



PLANNING COMMISSION

WEDNESDAY, SEPTEMBER 9, 2020

I. ADMINISTRATIVE MATTERS

B. Consideration of the July 8, 2020 PC Minutes

**PLANNING COMMISSION
WEDNESDAY, JULY 8, 2020
6:00 P.M.**

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

DRAFT Minutes to be
reviewed/approved at the
September 9, 2020 PC Meeting

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Kamran Mesbah called the meeting to order at 6:00 p.m. Those present:

Planning Commission: Kamran Mesbah, Jerry Greenfield, Phyllis Millan, Aaron Woods, and Jennifer Willard.
Ron Heberlein was absent.

City Staff: Miranda Bateschell, Amanda Guile-Hinman, Khoi Le, Zach Weigel, Kim Rybold, Daniel Pauly, and Tami Bergeron

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

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

ADMINISTRATIVE MATTERS

A. Consideration of the June 10, 2020 Planning Commission minutes

Chair Mesbah corrected the ninth bullet on Page 4 as follows, "...so they did **not** need to be double-checked and second-guessed by the City's arborists."

Commissioner Greenfield moved to approve the June 10, 2020 Planning Commission minutes as corrected. Commissioner Millan seconded the motion, which passed unanimously.

II. WORK SESSIONS

A. Town Center TSP Update (Le)

Miranda Bateschell, Planning Director, introduced the update to the City's Transportation System Plan (TSP). The updates presented and proposed through this project were for implementation of the Town Center Plan. Most Commissioners were involved in the multi-year process of developing the Town Center Master Plan with members of the community, and through that process, a number of public realm improvements were established, many of which would be for the multi-modal transportation system, and tonight's update was related to that work as seen by the Planning Commission before.

Khoi Le, Development Engineering Manager, Project Manager for the TSP Update, noted the City's traffic transportation consultant from DKS Associates would present the TSP updates in detail. A tremendous amount of time, thought and effort had been put forward during the development of the Town Center Master Plan. City Council's adoption of the Master Plan last year put in place a vision for Wilsonville for the next 35 years, which was becoming reality. The Plan put forward many required infrastructure improvements, including the adopted transportation improvements addressed in tonight's presentation. The Master Plan brought forward a dozen transportation-related projects, most notably, the reconfiguration of the travel lanes on Wilsonville Rd,

the Parkway Ave extension, and a new intersection connecting Parkway Ave to Wilsonville Rd. All these projects must be brought into the TSP so the City could officially develop a financial plan to fund the improvements in the future. Wilsonville was also one of the cities with freeway interchanges located within the city limits. The Wilsonville Rd corridor between the I-5 interchange and Town Center Lp E was located within the Interchange Area Management Plan (IAMP), and therefore, the proposed improvements to the corridor in the TSP Update would trigger coordination with ODOT for its review and support of the project. Tonight's presentation would review the proposed updates to the TSP associated with the transportation project adopted in the Town Center Master Plan, and also discuss next steps in coordinating with ODOT for its review and support. Updating the TSP was Recommendation Action #5 in the Master Plan, and therefore Staff was asking for confirmation that they were on the right track.

Scott Mansur, Principal of DKS Associates, presented the Wilsonville TSP Amendment via PowerPoint, highlighting how the amendment related to the Town Center Master Plan and reviewing the proposed changes to the TSP, which included adding street cross sections, modifying freight routes, and updating bicycle routes. He also detailed the I-5 projects being added to the high priority list. The next steps included coordinating with ODOT and then the Planning Commission and City Council hearings to adopt the Amendment.

Discussion and feedback from the Planning Commission was as follows with responses to Commissioner questions by Mr. Mansur and Staff as noted:

- Mr. Mansur confirmed the freight traffic route was on Town Center Lp E, and that the team had discussed widening the Town Center Lp intersection with eastbound to northbound dual, left turn lanes. The capacity for left turns had been removed at Town Center Lp W, and capacity and receiving lanes were added on Town Center Lp E. The capacity and lanes would be increased just to the north of the intersection. The existing two travel lanes were plenty wide for freight traffic. Buffered bike lanes already existed in the area that would be widened in the future to allow for a cycle track. The team was confident there would be room to add freight traffic on Town Center Lp E.
- Mr. Mansur clarified the cross-section showing both parking and stormwater in the same area would not have cars parked in grass. (Slide 9) Some areas would be a stormwater/swale area, for instance at a bulb-out at an intersection, and then it would narrow out to be a paved area for parking along the street sides. The cross-section showed a hybrid use of those areas, but both uses would not occur at the same time.
- Mr. Mansur explained the freight route movements that would be eliminated were eastbound and westbound left turns, but movements across Town Center Lp W would still be allowed. The existing freight route would remain, so trucks could use Courtside Dr, or come around Town Center Lp W to make deliveries. The right turn movement onto Wilsonville Rd towards I-5 would still be allowed.
 - The current plan already showed Town Center Lp W as a freight route, and the revision marked by the dotted line was simply to add Town Center Lp E. (Slide 11)
- Mr. Mansur confirmed pedestrian signaling would be on-demand, requiring traffic to stop on Wilsonville Rd at Town Center Lp E and W. (Slide 17) He clarified there would still be full traffic signals for vehicles at the Wilsonville Rd/Town Center Lp intersections with normal north-south vehicle movements with pedestrian push-button activated signalized crossings to avoid conflicts with pedestrians. The only vehicular change was that left turns onto Wilsonville Rd would be eliminated.
- Projects UU-12 and UU-13 (Slide 16) added parking, but how much more on-street parking was being added? While the City wanted to encourage walking, it also had to accommodate those needing parking.
 - Ms. Bateschell explained the cross-section was drawn to continue the existing parking along the west side of the street. The number of parking spaces would be consistent with that current parking.
 - Mr. Mansur added a few parking spaces might be lost due to the stormwater swales, but the parking spaces should be similar to current numbers.
 - He clarified the parking on Courtside Drive (UU-13) would be additional on-street parking with an additional parking space about every 25 ft, which would add a fair amount of parking. He offered to provide actual numbers at a later meeting.

- Ms. Bateschell offered to provide the parking study conducted for the Town Center to provide some additional context. On-street parking was fairly limited because most of the parking in Town Center was provided in surface lots. In most cases, when new street segments were added, additional on-street parking was created that did not exist before; moving it from a lot to on-street parking, so there would be significantly more opportunities for on-street parking that existed today. One of the other implementation projects in the plan was to do a more in-depth parking study as development progressed. Currently, there was an excess of parking, but Staff knew additional strategies were needed to provide adequate parking in the Town Center as development occurred over the next five to ten years.
- Concern was expressed about pedestrian access. SI-11 (Slide 17) seemed to move traffic through a pedestrian area with the library and a major park on one side and shopping on the other. How did this project help make the area more pedestrian-friendly?
 - Mr. Mansur clarified that the plan was not widening Wilsonville Rd for cars, but keep it as narrow as possible for safe pedestrian crossings. At Town Center Lp E, the existing eastbound left turn, through, and right turn lanes would be changed to a dual left turn and a through/right turn lane to keep the curb-to-curb cross-section the same distance to make it safe for pedestrians. The freight traffic volumes coming into Town Center were not very heavy. The freight plan was necessary to tell them where the City wanted them to go. The plan added pedestrian refuge islands. With the dual left turn lanes on the west side of the intersection, DKS and Staff discussed making sure a pedestrian refuge area was provided on the east side of the intersection to connect the park, as there would be very little traffic movements on the east side. Moving forward to the design stage, many good ideas would be considered to improve safety for pedestrians and bikes. One of the key reasons for modifying Wilsonville Rd was to make it more pedestrian friendly.
 - ODOT had expressed concerns about the impacts to the interchange as Town Center grew. It was a very short distance between Town Center Lp W and the interchange, so the team was trying to move some traffic farther east to add capacity within the interchange as well.
 - Ms. Bateschell added this also enhanced pedestrian connectivity at Town Center Lp W and helped distribute the traffic across all the intersections, including the multi-modal traffic. Currently, Town Center Lp W did not have full pedestrian connectivity on all sides of the intersection, but the proposed changes would allow that. It also distributed the traffic in a way to keep all of the intersections below capacity, which also increased safety at all the intersections. While Town Center Lp E might have more freight going in that direction, it would not add enough capacity to create traffic issues. Additionally, the modifications to Rebekah St were to get pedestrians accessing the library or park to utilize Rebekah St, which would be predominately for multi-modal traffic and not for cars.
 - The proposed changes worked together across all four intersections, so the entire picture was important. The cycle track was moving to the east side of Town Center Lp E, so bike traffic would not cross Town Center Lp until Courthouse Dr where there would be less traffic given the left turn lanes from Wilsonville Rd. Maintaining pedestrian and bicycle safety was absolutely important to the project team.
- Pedestrians crossing Wilsonville Rd were already struggling, and now, two more turn lanes were being added, so some education would be needed about traveling differently on these roads.
- The timing of these projects would be challenging since each change would negatively impact another area. Had the team considered the phasing of the different projects?
 - Mr. Le replied it all related to how much money was available for the improvement at the time. He had asked DKS to consider what aspects were critical and recommend phases for the improvements.
 - Mr. Mansur explained the phasing of the projects would depend on how Town Center redeveloped. The City required traffic impact studies for any development over 25 trips. Large parcels redeveloping would prompt more improvements, but most of these projects would occur slowly as development and redevelopment occurred within Town Center. Identifying public/private partnerships to implement as many improvements as possible would also be a factor. There was also potential for

grant funding, especially for pedestrian and bike improvements that would affect the timeline of those projects.

- Ms. Bateschell added DKS would be working with the technical aspects to understand which projects must occur first, as some were less dependent on other projects. Once the TSP amendments were adopted, one of the first projects for the Town Center Master Plan implementation would be to work on the infrastructure funding plan, which would look at the project costs, revenue streams, and potential revenue streams needed to make the projects a reality.
- When I-5 closes for any reason, citizens have been very concerned about truck traffic traveling on Wilsonville Rd to Stafford Rd. Would the redirected freight routes encourage truck drivers to use this route rather than going by the high school and up to Stafford Rd? Even with the reduced traffic during the pandemic, the freeway seemed very busy and even a single accident could completely shut it down.
 - Mr. Mansur replied the freight plan was intended for local freight traffic within Wilsonville, specifically from I-5 to local users. Nothing the City issues should direct freight traffic on a specific route, and nothing in this plan would encourage new or additional use of the City's network for regional freight. The freight plan was intended for local Wilsonville users and deliveries, not as an alternative route for other trucks.
- Mr. Mansur clarified the regional model included the Basalt Creek Parkway to Canyon Creek Rd connection, and it was included in the forecast and evaluation.
 - He confirmed Town Center Lp E would have the capacity to handle that connection based on a full evaluation of the build-out of Town Center in 20 years. Some of the analysis considered higher than current projected growth, and that area was still not flagged as an area of concern for capacity.
 - While there had been discussion at one point, the current plan did not connect Basalt Creek Pkwy to Canyon Creek Rd.
- Mr. Mansur confirmed that when UU-11 and UU-12 were completed, Park Place would be reconstructed and the old cul-de-sac removed. The Park Place redesign included narrower travel lanes and worked within the existing right-of-way.
 - Mr. Le confirmed that no additional land acquisition would be required.
 - Mr. Mansur added the cul-de-sac was quite large, so the redesign would allow for more landscaping and amenities.
 - Commissioner Millan suggested this would be an area to consider changing the parking location for the park.
- Mr. Le confirmed the Planning Commission would next see the TSP Amendment at a public hearing. The project team had coordinated with ODOT throughout the Town Center Plan process, so ODOT was on board with all the improvements. The team only needed to provide them with additional analysis and coordinate to get their support on the TSP Update.
 - Mr. Mansur added he did not see that as an issue. The team was working very hard to have everything in alignment in time for the Planning Commission hearing.
- Mr. Mansur clarified typically transportation projects were categorized as "high priority", which were expected to be funded over the next 20 years, and "other projects", which were desirable, but not expected to be funded within the 20-year planning horizon. While all 15 projects were considered "high priority" projects, the TSP level did not typically get into phasing.
- Mr. Le noted that as Ms. Bateschell stated, the team would be able to provide more details once a financial plan was developed to fund the improvements.

B. I-5 Pedestrian Bridge (Weigel)

Miranda Bateschell, Planning Director, noted the I-5 Pedestrian Bridge and Gateway Plaza, otherwise known as BW09 on the TSP updates, had been discussed a lot this year, including at the last work session. It was a framework project from the Town Center Plan and is also a key component of the Bicycle and Pedestrian Connectivity Plan.

Zach Weigel, Capital Projects Engineering Manager, noted the design team had been busy advancing the designs since the Commission saw them a month ago. The concept designs would be presented to the public beginning in August, so the team was seeking feedback from the Commission about any last refinements or considerations. The project team would be giving the same presentation and get feedback from City Council on July 20th. As the consultants from DOWL presented the bridge concept designs, he asked Commissioners to consider which design elements to prioritize, given budgetary constraints, and if there were any additional considerations or concerns the design team should consider when refining the design concepts. He noted the consultants from MIG would present the plaza design concepts, which had advanced substantially since the last Commission meeting. He encouraged the Commission to focus on the individual design elements of the plaza, noting the team sought feedback on which design elements best met the guiding design principles established early on in the project, and if any other design elements might be missing that the Commission would like to include.

Alex Dupey, MIG, said he was excited to present some of the big moves in the Pedestrian Bridge and Plaza project over the last month, adding it was nice to take a trip down memory lane regarding the progress on Town Center in the prior presentation. He also noted Casey Howard from MIG was a primary designer for the Plaza element and was available for questions.

Mr. Dupey and Melissa Erikson, MIG, and Bob Goodrich, DOWL, presented the Wilsonville Pedestrian Bridge and Gateway Plaza via PowerPoint, reviewing the progress made on the pedestrian bridge and plaza design options over the last month, as well as the key features, considerations, cost impacts regarding each of the designs. They noted that the public would soon be able to view options via virtual tours, and give feedback on the three specific designs each for the bridge and the plaza.

Discussion and feedback from the Planning Commission was as follows with additional comments and responses to Commissioner questions by the consultants and Staff as noted:

- Mr. Goodrich explained the height for someone on the Modern Artistic Bridge (Option #1) would vary with a minimum of a 10 ft clearance, and in most cases the overhead clearance would be more than that.
- The Baseline Cost Alternatives on the PowerPoint slides were in comparison to the baseline 100 percent option. (Modern Artistic)
 - The estimated cost of the Tied Arch (Option #2) had gone up to 160 percent to 165 percent of the baseline cost. (Slide 9) The increase reflected the design's need to shut down I-5 at least two different nights to lift and install the arches, which added both cost and difficulties in coordinating permissions with different agencies. Marginally, it was not within budget at this point.
 - The estimated cost of the Cable Stay option had also been updated to 120 percent to 125 percent of the baseline cost. (Slide 11)
 - The cost estimates included an increase of 30 percent as a built-in contingency due to uncertainties at this point in the design process.
- Mr. Goodrich clarified that the deck thickness for the Cable Stay and Tied Arch options would be relatively the same. The Modern Artistic's deck would be up to 3 ft deeper, putting the bridge deck higher in the air to provide the 18-ft vertical clearance over I-5. The higher deck of the Modern Artistic would make the ramps down to the ground longer, taking up more space in the Plaza.
- Including the cost constraints and constructability aspects that might drive up costs were appreciated. People associate Wilsonville with traffic, and the construction of the bridge would surely impact traffic on I-5, whether it was a full or partial lane closure. The mood of the surrounding areas with regard to Wilsonville constructing this bridge would be improved if the construction duration was shorter. Anytime highway construction was mentioned, people associated it with delays in traffic.
- Mr. Goodrich explained the intent was to cut a slot for the bridge through the trees on the west side and then have the ramp descend over the parking lot; (Slide 10) it was balancing removing the trees and taking as few parking spaces as necessary without clear cutting the entire row of trees.

- Was it possible to tie the design elements of this bridge and the French Prairie Bridge together?
 - Mr. Weigel confirmed the design of the French Prairie Bridge had already been determined by the Task Force about a year ago. It would be more of a suspension bridge type, similar to the Brooklyn Bridge.
- Mr. Goodrich confirmed that all bridge options would have a protective screening or bridge rail similar to the Modern Artistic for safety purposes. More specific options would be considered once the bridge type was selected and as the process moved forward. Protective screening or bridge rail options could be included as part of the upcoming public outreach cycle.
 - Mr. Dupey added that lighting and specific design elements would be part of the public survey elements.
- Mr. Goodrich did not believe there would be any concerns about lighting, as many good options existed that would maintain the safety of traffic underneath.
- The Commissioners liked both the Modern Artistic and Tied Arch options, but not the Cable Stay design.
- The cost factor of each bridge was an important piece of the considerations. While the price of the Tied Arch was quite high, it was attractive in a slightly European way.
- Comments regarding the Modern Artistic option varied from the design was in line with Wilsonville being a very innovative city to the design looking cheap; a simple bridge done up with tinsel.
- Mr. Goodrich explained that one reason the Modern Artistic was less expensive was because the structure type was conventional and inexpensive. More money could be spent on the artistic decoration to make it more attractive. A lot of variability in scale existed with the Modern Artistic option.
 - Mr. Dupey added the devil would be in the details for the Modern Artistic bridge. The revised drawings for the City Council meeting might offer more options in terms of the design materials, such as whether they shimmer, are transparent, or cast different shadows.
- Mr. Goodrich explained the maintenance would be slightly more expensive for the Cable Stay and the Tied Arch designs, since some bridge elements would be more difficult to access. Otherwise, steel and concrete were fairly durable materials, so there should not be a lot of ongoing maintenance costs.
- During the public outreach, the project team should show how the bridge connected to important areas and features. An arrow should be used to show the French Prairie Bridge connecting to Champoeg Park, and perhaps even Charbonneau, to show how the I-5 Pedestrian Bridge would help connect important elements outside of downtown to this new city center.
- Mr. Goodrich confirmed all the designs would be designed to current seismic design standards.
- Ms. Erikson added a budget comparison for the plaza designs, noting that the Drops and Ripples was the baseline. The Gateway Loop would be about 8 percent more than the baseline, and the River Oxbow would be about 12 percent more.
- Ms. Erikson confirmed the plaza area was about 1.5 acres.
- Ms. Erikson explained the River Oxbow option would be more expensive to build and to maintain, because of the greater length of paths, which were also a bit narrower. The Gateway Loop could potentially have the least maintenance costs being more like a traditional park, such as Memorial Park. The cost for Drops and Ripples would be somewhere in between the other two, but slightly on the lower side.
- The project team did a good job in each design of capturing the priority of having a transitional area to rest and regroup next to the pedestrian bridge.
 - The plaza options and bridge designs were paired nicely to match similar aesthetic elements. The bridge and plaza designs should work well together.
- The River Oxbow design seemed to have lot of paths for a little bit of land. It also provided more of a planting screen to I-5 and seemed very accessible from the potential development to the south. The Gateway Loop would require anyone from the south to cross the bike lane to access the plaza and they would likely be one of the major users of the plaza.
 - Ms. Erikson responded the River Oxbow design could be adjusted to a slightly more simplified path with fewer bends. The project team would fine tune the design to match the land size as they progress.
- The noise from I-5 could impact the viability of the activities proposed for the plaza.

- The project team was not aware of any noise readings for the site from the highway.
- The project team captured what the public had identified as priorities. Each of the designs had benefits from both an aesthetic as well as a functional standpoint.
- While the River Oxbow looked busy, it would serve those using it quite well. The boardwalks added to the plaza's aesthetics and function. Providing a shade structure and grills at the picnic tables was suggested.
 - The stand of trees in the River Oxbow design might help buffer the sound from I-5 effectively.
- The Gateway Loop design seemed more like a regular park with fewer functional areas than the other designs.
- The Drops and Ripples design did not seem right; it looked a little 1960s in the aerial view, but would not likely look that way on the ground. The other designs had a natural feel, but the River Oxbow was preferred as it seemed most park-like, offered formal and informal gathering spaces, and had a woodsier feel, befitting a Tree City.
 - Ms. Erikson estimated the looping path of River Oxbow to be about a half mile, and agreed that having a measured path was helpful to people trying to get exercise.
- Ms. Erikson clarified the entire main walkway through the Plaza and over the bridge would be 18 ft wide, which would allow emergency access to the park and the bridge. Depending on what happened with the Fry's Electronics site, there would also be access to a walkway from both the north and south in each design.
 - Mr. Dupey noted the park design renderings on the right showed how the plaza was surrounded by local roads, so motor vehicle accessibility would exist to the park. (Slide 23) Emergency vehicles would have access to the plaza from most any direction in any of the design concepts.

Mr. Dupey thanked the Commissioners for their comments and invited them to attend one of the three public open houses on August 13th, where the team would do polling and conduct the survey. The team would return with more refinements in the fall.

Commissioner Greenfield commended the project team for the artistic renderings that helped visualize the options.

III. INFORMATIONAL

A. City Council Action Minutes (June 1 & 15, 2020) (No staff presentation)

Miranda Bateschell, Planning Director, updated the Commission that following the adoption of the Equitable Housing Strategic Plan at the June 15th meeting, City Council had further discussion, both during their Work Session and at the hearing, regarding the Planning Commission's recommendation for an Equity Committee, or a committee that pursued diversity, equity and inclusion (DEI) goals on all City initiatives; not just housing or planning related initiatives. The Council did make a formal motion directing Staff to provide Council with best practice recommendations for the future development of said committee, which passed unanimously. Several City Staff members were working to get that information to City Manager Cosgrove and developing that committee in partnership with community members.

- She confirmed Council was broadening that committee's role to look at everything in the City through a DEI lens. The understanding from the discussion that occurred among the Planning Commission, and partly from the Equitable Housing Strategic Plan itself, and the discussion in its appendix, was that having a broader discussion of defining equity for the City of Wilsonville was inherently important not just to achieve the goals in the Equitable Housing Strategic Plan, but that they elevated beyond that. It elevated to a lot of the different initiatives implemented by the City, by all different departments and divisions, which was why there was not a specific recommendation in the Housing Plan itself. Staff believed the Planning Commission recognized that, and that was the recommendation made. Then Council had further discussion and saw the value in that, and discussed what those other types of initiatives might be, so it was a broader conversation than just housing. But that group/committee would provide oversight, review, and direction to things like the Equitable Housing Strategic Plan in its implementation to ensure that the equity lens was being

addressed, and the City was achieving the goals and outcomes desired through that Strategic Plan, as well as any new initiatives or master plans the Planning Division might take on, but it would not be limited just to the work of Planning.

Chair Mesbah:

- Added that Council was very supportive and excited by the idea. One of the ideas in the original discussion was that this new body was not only going to be overseeing and evaluating the success of the implementation of various activities of the City, but also to be an outreach arm that created a conversation and a dialogue with the citizens and also informed them; kind of an expansion of the Committee for Citizen Involvement (CCI). The idea was that this was going to create a venue or an opportunity to have a dialogue with all the citizens who were willing, through different venues, but also to build a vision and a consensus for the future of the community at the grassroots.
 - Commissioner Greenfield commented, "Well said."
- Asked whether the creation of this new committee was coming back for the Commission to work on, or was Staff working to take it directly to the Council?
 - Ms. Bateschell replied the direction came directly from Council to Staff. She believed that given the breadth of the topics that this group might engage with, it was likely to be shaped predominantly by Council, particularly with the conversations they were having right now. She did believe there was a space for Staff to provide information about the role of the CCI, and if there were specific ways the CCI could be involved in this process then that was definitely something she could share with the City Manager and have as part of the package of recommendations.
- Encouraged Ms. Bateschell to do so. The idea came out of the concern that was raised that the City could have plans, but when implementation time came, there was a hue and a cry and opposition to some of the cherished goals in those plans, and then they kind of get whitewashed. It was too late at that point to try to hold a conversation with those who were strongly and viscerally opposed. The conversation and the dialogue should have gone on at the community level early on, so that everyone was on the same page by the time implementation came.

Ms. Bateschell asked the Commission to share specific ideas about the role of the CCI with regard to this new committee directly with her either by phone or email.

B. 2020 PC Work Program (No staff presentation)

Chair Mesbah highlighted upcoming items in the Work Program.

Miranda Bateschell announced that Amanda Guile-Hinman would be leaving the City to be the City Attorney for the City of McMinnville. She noted Ms. Guile-Hinman had been a great asset to the City and had a wealth of knowledge on everything land-use and meeting oriented. She thanked Ms. Guile-Hinman for everything she had done for the City and the team, noting it was not surprising that she would be taking this great opportunity.

Amanda Guile-Hinman thanked Ms. Bateschell and Staff for doing such a great job educating her on all things Planning. She thanked the Commissioners for their service and thoughtful insights on all the projects they had worked on. She noted how important it was for City Staff to listen to the concerns and ideas of the citizenry, particularly when undertaking planning projects. She would take everything she learned to McMinnville, and would hold them to the high standards she learned while working at the City of Wilsonville.

The Commissioners congratulated Ms. Guile-Hinman, and Chair Mesbah thanked her for helping keep the Commission on the straight and narrow, legally.

IV. ADJOURNMENT

Chair Mesbah adjourned the regular meeting of the Wilsonville Planning Commission at 8:12 p.m.

Respectfully submitted,

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