



PLANNING COMMISSION

WEDNESDAY, APRIL 13, 2022

ADMINISTRATIVE MATTERS

1. Consideration of the March 9, 2022 PC Meeting Minutes

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

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

Minutes

CALL TO ORDER - ROLL CALL

Chair Jennifer Willard called the meeting to order at 6:03 p.m. Those present:

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

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, Nancy Kraushaar, and Zach Weigel.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN INPUT

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

ADMINISTRATIVE MATTERS

1. Consideration of the February 9, 2022 Planning Commission Minutes
The February 9, 2022 Planning Commission minutes were accepted as presented.

WORK SESSION

2. Boeckman Road Corridor Project (Weigel/Kraushaar)

Miranda Bateschell, Planning Director, stated the City Engineer would provide details about the Boeckman Corridor and upcoming construction activity for improvements on the corridor. She reminded that a lot of work and thought had been going into the project for several years, particularly during the Frog Pond area and master planning for West. This was an important project for the City in relation to overall use and upgrading the Corridor to address and existing safety issues and design concerns for the community, as well as for the city's growth on the east side. A lot of work had been done since the Commission saw the project last which the project team would present.

Zach Weigel, City Engineer, introduced the project team and asked that the Commissioners provide feedback about things the design and project management teams should keep in mind as they moved through the project's design and construction, as well as any public engagement ideas that would help generate excitement around the project moving forward.

Nancy Kraushaar, Project Manager, Community Development Director, noted that changing the Boeckman Dip into a flatter road had been in the Transportation System Plan (TSP) since 2008 or so. The team had made a lot of progress to prepare for the new Frog Pond neighborhoods and to deliver the project to have a complete east-west corridor for the city from Villebois out to Stafford Rd. She presented the Boeckman Road Corridor Project via PowerPoint, which included:

- A description of the four capital improvement projects that would be done as part of the overall Corridor Project: the Boeckman Dip Project, which included the new bridge, fish passage, wildlife corridor, and a

portion of regional trail; a sanitary sewer line to serve Frog Pond; Boeckman Rd improvements between Canyon Creek and Stafford Rd; and improvements to the Canyon Creek/Boeckman Rd Intersection. (Slide 2)

- A review of the existing conditions and issues, as well as the project's goals and multiple bridge studies that ultimately resulted in two alternative designs, a bridge and an embankment, being presented to City Council along with the traffic considerations for each during construction. (Slide 5)
 - Additional information and benefits about Council's preferred alternative, a bridge with a detour for full road closure during the bridge's construction, were presented, including the overall budget and alternative project delivery concept. (Slides 11 and 12)
- A review of the project timeline and the numerous benefits the Corridor Project would provide which were divided into four categories: improved safety and mobility; protects wildlife and the environment; expands recreational opportunities; and builds capacity to support community needs. (Slides 13 & 14)

Feedback from the Planning Commission on the project team's questions and responses to Commissioner questions by the project team were as follows:

- What design and construction considerations should be considered?
 - Regarding concerns about the project's impact and potential overlap with construction of the school being built and opening in 2024, Ms. Kraushaar stated the project team had held meetings with the School District to begin coordination which would continue once the contractor and Design-Build (DB) team were selected, since the school was also entering into design and construction in the same timeframe. The project team was looking for any efficiencies that could be achieved jointly and how to stay out of each other's way. The team would work with the DB team on the importance of completing the Corridor Project before the school opened.
 - Ms. Kraushaar clarified the minor arterial street improvements on Boeckman Rd to meet the standard would result in one traffic lane in each direction, a bike facility, either a bike lane or separated bike facility, as well as sidewalks on both sides. The standard also required a median or center turn lane at intersections for cars to get out of the way of through traffic because minor arterials tend to have heavier traffic. The City liked medians in Wilsonville because of the look and they allowed for trees, which created more shade and beauty for the roadway system.
 - She noted the road design had not been completed, but the project team anticipated meeting mobility standards for city intersections, so any street enhancement for those coming out of the subdivision across from Frog Pond would be considered when the road was designed.
- If Boeckman Rd was blocked off, it was important to consider both the motorists and neighborhoods that might be impacted by excess traffic coming south on Stafford Rd and directed straight ahead down Wilsonville Rd. Residents in the neighborhoods west of Stafford would be confused and have a much longer route home and neighborhoods should be spared from excessive cut through traffic, which created concerns about children, pets, pedestrians, etc.
 - Ms. Kraushaar agreed, noting a successful traffic control program would ensure drivers knew where to go, which was not only a consideration as the City approved any traffic control plans proposed by the contractor, but notifying the public and making them aware of what would be happening and the changes they might need to consider making was an important part of the City's public outreach. Perhaps, the City could suggest the best detours for particular trips, so citizens would know which detours would take the least amount of time to get from some Point As to Point Bs.
 - Chair Willard noted Boeckman Creek had only three roads that went over it, so that would cut down on people cutting through neighborhoods.
- The project team was commended for its concern for fish and wildlife and for providing a solution to take care of them.
- Ms. Kraushaar explained the City expected the Progressive Design Build (PDB) contractors to have consulting firms that either had expertise in the various disciplines required for the project, or a number of different engineering consultants on their team. Some major construction firms had in-house

engineering and those qualifications would come out in the proposal review process. She noted Mr. Levinson had been talking with the contractors.

- Eric Levison, Murraysmith, added that the DB contractors might be multidisciplinary themselves, with a bridge designer and a civil engineer, for example, and do the bridge work themselves, but then bid out certain work, such as guardrails and signage, to other subcontractors and stream restoration to a specialty contractor. Few contractors also had in-house design, so most of the contractors were teaming up with familiar, specialty design firms in the area.
- As far as how the contract language was written, there would be a prime lead, which in theory, could be the design consultant who then partners with contractors for all four projects. He was the owner's rep on three projects in Bend. On one, the contractor was the prime lead, and the design team was a subcontractor which involved sub agreements. A few had specialty trade partners or exempted subs they suggested they wanted to use that were a critical component to their quick delivery process.
- In design-build, the contractor was required to provide a price up front. They would meet with their team and submit a guaranteed cost for the project. The City had the onus to provide the parameters for what it wanted, and the contractor would provide the project for that price. There was little interaction beyond the early work with the City stating what was wanted.
- PDB allowed for a team environment where the City, contractor, and design group sit in and work together to address issues that come up. Such issues would be a change order in a design-build environment, but in a PDB environment, issues were integrated and worked through together to understand the cost benefit with all stakeholders, including Public Works, the contractor, etc. The contractor provides their design and construction experience early on to look for innovative ways and value engineering ideas to save money and time along the project.
- Currently, no incentives were involved for this project, but the contractor would get the Guaranteed Maximum Price (GMP) and a design fee for their overhead, and that price would be negotiated as they went through the project. There are examples of cost-share incentives, but those were not included in this project.
 - Contingencies would be allowed in the GMP and likely, a small owner's contingency for things that the community might want to add. The contractor could cover their risk. Money would be available for allowances, which were more specific than contingencies, and they could be negotiated as the design or need developed.
- The PDB projects he had done previously were similar in size or bigger, such as Murphy Corridor in southwest Washington that involved a bridge over the railroad, a minor arterial through existing development, and a new segment, along with about six roundabouts. The Empire Corridor included a canal crossing bridge, three roundabouts, and upgrades to existing roadways.
- The project team would determine the order of projects working. The contractors would provide their schedule and outline how they saw the project moving together in their proposals. Schedules could be adjusted depending on permitting, which was out of everyone's control. The City's project team would work with the contractor to develop the schedule and prepare the City's systems to get things ready to do the negotiations for the GMPs as there could be one or three GMPs for the project.
- The project team has had good outreach with potential contractors, and they were aware of the school opening and had seen the information and maps outlining potential staging areas, the school, and the roadway.
- The project team had good discussions with five contractors, and he believed at least three RFPs would be submitted; he hoped to see four to five.
- Considering the risks associated with supply chain constraints, GMP with shared savings was suggested, otherwise there was potential for too much supply chain risk in the pricing.

- Mr. Levison responded the project team hoped the contractors would identify that in their risk assessment and share how they would deal with it. Other ways to address that risk without shared savings/cost share included early work packages that identify piping and other long lead items with volatile pricing and secure them upfront with an early GMP package, locking the price in and guaranteeing the materials would be delivered on time. He agreed supply chain would be an issue for most every project.
- Ms. Kraushaar explained that making the temporary traffic signal at 65th Ave/Stafford/Elligsen permanent was not likely due to the lack of funding. Clackamas County had been working to put together funding not only to advance the design for a permanent solution at the intersection, but also to secure funding to construct it. So far, the County had not been successful in being awarded funding from some of the federal funding packages that had been coming out. The cost for a permanent solution at that location would be significant given the creek, topography issues, and 65th Ave being so close to Stafford Rd. The City had been working with both Washington and Clackamas Counties to coordinate what the temporary detour signal would look like. The City was working to mitigate its additional traffic being produced because of the road closure. The Counties might consider leaving the temporary signal in place as a type of stop gap if it was helping; however, the temporary signal could not be expected to be an end all solution.
- Ms. Kraushaar noted the City had regulations on about dust and dirt during construction, the contractor would be expected to follow an Erosion And Sediment Control Plan. Both the City's inspectors and the contractors should be trying to reduce as much as practicable how much sediment leaves the site, either in the form of mud or dust. Controlling all of the dust from a construction site was difficult, but intention was to minimize it as much as possible.
- What public engagement ideas would help generate excitement for the project?
 - In addition to social media engagement and using the Let's Talk Wilsonville website, publish little maps or infographics with detour routes in *The Boones Ferry Messenger*, online, etc.; somewhere people could see it and clip it out if needed; something to show what would be closed and the options so people could plan ahead.
 - Contact the HOAs in the surrounding neighborhoods so they could reach out directly to their residents; some may not read *The Boones Ferry Messenger* or be on social media, and this would be a more direct way to contact those more immediately affected by the closure.
 - Tammy Menkerud, Barney & Worth, Public Involvement, agreed those were great ideas, noting the project team wanted to get information out early and often to minimize the impact on the public, and was creating an integrated plan to communicate with SMART, local neighborhoods, the schools, emergency services, etc.
 - Offer walking tours of the area with a project team member describing the project.
 - Reach out to each HOA separately, asking them to hold a special meeting on the project to allow their residents to provide input, ask questions, and voice concerns. Willow Creek Rd was used to access Boeckman Rd and it would be an issue and should be discussed/addressed as soon as possible.
 - Provide ongoing project updates, again, using the HOAs as one avenue to keep citizens up to date. People in the Wilsonville Meadows HOA have already been asking questions.
 - Ms. Menkerud noted the team was planning a Meet the Contractor event as well as meetings with HOAs and other community organizations in the area.
 - Mr. Levison added that having the right contacts for the HOAs would be helpful and requested that they be sent to Mr. Weigel. Commissioner Woods noted he was one of those HOA contacts.
 - Implement the town hall concept early. Some citizens were confused about why the City wanted to spend \$20 million building a bridge and did not understand the positive outcomes of the project, such as the importance of sight lines, especially with the expected increase in traffic on Boeckman Rd. The reasons for the four projects did not make sense to the public yet and all of the citizens, as taxpayers, needed to be told about all of the positive outcomes of the projects.

- More road signage sooner would be better to make the public aware of the upcoming project and its impact on the area. Road signage should be placed as far back as Stafford Rd before the 65th Ave intersection with the temporary traffic control.
- Host a citywide shovel-in-the-dirt ceremony with executives and gold shovels and a lot of press coverage about the importance of the project to the city's expansion.
- Celebrate having more trails and connected bike facilities, so people know more opportunities were coming. Updates to the trail and bike maps published by the City would likely occur when the trails were ready.
- Ms. Kraushaar confirmed the trail under the bridge would contribute to a future regional trail, but it might be better to wait until the alignment to the south was better understood. The team hoped to build a segment of a trail to connect with the section already constructed in Frog Pond West.
- Build excitement that something was coming. Inexpensive cards could be placed on counters at supermarkets and stores, for example, to prepare people about what was happening to minimize any outrage about being uninformed or their reactions about their commutes.

INFORMATIONAL

3. City Council Action Minutes (February 7 & 14, 2022) (No staff presentation)

Commissioner Karr noted Council's March meeting minutes included discussion about the April meeting potentially being in person.

Ms. Bateschell stated that was correct, adding the April 4th City Council meeting would be in person. Staff would be meeting internally to discuss the hybrid meeting model, which was already being used. Meetings worked better and felt more cohesive when the entire commission or board was present in the same space rather than having some commission members on Zoom, which created longer delays and were less cohesive.

- Due to ongoing construction in City Hall due to a plumbing issue, in-person meetings might not start until May, but advance notice would be given ahead of time. Staff needed to verify that the construction schedule would not interfere with meeting nights.

4. 2022 PC Work Program (No staff presentation)

There were no comments.

ADJOURNMENT

Chair Willard adjourned the regular meeting of the Wilsonville Planning Commission at 7:35 p.m.

Respectfully submitted,

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