

PLANNING COMMISSION
WEDNESDAY, OCTOBER 8, 2014
6:00 P.M.

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

Approved
December 10, 2014

Minutes

I. CALL TO ORDER - ROLL CALL

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

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

City Staff: Chris Neamtzu, Barbara Jacobson, Nancy Kraushaar, and Mike Ward

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

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

IV. CITY COUNCIL LIAISON REPORT

Councilor Stevens reported on the October 6, 2014 City Council meeting as follows:

- A lengthy work session was held which included discussion of the Frog Pond Area Plan,
 - Council reviewed and asked questions about the three options presented for Frog Pond. Discussion included density, potential locations for retail, a variety of housing choices, and how these components play into Frog Pond becoming a nice community within Wilsonville, as opposed to an isolated community.
 - She serves as Chair of the Frog Pond Task Force, which has been very engaged and has heard from many area property owners, as well as the president of the Frog Pond Grange Board. The Task Force has emphasized keeping the heritage of the Grange alive and incorporating it as part of the Frog Pond community in some way.
 - Traffic was an issue, including traffic flow and Safe Routes to Schools, given the proposed elementary school in Frog Pond; a possible undercrossing of Stafford Rd was one consideration.
 - The Frog Pond Area Plan Open House would be held October 16th and she looked forward to more input from citizens as well as the Commission's discussion on Frog Pond this evening.
- Stephan Lashbrook, SMART Transit Director, reported on the Transit Integration Project, which was focused on making SMART more efficient. He also discussed the 95-page report he submitted to federal agencies regarding fleet management. Council would hear back in the coming months about upcoming changes for SMART.
- Council discussed stormwater rates, which would be increasing, and considered different scenarios of having gradual increases over a 20- or 30-year time period. Staff would return with a recommendation to Council in the future. Stormwater rates would be a featured topic in the newspaper, including how stormwater funding was not adequate at this time, especially given the unexpected costs required to address some river bank erosion in years past.

- Council also discussed the improvements to Town Center Loop E, which would be restriped to add bike lanes, reducing traffic to one lane in each direction from Wilsonville Rd to about Vlahos Dr. This improvement supported Council's goal of creating connectivity, which regarded bikes, as well as transit and school buses. The traffic consultants assured that Town Center Loop E could handle this change, even if the vacant parcels along the street developed.
 - Town Center Loop W would have two lanes of traffic each way until the post office when the east bound traffic lane would be a right-turn only.
 - While Council had some hesitancy about the improvements, they agreed creating the bike lanes was a smart thing to do.
- During the regular meeting, Council held first reading on an ordinance adopting the Clackamas County rules on animal nuisances. The County had made revisions to its ordinances, mostly involving dog control. The Clackamas County Sheriff's department asked the City to adopt the ordinance, especially with regard to addressing issues with barking dogs. Enforcement was difficult without the ordinance.

V. CONSIDERATION OF THE MINUTES

A. Consideration of the August 13, 2014 Planning Commission minutes

The August 13, 2014 Planning Commission minutes were approved 4 to 0 to 1 as presented with Chair Altman abstaining.

VI. WORK SESSIONS

A. Sanitary Sewer Master Plan (Kraushaar/Ward)

The following items were distributed to the Planning Commission:

- Handout of draft tables and their related notes from the Capital Improvement Program (CIP), which included:
 - Table 7-1 – Existing System Capacity Upgrades for Future Development
 - Table 7-2 – Condition Based Improvements
 - Table 7-3 – New Infrastructure for Future Development
 - Table 7-4 – Capital Improvement Program (CIP) Summary
- Set of maps titled Figures 7-1, 7-2, and 7-3 reflecting the improvements identified in Tables 7-1 through 7-3.

Chris Neamtzu, Planning Director, stated that Community Development Director Nancy Kraushaar, City Civil Engineer Mike Ward, and the consultant team from Murray Smith and Associates have been working diligently to study the City's wastewater collection system. Public engagement and review of the Sanitary Sewer Master Plan document would occur next month in preparation for the Master Plan's adoption.

Chad Roundy, Murray, Smith & Associates, Inc., presented the Wastewater Collection System Master Plan via PowerPoint, which was included in the packet. He noted that since the Commission's presentation in August, the Capital Improvement Program had been developed, which included the prioritization of those improvements and their associated costs.

Key comments from Staff and the consultants, including responses to clarifying questions from the Commission, were as follows:

- In the Design Criteria, the maximum water depth to diameter ratio during dry conditions was the level within the pipe that only included sanitary flows from homes and commercial, not rainfall. A pipe would be considered deficient if it was above 80 percent full.

- The distributed maps did not assume the future city limits would extend deeper into the Basalt Creek Concept Area, but the study boundaries were selected to have good information about the possible gravity flows from Basalt Creek. Information about the flows from the Basalt Creek Concept Area was uncertain, so the study tried to capture as many of the gravity flows as possible to be able to understand the impact on the City of Wilsonville's collection system and foresee any potential challenges should the cities decide to have the Wilsonville service those areas. The northern boundary of the study area followed the contours to allow everything to flow south by gravity so no substantial pumping was required. The study area did not include existing neighborhoods north of the Basalt Creek Concept Area.
 - Although the area north of Elligsen Rd and Frog Pond would be developed far into the future, including these areas in the study was important to avoid redundant improvements.
- Numbers shown along the sewer lines in the Low, Medium and High Load Scenarios indicated the size of the pipes required to meet the City's criteria.
- Because projects like the Memorial Park Pump Station and Boberg Diversion Structure addressed both condition and capacity issues, these projects were shown both as Condition Based and Capacity Upgrade Improvements.
- The Memorial Park Pump Station project was critical. While no sewage bypasses occurred when the station flooded in 1996 and the capacity would not be needed until Frog Pond was built out, the City did not want a critical piece of infrastructure in a flood plain. In terms of funding, the team was trying to determine the best time to replace the pump station, which would be very expensive.
 - The Parks Department was starting a Memorial Park Master Plan, so a decision about where to put the pump station would be coming forward. The project was important for the Commission to be aware of as discussions continue about Memorial Park and the location of the pump station, which was a critical piece of infrastructure for the entire city. The wastewater from about 40 percent of the homes in Wilsonville ran through the Memorial Park Pump Station. The distance, elevation, and piping associated with moving the pump station would impact the cost considerable.
 - The entire Advance Road school and about 40 percent of Frog Pond could develop before the Memorial Park Pump Station had to be improved for capacity reasons.
- Pump station capacity was not a consideration when Metro considered the City's future urban growth boundary (UGB) applications. The City already identified the need when the Advance Road school site was brought in, and the area also had flood plain issues. The City would simply tell Metro that the improvement was needed just to develop all of Frog Pond, so the capacity would not impact future decisions.
 - System Development Charges (SDCs) would also contribute to pay for that needed capacity, so as more land is brought in, more SDCs would contribute sooner rather than later; although expanding the UGB created problems, it created solutions as well.
 - Project CIP-06 on Table 7-1 indicated that 86% of the Memorial Park Pump Station project was related to growth, so a significant amount of the project could be paid for with SDCs, if available.
- The Coffee Creek Interceptor Project, CIP-04 on Table 7-1, did run along one of the proposed routes Tualatin Valley Water District (TVWD) was considering for the expansion of the water treatment plant. The City put the existing water line mostly under Kinsman Rd from Barber St south on one side of the road, but there was still room to put the sewer line extension, whether a duplicate 18-in line or one, 30-in line, between Barber St and Boeckman Rd.
 - The Kinsman Road Project was in design and anticipated for construction in two years. The City would ensure space was available for the TVWD line and told TVWD that if they wanted to use that alignment, the City preferred that TVWD installed their line during the construction of Kinsman Rd between Barber Rd and Boeckman Rd. The City wanted to partner with TVWD financially, but could not put off construction of the new road for too long based on TVWD's

- schedule. The City was working on that partnership with TVWD. Such partnerships were not unprecedented; for example TVWD was installing water line sections as Washington County was currently constructing 124th Ave and Basalt Creek Rd between Wilsonville and Tualatin.
- Conditions driving the Condition Based pipeline improvements were the age of the pipe, leaks resulting from root intrusion in concrete pipes, and capacity issues when ground water leaks into the pipes. The sewer system was susceptible to rain events, primarily due to condition issues which result in inflow during rain events, so that additional flow must be conveyed and treated. Pipeline condition repairs would reduce capacity and treatment requirements.
 - Figure 7-2 showed a large number of concrete pipes identified for replacement in the Daydream Ranch neighborhood. Substantially large trees were creating very significant root intrusions amongst the homes in Daydream Ranch and the issue was getting worse into the street as well. To what extent did that impact the prioritization of pipe replacement projects in the city?
 - Generically, an annual cost was given for repairing/replacing those pipelines, but the actual prioritization and selection of the improvements would occur through the ongoing TV review program. Public Works routinely videos the City's lines to ensure the sewer and water systems were working properly.
 - Videoing the lines would indicate any breaks in the system now, but not six months from now, which created an interesting scenario because the City would start seeing significant root intrusions in the Daydream Ranch neighborhood in the next two years to an extent not yet seen, and in fact, failures were already occurring. Those areas would become more critical than the common condition problems because it was an ongoing problem that would get worse on a daily basis.
 - From the TV review program, the team's best guess at this point was that half the pipes would not need improved, but some areas would require more repairs as concrete was more susceptible to root intrusion.
 - An emergency situation due to root intrusion in the main line of a street could be fixed with a spot repair. The TV inventory of the entire system enabled the City to observe incidents that occur in the data set and then develop a rate program to address problems in a fairly planned approach, understanding that some street repairs might occur sooner given certain situations. While the team did its best to estimate, it was understood that the plan would change.
 - The mapping tried to highlight all the concrete pipes within a specific area, such as Daydream Ranch, so the City would be aware to look at the broader area should any issue occur, potentially spending that year's funding there instead of in another area.
 - The legend of Figure 7-3 was incorrect; only 14 development areas existed, not 19 areas.
 - Based on general knowledge, timeframes for new infrastructure projects for future development had been identified in Table 7-3. Improvements for Coffee Creek were anticipated 0 to 5 year timeframe; Basalt Creek/SW Tualatin in 6 to 10 years; and Advance Road Urban Reserve Area (URA) in 6 to 10 years, primarily to generate the funding for Boeckman Creek Rd, but that could occur sooner. It was presumptuous to estimate when development would occur in the Advance Road Urban Reserve Area since it was not in the UGB yet.
 - With the UGB Report not resulting in a demonstrated need for growth of the UGB, City Staff was less than optimistic about this URA coming in; politically it did not look good.
 - The next UGB expansion cycle would be six years beyond the end of 2015 and even then, no certainty existed in the process, and the 2015 UGB Report findings were unknown. Mr. Neamtzu believed the team's estimates were reasonable at this point in time given what was known.
 - Other than the Advance Road URA, the timing was unknown for the URAs, so the furthest time category was assigned.
 - After this Master Plan was completed, the City would need to consider its sanitary sewer rates to determine if any future adjustments were necessary. A solid sanitary sewer fund would be required

to address the problems listed in the Master Plan. Currently, the fund was in good shape, but it would be interesting to see if, and to what extent, the new project list would impact the rates.

- Next steps for the Master Plan included a public open house and Committee for Citizen Involvement (CCI) meeting on November 12th to engage the community and receive public input to help shape the draft Plan in preparation for a public hearing anticipated in December for a recommendation to City Council. Associate Planner Daniel Pauly was working with the team on writing some of the planning findings.

Mr. Neamtzu suggested that the team work to boil down the Master Plan's highly technical terms and create a glossary to better describe the terminology to a layperson. The Commission also appreciated a well-written, layperson's Executive Summary as an introduction to the document.

- Using pictures of root intrusion, sagging pipes, high ground water, etc. was also suggested to make the open house visually interesting and educational. He encouraged the team to consider the types of questions that might be expected from citizens to explain what the Master Plan would mean to them in context of citizen in their home, such as rate impacts, why these improvements were needed now, and why they should care about the Master Plan.

Further comments and discussion from the Commission regarding the Master Plan were as follows:

- Executive Summary should be plain and simple. Anyone wanting more information could review the data in the back of the Plan; most of the public would not care.
- At the open house, the team should have definitive answers about any cost impacts for homeowners to connect to any sewer pipes that are replaced, and whether a tree would be removed if their roots were intruding into the pipes.
 - Visuals were also important. The team was encouraged to think in terms of details to communicate what would interest typical homeowners. For example, an 80 percent pipe level capacity; it made sense that if a pipe was already full when the weather was dry, there would be problems in wet weather.
 - Give indication of what the improvement would look like; for example, identifying the impacts for improving capacity under Kinsman Road such as road closures, the timeframe for traffic disruption and other things that would impact citizens.
 - The team did a good job of showing what would be paid for by new development, which would be important to people living in Wilsonville today. The cost figures were daunting, but a large amount would be paid by new development, not tax dollars.
 - Explaining what was covered by rates versus new development would be important.
 - A summary table could be created that separated and discussed rate versus development costs.
 - Tying pipe capacity to the amount paid for by private development was suggested.
 - Gross numbers might not be as important as delineating pipe replacement costs between that paid for by development versus rates. For example, 80 percent of a replacement project might be paid for by development and 20 percent by rates.
 - Explaining the relationship regarding costs related to improving existing capacity versus increasing capacity would be helpful. Graphically showing a pipe that was 80 percent full would be related to existing development, and not new development. New development would contribute more capacity so a bigger pipe would be needed and upsizing would be paid for by new development.
- Whether concrete pipes were reinforced or replaced depended on conditions. Larger trunk pipelines of reinforced concrete were common, but the old concrete pipelines had root intrusion issues. Initially, the team assumed all new PC/HDPD pipes would be used for replacement, but Deputy City Engineer Eric Mende wanted larger pipelines, major interceptors 18 to 36 inches, to be concrete due to the huge cost savings in materials.

- The interiors of the pipelines were very smooth, especially on major interceptors which also have a minimal surface area. The smoothness of the interior and surface area to area diameter of pipe was more important on smaller pipes.
- Ductile iron is the best water pipeline material to use in treed areas; however, sewer lines are often deeper than tree roots, for a time. Pipe material does influence where roots intrude. Roots intrude at the joints. Concrete pipe lengths are heavier and shorter resulting in more joints and more opportunities for intrusion. PVC is lighter so longer lengths can be installed. The number of joints would influence where roots come in, so it was function of the quality of the pipe's joint. Concrete cracks unless reinforced, so reinforced concrete pipe was important to use to keep cracks from forming where the roots intrude. Concrete pipes with sagging issues were a result of poor construction techniques.
 - For pipes with cracks and roots coming in, the roots could be removed and the pipes lined with plastic liners to prevent root intrusion without digging up the street. Such sanitary sewer rehabilitation techniques were used quite a bit for root intrusion and to prevent the resulting infiltration that occurred.
 - When doing projects, Staff would consider different alternatives and choose the best method depending on the specific conditions and what was most feasible.
- For purposes of the Master Plan, the team made some gross assumptions since no real specific data was available yet.
- Much of the work in Charbonneau had to do with pipe construction methods, which affect longevity of the pipe system and future repairs. Proper pipe bedding and backfill are very important for achieving uniform points of contact with the subgrade. In some areas of Charbonneau, sand and gravel were not used for the bedding and rock was thrown on top of the pipe. TV videos showed rock intruding into the side of a pipe.
- The City has had very good Public Works Standards for many years, but in older areas like Daydream Ranch and Charbonneau, those standards were not yet in place at the time of construction.
- Videoing of the sewer lines was ongoing, but not enough had been done to incorporate the results into the CIP, which was why an Annual Pipe Replacement Budget was included. The CIP would be fine-tuned as more data and a more complete picture of the system became available.

B. Frog Pond Area Plan (Neamtzu)

Chris Neamtzu, Planning Director, noted that the second Technical Advisory Committee (TAC) meeting was held, which included agency representatives, as well as the third Citizens Task Force meeting on the Frog Pond Area Plan. The City Council had a good work session on the Plan Monday night and the Planning Commission would be seeing that same presentation. More than 1,000 public meeting notices had been mailed about the public open house being held next Thursday from 5:30 pm to 8:00 pm to get broad community input on the alternatives proposed for Frog Pond. He encouraged the Commissioners to attend to talk to citizens, get their points of view, answer questions, and provide feedback about what the community was trying to achieve in the Frog Pond area.

- An online open house would be launched this Friday, which would include a survey component. Frog Pond Area Plan material would be posted on the Frog Pond website where a lot of input was also expected. This critical round of public involvement and citizen input would continue through October 21, and the project team would then consolidate all the input received and begin to formulate a hybrid alternative in preparing the draft concept plan, which would be available in late December and discussed during a joint City Council/Planning Commission work session in January or February.
- He noted Chair Altman and Commissioners Millan and Greenfield were members of the Task Force, but he also had new information to share following tonight's presentation.

Joe Dills, Angelo Planning Group, presented the Frog Pond Area Plan via PowerPoint, reviewing the pros and cons of the three land use alternatives and two related street or transportation frameworks. His additional comments were as follows:

- Council encouraged the planning team to think about the Frog Pond Area Plan as a four neighborhood plan because of the existing adjacent neighborhoods and to consider the connections, location of retail, and other components that would serve both the existing and future neighborhoods.
- In response to the citywide housing need for more single-family housing, Council preferred having more of the larger lot choices in the West Neighborhood for Option A, and perhaps across the entire area.

Mr. Neamtzu presented several draft templates via PowerPoint to visually depict the different housing types and densities that might be anticipated in Frog Pond. These templates included a housing picture, maps, the current zoning, typical lot size, gross acres, number of homes, and gross density of Morey's Landing, Park at Merryfield, Hazelwood, Wilsonville Meadows, and Renaissance at Canyon Creek. The templates would be used to help people visualize what type of residential development might be desired in Frog Pond. He was still working with the City's GIS manager to remove areas for streets, right-of-ways, common areas and open space in order to calculate the net acres and net density for each of the sample neighborhoods.

- During Phase 2, the Commission would help shape many aspects of the implementation of this community, such as the urban form, building placement, setbacks, lot area coverage, use of alleys, public open spaces, building heights, etc.
- Other templates included the Legend Phase in Villebois, Charbonneau, and Cedar Pointe. He welcomed suggestions of other neighborhoods to include to help people better imagine some of the medium density residential categories in the Frog Pond Area Plan.
 - Other suggestions for sample neighborhoods included the Lennar Development in the former Living Enrichment Center (now Grande Pointe at Villebois) area, next to the Legend Homes in Villebois; Canyon Creek Meadows;
 - Cedar Pointe, with 12,000 to 15,000 sq ft lots, was an example of very low density. The development had steep slopes and tremendous amounts of open space. The gross to net acre calculation would be interesting given the amount of open space.

The Commission agreed the templates would be a very helpful tool for the public, as well as the Commission, because people ask what the densities look like. Discussion continued as follows:

- While the lot sizes in Cedar Pointe were big, the land was not totally useful to the owner. Was the same to be expected at Frog Pond or would the lots have more potential for lawn?
- Part of the rationale behind Option A was to have very low densities on the outside perimeter of the neighborhood so the lots blended in along the creek; however, some lots in the northern area could be wide open. It would be good to relate the density to those possibilities for people to see.
- The Task Force noted the Boeckman Creek Corridor was a tremendous community asset and should not be lotted down to the bottom of the canyon. A regional trail ran through the area, so it would likely be a blend at implementation.
 - In Morey's Landing, for example, the river lots extended clear to the river's edge and each lot had a boat dock. In hindsight, having some common areas along the river or providing access to such areas, where a trail could be implemented or green access to nature provided for the community, would have been an important asset to achieve.

- Private land used by an individual rather than as common space was excluded from the buildable acreage and not figured into the density per acre, and the unbuildable portions of private property were not removed to calculate net density.
 - The wooded area of Cedar Pointe would be mostly unbuildable, but there could be usable portions within the natural resource protection area; however, Mr. Neamtzu was hesitant to calculate that on every lot to get yet another number when determining net density.
 - Metro removes the unbuildable portion when calculating net density. On the Frog Pond area working drawings, all the unbuildable portions and natural areas had been removed, including that on private lots, for purpose of calculating capacity.
- The templates visually depicted representative densities, so people could equate 5 or 7 du/acre to a familiar neighborhood in the community.
- In the first set of options, the low density had average lot sizes of 5,000 to 7,000 square feet. The very low density had average lot sizes of 12,000 to 15,000 sq ft. The images provided local examples of the medium density category, which Mr. Dills believed provided a path to diversifying the housing program in Wilsonville and addressing the interest in having such homes in the Frog Pond Area Plan.

Mr. Dills resumed his presentation of the Frog Pond Area Plan. He and Staff addressed questions and comments from the Commission as follows:

- A Metro Staff person serving on the TAC weighed in on the three alternatives and explained that Metro Council would be looking for something in the 9.6 net density range and Option B was in the ballpark. Metro would not be able to accept much less than that from a regional decision making standpoint. (Slide 10)
- The retail buildings would be 5,000 to 8,000 sq ft, which would house a larger restaurant or three or four tenants in one building.
- DKS Associates advised that the available property at Intersection 6 (Slides 19 & 20)) constrained the feasibility of constructing a roundabout at that location. Intersection 3 was not considered for a roundabout because if commercial development was in that area, roundabouts were not conducive for pedestrians. Additionally, that cross street would be a neighborhood collector and a main way for pedestrians and bicyclists to get from one area to another, so DKS Associates advised that a signalized intersection would perform better.
- Development Engineering Manager Steve Adams believed Intersection 1 was an ideal location for a roundabout because of the power lines and availability of unusable land. The area was a nice transition between the rural areas to the north and urban areas to be developed to the south and would have minimal pedestrian traffic.
 - A major trail was proposed along the power line corridor and staff discussed doing a grade separation so pedestrians and bicyclists could get to the school and the East and West Neighborhoods without interfering with traffic. The roundabout could have a tunnel running underneath with a skylight in the middle of the landscape area.
- So far, a buffered bike lane, which was delineated with a double line, was advised on Stafford Rd. Installing a curb versus striping on the bike lane elevated it to a cycle track by definition.
 - The bike lane on Stafford Rd would have to transition to Boeckman Road and the painted bike lanes on Wilsonville Road.
 - Another consideration for Stafford Rd, with regard to cycle track versus buffered bike lane, was that at some point, the road might need to be rebuilt to accommodate that larger section.
 - Commissioner Levit stated that in his experience, the curb feature was scary for bicyclists because there was no escape if a vehicle was coming at them or if glass or debris were in the way. Sometimes the curbs were not visually marked, so the curb looked like a white line and caused bicyclist to crash when hit.

- Other opportunities involving Stafford Rd regarded the package of street elements that could be used. As a gateway to announce the arrival at Wilsonville at Kahle Rd, the building orientation along Stafford Rd, signalized intersections, and other elements should all work together to slow speeds and make the area as safe as possible.
- The team was not certain the dimensions were physically available for a bike and pedestrian underpass at Stafford Rd and Wilsonville Rd in conjunction with a roundabout. The street could be paralleled with the ramps, which was one mitigating factor.
- Mr. Dills noted some additional intersection drawings were included in the meeting packet, and one roundabout was shown for the collector/local street crossing at Frog Pond Lane.
- The team learned that while the infrastructure cost required for all three options was relatively constant, a fairly significant difference existed in the estimated SDC revenues for each option: Option A would roll up about \$47 million; Option B, about \$57 million; and Option C, up to \$64 million in SDC revenues.
- The City had options available for developers who were not interested in having a grid pattern. All three options allowed developers to create a concept of breaking up the neighborhoods, but the flexibility within the grid patterns of Options A and C was more of a function of phasing and the size of the development, which would provide more flexibility.
 - The role of the Area Plan was to establish the basic connectivity of the street system and particularly where key intersections would be located. By classification, the only arterials were Wilsonville Rd, Stafford Rd, and Boeckman Rd, the rest were collector or local streets.
 - The only set streets were the two coming off the south side of Boeckman Rd, Frog Pond Lane, Kahle Rd, and the extension of 60th Street..
 - A developer with 20 to 25 percent of the area would have the freedom to roll the streets if that worked for their layout. On smaller properties, the City would guide street locations that would work for that development, as well as future developments. Mutual interest would exist in making the streets follow property lines.
 - Having a grid pattern on the arterials and collectors could inevitably marry the residential streets to being a grid pattern as well, removing the opportunity for meandering roads in the interior.
 - The base grid did not need to show the west side loop for purposes of the network, but it was included due to the concept imbedded in the Plan to create some configuration that would produce a public edge to the areas along the western area of the West Neighborhood.
- The BPA easement could include anything but a structure, such as community gardens, parking, park type facilities, trails and sports fields, though the sag of the lines created some limitations. Additional investigation and guidance would be needed if active recreation was desired.
 - E-shields could be used to prevent the electromagnetic field from affecting bicyclists, for example, and a block of lattice was being added to a tower around Kinsman Rd and Boeckman Rd to raise the lines, so there were options to consider.
 - The team had suggested local street connections along Kahle Rd and in other places in the neighborhood for a combination of reasons, including connectivity and emergency access.
- In Option B, multifamily housing was 25 du/acre, resulting in 328 multifamily units out of 2,343 total units, or 14 percent.
 - Hathaway Village apartments by the high school and Phase 1 of Brenchley Estates had about 300 and 280 multifamily units, respectfully. Domain in Villebois had a bit more than 300 units, the same size of that proposed in Option B, which was essentially a single project.
- Although the market survey considered the over 65 population, the number of stories on a given home in the Area Plan was not specified or assumed at this point. The economist reported the trend with senior buyers was that they buy the same amount of house as before, but were downsizing the lot size. This trend was likely to change overtime, but in an effort to provide many different choices, the cottages were shown as move-down units.

- Seniors preferred a master bedroom on the main and if the house was their last home purchase, they wanted a single-level option to retain mobility. This element should be factored in to the Area Plan as very little new housing in Wilsonville offered a single-level option.
- Frog Pond did not have much grade variation in the topography. The western area of the West Neighborhood had only a minor difference in grade. Mr. Dills indicated a shelf that dropped off, which was especially noticeable toward the west end of Frog Pond Lane.
- References discussing the employment areas on Pages 10 and 23 of 159 of the meeting packet should be corrected to state the employment areas were to the west, not the east, of Town Center.
- As a collector, Advance Rd could have on street parking and it would be widened.
- With regard to the population housing and household forecast, the team analyzed what they believed the housing need would be from within the area shown on Page 75 of 159 of the meeting packet.

Feedback and discussion provided by the Planning Commissioners was as follows with responses by Staff to Commissioner questions as noted:

Commissioner Levit:

- Population forecast percentages were given as a per year figure, which meant the population would grow exponentially; it did not make logical sense that the population growth rate could be maintained over time in a constrained area.
- Commercial should be put at the Advance Rd/Stafford Rd Intersection given the visibility desired by developers and for the inclusion of the existing neighborhood.
- He was a bit concerned the City might not get the areas east of Stafford Rd or south of Advance Rd included in the UGB, so the Area Plan was really for the west side. He asked if that area was financially sustainable by itself.
 - Mr. Neamtzu replied the economist was considering the costs and SDC revenues by neighborhood. Technical memorandums were forthcoming about that sub-neighborhood analysis which would determine whether each neighborhood could pay for itself. He noted the analysis did not include the \$10 million to \$12 million bridge needed to improve the Boeckman Dip for which grant money was available.
- He was also concerned about Safe Routes to School in the Advance Rd and Stafford Rd areas. He suggested considering undercrossing for kids that were well lit and possibly monitored somehow.

Commissioner McGuire:

- A combination of Options A and B should be considered, as both options provide connectivity within the neighborhood and to the adjacent neighborhoods, and both were more compatible with adjacent land uses and did the best job of taking advantage of the natural space.
- One goal of the Area Plan was to expand single family house use to address concerns about the amount of multifamily housing currently in the community. It was interesting to see the Community Preferences mention that there was too little affordable housing and housing choices for new houses and apartments. Option B provided a bit more diversity of housing choices.
 - Meeting the City's density requirement was an important criterion to keep in mind; if an option did not meet the requirement, it was better to discuss it earlier, rather than going down a wrong path.
 - Having 300 multifamily units did not seem like that many. Although the block looked huge, it seemed like a relatively good balance to the other single-family proposed and provided more

choices for people without cars because it would allow their children to walk to school. Option B provided more choices.

- She liked the retail location of Option D due to challenges with having parking across from residences. It was important that parking was included, but it would be challenging. If decent amount of parking was available within a neighborhood, it did not have to be at the front of the development.
 - Parking was an issue in Villebois for developers as a certain number of households were needed to support the local businesses and was dependent on pedestrian traffic due to the limited amount of parking available.
 - Her second retail choice would be Option B where parking was sandwiched between the retail and high density residential, which was a nice compromise. Parking would be one of the biggest challenges for a developer to consider.

Chair Altman:

- His focus was more on streets and he leaned toward having a circulation pattern that was more grid-like and allowing for some flexibility. While developers with more land would have more flexibility, the grid provided a reference, tended to follow property lines and allowed for smaller blocks to be phased. Organic patterns typically resulted in going through the middle of lots and other odd things.
 - It largely depended on how the area got developed, how much one developer might assemble to see how it would work. It could be useful to have some flexibility built into whole concept as long as the flow of connectivity was maintained by having the grid pattern at key intersections.
- Option B was the natural location for commercial. The Stafford Rd/Advance Rd intersection would provide the highest traffic volume, which was a preference for commercial as traffic flow was its life blood, not pedestrians from the adjacent neighborhoods.
- He also liked Option D, which involved the Frog Pond Grange. The commercial would be one of the last pieces because there must be enough population to sustain it. By the time commercial came in, there would be good population and a lot of traffic flow in that area.
 - He believed the traffic volumes shown for Stafford Rd were too low.
 - If things worked right in the Basalt Creek Area, there should be a lot more traffic on Boeckman, Stafford, and Elligsen Rds, so Option D had some merit long term.
 - Perhaps the commercial location could be driven by the market, as long as the end goal was framed appropriately.
- Density wise, he tended to lean toward Option B.

Commissioner Postma:

- Leaned more toward Option A on density, but believed the medium density in Option A should be expanded closer to that in Option B.
- He did not favor large scale apartments in the area, but was sensitive that options were needed. He suggested having attached housing rather than apartments.
- He also believed the best options for commercial were Option B, due to the potential multifamily and row houses, or Option D. He agreed commercial on that corner was probably the most efficient, but he was intrigued with the notion of utilizing and preserving the Grange and having commercial near the border.
- If any multifamily were located in Frog Pond, including a little higher density cluster around the commercial/retail on a smaller scale seemed to make more sense.

Commissioner Greenfield:

- Favored the density in Option B with a more grid like transportation system, particularly if there was a way to encourage attractive development within that grid.
- He was alarmed at the prospect of not being able to bring some areas into the UGB, which would affect everything, including the location of a commercial area. Not providing for a commercial area in the western portion of Frog Pond would create an unmet need if the UGB expansion was pushed out into the far future.
- He agreed the most logical place to put commercial was at the four corners (Option B). He liked the Grange area, but it seemed like a distant prospect time wise. He inquired if that area could be provisionally protect for some future development when further build out occurred to the north, which would provide a residential need for commercial at that point.
 - There was already a commercial need in the Stafford Rd and Advance Rd neighborhood, which would increase as the west area developed. Perhaps the commercial could service the school or take advantage of the parent traffic to and from the school and park.
- He believed having some nonlinear development within a grid area was important.
- He was also concerned about protecting access to Boeckman Creek area from the western development and the community at large.

Commissioner Levit agreed that protecting access to Boeckman Creek was important.

- He preferred the density of Option B with the grid pattern, which made logical sense aside from the acquisition of land.
- He noted the commercial property on Willamette Way E was never developed even though the entire neighborhood was built out and there was a huge amount of traffic going by with the two schools.
- Although he would like to see commercial property at the intersection, he was concerned that people in the existing neighborhood might object to the proximity and traffic, even though they might take advantage of it.
 - People living in Wilsonville Meadows complained and took legal action to change the density on the Arbor Development side of the fence, which was higher than on their side.
- A lot of factors played into locating commercial in Frog Pond, and he agreed it was likely the last thing that would be built, if built at all.
- Having the community park nearby was another inducement for having commercial close by, given the right types of businesses.

Chair Altman recalled that for commercial in the 60,000 to 70,000 sq ft range, a very high number of traffic trips were needed to sustain it each day. As far as the commercial property on Willamette Way E, the traffic volumes continue to Brown Rd and then dissipate at that point. The advantage was that Boeckman Rd and Stafford Rd were arterial streets with a lot of volume.

- He preferred to see the commercial float and let the market drive its location, but he did not know how to do that in the concept plan context to preserve the place.

The Commission discussed the need to make the commercial a destination, which was why Option D was intriguing. The area was already being somewhat preserved, so perhaps it could wait for the market to drive it and a destination could be created there. The Option D location could be beneficial if the Elligsen land ever got developed.

- The commercial could not be divided into separate areas due to cost and the mass volumes of traffic needed to support it.
- The Grange area of Frog Pond could be phased, for example, having a coffee shop built earlier, and then it could grow from there; perhaps the Grange could lease some of its space.

Commissioner Levit:

- Noted the Table 1 of Appendix C (Page 139 of 159 in the packet) showed the total onsite infrastructure cost for all three options were about the same, yet Concept 2 was much more expensive in the west than the other two concepts, and much less expensive in the south. On the maps, he could see no difference in the south.
 - Mr. Dills believed that was just an allocation of infrastructure cost, but he would review it. The road and pipe costs were constant to serve the various areas.
- Believed there should be an option to blend parts from both Option A and B. It seemed like pockets of land could be moved from Option A to Option B

Commissioner Postma said he favored more medium density around the school and park in the south, and pulling in some of that density in along Stafford Rd like in Option B as well. From a marketability standpoint, it made more sense to have smaller lot sizes along that busy road. It seemed that some areas with medium density could be pulled over to Option A. Some of that medium density could come back if the commercial was not right in the middle, but in the corner or up by the Grange, which could increase the density a bit as well.

Commissioner Levit said he was considering the opposite, moving some of the very low density from Option A into Option B.

Commissioner McGuire added it would be interesting to see how putting the retail in Option D might break up the higher density lot.

- Chair Altman agreed it made sense to have higher density around the commercial.
- Mr. Dills believed the result would look somewhat like the relationship shown in Option B, wrapping some medium density in the West Neighborhood near Frog Pond Lane, which had some good sized vacant lots. The higher density would be clustered as shown in Option B.

Commission Postma suggested it might be easier to take some of the medium density out of Option B, but keep it fronting on each side of Stafford Rd. He believed the multifamily area in Option B was too large. He liked all the medium density on the south side and on the other side of 60th St as well.

Chair Altman noted one item discussed the other night that had merit was having the really low density in Option A in the northeast area north of the power line as an interim or future phasing in anticipation of the low density shown in Option B, understanding it would be very low density over the next 15 to 20 years. Due to the lot layout and extending services, getting the density there would require services that would not be supported by low density, but he believed there was a market for the low density that would occur, and as development to the north continued, that area north of Kahle Rd would become a transition point.

- More urban reserves existed on the west side of Stafford Rd so development would still be occurring there that would drive development in the northeast areas. It could be 50 years out, but the Plan could be amended to add density.

Commission Levit commented that the property owners in that very low density area north of the power line could pay for the services themselves.

Mr. Dills confirmed that the Area Plan assumed municipal sewer and services for any urbanizable land.

VII. OTHER BUSINESS

Chris Neamtzu, Planning Director, described the Wilsonville Leadership Academy recently reinitiated by City Manager Bryan Cosgrove and his team. The new program would be an immersion in local government and run from January through June 2015. The academy as an opportunity to engage a broader cross-section of the community in boards and commission development as the program would lead people toward other leadership opportunities. The program was limited to 30 participants, who he hoped would become ambassadors in the community, and he encouraged the Commissioners to participate and engage others in the program. He distributed brochures about the program.

A. 2014 Planning Commission Work Program

Mr. Neamtzu reviewed the Work Program with these additional updates:

- Walker Macy Landscape Architecture was chosen as the consulting firm for the Memorial Park Master Plan, which included the entire Memorial Park. The Parks and Recreation Department would use the Parks and Recreation Advisory Board rather than the Planning Commission as the Steering Committee for the Master Plan. The Commission would review the Master Plan and make recommendations to City Council as part of the City's legislative process. The six month schedule was aggressive and would include three open houses.
- Work on the Coffee Creek Industrial Area Form-Based Code (FBC) was still ongoing; some tasks were added to the scope of work, including some real world analysis of the concepts created to help demonstrate whether the tools were effective. The Commission would see more on FBC, but the schedule had been pushed back a few months.
- The work on Basalt Creek was going slow. A base case scenario would be created using the Envision Tomorrow software tool, which allowed the scenario to be changed and modified. Given that two cities, two city councils and many property owners were involved in the Basalt Creek Plan, it made sense that the work was going slower. Public open houses were anticipated for early next year. A major unveiling of the alternatives would likely occur in February. The website was being updated with a lot of material.

Commissioner Postma expressed concern about how the Development Code dealt with trees. The City did an excellent job retaining trees with the Code, but that came with a cost in Wilsonville's older neighborhoods, such as Charbonneau and Daydream Ranch, and it also impacted the City's sewer projects.

- Daydream Ranch was built in the early 1980s and the street trees were now mature and extremely large, which was creating a lot of problems for area homeowners. He was helping someone who had to tear up his entire front yard to address root intrusion issues from some very large beautiful trees, and the roots were also approaching his foundation. He had already incurred significant sewer expenses, but how would the City address the issues homeowners have due to intrusion into property owners' homes.
- He implored the Commission to think about this issue when reviewing projects and what should be planted along developments and to consider doing a comprehensive review of the Development Code to ensure a method existed for property owners to realistically address potential problems without it being an excessive burden for one or two property owners, as opposed to spreading the cost out amongst the whole neighborhood.
 - Was the Code too restrictive on what property owners could do with street or City-mandated street trees in order to maintain their property and avoid problems? Root intrusion in sewer lines was a problem homeowners had to address repeatedly as trees grew and took over again.
 - Was the City confident that the types of trees required to be planted would be complimentary for the visual they desired to create without creating an excessive burden on nearby property owners or the City in the future?
 - Root intrusion was a big problem in Daydream Ranch because the City was a bit short sighted about the types of trees that should be planted in those neighborhoods and what they might do in the future.
- According to the Code, property owners could potentially cut down problem trees, but first had to cut individual roots, each approved by request at the City. If the mindset was to do everything possible to preserve a tree approaching somebody's foundation that was a disservice to the property owner.

- Yes, the City wanted to preserve trees, but did the City expect property owners with particularly large trees on their property to shoulder the burden for the rest of the neighborhood so the trees could be preserved. Preserving one's own property from damaging trees was a substantial cost on a consistent basis and was a problem the City must address.

Chair Altman noted that better guides now exist about the appropriate types of street trees. A separate concern he had was if a property owner planted a tree in their yard, once it reached 6-in caliper in size the owner no longer owned the tree; even though no requirement for planting it had come from the City. If one planted a tree on their own property, they should be able to do whatever they wanted with it.

Mr. Neamtzu clarified if a tree was doing imminent damage to a property, it was removed. The City had never required a tree to be saved that was doing damage to a property; in fact, he approved the removal of a street tree recently that broke a water line.

- Many trees had been planted in the wrong places. Staff was trained in the urban forestry concept of "Right Tree in the Right Place" and was working with citizens across the community on permitting removal of trees that had outgrown their space, had inadequate soil volume, were causing infrastructure damage, etc.
- He described some ways the City and Staff were addressing tree issues, and noted they could do a better job when building out the city with all the housing that was going in, adding that the Public Works Standards included separation requirements from sewer laterals and other infrastructure. The smaller the lots become, the harder it was to get any trees in the neighborhoods.
- He appreciated the comments and the raising of the issue, noting that if a tree was close to a foundation, Staff would work with the citizen to allow the tree to be removed. Staff would take ownership of the process and assist the property owner as best they could. Staff has never denied the removal of a tree that was causing damage to someone's home, property, infrastructure, etc.

Commissioner Postma responded he had all the respect in the world for Staff, but that was not happening in Daydream Ranch. He recommended revisiting how the process was being handled in that neighborhood as trying to address trees that were causing problems had been a historical problem.

Mr. Neamtzu responded that he wanted to be the first to reach out and help anyone who had such experiences with Staff. He understood the process put in place a long time ago was cumbersome and those standards had not been revisited or tested since to see how they were working.

- The regulation for all trees was because people do not know where resource areas or street tree lines are located, so allowing people to do what they wanted on their property results in lawsuits and violations against the natural resources in the community. Logging in a primary open space forced the City to go to circuit court against an individual which resulted in the Tree Code being written.

Commissioner Postma believed the Tree Code worked great for a majority of the city, but the Code provided no forgiveness to those in areas where the Development Code did not regulate the planting of street trees at the time of build out.

- The City had a Tree Code fashioned for the 75 percent of the population not experiencing problems but not the other 25 percent. Perhaps, the City needed a way to call out and provide a different procedure for those with property in older neighborhoods. Something different was needed because the City was asking some people to shoulder a greater burden without giving

them any semblance of relief to address those problems before they became bigger and more expensive.

- He noted that while the issue could fall under Citizen's Input at a City Council meeting, he believed it was important for the Commission to address as well.

Commissioner McGuire stated that as an advisory body to City Council on the issues Council brought to the Commission, she believed bringing the matter to City Council would be appropriate and then Council could prioritize the issue on the Commission's work plan.

Commissioner Postma recalled City Council also asking the Commission to bring items to their attention that the Commission believed needed to be addressed in the Code.

Commissioner McGuire believed having it as an agenda item would work well.

Commissioner Greenfield noted two things were involved, one was the mitigation of an existing problem and the other was planning for future development.

Commissioner Postma noted both were Code issues.

Commissioner Levit announced he could not attend the November CCI meeting so the Vice Chair would have to fill in, but no one had been voted in yet as Vice Chair. He also asked for an update on the French Prairie Bridge.

- Mr. Neamtzu replied that the material provided recently by City Civil Engineer Zach Weigel was the most up to date information available. The City was still waiting for ODOT.

VIII. INFORMATIONAL ITEMS

A. Climate Smart Communities

The Commission agreed to add a work session on the Climate Smart Communities to the Work Program.

IX. ADJOURNMENT

Chair Altman adjourned the regular meeting of the Wilsonville Planning Commission at 9:10 p.m.

Respectfully submitted,

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