bateschell clarified that a series of attachments were submitted to the testimony, but only one copy was provided—Staff could provide electronic copies to the Commission following the meeting. The attachment would be in the record.
 - Mr. Leitgeb noted Page 644 was very good reading.

Peter Watts, 1750 SW Harbor Way, Suite 380, Portland OR 97201, clarified he was not Mr. Leitgeb's attorney. He was a property owner representing himself. He and Mr. Leitgeb both filed LUBA appeals, and LUBA joined the two appeals, so he and Mr. Leitgeb were now connected, though they had not known each other previously. His property was south of Mr. Leitgeb and adjacent to the Basalt Creek Parkway. He did not submit all the attachments to the Commission because it was 160 double-sided pages. He was addressing Wilsonville because there was some doubt about the boundary, and some City Councilors had said that if Tualatin did not adopt the Industrial designation, maybe the property should be in Wilsonville instead. After the LUBA ruling, he wanted to ensure both Cities had identical records as the process moved forward. Based upon his understanding of the decision, LUBA determined Metro's determination was non-binding and that the Cities of Wilsonville or Tualatin or some combination, would have to make a decision based on the record in total. He commended the City's very competent Staff. On the basis of the land features, he believed the designation should be Residential given the slope and topography of the property.

Scott Shamburg, 23975 SW Boones Ferry Rd, Tualatin, OR 97062, was his mailing address, but he had resided in Wilsonville for 27 years. He asked when property owners could expect to be contacted about the value and acquisition of their property. He had several businesses with employees and wanted to know what was going to happen since they had been in limbo for years, wondering what was going on. He was surprised to find out he would have bike paths through his property and that it would be an estuary and nature park, yet he had not been contacted. He noted that the construction to widen Boones Ferry Rd in front of his house

included the use of freeway-sized industrial compactors, which caused both of his wells to have sediment in them. It did not seem like anyone used the new two-lane road with the added a center lane. He was not opposed to making the roads wider, or improving the expressways because traffic was a concern for him as well, especially having to make service calls. He wanted to know what was happening, and asked when property owners would be contacted.

Ms. Bateschell explained Washington County was lead on the Basalt Creek Parkway extension from Grahams Ferry Rd to Boones Ferry Rd. The County recently contacted Staff because they secured the contract process that went through the State, because the County did not actually do the full contracting. Washington County recently met with ODOT and reached out to Staff to discuss the extension and the alignment. The County still needed to do the next phase of environmental review and design work, looking at the precise alignment. The County was scheduled for a work session with both Wilsonville's and Tualatin's City Councils to discuss the timeline for that project, so the County should be in touch with residents shortly.

- The design work would start this year, which was about a year behind schedule, but how long that process would take was uncertain. Beyond the alignment study, time was needed for construction funding to be obtained and then the construction phase could begin. The significant time line was due to the time needed to determine costs and how much funding could be acquired. Funding would be needed from other sources beyond the local cities given it would be a huge regional investment. She understood there was funding for the design work and possibly for acquisition through regional flexible funds, but that was a question Washington County would have to address.

Mr. Neamtzu asked Staff to provide Mr. Shamburg with the contacts at Washington County so he could proactively reach out to them.

Chair Greenfield confirmed there was no more public testimony or comments from the Commission and closed the public hearing at 7:15 pm.

Chair Greenfield moved to adopt Resolution LP19-0001 as amended in the revised, red-line version distributed to the Planning Commission, and deleting the vacated 110th St portion from the Transportation Systems Plan maps and adding the pedestrian trail connecting Frog Pond to the Canyon Creek Rd side of the canyon to the Transportation Systems Plan maps. The motion was seconded by Vice-Chair Postma.

Commissioner Postma confirmed with Assistant City Attorney Guile-Hinman that the only substantive changes to the Resolution were in the paragraph on Page 3 of 4 related to the prospective nature of the resolution regarding what the City and Washington County were going to do.

The motion passed unanimously.

Commissioner Springall noted no opportunity for discussion on the motion was provided. While he had intended to vote yes, further discussion from the Commission should have been invited to consider the public testimony provided.

Chair Greenfield called for a brief recess at 7:20 pm and reconvened the meeting at 7:26 pm.

B. Citywide Signage and Wayfinding Plan (Neamtzu)

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 7:29 pm.

Chris Neamtzu, Community Development Director, introduced the Citywide Signage and Wayfinding Plan, noting the Planning Commission had held two work sessions on the Plan. He highlighted the process used to develop the Plan (Slide 2) which started in April with a visual and mental mapping exercise. With input from a core group of citizens in a focus group venue, three, distinct sign family-types were developed and presented

at both public and online open houses. More than 200 citizen comments were received on the three designs. The Corten steel with the rock base was preferred by 55 percent in the online open house component. The project team continued working on the subtle changes discussed with the Commission, such as upper versus lower-case letters, curve types, and logo placement. The Alta team prepared design intent or CAD level drawings that a sign manufacturer could use to fabricate any sign in the sign package. The program's intent was to address bicycles, pedestrians, and vehicles, and provide a contiguous looking and coordinated package of signage to major destinations throughout the community. The process was in the final stages, and the Planning Commission's action would be in the form of a recommendation to City Council, who would conduct a worksession on March 4, followed by a hearing on March 18. The budget was limited for implementing the signs, so the project team wanted input regarding the Phase 1 signs.

Mary Stewart, Project Manager, Alta Planning + Design, presented the Citywide Signage and Wayfinding Plan via PowerPoint, reviewing the project's goals, preferred undulating stone signage option, wayfinding destinations and sign placements, as well as the wayfinding costs and next steps with these key additional comments:

- The Undulating Stone option had two finish choices for the metal, a true and a faux Corten. True Corten would be used in landscaped areas to avoid concerns about having rust staining concrete surfaces, like sidewalk or pavement. Faux Corten would be used for the six kiosks, which would always be located on sidewalks, to minimize maintenance and cleaning issues.
- Not much had changed with the kiosks, though the team was still working on the map graphic (Slide 3).
- For the Park Signs, the Commission's majority vote was to have words double-stacked. The City's logo was moved from the rock to the metal surface per the Commission's feedback as well. (Slide 4)
- The Commission was asked to make a decision about the text style for 'Wilsonville', which was shown in all capitals and in upper and lower case on some signs. The font in the Wilsonville logo, which was part of the City's branding and design guidelines for the city, was an all capital font. The font used in the displayed Welcome Sign images could be used in a title case or an all capitals case.
- Based on the Commission's feedback, the Vehicular Signs would have the same curvature as the Welcome Signs. (Slide 6)
- The sign topper had been narrowed and would include two options: Welcome to Wilsonville and Welcome to Wilsonville Oregon.
- Feedback was also requested on the I-5 gateway monument on Slide 8, which depicted a renovation of the existing gateway sign; applying stone to the brick face and installing the Corten sign in front of the existing concrete sign between the two main podiums.
- Wayfinding destinations were updated per the Commission's feedback, although Basalt Creek still needed to be added.
- The Wayfinding sign placement had been updated to show the Commission's recommended sign and location priorities, including adding the Welcome Signs at the edges at the soon-to-be new city limit.
- The Wayfinding Plan's costs were broken into three phases according to corridors in the city and on signage that would be more challenging to implement individually, such as the Kiosk Signs. The Kiosk Signs would likely be the easiest and cheapest to fabricate if done all at once. Additionally, the Kiosks faux Corten finish could be matched perfectly if fabricated at the same time. (Slide 12)
 - Renovating the two I-5 Gateway Signs at the same time also made sense. Each cost \$45,000 to renovate, but the costs would be much more for a complete replacement.
 - She clarified that the road corridor wayfinding costs, such as Wilsonville Road, did not include the wayfinding costs for any Kiosk or Gateway Signs in the road corridor.
 - She confirmed that the Boeckman Road signage included all of the Frog Pond signage. (Phase Two)
 - In the Boones Ferry Road corridor, the cost of the sign that would be set off a little ways from Wilsonville Rd was included in the Boones Ferry Road cost because it was about navigating on Boones Ferry Rd.

Commissioner Springall asked how the signage in Frog Pond would relate to the citywide branding since the area was to have its own branding as a cohesive neighborhood.

- Mr. Neamtzu explained the Frog Pond Master Plan contained its own unique sign topper, which would be on the street signs within the Frog Pond neighborhood. The toppers would be similarly shaped, stating “Frog Pond” with a logo, and be placed on top of the standard green signs. Staff was working with the County’s sign shop to fabricate the signs, and then the developers would buy those sign toppers from the City, so there was no relationship between the two sets of signs. The perimeter of Frog Pond would have directional signs along the arterials and collectors, but within the neighborhood would be the sign toppers unique to that specific neighborhood.

Chair Greenfield inquired if gateway signs into the neighborhood would be included in the Boeckman Road costs.

- Ms. Stewart clarified there were no gateway signs to the neighborhoods, only for the City of Wilsonville. The blue signs indicated on the key corridors at the edges of town were to be read as people entered the city on those roads, welcoming them to Wilsonville. (Slide 11) All major corridors would have a gateway sign at each end.
- Mr. Neamtzu clarified the gateway signs were “Welcome Signs” in the package. The large gateway signs were developed before the retrofits to the I-5 monuments, so it was confusing in the Staff report. The gateway signs were initially envisioned to replace the I-5 monuments. Staff received comments from citizens questioning why the signs needed replaced; however, the monument signs were 18 years old and this was an opportunity to make cohesive signage. Rather than removing them completely, Security Signs looked at the existing I-5 monuments and designed a retrofit. He sought the Commission’s input on the existing signs, the appropriateness of retrofitting them, and what a meaningful Phase 1 might look like. There was a trade-off since funding to implement Phase 1 was limited. The City budget had \$50,000, which would not cover six kiosks, so he would be requesting additional funding, possibly another \$100,000 to try to do something more meaningful. Another option would be installing a variety of all the sign types.

Ms. Stewart requested feedback on the stone samples displayed before the Commission at the dais, which she described, also addressing clarifying questions as follows:

- The stone from a Molalla quarry had a rougher texture and became significantly darker in the rain.
- The Montana stone had a smooth finish and color variations; it stayed lighter in the rain and was less porous than the Molalla stone.
 - There was no significant cost or maintenance difference with either rock. Each stone type could be power washed. Other stone samples were not chosen because they were prone to fracturing in freeze/thaw conditions, which could become a maintenance issue.
 - Based on feedback from Public Works Staff, the project team would obtain extra stone to have on hand if replacement was necessary.
 - She did not believe any rust staining would be noticeable from the Corten as most stone samples she considered contained iron and would not look as though they had been rusted on, which was intentional. Similar to the Murase Park sign, which had been weathering for several years; the stone had some rust color in it, but it did not look streaky; it looked like part of the stone.
- She presented two color samples of faux Corten for the Commission to choose from for the signs that needed to be faux Corten: the kiosks, pedestrian signs, and vehicular signs; anything that might be suspended over a sidewalk.
 - There would be no signs with the faux and real Corten next to each other.

Chair Greenfield preferred the local Molalla stone.

Ms. Stewart noted the Commission needed to decide which version of faux Corten was preferred, which stone was preferred, and should “Wilsonville” be in all capital letters or title case.

- She responded to a series of questions about the materials and sign elements as follows:

- The Faux Corten was a baked on, powder-coated, durable material that would have a graffiti resistant coating. Faux Corten did not contain rust; the color came from paint. Actual Corten was subject to rust.
- Stone fascia was more expensive than using solid stone.
- The faux Corten would be attached via welding; actual Corten could not be welded. The kiosk would be internally lit and welding was required to create a box to house the internal components. Actual Corten could not be used since the welds would not hold. She briefly described the construction of the kiosks, noting she was not the structural engineer or sign fabricator.
- She did not know the projected life span of the faux Corten, but noted it would be like any other powder-coated material.

Chair Greenfield:

- Believed the choice between all capitals or lower case was an aesthetic preference, although all capitals had a bit more gravity, which seemed justified on a formal city gateway rather than the slightly more informal lower case letters. He preferred all capitals for 'Wilsonville'.
 - Ms. Stewart indicated the font used on the Welcome Sign (Slide 5) was the same used for the City's logo.
 - Commissioner Millan believed it made sense to go with all capitals like the official Wilsonville logo.
- Observed that when used as an announcement like the gateways, formality was good, although it was not necessary for wayfinding.
 - Ms. Stewart believed that whenever "Wilsonville" was displayed on a sign, it should be the same capitalized font to be consistent.
- Asked if full capitals would be used every time "Wilsonville" was used, such as Wilsonville Rd.

Commissioner Heberlein asked if the font for the destination signs would be different from the city signs.

- Ms. Stewart noted that in order to meet Manual on Uniform Traffic Control Devices (MUTCD) guidelines, only one font was allowed for directional signage. The font for "Welcome to Wilsonville" could be different since the sign was not providing direction, but signs directing people to Memorial Park or Old Town had to be in MUTCD font.

Commissioner Millan confirmed "Wilsonville" on the Wilsonville Community Center sign would need to have an upper case "W" followed by lower case letters to comply with the required MUTCD font.

- Ms. Stewart added the name would have to be significantly shortened to fit the Wayfinding Plan's guidelines of approximately 14 characters.

Chair Greenfield noted the anomalous occurrence of the vertical Boones Ferry Park sign. (Slide 4) Based upon scientific studies, vertical signs were harder to read because they were perceived slower than horizontal signs. It was important how quickly signage was perceived. Both legibility and readability were issues. Readability studies found a slight loss when inverting individual letters to be straight up and down, or stacked, although that fact was mitigated by capitalizing all of the letters. Therefore, there was a strong preference for the letters to be horizontal, if possible. He was concerned about sacrificing readability to have the narrow vertical signs. He believed the vertical Park Sign looked awkward, as it did not translate the curved theme well that looked so good on the horizontal signs.

- Ms. Stewart explained the vertical signs would be provided where space was severely constrained, although it was not the project team's preference either. The Wayfinding Plan did not call out how many park signs would be replaced, because it was assumed the Parks Department already identified that in its park sign inventory.

Commissioner Mesbah commented if the vertical sign were double-bellied, it would look like a column or Coke bottle and not on its side.

Commissioner Heberlein:

- Noted the Plan did indicate locations of Park Signs. He was concerned about the lack of park signs in some areas, but the explicit locations for Park Signs in others, which was confusing.
 - Ms. Stewart clarified those placements were completely arbitrary to be able to include some in the budget.
- Preferred to understand the cost of implementing all of the Park Signs throughout the city. Ideally, the large or small signs would be identified to have a true accounting of the project cost.
 - Ms. Stewart confirmed the project team would get a total number and location of the signs needed from the Parks Department.

Chair Greenfield:

- Believed an aggregate cost amount, like the figures provided for the other items, was sufficient.
- Asked if there would be text on both sides of the signs.
 - Ms. Stewart noted no Corten signs had verbiage on the back since the signs were intended for placement within landscaping so the backside would not be visible. In areas where the backside was visible, the signs would be double-faced, so the name of the park would be on both sides.
 - The Corten signs would have two pieces of metal with space in between; people would be able to see through the sign's cut out stripes.
- Observed the rotation of the proposed signs reflected the European pattern of rotating vertical signs counter clockwise, not clockwise as was typical in America.

Commissioner Postma said he did not think the vertical signs should be completely eliminated. He liked the design, adding some variation in signage would be nice. Additionally, there was a \$22,000 difference between the large and small Park Signs and that expense was not realistic.

Commissioner Heberlein preferred that all parks be consistent and have a smaller sign; especially from a cost-saving perspective. Which parks need a large park sign and how was that determined, was it square footage?

Comments noted Memorial Park met that criterion for a larger sign, as would Boones Park once completed as planned.

Commissioner Hurley noted park signs would be funded by the Parks budget, providing leeway for Parks to decide what was appropriate and at which locations.

Commissioner Postma added that leaving the vertical sign option on the table would provide a tool in the toolbox for Parks to make that decision as budgetary concerns were considered.

Commissioner Hurley added Parks could make the decision for vertical or horizontal signs based on budget.

Commissioner Millan noted Americans were accustomed to reading vertical signs that were rotated clockwise, so she believed the vertical signs needed to be flipped.

Commissioner Heberlein said if flipped, the curve would need to be flipped as well so the text would not face away from the curve.

Commissioner Mesbah noted he preferred the vertical Park Sign as proposed.

Chair Greenfield closed the public hearing at 8:15 pm.

The Commission briefly discussed how best to proceed in order to provide the feedback requested on the rock, Corten, and font style for Wilsonville, as well as Commissioner comments on the Signage and Wayfinding Plan.

Stone Preference: Molalla or Montana

Commissioner Springall reminded the Molalla stone darkened in rain and was more porous, adding the Molalla stone also left pieces on his hands. He preferred the look of the Montana rock.

Chair Greenfield asked if both rocks were equally durable and if people would be sitting on the sign bases.

- Ms. Stewart stated the person who would likely be the project's stone mason had directed her to only durable stone types, so both stone samples were durable, although she was not aware if one was more durable than the other.
 - She did not believe anyone would be sitting on the stone bases. Public Works had suggested designing the bases with a slight angle to eliminate things like coffee cups being left on them.

In a straw vote, five of the seven Commissioners preferred the Montana stone.

Faux Corten Preference: Rust Colored or Weathered Steel

Commissioner Postma noted the samples were slightly thicker than what would be installed and asked if the metal was susceptible to damage or denting.

- Ms. Stewart responded it would have to be hit with something pretty hard.

A brief discussion ensued about the design and construction of the sign pieces that would have faux Corten and the potential for damaging the material. Either faux Corten sample would have the same denting problems. The differences in the color of the samples as larger pieces were also highlighted.

Ms. Stewart noted the faux Corten on the kiosks would be seen up close.

In a Straw Vote, the Commission unanimously preferred the rust-colored faux Corten.

Wilsonville Font and Text Style Preference

In a Straw Vote, the Commission unanimously preferred "Wilsonville" being all capitals with the font used in the City of Wilsonville logo.

Commissioner Postma:

- Inquired how the existing gray "Welcome to Wilsonville" signs, like the one at the Four Corners would be addressed, budgetarily and for the sake of consistency. The signs were more than 18 years old.
 - Mr. Neamtzu noted the locations of other old, existing welcome signs, noting the condition of the signs would determine what would happen to them; however, he did not have an inventory of their condition. The goal was to replace the existing welcome sign on the southwest corner of the Four Corners with a sign that would be located north and east of the existing sign.
- Noted it would be several years before Frog Pond developed in that area and the building the new sign necessitated removing the existing one. The City did not want to spend money upgrading the other one for only five years.
 - Chair Greenfield noted there was a public school and park at that location.
- Acknowledged a sign would be placed close to the new school, not on that same corner. The existing welcome sign would be removed, not replaced.
- Stated for the sake of consistency and budgetary issues, it was not clear how replacement of the old welcome signs fit in the Plan.

Commissioner Millan understood signs would be funded from different sources, such as the signs in the park being funded by the Parks budget.

- Mr. Neamtzu believed the park signs were the one outlier in that the Parks Department would pay for those signs under its own program. He anticipated the signs' installation as being largely opportunity driven. As projects and development occurred, there would be opportunity for Planning Staff to lead the implementation of the other signs in partnership with Public Works and Engineering on the pedestrian, bicycle, vehicular, and gateway signs. There would be two primary funding sources for implementing the Plan.

Commissioner Hurley asked about any funding mechanism, such as federal funding, that could go through SMART if the signage was specifically for bicycles, pedestrians, or transit.

- Mr. Neamtzu responded there were many funding opportunities, including the recent Community Enhancement Grant Program, for which City Staff had already written a few grant applications. Because Wilsonville housed a solid waste transfer station, Republic Services contributed tipping fees to community enhancement that was distributed to the community in the form of grants for projects that benefit the environment and beautify the community. He encouraged the Commission to look closely at the program, which now had \$100,000 available per year to do some cool things in the community. Projects could be at a neighborhood, park, or site level. Staff was doing research with the Boones Ferry Historical Society on interpretive signs with a grant that came through on the most recent cycle. With a strong linkage between transit and federal funds, such funding was an option particularly when the City could make the finding for SMART transit signs or directional signs to the WES station. SMART also had a great grant writer who could get funding; so, many opportunities existed outside of the City's General Fund line items.
- Ms. Stewart noted Alta had other clients that received grants from Travel Oregon to implement wayfinding signs. Most communities also had tax revenues from hotel rooms that could be used for wayfinding, especially for the gateway signs.

Commissioner Postma was glad a sign was added for the Boeckman Creek Crossing Trail in the Meadows neighborhood, but suggested also adding a sign at the west trail entrance in the Courtside neighborhood, which was hidden between two fences of two homes. The trail was frequently used and one way to get from one area of Wilsonville to another without having to use major roads. At some point, it would be an instrumental spot for signage to direct people to the Boeckman Trail as well.

- He agreed with the list of cost priorities in Phase 1. However, with regard to the Boones Ferry Road signage, it did not make sense to have signage north of Wilsonville Rd due to the lack of pedestrian traffic there, currently. It made more sense to have signage for pedestrian traffic south toward Old Town and for visitors traveling along Parkway Ave before the area north of Wilsonville/Boones Ferry Rd.

Chair Greenfield and Commissioner Millan agreed.

Commissioner Heberlein:

- Recommended changing the last sentence in the first paragraph on Page 10 of 112 of the Plan (Attachment A) as follows, "...and the agricultural lands of the Willamette Valley to the ~~southwest~~ south." to more accurately describe the agricultural lands' location.
- Noted on Page 11 of the Plan, the lines depicting the implementation phases on the Route Prioritization Map should be in more contrasting colors. Currently, the colors used for the narrow lines, especially for Phases 2 and 3, were difficult to read.
 - Mr. Neamtzu confirmed that the line types would be changed.
- Asked why Gateway Signs were shown at the south I-5 exit ramps and not at the N. Wilsonville I-5 exit on the Wayfinding Sign Placement map. (Slide 13)
 - Ms. Stewart explained there was very little space at the I-5 south ramp. With ODOT's right-of-way, the existing slopes and shrubbery, the best location for a gateway sign would be in the only space providing a clear view of traffic. She and Mr. Neamtzu discussed the issue and opportunity existed to place a sign at that location in the future when ODOT reconstructed that interchange. She suggested adding a dot to the map to indicate future sign placement, contingent upon ODOT's reconstruction.

- Agreed if an interchange improvement would make a gateway sign viable, the potential sign location should be identified.
- Noted a large concentration of pedestrian signs in the south Wilsonville area, but the entire Canyon Creek Rd area, the area on the east side of town south of Boeckman Rd, and all of Villebois were completely devoid of pedestrian signs. He asked what had driven that decision.
 - Ms. Stewart explained Villebois had its own pedestrian signs. Placing signage in other areas depended on the number of destinations that existed within a walking or biking range. Without a significant number of destinations in an area, there was no need for signage, which was how the priority destinations list was developed. The distance threshold for destinations was usually about a 15 to 20 minute walk, or about a one-mile diameter.
- Said it seemed odd that Canyon Creek Rd and the Meadows Estates area would not rise to that level, given that a two-mile radius was a pretty sizable area in the city. Charbonneau was another area lacking pedestrian signs.
 - Ms. Stewart noted that when touring the city with Mr. Neamtzu to identify needs, the project team quickly realized Charbonneau already had sufficient signage. She suggested that any future developments in the city blend their wayfinding with the City's Plan as opposed to creating their own.
 - Commissioner Springall noted the industrial areas were another example. Coffee Creek and Basalt Creek were still developing and signage would be needed, including for the local.
- Stated his concern was the lack of wayfinding signage indicated for areas with existing housing.
 - Ms. Stewart asked if an individual was walking a mile from a neighborhood, were there three to six destinations that could be reached and therefore require pedestrian signs.

The Commissioners commented that from the Meadows neighborhood, Argyle Square to the north, City Hall to the south, the post office and Town Center were all within a mile radius, but residents knew how to get to those places. There was a significant amount of pedestrian traffic on Canyon Creek Rd.

Chair Greenfield noted Town Center would need heavier signage as it got underway.

Commissioner Millan understood pedestrian signage was primarily for people not familiar with the area.

- Ms. Stewart explained the Vehicular Signs and especially, the Welcome Signs, were definitely for visitors. Bike and pedestrian signs were for both residents and visitors. Such signage captured directed visitors to all the great things within that walking radius and pointed out walking destinations for locals as an alternative to driving. The map for the kiosks highlighted a walk radius and indicated the time to specific destinations. The pedestrian signs were different; the City did not want to spend \$5,000 for a sign with only two finger-blades. Each pedestrian sign should have four to six destinations to direct people to in order to justify the cost.

Commissioner Postma noted additional pedestrian signage would be needed including the area along Boeckman Rd adjacent to the Meadows and Frog Pond neighborhoods, which was to the high school, Boeckman Creek Primary School, and Meridian Creek Middle School. Additionally, no signage pointed to the location of the Meridian Creek Middle School. Signage would also be needed for the new school that would be built in the Frog Pond, as well as for the Boeckman Trail trailheads. There were several locations along Boeckman Rd where signage could fill in the gaps, such as where Willow Creek exits onto Boeckman Rd.

Commissioner Heberlein suggested having signage on the northern half of Canyon Creek Rd to identify all the schools to the south, and Argyle Square to the north. Adding another 20 pedestrian signs would not be necessary, but perhaps a couple additional locations would help direct pedestrians.

Commissioner Springall asked if the project team considered the existing bicycle wayfinding signs, since the signs could cover pedestrians who might want to walk farther than one mile. Bicycle wayfinding signs were located on Canyon Creek Rd.

- Ms. Stewart stated all of the bicycle signs from the Bicycle and Pedestrian Wayfinding Sign Plan had been implemented, so none of the proposed signage would duplicate that signage; however, it seemed that more signage was needed.

Commissioner Heberlein deferred to City Staff and the consultants to identify the correct locations for the pedestrian signage. Not including existing pedestrian signs on the map resulted in a lack of information; if other bike/pedestrian signs already existed in those areas that was great.

Chair Greenfield noted the subject Wayfinding Plan did not preclude a community or neighborhood from initiating a request or petitioning for necessary signage. The Plan was prescriptive, but not restrictive.

Commissioner Springall:

- Suggested changing the destination name for the transit center to read, “SMART Central at Wilsonville Station **Transit Center**.” He agreed with “Transit Center” as the abbreviation. (Slide 9)
 - Mr. Neamtzu noted SMART Transit Director Dwight Brashear supported the abbreviation, all of which could be no more than 16 characters.
 - Ms. Stewart clarified the Pedestrian Signs would say, “Welcome to Wilsonville Oregon” with a Transit Center fingerboard.
- Sought clarification about where Arrowhead Park was located, noting the destination name said Willamette River Water Treatment Plant Park.
 - Mr. Neamtzu explained the Water Treatment Plant Park was being marketed as Arrowhead Park on city programs, brochures, and websites. The name Willamette River Water Treatment Plant Park was less than elegant, and because Arrowhead Creek ran alongside it, the entire park area was designated as Arrowhead Park by default. The Parks Director confirmed the Parks Department was also using Arrowhead Park instead of the Water Treatment Plant Park.
 - He confirmed arrowheads had been found in the creek and along the drainage near the neighborhood park at Merrifield, resulting in the name of the creek.
 - He would talk with Parks about the marketing issue since there were no sign identifying Arrowhead Park.
 - He noted the existing large monument sign at Industrial Dr could be moved closer to Arrowhead Ln heading to the park when Industrial Dr closed. Discussions yesterday with Steve Adams, the City’s Project Manager on the 5th to Kinsman Rd project, included how to sign people down from Wilsonville Rd to the water treatment plant. One idea was to have separate pedestrian fingerboards stating “Arrowhead Park” and “Water Treatment Plant”, both of which would lead people to the destination. No resolution was reached, but Staff discussed ideas on how make the location more clear.

Commissioner Postma verified with the Commission the items to include in the motion.

Commissioner Postma moved to adopt Resolution LP19-0002, including Attachment A, the Citywide Signage and Wayfinding Plan, with the following requested revisions:

- Correct the last sentence in the first paragraph on Page 10 of 112 of the Plan (Attachment A) to state, “...and the agricultural lands of the Willamette Valley to the **southwest south**.”
- Use more contrasting colors to better depict the implementation phases on the Route Prioritization Map on Page 11 of the Plan (Attachment A).
- Include pedestrian signage on the west side of the Boeckman Creek Crossing in the Courtside Neighborhood.
- Indicate potential gateway signs at the North Wilsonville I-5 exit ramps, contingent upon ODOT’s projects.
- Investigate the need for signage in the north Meadows Neighborhood and/or in the Canyon Creek area/neighborhood along Willow Creek.

Commissioner Mesbah seconded the motion.

Ms. Stewart confirmed the Planning Commission's font and material preferences would be rolled into the design intent and included in the design drawings.

The motion passed unanimously.

III. INFORMATIONAL

A. City Council Action Minutes (January 7 & 24, 2019)

Commissioner Millan inquired of the Commissioners serving on the French Prairie Bridge Task Force why two different bridge types were being considered.

Commissioner Springall explained that last year, the Task Force rated five different bridge designs based upon the technical analysis and chose two suspension models. Initially, the Task Force recommended the lowest cost bridge and the most visually attractive to the city. Following discussion, the Task Force concluded the bridge should be a monument to the city, and the lowest cost design was eliminated because it did not fit the Task Force's vision. The highest cost bridge design was also discarded. The Task Force ended up with two bridge types that were, perhaps, two-thirds of the cost gradient, but the exact cost was not known.

Mr. Neamtzu clarified that Clackamas County was a partner on the bridge project, so the two elected bodies, Wilsonville's City Council and the Clackamas County Board of County Commissioners, would make the final decision. Choosing the design would be a process of winnowing down options and choices, analyzing costs and design, looking at environmental impacts and permitting aspects, all of which would further inform the two choices.

Commissioner Springall clarified the environmental impact was another element of the Task Force's decision because the two designs that were chosen had the least impact. For example, no piers in the river, and no grading required on the riverbanks.

Commissioner Heberlein asked if Clackamas County would contribute to the bridge's cost or would Wilsonville provide the funding.

- Mr. Neamtzu replied the City did not expect to pay for the bridge, but imagined funding would come from a wide variety of grants. Staff would be looking to some upcoming federal transportation projects, such as the T2020 and other initiatives happening at the federal level. Obviously, it would be a complex financing package that might result in any number. The City would have to leverage some systems development fees to match some of those grants. The majority of funding would be obtained by cobbling together a number of different outside resources.

Chair Greenfield confirmed the Mayor's State of the City Address would be given on March 18, 2019 and urged everyone to attend.

B. 2019 Planning Commission Work Program

Commissioner Springall confirmed Density Inconsistency revisions regarded the gap between the Comprehensive Plan and the Zoning Code.

Chris Neamtzu, Community Development Director, reported that last week Daniel Pauly, Ms. Bateschell, and he identified a number of projects they would like to advance for the work program, including recreation in the Industrial Zone, clear and objective standards for multi-family residential, and a parking analysis. Staff would do some research on the topics and likely work with someone like Joe Dills from Angelo Planning Group to do some of the research, and then bring the concepts to the Commission for discussion. He confirmed three work sessions were scheduled for the Density Inconsistency revisions, adding it was a nightmare of a topic.

Ms. Bateschell confirmed no public hearings were scheduled for the Density Inconsistency revisions or Equitable Housing Strategic Plan as Staff wanted to give the Commission adequate time to work through some of the issues and milestones. After one or two work sessions on the Density Inconsistency, they would have a better sense of how long that might take and whether it would require more work sessions or move to a public hearing.

Mr. Neamtzu clarified there were currently no applications or proposals pressing the matter, just gaps in the current Code needed addressed. He confirmed the Oregon Legislature could potentially impact work on Density Inconsistency and Equitable Housing.

Ms. Bateschell added the Legislature might impact the work program as well, as Staff time could be shifted to address possible State requirements or mandates that needed to be adopted within a certain time frame.

Chair Greenfield asked when the Commission would be looking at Frog Pond East.

- Mr. Neamtzu noted Council had identified a late April date for goal setting, which was much later than usual. At this point, Staff had no direction from Council on the new set of goals. A grant cycle was currently open, but Staff was not in a position to apply because they did not have direction from Council to go forward and prepare the Frog Pond East Master Plan. The City had four years from January 10, 2019, the date the decision was submitted to the Department of Land Conservation and Development (DLCD), to prepare the master plan.
- Seven objections were filed to the DLCD filing, which involved an internal DLCD process to determine the validity of the Metro application for the expansion that would likely manifest itself at some point in appeals. Until provided with identified goals, Staff did not want to assume anything until directed to go forward with the Frog Pond plans. Unfortunately, the submittal date for the grants was April 10, 2019, and Council did not have a retreat until April 26, 2019. Staff would pass on this year's grant cycle. Assuming Frog Pond East would be a goal, Staff would write a grant in 2020. Once funding was secured, it would take 12 to 18 months to do the planning.

IV. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:09 p.m.

Respectfully submitted,

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