

PLANNING COMMISSION
WEDNESDAY, MARCH 9, 2022



6:00 PM
AGENDA

- I. 6:00 PM CALL TO ORDER - ROLL CALL**
- | | |
|------------------|------------------|
| Olive Gallagher | Breanne Tusinski |
| Jennifer Willard | Aaron Woods |
| Kamran Mesbah | Andrew Karr |
| Ron Heberlein | |

PLEDGE OF ALLEGIANCE

CITIZEN'S INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

ADMINISTRATIVE MATTERS

- A. Consideration of February 9, 2022 Planning Commission Minutes

- II. 6:10 PM WORK SESSION**
- A. Boeckman Road Corridor Project (Weigel/Kraushaar)

- III. 7:10 PM INFORMATIONAL**
- A. City Council Action Minutes (February 7 & 24, 2022, 2022) (No staff presentation)
- B. 2022 PC Work Program (No staff presentation)

- IV. 7:20 PM ADJOURNMENT**

Timeframes for agenda items are not time-certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- Provide written summaries of their testimony
- Recognize that substance, not length, determines the value of testimony
- Endorse rather than repeat testimony of others

For further information on Agenda items, call Miranda Bateschell, Planning Director, at (503) 570-1581 or e-mail her at bateschell@ci.wilsonville.or.us.

Meeting packets are available on the City's web site at <https://www.ci.wilsonville.or.us/meetings>

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments
- *Qualified bilingual interpreters.

To obtain services, please call Shelley White, Planning Administrative Assistant at (503) 570-1575



PLANNING COMMISSION

WEDNESDAY, MARCH 9, 2022

I. ADMINISTRATIVE MATTERS

A. Consideration of the February 9, 2022 PC Meeting Minutes

**PLANNING COMMISSION
WEDNESDAY, FEBRUARY 9, 2022
6:00 P.M.**

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

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Kamran Mesbah called the meeting to order at 6:01 p.m. Those present:

Planning Commission: Kamran Mesbah, Jennifer Willard, Ron Heberlein, Aaron Woods, Breanne Tusinski, Olive Gallagher, and Andrew Karr

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, Kimberly Rybold, and Georgia McAlister

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. Introduction of new Planning Commission member: Andrew Karr

Miranda Bateschell, Planning Director, welcomed Andrew Karr as a new Planning Commissioner, noting his long history of volunteer service with the City which included serving on the Development Review Board (DRB) and Budget Committee and that he had participated in the Civics Academy.

Commissioner Karr added he has lived in Wilsonville for 19 years. Volunteering on the Planning Commission seemed like a natural progression, especially having served on the DRB, and he wanted to be part of the vision for how the city would expand and grow. He has worked for a software company in the construction vertical for more 25 years and in the construction vertical prior to that, so he was well versed in construction, plan reading, assorted materials, etc.

The Planning Commissioners introduced themselves, welcoming Commissioner Karr and noting how long they had served on the Commission and had lived in Wilsonville, and highlighting their professional backgrounds, personal interests, and reasons for volunteering on Planning Commission

B. Planning Commission Chair & Vice Chair Nomination

Ryan Adams, Assistant City Attorney, reviewed the rules for nominating and electing the Chair and Vice-Chair.

Following a brief discussion about voting on Zoom and the order in which to vote on multiple nominations, the Commissioners consented to follow the same process as last year where the first candidate receiving the majority of the vote would preclude voting on any remaining nominations.

Jennifer Willard nominated Ron Heberlein for 2022 Planning Commission Chair.

Aaron Woods nominated Kamran Mesbah for 2022 Planning Commission Chair.

Following a roll call vote, Ron Heberlein was elected as 2022 Planning Commission Chair by a 4 to 2 to 1 vote with Aaron Woods and Ron Heberlein voting no and Olive Gallagher abstaining.

Commissioner Mesbah passed the Chair responsibilities to newly elected Chair Heberlein.

Aaron Woods nominated Andrew Karr as 2022 Planning Commission Vice-Chair.

Jennifer Willard nominated Aaron Woods as 2022 Planning Commission Vice-Chair. Mr. Woods declined.

Brenda Tusinski nominated Kamran Mesbah as 2022 Planning Commission Vice-Chair.

Kamran Mesbah nominated Jennifer Willard as 2022 Planning Commission Vice-Chair.

Andrew Karr declined the nomination.

Following a roll call vote, Jennifer Willard was unanimously elected as 2022 Planning Commission Vice-Chair.

Miranda Bateschell, Planning Director thanked Commissioner Mesbah for being a great Chair to the Commission.

C. Consideration of the December 8, 2021, Planning Commission Minutes
The December 8, 2021, Planning Commission minutes were accepted as presented.

II. WORK SESSION

A. Frog Pond East and South Master Plan (Pauly)

Miranda Bateschell, Planning Director noted this was not the Commission's first work session on the Frog Pond East and South Master Plan and Commissioner Karr had been brought up to speed on the project. The Frog Pond Area Plan set the concept plan for West, East, and South and the Master Plan was only for Frog Pond West because East and South was not in the urban growth boundary (UGB) at the time. Since then, the land had been added to the UGB, and the City was now planning for East and South in alignment with the requirements of that adjustment of the UGB, and also in line with new State law. The project team had already introduced and received input from the Commission on the affordable housing topic. A lot more work had been provided in tonight's meeting packet and she looked forward to having a robust policy discussion about affordable housing. The project team had a couple topics to introduce and get direction on, but tonight's focus was on housing and planning for needed housing in the community.

Daniel Pauly, Planning Manager, introduced the project team and noted tonight's work session would continue discussion on affordable housing and accessory dwelling units (ADUs) in further detail and begin discussion on the Neighborhood Commercial Center Evaluation to get the Commission's initial feedback. He began presenting the Frog Pond East and South Master Plan via PowerPoint, noting the key considerations for setting reasonably achievable housing targets for Frog Pond East and South and reviewing the funding opportunities and barriers for housing targets for households making less than 80% median family income (MFI), adding that affordable home ownership was a Council goal. The City had ongoing efforts around vertical housing tax credits, housing development on land owned by the City next to the SMART station, and a number of other efforts related to middle housing projects that were forthcoming.

Kimberly Rybold, Senior Planner, added that Frog Pond East and South was a unique place with unique characteristics that made some aspects of affordable housing development more feasible than others.

Becky Hewitt, Senior Project Manager, ECO Northwest continued the PowerPoint, reviewing the findings from the Affordable Housing Analysis and the resulting proposed housing targets for government-supported housing and a market-rate mix of units in East and South, as well as affordable housing examples and strategies for hitting the proposed affordable housing targets.

Joe Dills, Angelo Planning Group (APG), noted the memo and meeting materials included a lot of background on what housing types serve what types of incomes, which was important to keep as part of the context, and what the housing mix would be if the area plan was developed as it stood today.

Commissioner Tusinski:

- Asked why first-time homeowners were targeted toward townhomes and cottage clusters versus condominiums.
 - Ms. Hewitt responded there were several reasons, including increased liability as condominiums face greater legal risks from construction defects, which was a challenge for condo development in general. Habitat for Humanity built condo development in some very high-cost markets, like in the Bay Area, but in the Portland region and Portland suburbs, their housing was predominantly townhouse style with some detached housing. Some other land trust models did condominiums occasionally, but it was less common. Doing a condominium with a community land trust involved more levels of complexity. Small detached or smaller attached housing that stayed within the residential building code tended to have lower construction costs, less legal risk, and worked better on scattered small sites, depending on the scale of the project.
- Noted comments that ADUs could be sold separately and asked what that kind of ownership would look like, if the ADU would be sold together with the land underneath it, and what would happen with ADUs attached to the original structure.
 - Mr. Pauly explained that as part of the recent Middle Housing Code updates, the City allowed for middle housing land divisions to include ADUs so the portion of underlying land on the lot could be divided off and sold with the ADU. A condo-type scenario would also work, if it was interior or made more sense otherwise. Generally, see middle housing land division type approach because [inaudible].
- Noted some brownstone-type units in Villebois had an ADU at the bottom of the structure and asked how the land division would work if that ADU was sold separately.
 - Mr. Pauly responded that middle housing land divisions only worked for horizontal division; for vertical division, a condo type division would be done.
- Asked how the ADU would be part of the deed going forward, if it be conveyed in a condo or easement style; how would it be conveyed to a future owner?
 - Mr. Pauly replied a condo would be conveyed as a condo to the future owner and the middle housing land division would be more like a traditional property transfer.
- Understood that if the original owner of a basement ADU sold the ADU, it would be considered a condo, perhaps with some kind of easement for ownership purposes.
 - Mr. Pauly said there would certainly be some easements involved, but he had not drafted one up yet.
 - Ms. Hewitt added that in some cases, a condominium association would be created with a condo for the main house and a condo for the ADU, so they would become a two-unit condominium association and it would function like a condominium. A block of townhouses where all the units were being sold as condominiums might be a larger condominium association.
- Asked how a lender would provide a loan for someone buying that property, as it seemed a little tenuous.
 - Ms. Hewitt replied it would probably be more complicated than buying a lot resulting from a land division, but not necessarily more complicated than buying a condo ownership in a condo tower. It was a different physical form, but the form of ownership and shared and individual pieces were the same structure as other condominium development. The detached ADU could have an actual land division and the buyer would own the land itself.
- Stated with regard to the questions, she believed the targets were the right direction. She would like to see housing be a lot more affordable than Frog Pond West. She supported pursuing the housing strategies,

adding she wanted to study how the ADUs would be conveyed a bit more, but everything else looked good moving forward.

Commissioner Mesbah said he liked the direction, and had read the analysis, which provided a factual outline of the parameters and constraints in the neighborhood. The neighborhood was on the edge of Wilsonville and accessibility was a consideration. With all the work done on the Town Center neighborhood redesign and the units expected there, it would be a much better place for some of the more affordable units. Not that Frog Pond was not a suitable place; the analysis showed what could feasibly be done in East and South. He liked the mix of approaches and encouraged the City to move with policies and programs to improve the limited infrastructure and allow it to be more active and implement what was being proposed. The Frog Pond neighborhoods should be used as a springboard for the City to reach the level of being able to buy land and give it to a land trust so they could develop and implementing other approaches being proposed. He hoped the City would use this as an opportunity to expand its capabilities. He liked that the strategies were pretty comprehensive. He had read about Council's discussion about wanting ownership, but he believed a balance was needed with rentals. The analysis showed the affordability of units and access to housing was facilitated with rental units much more readily than ownership; therefore, rentals should not be ruled out completely from East and South because that seemed to be only hope for some people at lower income levels. All in all, like what he saw and looked forward to how it expanded, evolved, and developed.

Commissioner Willard:

- Noted the targeted number of developments was very small; less than 15% of the houses being offered were being hit with the targeted developments. (Exhibit 14) The balance, 85 percent, would be high-income over 120% MFI and middle housing income, which would be 80% to 120% MFI, which was not displayed in Slide 7. She was surprised that such a small portion of the housing offered would be targeted for affordable housing. This approach did not seem to be addressing the gap identified in Exhibit 15 very aggressively.
 - Mr. Pauly replied that got back to the multi-pronged approach and what was reasonably achievable. It was an excellent observation. It had come from the data the team received and the thoughtfulness going into the analysis was not expected at the level Commissioner Willard was conveying. The level of change or impact that could be made was fairly mild, even with a fairly aggressive program. The multi-pronged approach would be a lot stronger as part of a snowball effect with other projects around the city.
- Liked how the graphs indicated that a lot of middle housing could be offered, which was expected to free up some of the low-income housing currently occupied for different households. She was looking forward to seeing more, noting the concepts were new and being multi-pronged, they could be quite complex.

Commissioner Woods commended the project team for the work done so far. A lot of variety had been brought for the Commission to consider and it was tough getting a balance for affordability for low-income individuals. The affordable housing target was the right direction, but he was a bit skeptical about whether it was reasonably achievable. As far as the appropriate balance of ownership and rental opportunities, at the last meeting, the Commission was not sure about the rental opportunities, and as mentioned tonight, how would a balance be achieved without having some rental homes in the mix. He believed rental homes were needed. He confirmed with Staff that there were currently no places governed by a land trust in the city. A land trust was one way of getting lower-income people into homeownership relatively early, and he would like to explore that further. He commended the different affordable housing strategies that were proposed, adding the difficulty in achieving some of those strategies had been brought to the forefront. The Commission would need to dig deep to figure out the best approach to those strategies and he believed the team was moving along in the right direction.

Commissioner Karr:

- Stated when comparing Exhibit 14 to the Equitable Housing Strategic Plan (EHSP), one graph on Page 7 indicated what the future households would look like by MFI. It seemed the distribution of housing for these projects was heavily weighted on the high side, and the distribution needed only 49% in that area, leaving 55% on the lower side. This would result in having to focus on some type of low-income/median-income

housing, whether they be apartment complexes, townhouses, or cottages, especially since Frog Pond West was almost exclusively geared toward mid- and high-income housing, which seemed where the city was trending. The city could not have segments of the development isolated by income brackets so they needed to provide for some intermixing of the housing types.

- Liked the ideas that had been presented, especially regarding the commercial segment. Moving out in a circle from the commercial area, he liked how it started with some rental units and then there were larger lots moving farther away from the commercial area.
- Asked if there were any current limitations in the Code that prevented land trusts or had they just not been used.
 - Mr. Pauly responded he could not think of anything in the Code that would specifically limit land trusts, but there were other barriers like financing and controlling land were also factors.
 - Ms. Hewitt noted it was possible that some land trusts operating in the Portland Metro region could own some individual homes within Wilsonville. She agreed it was not an issue of regulatory barriers as having the opportunity to acquire property and having the funding available to do so.
- Asked about any complications with HUD housing, if any existed in Wilsonville, and whether the housing was scattered across the city.
 - Ms. Hewitt responded that regulated, affordable housing did exist that received funding through HUD.
 - Ms. Rybold believed there were between 400 and 500 units. A table in the EHSP called out the specific complexes and the number of units provided in each. A few different projects were integrated into Villebois, a couple were located along Wilsonville Rd, and Creekside Woods was across from City Hall, but the majority of HUD units were on the western side of Wilsonville.
- Understood one side of the city would not be overwhelmed if HUD housing was considered on the eastern side. He liked the current direction and the analysis when the EHSP was considered as well.

Chair Heberlein:

- Noted Exhibit 15 and said in comparing the proposed target to the need gap and city distribution, 14% about 185 homes of the required 1325 units would be affordable. He questioned if that was enough and if the goal was aggressive enough. The city distribution was a snapshot of all the housing inventory and covered multiple decades of growth. He was curious to see the subset of the city's distribution in Villebois to get an idea for how that very recent development looked. In Wilsonville, Villebois was kind of a goalpost of a mixed development with high-income and middle-income and he wanted to see how much lower-income housing was there to gauge what Frog Pond East and South might be able to achieve.
- Suggested raising the percentage to 20% and asked the project team to describe the conversations that resulted in the proposed 14%, including discussions to raise the percentage and the pitfalls of doing so.
 - Mr. Pauly responded land acquisition and land control were big factors as well as feasibility. If the City could acquire land, a nonprofit or another affordable housing developer had to compete in the open marketplace with market-rate developers. Infrastructure costs were quite steep when developing new urban areas. Besides land costs, construction costs were also quite high, which was a barrier.
 - Ms. Rybold said an inclusionary zoning policy was one tool some municipalities used to provide either incentives or requirements for affordable housing in Oregon, but not typically used for multifamily development. Those requirements ranged from 10% to 20% and 20% to 25% were seen as fairly aggressive, so she was uncertain whether the overall percentage was that far off from how some of those programs typically ran. She noted there were 449 government-subsidized units in the city.
 - Ms. Hewitt explained the 14% was not intended as a precise number at this stage, partly because the previous plan and the 1325 units envisioned no multi-family, so the total number of units would probably be higher with multifamily, affordable housing in the city. The targets shown were how the team backed into an achievable goal. Having one typical multifamily rental project was not ambitious in light of the work the team had done, yet very ambitious in the sense that the City would have to make some moves it did not have a history of making, particularly in a Greenfield area in private ownership. Villebois was a different situation, starting out with public ownership. It would be a real win and a real feat for the city to get one affordable development of the different housing types. However, the Area Plan showed it

was not a foregone conclusion the City would get any affordable housing development in the area, and a do-nothing approach would likely result in zero affordable units below 80% of medium family income.

- Affordable housing developers could possibly make it work on their own with no help from the City, but that was not very likely. The City could get to that roughly 14% target if it operated differently than in the past, but still within the realm of what cities about Wilsonville's size could do and have done. It was plausible for a city like Wilsonville to do some of these things, even though they were new.
- The target was ambitious on some levels even though it might not feel that they would achieve as much as the Commission would want; actually hitting those targets in East and South would take some work and the City would be proud of having done that.
- Believed the project was going in the right direction but he wanted to make sure it was achievable. He would rather err on the side of trying to get more affordable housing, As far as the balance between ownership and rental opportunities, rentals were important part of the strategy for having meaningful affordable housing based on the report. He supported the strategies and liked the idea of land acquisition being one of the high priorities because it did give the City control, although it was a new thing for the City. The parking reductions were on the low side. Having been in Wilsonville for 10 years and hearing about some of the challenges and concerns around parking and multifamily housing, the idea of making that problem even worse was concerning and an issue the Commission would have to tread very carefully on.

Commissioner Mesbah stated there was a time when cities acquired land and developed housing on their own, but now all kinds of market analyses were done. Buying land was a great idea; however, that should have been done before the area came into the urban boundary causing land prices to skyrocket because everyone knew it would get developed. The City of Wilsonville had a housing strategy, but it needed an affordable housing program. Not having a program handicapped the City in many ways in achieving an affordable housing strategy because no program existed to implement it. He asked for a future Staff presentation on the requirements, staff, budget, etc. involved in setting up a housing program and how could the Commission encourage City Council to move in that direction.

Commissioner Karr asked how much of an impact waiving, reducing, or deferring SDCs would have on the overall build of affordable housing units. (Slide 10)

- Mr. Pauly believed the impact would be pretty large, adding the project team would learn more about that in the coming months. The initial financing and outlay for building the necessary infrastructure could be substantial especially in new urban areas, but if the reduction in SDCs was too big, how would the infrastructure be built.
- Ms. Becky added that the recommendation was for income restricted housing and reducing or waving SDCs would not change the affordability of the housing per se but would reduce the other subsidy needed to deliver it. The rent that the household would pay would not change, but it would reduce the gap between what they could afford and what the actual cost was. The interplay between the affordability strategies and infrastructure financing strategies would be explored further.

Mr. Dills added that in April, the Commission's discussion would be around crafting the initial thoughts on alternatives. A range of housing programs would be considered in combination with additional information on commercial, and some of the base mapping and initial design ideas. That discussion would provide the opportunity to look at the affordable housing types in combination with the strategies in the report. The important thing was the approaches and not the exact specific numbers of each housing component. Some alternatives might consider a range between 14% and 20% of the total housing. Secondly, the comment about integrating affordable housing into the total housing form of the area highlighted a very important planning strategy. Affordable housing should not stand out or be the only tall buildings but be combined with market rate housing types. One should not be able to tell the difference between the affordable and market rate housing. Such ideas would be discussed in context of alternatives in April.

Chair Heberlein agreed integrating the housing types was critical to the look and general feeling of the neighborhoods. He understood that to be successful on the housing targets for the different housing types, the City would need to do some things differently to facilitate those things happening. He asked if it would make sense to define what the City would need to do in a fifth column when presenting to Council. (Slide 7)

- Ms. Hewitt responded that some things were hypothetically possible with no action by the city. For example, the bottom two rows were hypothetically possible, just not very likely if the city did not allow multi-family, did not give any money, acquire any land, or waive any SDCs. Multi-family, the top row, would not even be allowed under the Area Plan land uses. There were a range of strategies the City could use to make any of the housing types more likely. It did not have to be land acquisition, though that was a great way to get there if it could be done. It was a question of going through a probability that was very small to a probability that was very high or a probability that was at least somewhere in the middle, depending on which strategies the City would implement and to what extent.

Mr. Pauly continued the PowerPoint presentation highlighting what the City had already implemented to support ADUs and additional potential changes to regulations to further encourage and allow ADUs. (Slide 13)

Ms. Hewitt added the team heard that interested developers were likely to be active in the area, particularly in ADUs within a townhouse setting, such as the brownstone configuration seen in Villebois, so allowing for larger ADUs aligns with what had been heard and would likely increase the uptake and delivery of ADUs in East and South.

Commissioner Karr:

- Noted in looking at Exhibit 3, the majority of ADUs was for supplemental income for homeowners, not separate ownership. ADUs were being sold separately in the Portland area. He asked if the developers interested in doing ADUs in townhomes anticipated the homeowners renting out the ADUs while still maintaining ownership.
 - Ms. Hewitt responded one developer expressed interest specifically in a for sale product, selling it as a condominium separately. The survey information, research, and focus on ADUs had been on homeowners building them in an infill setting with an existing home. The motivations and outcomes could be pretty different when an ADU was built that way versus a home builder building both the house and ADU at the same time and then selling them. Somebody buying a home with an ADU built and sold as part of the main property might align more with the survey. Not all ADUs that might get built in this area would necessarily be sold with the main home. Concerns were heard about a higher price point up if somebody had to buy a home and the ADU, which was kind of a trade-off.
- Liked the having ADUs as a mechanism to have some affordable housing, regardless of whether it was a rental or separate ownership. It would be nice to survey the developers to see why they wanted to develop ADUs as opposed to smaller units.

Commissioner Woods noted Exhibits 1 and 2 on Page 33 identified the top reasons for ADUs, 67% were to have someone close by but still living separately, and 64% to help someone elderly or who needed help with chores. These were the reasons he thought about ADUs initially, but he liked the idea of an individual being able to purchase a home, and at some juncture, be able to add an ADU for whatever reason. He still struggled with the idea of selling an ADU on a property which could cause some problems as mentioned. He liked ADUs from a rental standpoint as well, but not from an ownership standpoint. Perhaps the City was trying to do too much in expanding ADUs in order to achieve affordable housing. He did not really support the ownership approach but did believe ADUs should be part of the housing mix.

Commissioner Willard said that as a mother of two young adults with special needs, she loved and supported ADUs.

Commissioner Mesbah said he agreed with including ADUs and the strategy being pursued. The ownership issue raised by Commissioner Woods was interesting, and it seemed there could be difficulties in the neighborhood. If

somebody decided to subdivide, their neighbors might not like that. It would be helpful to look at where such lot divisions were happening or were likely to happen. Selling ADUs in a townhouse seemed to be like condominiumizing an existing apartment building, and if it worked design wise, that was fine. But he was unsure about splitting single-family residential units into two single family lots, so knowing how many were possible would be helpful. He noted Exhibit 3 showed that more than half of the ADUs were becoming rental units, which was another affordable unit and a good use of the existing land and existing housing stock. It would deal with affordability and variety, providing a mix of houses.

Commissioner Tusinski said if smaller ADUs were initially sold with the bigger townhouse or property, it was difficult to call them a house and ADU, especially if in more of a condo-style ownership. She would prefer that they just be called condos, even if one was significantly smaller than the other. Additionally, she suggested talking to lenders for additional information about loans on properties with ADUs because getting a loan based on any additional income from an ADU rental was difficult.

Chair Heberlein said he generally like the idea of ADUs as another tool in the toolbox. Until mention of the brownstones, he had struggled with figuring out how the typical detached ADU would fit in Frog Pond East and South, knowing the majority of the lots would be smaller. He was nervous about reducing setbacks due to the impacts on the look and feel of the neighborhood. Moving forward, he wanted to talk about which setbacks should be relaxed to better understand the tradeoffs. Reducing the front setback by half might be a pretty significant difference with only one house on the block that had an ADU in the back, which would look very out of place. Using brownstones to encourage ADUs in smaller lot developments seemed like a reasonable way to facilitate ADUs without being out of place with the character of the neighborhood.

Commissioner Karr added some developers wanted to build ADUs if they were sold separately but it was uncertain whether that would fit the model people wanted to buy. Would the City be directing developers to build a bunch of ADUs that were not sellable or encouraged to be sold? He like the idea of ADUs for family members, rental units, etc. which seemed to be a practical application; however, if the builder was not going to build them, it would become a moot topic. He would like to hear from builders about what their propensity would be to build ADUs, if they knew they would be sold as rental units. Then, the initial purchase might not be affordable, but the rental unit might be.

The Planning Commission took a brief recess at 8:05 pm. The meeting was reconvened at 8:10 pm.

Mr. Pauly introduced the Neighborhood Commercial Center Evaluation, noting the evaluation would be discussed in more detail in April. A neighborhood commercial center added important amenities, such as gathering spaces, services, and benefits, like making a neighborhood more walkable. Feasibility, the types of services available, how the commercial center should be built, whether it should be phased over time, were some of the questions to consider, especially with today's retail market being so interesting right now.

Sam Brookham, Leland Consulting Group, continued the PowerPoint, presenting the Neighborhood Commercial Center Evaluation, providing a refresher of the previous plan and commercial analysis and an overview of the project team's intended evaluation, which would include consideration of alternative locations for the commercial center. Also highlighted were the current retail trends and shifts in consumer behavior, competition with nearby retail centers, and case studies of neighborhood retail nodes.

Responses from the Commission to the questions displayed on Slide 26 regarding the vision, location, and additional suggestions regarding the commercial area were as follows with responses to questions as noted:

- The overall vision had not really changed since 2015.
- The location and size of the retail area were good. The commercial area would not only serve people in Frog Pond, but those commuting on the two main roads as well since it was so easily accessible. No big stores were needed as a smaller retail location would be ideal with a coffee shop, small market, or a nail salon, perhaps, for Frog Pond's residents.

- The proposed area would work well to serve the neighborhood and it had good exposure that would be helped by traffic.
- The sensing being done on the retail trends was good, and further evaluation of experienced based retail would steer the project team in the right direction.]
- Mr. Brookham clarified “click and collect” was buying something online and picking it up at the store, a kind of hybrid version of shopping.
- Mr. Brookham explained there were a couple strategies to think about from a housing perspective as far as how the commercial center would fit in with the housing expected in Frog Pond East. Retail strategies were flexible so they could evolve with how an area built out and upcoming trends. For example, a buffer zone surrounding the retail node with some slightly higher density residential, and at some point in the future, the existing concentration of retail could evolve and kind of move out into the higher density residential as mixed-use ground floor commercial. That was one way it would interact with surrounding housing units. Fundamentally, thinking about [inaudible] spending and the consumer spending habits of any future residential tenants would be important to the team’s analysis and the primary source of revenue for all retail tenants.
 - With regard to traffic congestion, as market analysts and real estate strategists, their work was to make recommendations on how sites might build out to accommodate light speed traffic, and in later phases, what side of the street was more accommodating to in/out commuters, as well as planning access and parking configurations, etc.
- Traffic was a very important consideration especially because with the school up the road on Advance Rd.
 - Mr. Pauly noted the access on the arterial was quite a way back from the intersection, so a lot of access would likely have to come off a local street rather than directly off the main arterials. Access and circulation during certain times of the day were important considerations. The traffic team would look at congestion as part of their analysis. Spacing standards and many other things would help ensure congestion was unduly being added in any area.
- Was a multi-level or one-level structure a being considered for the commercial center? Considerations for Town Center involved retail on the bottom and housing on top, which in this case would be office space.
 - Mr. Pauly explained there was specific direction in the Area Plan to look at mixed-use residential with retail, which the Commission would discuss, as well as the feasibility of whether that was a good idea in this context.
- The proximity to the school and potential foot traffic needs to be considered when considering location, which would impact traffic. At the main intersection, people on the arterial roads would be driving into a neighborhood and pushed closer to the primary and middle schools, which was a concern.
 - Commercial ground-floor shops with housing units above was suggested. Even with a multi-floor structure, multifamily apartments should not stick out like a sore thumb, so there could be multi-story commercial buildings that transitioned to multi-story multifamily housing units, and then transfer out that way, in essence creating a multifamily ring around the commercial area. This matched the commercial buildings in the middle surrounded by multi-floor condos shown in one of the examples.
 - The Westlake Center included gift shops, dry cleaners, massage salons, a wine bar, and jewelry stores. The proximity to the school might influence the retail in the subject commercial center; perhaps food businesses would be considered.
 - The commercial center was far enough away from Town Center that it probably would not have an influence. The general location proposed in Frog Pond was good because it would attract people driving out on Stafford Rd to go home.
- The proposed location was the right place when citing commercial to get closest to the largest number of people. Any farther north on Stafford Rd or any farther east on Advance Rd would be farther away from the population center, which did not make any sense.
 - One important thing was to work with SMART to make sure the transit stop was aligned as closely as possible to the commercial development. Relocating the transit stop to support both the school and the commercial node, making it more convenient for people to get there would only help with increasing the viability of the commercial model.

- Having retail nodes examples more closely aligned to the amount of traffic expected in Frog Pond would help the Commission understand what was viable. Areas with three times the amount of traffic could have a significant impact on the viability of a development.
- Other considerations included rooftops within its circle of gravity, and income.

Mr. Dills concluded the PowerPoint presentation, highlighting additional project updates. The project team was making maps, updating the existing conditions work, and making a buildable land inventory where constrained lands were netted out to determine the land base. The fieldwork and a draft memo had been completed for an arborist report mapping the trees and assigning priorities to their condition and health. The information will be married up with the housing and commercial information provided so far.

- The April discussion would be a good launch point for the collaborative outreach discussed to date. The active, design-oriented meetings would follow the Commission's discussion in April.

Commissioner Karr understood the UGB had been expanded to include the land, but the chart showed only the school area being in the UGB.

- Mr. Pauly confirmed the subject land had been included in the UGB, but the presentation showed an old line. (Slide 29)

III. INFORMATIONAL

A. City Council Action Minutes (December 6 & 20, 2021, January 20, 2021) (No staff presentation)

Miranda Bateschell, Planning Director, provided a brief update about the Aurora Airport Comprehensive Plan policy discussion, noting the item would return before the Commission in April following some outreach to gather community input and feedback on potential issues, use of the airport, interests, how citizens interface with the community, etc. to just track the different areas in which the City should be thinking about the policy.

- Staff was in the process of putting information about two virtual open houses on March 9th and March 10th into the Boones Ferry Messenger, and launching the Let's Talk Wilsonville page.
- The survey would be open for almost four weeks, bridging late February into early March. Additionally, several stakeholder interviews were being done based on the input received from both the Planning Commission and City Council last month. All this information would be used to help the project team draft an outline or draft policies to bring before to the Commission in April.

B. 2022 PC Work Program (No staff presentation)

Miranda Bateschell, Planning Director, confirmed March's agenda looked very light, though the information session on the Boeckman Road Corridor Overview could be meaty. The big project interfaced with Frog Pond and its master planning. Engineering was prepared to update the Commission on that and answer any questions. Other agenda items might be added in March.

Chair Heberlein asked if there was anything from April's agenda could slide back into March, such as the informational session on the I-5 Bike/Ped Bridge to lighten April's meeting.

- Ms. Bateschell confirmed Staff was doing its best to pull items into the March meeting.

IV. ADJOURNMENT

Chair Heberlein adjourned the regular meeting of the Wilsonville Planning Commission at 8:46 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, LLC. for
Shelley White, Planning Administrative Assistant



PLANNING COMMISSION
WEDNESDAY, MARCH 9, 2022

II. WORK SESSION:

- A. Boeckman Road Corridor Project (Weigel/Kraushaar)



PLANNING COMMISSION STAFF REPORT

Meeting Date: March 9, 2022		Subject: Boeckman Road Corridor Project	
		Staff Member: Zach Weigel, PE, City Engineer; Nancy Kraushaar, PE, Project Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Review and provide feedback on the Boeckman Road Corridor project.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Goal 1: Increase mobility for all in Wilsonville Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transportation System Plan Project UU-01 & UU-02 Wastewater Collection System Master Plan Project CIP-33	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The project team will share project history, current status, and upcoming design and construction activities and seek Planning Commission feedback regarding design considerations and opportunities for public engagement.

EXECUTIVE SUMMARY:

Boeckman Road is a Minor Arterial and is one of three east/west corridors that directly connect the east and west sides of the City of Wilsonville (and cross Interstate 5). The section of Boeckman Road between Canyon Creek Road and Stafford Road is a remnant rural road section that requires urban upgrades to meet City standards and serve all modes and all users. In addition to being a critical cross-town connection, the roadway will serve new development in the Frog Pond areas, including a planned new elementary school. Today, Boeckman Road crosses Boeckman Creek at a “dip” with a culvert that will be replaced by a bridge as part of this project.

The Boeckman Road Corridor Project (BRCP) includes four interrelated funded public works projects on Boeckman Road between Canyon Creek Road and Wilsonville/Stafford Roads. The four “subprojects” to be combined are:

1. The Boeckman Dip Bridge project (CIP 4212) will construct a bridge over Boeckman Creek and will make needed safety improvements and upgrade the existing steep, narrow, rural roadway to a minor arterial standard with safe bicycle and pedestrian facilities that connect residential neighborhoods, jobs, schools, and commercial land uses. The design will provide for stream/riparian restoration, fish passage, wildlife corridor and a regional trail. This improvement also facilitates construction of the Canyon Creek intersection by correcting existing vertical curve and site distance issues.

A road closure for bridge construction will require a temporary traffic signal at the Stafford Road/SW 65th Avenue/ Elligsen Road intersection to mitigate additional impacts to the intersection which currently experiences Level of Service constraints.

2. The Boeckman Road Sanitary Sewer Improvements (CIP 2012) project will construct approximately one-half mile of new sanitary sewer trunk on Boeckman Road between Boeckman Creek on the west and Stafford Road on the east to serve the developing Frog Pond neighborhoods. The new sewer will connect existing temporary sewer connections for Frog Pond West and Meridian Creek Middle School on Advance Rd. This sewer main will provide capacity to the proposed East and South Frog Pond Master Planning areas.

3. The Boeckman Road Street Improvements (CIP 4205) will improve the existing roadway with multi-modal improvements meeting Minor Arterial design standards between Boeckman Creek and Stafford Road, underground existing utilities (except PGE transmission main line), extend city fiber, and provide pedestrian crossings.

4. The Canyon Creek Road/Boeckman Road Signalization project (CIP 4206) will construct a new traffic signal at the intersection of Canyon Creek Road and Boeckman Road. The city will also consider a roundabout at the intersection if LOS issues can be resolved, construction traffic can be appropriately mitigated, and cost is determined to be within budget.

Funding for the bridge project was first established on May 7, 2018, when City Council enacted Ordinance 817, approving the Year 2000 Urban Renewal Plan 11th Amendment. The Council action increased the maximum indebtedness of the Urban Renewal Area by \$14,509,101 and added

the Boeckman Dip Bridge project to the Urban Renewal Projects and Improvement Activities. The result of the amendment approval allows Urban Renewal revenue to fund the majority of the Boeckman Dip Bridge project.

Beginning in 2019, work on the Boeckman Dip Bridge construction alternatives, environmental evaluation, and traffic impacts analyses began to help better inform project assumptions and anticipated costs. As a result of this work, City Council adopted Resolution No. 2890 on April 19, 2021, authorizing staff to proceed with the bridge design alternative with a full road closure during construction of the Boeckman Dip Bridge project.

To deliver this complex and environmentally sensitive project within a desirable timeframe, Council authorized on August 2, 2021, the use of Progressive Design Build (PDB) alternative contracting method for the project. PDB allows the City to select a team that includes design professionals and construction contractors based on qualifications, allowing for a multi-disciplinary collaboration and innovative approach to planning and constructing the needed improvements.

On November 1, 2021, the City entered into a Professional Services Agreement with Murraysmith, Inc. for Owners Representative services to assist with PDB contracting for the project. A Request for Proposals (RFP) was issued on February 14, with proposals from qualified PDB teams due on March 30, 2022. Selection of a PDB team with design initiation is expected to occur in June 2022 with construction of some early work beginning as soon as next year. Completion of the project is expected by December 2024.

At this work session, the project team seeks feedback on the following questions:

- As design of the project begins, what are design and construction considerations the team should be thinking about as the project moves forward?
- Given the truncated timeline for the project, what public engagement ideas would help generate excitement for the project as design gets underway?

EXPECTED RESULTS:

The BRCP will make needed safety improvements to Boeckman Road by correcting a vertical curve deficiency and upgrading the steep, narrow, rural roadway to an urban standard with safe bicycle and pedestrian facilities that connect residential neighborhoods, jobs, schools, and commercial land uses. In addition, the BRCP will benefit the existing and planned community and provide sewer capacity to accommodate buildout of the Frog Pond neighborhoods.

TIMELINE:

A Request for Proposals (RFP) for engineering and construction services through a Progressive Design Build (PDB) contract is underway with proposals due on March 30, 2022. The PDB team is anticipated to be under contract with design work underway by June 2022. The number, size, and schedule of construction “packages” will be determined as design with the PDB team progresses. BRCP construction is expected to be completed by the end of 2024.

CURRENT YEAR BUDGET IMPACTS:

The amended budget for FY2021-22 includes funding for owner’s representative, engineering design, and overhead for the BRCP as summarized below:

CIP No.	Project Name	Funding Source	FY22 Budget
2102	Boeckman Sewer	Sewer SDC	\$272,312.00
4205	Boeckman Street Improvements	Street SDC	\$1,424,425.00
4206	Boeckman/Canyon Creek Signal	Street SDC	\$357,525.00
4212	Boeckman Dip Bridge	Year 2000 Urban Renewal	\$3,495,165.00

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

A comprehensive and robust community engagement process will be defined and incorporated into the work scope as part of further project design work. To date, preliminary public outreach occurred as part of the Year 2000 Urban Renewal Plan amendment, Frog Pond master planning and subsequent land use reviews, and as part of the Transportation System Plan adoption. In late 2021 both internal and external stakeholder meetings were held and will continue throughout the project. A project website is available for viewing. The Boones Ferry Messenger January 2022 issue ran an article on the project.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

There will be traffic and pedestrian impacts during construction due to construction zone delays and during the road closure.

Using a Progressive Design Build contracting method will allow the City to complete needed infrastructure improvements to timely accommodate planned development, utilize contractor expertise during design, provide adaptable construction sequencing, and minimize impacts to the community.

The finished improvements will significantly enhance safety and accessibility for all transportation modes through the corridor. In addition, the project will install a segment of the Boeckman Creek Regional trail that will ultimately connect the area to Memorial Park. The Project will provide important environmental benefit to Boeckman Creek by enhancing wildlife crossings, reestablishing the stream corridor and providing fish passage.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

1. Presentation Slides



BOECKMAN ROAD CORRIDOR PROJECT

Planning Commission | March 9, 2022

Project Background

BOECKMAN ROAD CORRIDOR PROJECT

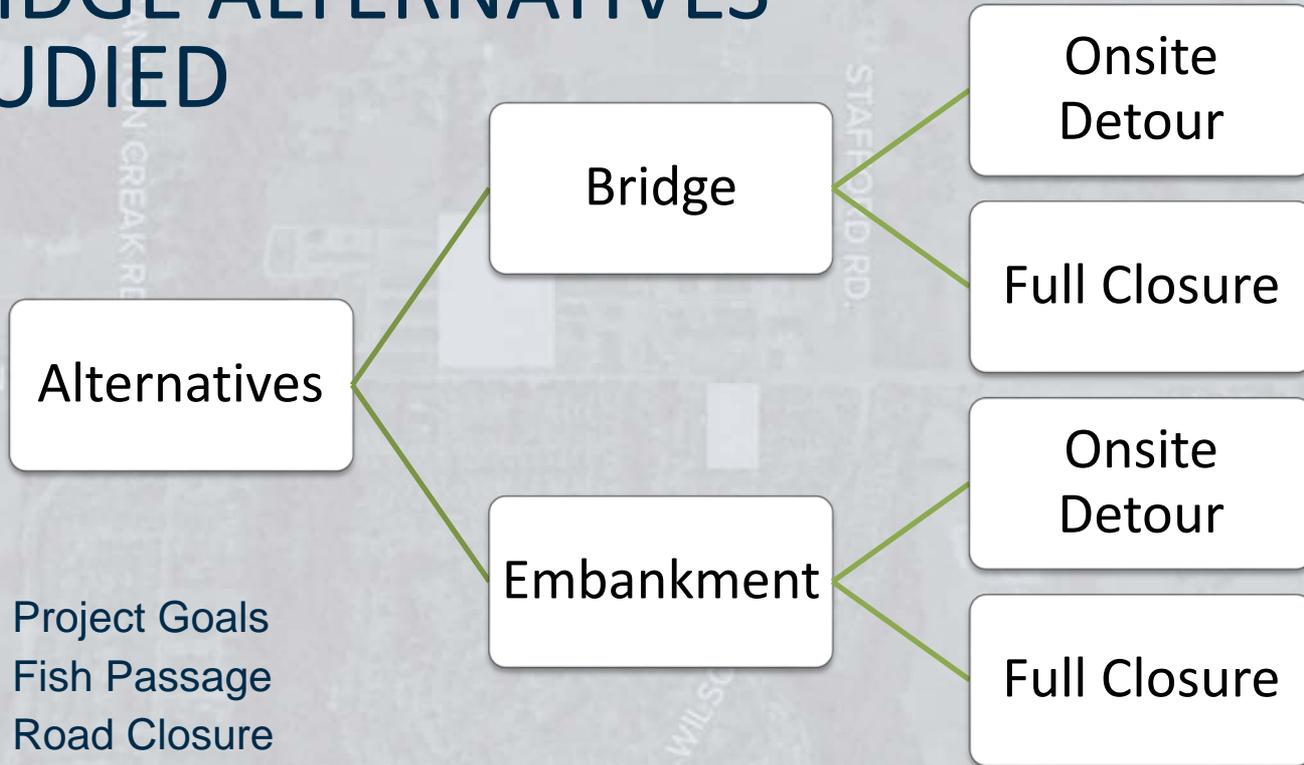


BOECKMAN DIP BRIDGE



- Remove culvert/ flow control structure & stream restoration (*fish passage required*)
- Boeckman Creek regional trail segment
- Wildlife crossing

BRIDGE ALTERNATIVES STUDIED

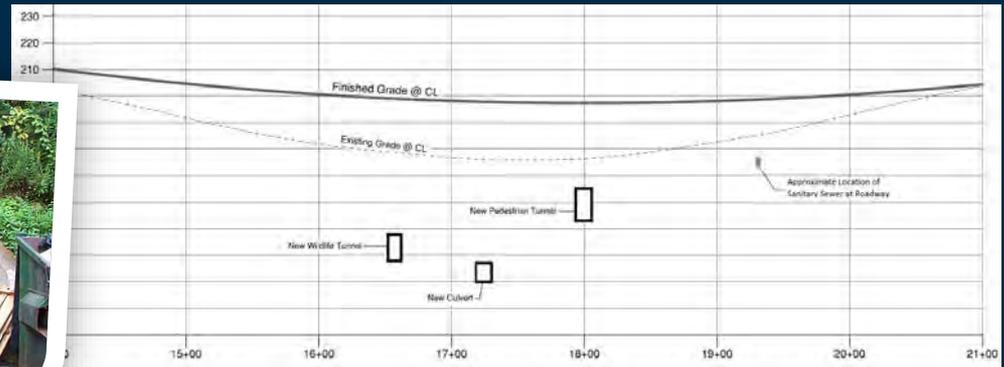
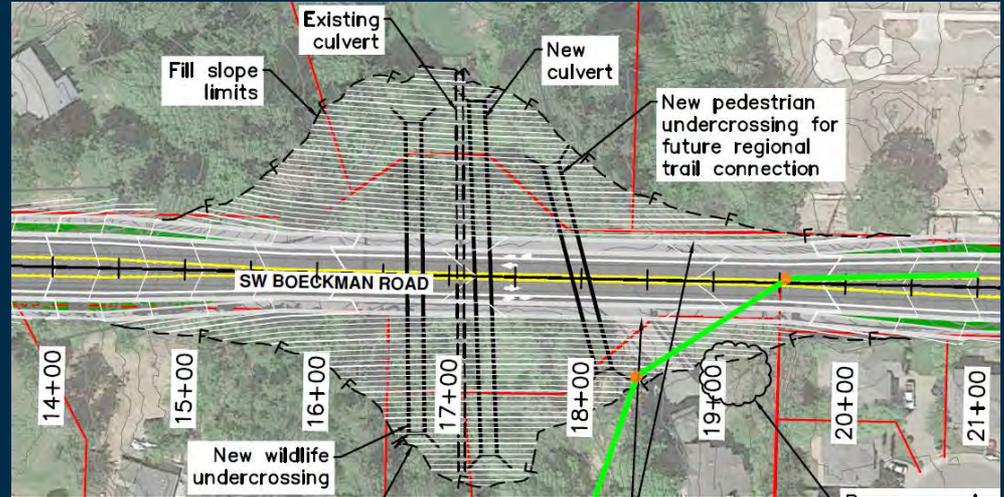


- Project Goals
- Fish Passage
- Road Closure

EMBANKMENT ALTERNATIVE

NOT RECOMMENDED

- Largest footprint – new culvert
- 180' regional trail tunnel
- 240' wildlife tunnel
- Limits maintenance access
- High risk permitting
- Longer construction

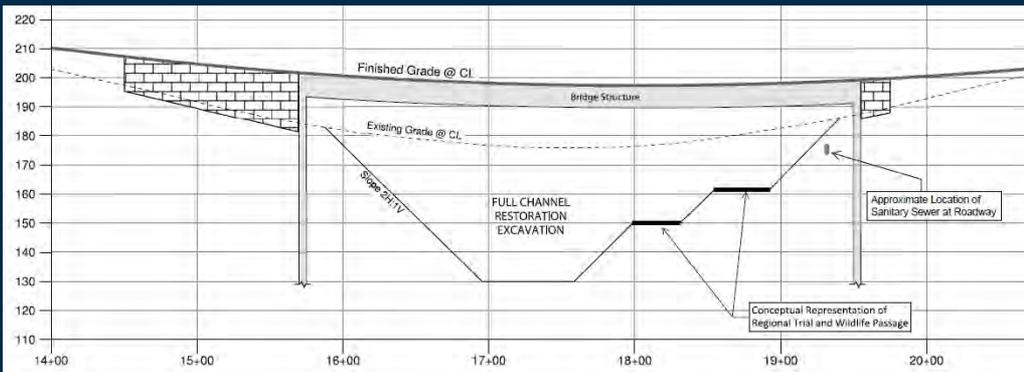


Example 60' long 8' x 8' tunnel



Bridges and Tunnels of Allegheny County, PA
© 2004, Bruce S. Erdelbaugh

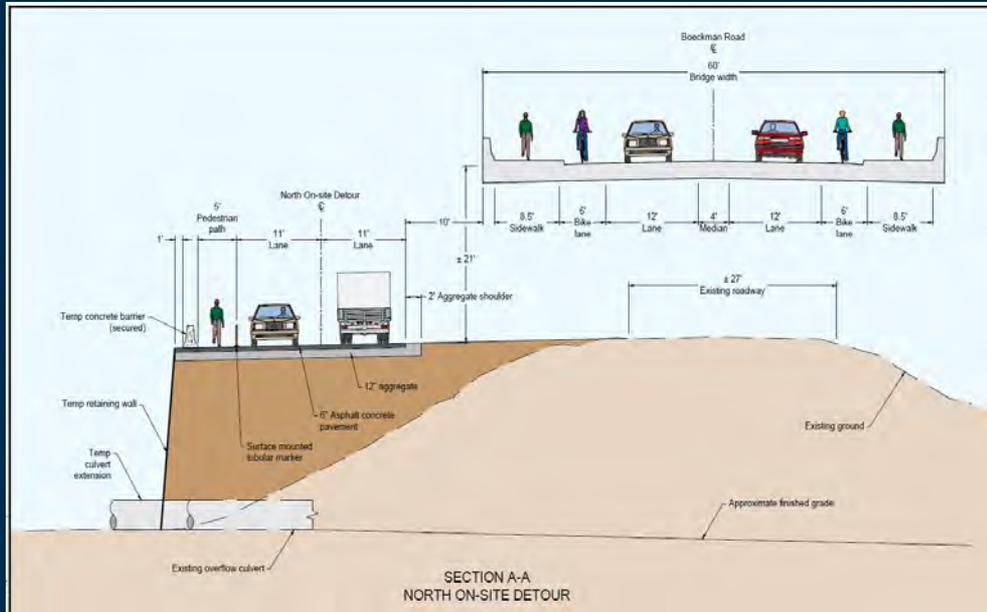
BRIDGE ALTERNATIVE



RECOMMENDED & APPROVED BY COUNCIL

- Smallest footprint
- Stream restoration
- Open trails
- Maintenance access
- Low risk permitting
- Shortest construction

ON-SITE DETOUR ALTERNATIVE

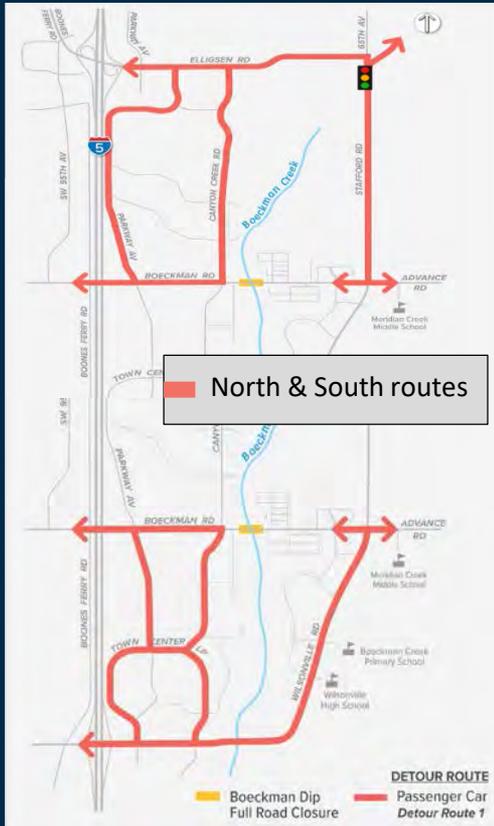


NOT RECOMMENDED

Temporary Road on North

- Construction safety concerns
- Largest footprint –
higher environmental uncertainty
- Longest construction duration
- Additional cost
- No long term benefit
- Tree impacts

DETOUR* FOR ROAD CLOSURE



RECOMMENDED & APPROVED BY COUNCIL

- 15 month maximum– target time frame
- Traffic Study – Temp signal needed at 65th/Stafford/Elligsen
- **DKS analyzed detour options and travel times for all modes**
- **Must-Dos:**
 - Public information
 - Neighborhood mitigation
 - Work with emergency services, school district, SMART, others

PREFERRED ALTERNATIVE

Alternative		Cost	Construction Duration	Closure Duration	ROW Acquisition	Environmental Risk
Bridge	On-Site Detour	\$22.8M	24 months	5 months	41,300 sq. ft.	MEDIUM HIGH
	Road Closure	\$20.7M	15 months	15 months	22,500 sq. ft.	LOW
Embankment	On-Site Detour	\$18.8M	33 months	15 months	56,700 sq. ft.	HIGH
	Road Closure	\$16.9M	20 months	20 months	33,500 sq. ft.	MEDIUM

Benefits of City Council Approved Preferred Alternative:

- Neighboring properties
- Permitting (creek restoration)
- Shortest construction duration
- PW and Parks Maintenance access
- Regional trail connection
- Wildlife passage

Overall budget

BRCP overall Budget.

These costs are all inclusive of City Overhead (3.5%), Community Development Overhead (10%) where applicable *, Owner Representative, Permitting, Design, Right-of-Way, Construction, etc.

Boeckman Dip Bridge (CIP 4212)	\$20,800,000
Boeckman Road Improvements (CIP 4205)	\$5,060,000
Boeckman/Canyon Creek Signal (CIP 4206)	\$1,240,000
Boeckman Sewer (CIP 2102)	\$840,000
Total	\$27,940,000

ALTERNATIVE PROJECT DELIVERY

Progressive Design Build (PDB)

- Uses a primarily qualifications-based selection for a design-builder (DB)
- The DB and City form a team to advance the project design in alignment with project goals and funding.
- A Guaranteed Maximum Price (GMP) will be negotiated for the project as a whole or in phases after design is approved.

Goals:

- Minimize impacts to the community
- Provide a safe corridor for all travel modes
- Meet future travel demands
- Provide enhancements to Boeckman Creek, stream restoration, wildlife corridor and fish passage
- Stay within budget
- Keep citizens informed throughout project

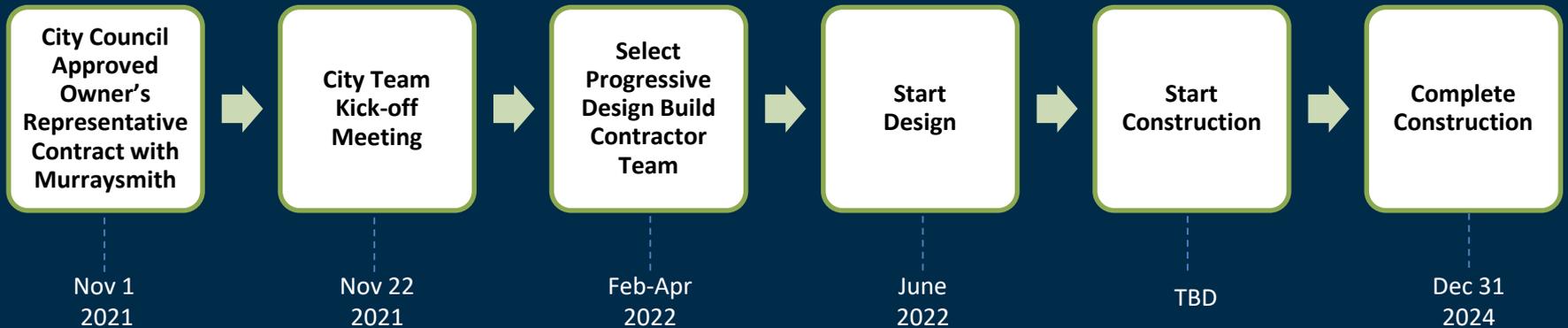
August 2021 – Council Approved Progressive Design Build (PDB) project delivery with findings

PDB Expected Results:

- ✓ Better coordination and collaboration between the design engineer, construction contractor, and City
- ✓ Address constructability concerns and constraints early in the design process
- ✓ Superior multi-disciplinary experience
- ✓ Innovation in design and construction
- ✓ Early design packages for efficient delivery – puzzle pieces

Add early history box

TIMELINE



PROJECT BENEFITS

- Supports alternative travel modes
- Implements Safe Routes to Schools to support planned and current schools
- Improves visibility
- Relieves congestion at Canyon Creek Road

Improved Safety & Mobility

Protects Wildlife & Environment

- Provides wildlife passage under Boeckman Road
- Provides fish passage and other habitat protection measures
- Enhances protections against localized flooding
- Treats stormwater to improve water quality before discharge into creek

- Incorporates expansion of regional trail system
- Provides key Boeckman Creek Trail connection
- Creates walking, biking opportunities for community members
- Removes barriers to participation

Expands Recreational Opportunities

Builds Capacity to Support Community Needs

- Widens road to improve capacity
- Urbanizes roadway to meet evolving community needs
- Expands sewer capacity to support Frog Pond neighborhood development
- Adds capacity for bike/pedestrian mobility along road corridor

FEEDBACK

- What design and construction considerations should be considered?
- What public engagement ideas would help generate excitement for the project?

QUESTIONS?



PLANNING COMMISSION

WEDNESDAY, MARCH 9, 2022

III. INFORMATIONAL

- A. City Council Action Minutes (February 7 & 24, 2022) *(No staff presentation)*

City Council Meeting Action Minutes
February 7, 2022

City Council members present included:

Mayor Fitzgerald
Council President Akervall
Councilor Lehan
Councilor West – 7:00 p.m. to 7:20 p.m.
Councilor Linville

Barbara Jacobson, City Attorney
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Zoe Mombert, Assistant to the City Manager
Ryan Adams, Assistant City Attorney
Keith Katko, Assistant Finance Director
Andy Stone, IT Director
Robert Wurpes, Chief of Police
Erica Behler, Recreation Coordinator

Staff present included:

Bryan Cosgrove, City Manager

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:02 p.m.
A. Council/City Board Retreat Discussion Items	Council provided direction to the facilitator for the upcoming City Council and City Board retreat.
B. Tourism Promotion Committee Bylaw Update	Staff informed Council of Resolution No. 2951, which amends the Tourism Promotion Committee Charter.
C. ERP/Fiber Update	Council heard an update of the IT Department’s many projects including the Enterprise Resource Program also known as the Eden Replacement Program and Fiber Installation Projects.
REGULAR MEETING	
<u>Public Hearing</u>	
A. <u>Ordinance No. 856</u> An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Section 4.181 To Correct A Scrivener’s Error.	A public hearing was conducted for Ordinance No. 856. The ordinance was read a single time at a regular meeting and unanimously adopted by a vote of 5-0.
B. <u>Resolution No. 2950</u> A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2021-22.	After a public hearing was conducted, Resolution No. 2950 was approved 4-0.
<u>Mayor’s Business</u>	
A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.
B. City Attorney Profile	Staff shared an update on the process to recruit and hire a new City Attorney.

<p><u>Communications</u></p> <p>A. Compost Bucket Update</p> <p>B. Public Safety Tips</p>	<p>Council heard a presentation on the Compost Project. The Wilsonville- Metro Community Enhancement grant program funded the Project.</p> <p>The Chief of Police provided Council and the audience with tips to keep themselves and their belongings safe.</p>
<p><u>Consent Agenda</u></p> <p>A. <u>Resolution No. 2951</u> A Resolution Of The Wilsonville City Council Amending The City Of Wilsonville Tourism Promotion Committee Charter Of Resolution No. 2541.</p> <p>B. Minutes of the January 20, 2022 Council Meeting.</p>	<p>The Consent Agenda was approved 4-0.</p>
<p><u>New Business</u></p> <p>A. None.</p>	
<p><u>Continuing Business</u></p> <p>A. None.</p>	
<p><u>City Manager’s Business</u></p>	<p>Shared the Mayor had appeared on KOIN News AM Extra that morning.</p> <p>Requested that even after Councilor Lehan’s term expires that she continue to provide a presentation on Wilsonville’s history to the Civics Academy.</p>
<p><u>Legal Business</u></p> <p>A. Settlement Agreement</p>	<p>Council approved a Settlement Agreement between the City and CWI, Inc.; Symonds Flags and Poles, Inc.; and FPI-Wilsonville, LLC. Passed 4-0.</p>
<p>ADJOURN</p>	<p>8:37 p.m.</p>

City Council Meeting Action Minutes
February 24, 2022

City Council members present included:

Mayor Fitzgerald
Council President Akervall
Councilor Lehan
Councilor West
Councilor Linville – Arrived at 5:05 p.m.

Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Beth Wolf, Senior Systems Analyst
Zoe Mombert, Assistant to the City Manager
Matt Lorenzen, Economic Development Manager
Kimberly Rybold, Senior Planner
Philip Bradford, Associate Planner
Mike Nacrelli, Civil Engineer
Andrea Villagrana, Human Resource Manager
Miranda Bateschell, Planning Director

Staff present included:

Bryan Cosgrove, City Manager
Barbara Jacobson, City Attorney

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:01 p.m.
A. Vertical Housing Development Zones (VHDZ)	Staff sought direction on draft Vertical Housing Development Zones (VHDZ) criteria.
REGULAR MEETING	
<u>Mayor’s Business</u>	
A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.
B. Arts, Culture, and Heritage Commission & Parks and Recreation Advisory Board Appointments	<p><u>Arts, Culture, and Heritage Commission - Appointments (1-Year Term)</u> Appointment of David Altman, Elaine Swyt and Angela Sims to the Arts, Culture, and Heritage Commission for a term beginning 2/24/2022 to 6/30/2023. Passed 5-0.</p> <p><u>Arts, Culture, and Heritage Commission - Appointments (2-Year Term)</u> Appointment of Steven Traugh, Joan Carlson and Jason Jones to the Arts, Culture, and Heritage Commission for a term beginning 2/24/2022 to 6/30/2024. Passed 5-0.</p> <p><u>Arts, Culture, and Heritage Commission - Appointments (3-Year Term)</u> Appointment of Benjamin Mefford, Susan Schenk and Deborah Zundel to the Arts, Culture, and Heritage Commission for a term beginning 2/24/2022 to 6/30/2025. Passed 5-0.</p>

	<p><u>Parks and Recreation Advisory Board – Appointment (Unexpired Term)</u> Appointment of Amanda Harmon to the Parks and Recreation Advisory Board for a term beginning 2/24/2022 to 12/31/2024. Passed 5-0.</p>
<p><u>Communications</u> A. Family Empowerment Center</p>	<p>West Linn-Wilsonville School District staff detailed the work of the district’s Family Empowerment Center, a program that provides families with food, clothing, supplies, mental health resources and other support.</p>
<p><u>Consent Agenda</u> A. <u>Resolution No. 2952</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With R.L. Reimers Co. For The Corral Creek And Rivergreen Lift Stations Rehabilitation Project (Capital Improvement Project #2105). B. <u>Resolution No. 2953</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Braun Construction & Design, LLC DBA Braun Construction For Construction Of The 95th Avenue Storm Line Repairs Project (Capital Improvement Project 7062). C. <u>Resolution No. 2962</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement Contract Amendment With Stantec Consulting Services For Construction Support Services For The Willamette River Water Treatment Plant Expansion Project (Capital Improvement Project #1144). D. Minutes of the February 7, 2022 City Council Meeting.</p>	<p>The Consent Agenda was approved 5-0.</p>
<p><u>New Business</u> A. None.</p>	
<p><u>Continuing Business</u> A. None.</p>	

<p><u>Public Hearing</u></p> <p>A. <u>Ordinance No. 854</u> An Ordinance Of The City Of Wilsonville Annexing Approximately 9.74 Acres Of Property Located On The West Side Of SW Stafford Road North Of SW Frog Pond Lane Into The City Limits Of The City Of Wilsonville, Oregon; The Land Is More Particularly Described As Tax Lots 100, 300 And 302, And A Portion Of SW Stafford Road Right-Of-Way, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Paul C. Chaney, Janene P. Chaney, Petitioners.</p> <p>B. <u>Ordinance No. 855</u> An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 8.46 Acres On The West Side Of SW Stafford Road North Of SW Frog Pond Lane; The Land Is More Particularly Described As Tax Lots 100, 300 And 302, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Venture Properties, Inc., Applicant.</p>	<p>After a public hearing was conducted, Ordinance No. 854 was approved on first reading by a vote of 5-0.</p> <p>After a public hearing was conducted, Ordinance No. 855 was approved on first reading by a vote of 5-0.</p>
<p><u>City Manager's Business</u></p>	<p>No report.</p>
<p><u>Legal Business</u></p>	<p>Announced that this week the City of Wilsonville received two payments in full for the Aurora Airport case and the Wilsonville Subaru case.</p>
<p>ADJOURN</p>	<p>8:25 p.m.</p>



PLANNING COMMISSION

WEDNESDAY, MARCH 9, 2022

III. INFORMATIONAL

B. 2022 PC Work Program (*No staff presentation*)

2022 DRAFT PC WORK PROGRAM SCHEDULE

Updated 02/24/2022

AGENDA ITEMS			
Date	Informational	Work Sessions	Public Hearings
JANUARY 12	CANCELLED		
January CCI Frog Pond East and South Community Forum 1			
FEBRUARY 9	•	• Frog Pond East and South MP	
MARCH 9	•	• Boeckman Road Corridor Overview	
APRIL 13	•	• Airport Related Comprehensive Plan Amendments • Frog Pond East and South MP	
MAY 11	• Town Center Implementation Update • Annual Housing Report	• Outreach Framework 1st	
May CCI Frog Pond East and South Community Forum 2			
JUNE 8		• Frog Pond East and South MP • Outreach Framework 2nd	
JULY 13	• I-5 Bike/Pedestrian Bridge	• Transit Center TOD	
AUGUST 10		• Frog Pond East and South MP	
SEPTEMBER 14		• Frog Pond East and South MP	
OCTOBER 12		• Frog Pond East and South MP	
NOVEMBER 9			• Frog Pond East and South MP
DECEMBER 8			
JAN. 11, 2023			
2022 Projects		Future/Potential Fill In Projects	
<ul style="list-style-type: none"> TC Programming Plan TC Ec Dev/Business Retention TC Finance Plan Frog Pond East and South Airport Comp Plan Element 		<ul style="list-style-type: none"> Recreation in Industrial Zones Mobile Food Vendor Standards Basalt Creek Zoning Basalt Creek Infra. 	
Planning Commission Meeting - March 9, 2022 2022 PC Work Program			