

**Development Review Board – Panel A  
Minutes–September 14, 2015 6:30 PM**

**I. Call to Order**

Chair **Mary Fierros Bower** called the meeting to order at 6:30 p.m.

**II. Chair’s Remarks**

The Conduct of Hearing and Statement of Public Notice were read into the record.

**III. Roll Call**

Present for roll call were: Mary Fierros Bower, Kristin Akervall, James Frinell, Ronald Heberlein, and City Council Liaison Julie Fitzgerald. Lenka Keith was absent.

Staff present: Blaise Edmonds and Michael Kohlhoff

**IV. Citizens’ Input** This is an opportunity for visitors to address the Development Review Board on items not on the agenda. There were no comments.

**V. City Council Liaison Report**

**Councilor Fitzgerald** reported that the September 10, 2015 City Council meeting was short and the primary agenda item was a second reading for annexing 40 acres for the school district.

- She noted Council had also been moving forward with appointing members to a new task force, the Tourism Promotion Committee. The Council had a good list of applicants, and the next step was for the Mayor and Councilor Lehan, the liaison for the Committee, to interview each of the applicants and then decide who would be on the Committee. The Committee would be looking at the best ways to implement the Tourism Promotion Plan, but the primary focus would be dedicating the best use of the hotel/ motel tax that came to Wilsonville through the hotels and motels, and a number of other things.
- The Council had also been working with the City of Tualatin on the Basalt Creek Plan to essentially determine a boundary between Cities of Wilsonville and Tualatin. Both cities’ planning staffs have spent a lot of time on that and there was still more work ahead, but basically it was to determine the land uses in those areas going forward.
- The Barber Street Bridge had been completed and a dedication was planned for this Friday at 10:00 am at the Barber Street Bridge. More information was available in the *Boones Ferry Messenger*.

**VI. Consent Agenda:**

- A. Approval of minutes of July 13, 2015 DRB Panel A meeting

**James Frinell moved to approve the July 13, 2015 DRB Panel A meeting minutes as presented. Ronald Heberlein seconded the motion, which passed unanimously.**

**VII. Public Hearing:**

- A. **Resolution No. 312. Republic Services CNG Fueling Station: Mr. Eric Anderson, Republic Services – Applicant.** The applicant is requesting approval of a Stage I Preliminary Plan Revision, Stage II Final Plan, Site Design Review and Type ‘C’ Tree Removal Plan for the Republic Services property located at 10295 SW Ridder Road, to develop a compressed natural gas (CNG) fueling station. The site is located on Tax Lot

1400 Section 2C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon. Staff: Blaise Edmonds

Case Files:	DB15-0051	Revised Stage I Preliminary Plan
	DB15-0052	Revised Stage II Final Plan, Phase 2
	DB15-0053	Site Design Review, Phase 2
	DB15-0057	Type 'C' Tree Plan

**Chair Fierros Bower** called the public hearing to order at 6:37 p.m. and read the conduct of hearing format into the record. All Board members declared for the record that they had visited the site. No board member, however, declared a conflict of interest, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

**Blaise Edmonds, Manager of Current Planning**, announced that the criteria applicable to the application were stated on page 2 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room.

**Mr. Edmonds** entered into the record Exhibit A3, an email sent to the Board members dated September 14, 2015 that noted corrections to the Staff report. He read Exhibit A3, which detailed the corrections and explaining the reasons for the deleted exhibits and references to non-existent conditions. He then presented the Staff report via PowerPoint, briefly reviewing the site's history, location, and surrounding features, including the BPA substation and city limits and urban grown boundary (UGB) lines, with these key additional comments:

- The Applicant owned the property north of the site, and noted Slide 2 was an older photograph of the Republic Services project site and did not reflect what currently existed. He reviewed the previously approved and currently proposed Stage I Master Plans (Slides 5 and 6) as follows:
  - Last year, the Applicant built a maintenance building and had planned for an office addition, but it had not been constructed yet. When the maintenance building was approved, the Development Review Board (DRB) at that time required 12 additional temporary parking spaces to provide parking to the maintenance facility. One particular drive had not been constructed, but that would occur during future development of the site.
  - He indicated parking for tractor-trailer rigs and a storm detention facility that was not built out to its full capacity, so the storm facility would be a larger facility.
  - There was a lot of discussion about how pedestrians and employees circulate around the site, which was a difficult site to cross-connect to offices in the existing building with all the truck traffic, weighing, and garbage trucks. No real direct route existed to get around the site with pedestrian pathways due to the current configuration and circulation of a lot of large trucks and garbage trucks moving around.
    - To the best of their ability, when the Applicant built the maintenance building, they tried to create at least some kind of connectivity to the large, existing main processing building with handicapped parking and immediate pedestrian access in that direction once the office building was built.
  - One of Applicant's drawings (Slide 6) showed the part of the site located outside the city limits that was not for consideration as part of the Master Plan tonight. The Applicant would provide future plans for other facilities that support their operation, but that would require annexation to the city, a zone change, Comprehensive Plan Map change, and modifying the Master Plan.
  - The existing paved area (Slide 5) that was paved last year would be replaced with angled parking for the trucks as well as a truck fueling station (Slide 6). Nozzles would be provided to each of the parked trucks to provide them with compressed natural gas. He understood the Applicant was not converting their entire fleet to compressed natural gas; there would still be some vehicles that use diesel fuel.

- This proposal would make the Applicant's operation and trucks more efficient with cleaner emissions throughout the city. Converting the trucks was a very progressive approach so that dirty, old, smelly, diesel garbage trucks would not be going through residential neighborhoods. There would be very clean, energy-efficient vehicles based on compressed natural gas. Having cleaner air emissions in the city and the metro area was important.
- He reviewed the previously approved and currently proposed Stage II Final Plans (Slides 8 and 9) with these comments:
  - In the revised Stage II Final Plan Phase 2 (Slide 9), the Applicant shifted the CNG further south, of the north property line. The CNG facility housed the compressors, pumps, and all the apparatus that converted the gas line to this facility and directed all the hoses and fuel ports for each of the vehicles. There is a 30-ft minimum setback at the west and north property lines of the CNG facility due to the canopy right on the very edge of the compound that was indicated in blue on Slide 10. That was the only structure in the entire proposal required a 30-ft setback. Structures were not required to have a 30-ft setback, but the CNG compound was too close to the property line, and he believed the Applicant changed their plans with the additional truck bays proposed in the proposed Master Plan. It might happen in the future, but right now, the Applicant wanted to move the facility south and preserve some trees at the very north border.
  - The revised Stage II Final Plan showed that the CNG Fueling Yard would replace the approved container storage area shown in the previously approved Stage II Final Plan (Slide 8) A key question he had was where all the containers, drop boxers, residential bins, etc. would go if the existing container storage area was displaced. The Applicant proposed dispersing the items throughout the site, namely to the east and north, and mentioned other facilities within their corporate structure would store those containers at other locations throughout the area.
  - The future expansion of the proposed offices, highlighted in pink on Slide 9, would become Phase 3 under the revised Master Plan. The Revised Stage II Final Plan (Slide 9) showed the CNG compound, which had been shifted south to meet the setback, an existing paved area with fewer ports for fueling trucks that also served for truck parking, the existing maintenance building that was about 14,000 sq ft. He also indicated the new container storage area at the northeast corner, is currently truck parking.
  - Slide 10 illustrated the trees the Applicant intended to preserve. Although the trees were in Poor condition, the Applicant intended to preserve the trees by shifting the building to avoid the need for a setback waiver.
  - He noted that Garden Acres Rd was a dead-end, county road that would be widened at some future date, but not with this particular project. No additional traffic was generated from the conversion of the truck parking yard to the CNG facility because there were no new net employees.
- Site Design Review. The Board was not considering anything glamorous as far as the architecture like other buildings in Wilsonville. The only architectural review the Board was considering was to ensure the adequate screening of the fueling stations with hoses that drop down to fuel the trucks.
  - All of the exterior lighting for the site was directed down. The Applicant's lighting consultant went through the process to ensure compliance with the City's Dark Sky Ordinance so that light did not project beyond the site's boundary lines.
  - He believed the only color proposed was green on some bollards used to protect the facility from trucks running into it. He yielded to the Applicant to address any questions about the apparatus depicted on Slide 14.
  - Last year, a landscape buffer was planted along the west and south boundary lines as a condition of approval. The only change to the Landscape Plan with this proposal was the addition of a 6-ft high, slatted chain link fence to provide additional screening and security along that landscape buffer.
- Type 'C' Tree Plan. The Applicant requested the removal of three English Hawthorne trees that were about 8-inch DBH. The Applicant indicated the trees were located in the public right-of-way of

Garden Acres Rd. The trees were in Poor condition and the Applicant did not want them so close to the CNG compound. (Slides 17 and 18).

- When driving by the site, he had difficulty identifying where the trees proposed for removal were in relationship to the CNG compound due to the planted and maintained landscape strip. He sought further clarification from the Applicant about what trees were proposed for removal. The new trees planted every 30 feet along that landscape strip per the City requirements could not be removed because they were part of the buffering and screening requirement for the site.
- The site had gone through a metamorphous of change and seemed to be ever changing. Things had been moved around. The Applicant did not want parking, now, they wanted CNG parking. There would be a future office addition in a future phase, as well as a future road and future storm detention expansion. If approved, he was convinced the Applicant would build the CNG, but different expansion plans and designs might be submitted in the future once the Applicant started expanding outside the city limits depending on their needs and how they serve their customers.
- He concluded that Staff recommended approval and he offered to answer questions.

**Ronald Heberlein** noted the 4-in bollards located 4 ft on center from each other, and asked if anything in the Development Code drove protection devices or safety provisions. Large vehicles would be in close proximity to a compressed natural gas fueling station.

**Mr. Edmonds** replied that fortunately, the CNG fueling station (Slide 9) was off the edge of the paved area and had its own pad. That portion of the site would not be paved, and would probably just be gravel. Nothing in the Planning Code addressed the size, shape, spacing, construction or detailing of the bollards.

- He had resubmitted the application to the Building Division hoping to get something from the Tualatin Valley Fire & Rescue (TVF&R) for comment, so he had asked twice and they did not seem to be concerned.
- There had been some questions about spillage, but CNG did not spill. The tanks were vented; it was not a gas like a petroleum product that would spill and require clean up through the site. Again, there were experts in attendance tonight to provide a much better explanation, but he was sure they had done this throughout the country and probably had a pretty good recipe for protecting that facility to avoid any potential collisions. Therefore, he would yield to the Applicant for more answers on that.

**Chair Fierros Bower** asked if the turning radii had been studied given the large trucks moving about.

**Mr. Edmonds** responded yes, according to the Applicant and deferred to the Applicant to address any technical questions.

**Chair Fierros Bower** inquired about the previously approved Landscape Plan and the trees referenced in Staff's presentation.

**Mr. Edmonds** confirmed the approved Landscape Plan. He reiterated his difficulty in determining where the English Hawthorns trees were in relationship to the proposed CNG facility. The berm should be on their property, and he believed the three English Hawthorns were to the west of that berm. He was a bit puzzled that the Applicant was concerned about those three trees conflicting with their CNG facility, but had not mentioned the trees planted as part of the City's screening requirement that would continue to grow in the future date.

- He clarified that the Applicant had shown that the proposed fence along the inside edge of the berm.

**Chair Fierros Bower** called for the Applicant's presentation.

**Ben Altman, Pioneer Design Group, 9020 SW Washington Square Rd, Ste 170, Portland, OR 97223**, noted Brian May from Republic Services and Pam Pullen from Clean Energy were also present.

He stated Staff did a good job of summarizing what was happening. He clarified that this was a planned phase conversion to CNG. Republic currently had 58 trucks in its fleet, and this initial phase would convert 30 trucks to CNG. The other 28 trucks would remain diesel for some period of time, and then they would also be phased in. The Applicant would be returning before the Board for the additional fueling stations, likely next year.

- He displayed the Revised Stage II Final Plan – Phase 2 (Slide 9). He indicated where the facility with the first 30 fueling stations would be located for the new trucks and the area where the other diesel trucks would park, noting the existing area would be restriped. Eventually, in a future phase, the line [where the diesel truck park] would be added as a fuel line, and once the Applicant expanded into the north property and had access, another CNG fuel line would probably be added, which would be the final phase.
  - As indicated, the CNG Fueling Yard was originally used for container storage. With the planned expansion of the main operations office, employee parking areas would be added, including the addition of 12 parking spaces along the north edge of the site. Both areas were indicated on Slide 9. Ultimately, when the office was built, employee parking would probably end up on the north lawn, however, the Applicant was still working out site because as Staff indicated, everything kept changing.
- The trees were included because they were in the right-of-way. At the time, he was not exactly sure where the gas line would be coming in off the street, so tree removal was requested just to cover their bases. However, at this point, the trees seemed to be far enough north that when the compound was moved south, the trees would not be impacted. There could be an issue with one of the trees in that existing planter strip, the buffer strip, but with 30 ft between the trees, there should be enough room to trench the line through and not interfere with a tree. However, they might have to transplant a couple trees, but the Applicant would coordinate that with Planning if that was an issue.
- The existing storage area was for a combination of residential roll carts and drop boxes. The roll carts would be stored along the north edge, east of the parking area. And the containers that would fit on site would be stored on the east side where the trucks were currently parked. Anything that did not fit there would be stored offsite at two other Republic Service locations. Ultimately, that storage would be brought back after the expansion to the north, but the Applicant was still working on that.
- As far as the bollards used at the CNG compound, there was no City Code standard; it was more of an industry standard in terms of protecting that equipment, which was actually more from the right-of-way than from the trucks on site, because they were physically separated as far as the paved area. In a future expansion, the paving would be extended out and a few more spaces added, particularly along the south side, but it would still be physically separated from the paving and the compound.
- The truck turning radii were shown in the Truck Turning Profile shown in the lower left corner of Sheet C1.0. The profile depicted the truck circulation pattern and parking, which was angled so the trucks could make the turn.
- The parking spaces for the trucks had a dual purpose. During the day, the drivers would actually park their cars there when they take the trucks out on their routes and then at the end of the day, they would take their car and leave the truck.
  - In the CNG parking spaces, drivers would connect the trucks to the fuel lines. This was a time fuel, so the trucks were actually refueled during the night over time; it was not a fast-fill system. When the drivers come to work in the morning, the trucks would be refueled.
- He offered to answer any questions from the Board.

**Mr. Heberlein** confirmed the bollards were mainly protection from outside traffic, not from the trucks themselves. He noted that the upper left-hand view of Sheet C1.0 did not show any bollards on the side nearest to the street. It only appeared as if the bollards were on the inside of the property.

**Mr. Altman** replied he did not have an answer; he believed the bollards were placed all the way around. The only traffic that would be anywhere near the compound would be from the street, which was

currently 11.5 ft west of the facility because of the setback. The right-of-way had already been dedicated in that location for the future road widening. Ultimately, whenever Garden Acres was widened, there would be a curb, planter strip, and sidewalk, which would be up against the planted buffer there.

**Mr. Heberlein** questioned whether that level of protection would be adequate for this type of installation. He was not an expert, so would defer to the Applicant.

**Mr. Altman** said he did not know what the issue would be other than that was the way it was designed.

**Pam Pullen, Clean Energy Fuels, 4675 MacArthur Ct, Newport Beach, CA**, explained the bollards were installed according to industry standards, and were installed, spaced and sized per Building Codes and National Fire Protection Association (NFPA) fire codes. All Clean Energy Fuels facilities were inspected by the Building and Fire Departments. Typically, when a facility is at a property line, there was just a fence, unless there was a reason for the bollards. Typically, bollards were placed on the inside of the property, unless the Fire or Building Department stated otherwise during the plan review.

**James Frinell** asked how the gas got to the first part of the facility.

**Mr. Altman** replied there would be a line from the gas line in the street to the CNG compound, and then a line would come from the compound, the compressors, into the center fuel lane, which was not shown on the slides. Again, the Applicant was debating whether the trees needed to come out when bringing that line in, but he did not believe they would. Once the gas reached the compound, the equipment would filter and compresses the gas, and a line would run out and then, he assumed, down the center of the fuel lane, though he did not have an exact route. Ultimately, another line would run south for the second fuel lane and then north for the future fuel lane.

**Mr. Frinell** confirmed the facility was not staffed by anyone; the drivers would basically park the truck, connect the service hose and then leave.

**Mr. Frinell** confirmed TVF&R did not have any response to that.

**Mr. Edmonds** added as Applicant mentioned, those kind of technical things were addressed by TVF&R and the Building Division at plan review, when the application was run through fire and other codes.

**Mr. Heberlein** asked if there was any indication that they reviewed it, or just that they did not respond.

**Mr. Edmonds** explained that Don Walters was the City's plans examiner who worked very closely with Jason Arn at TVF&R. Whenever he receives a submittal, he provides Mr. Walters, who was part of the development review team, with a package of plans. The City requests ten sets of plans from applicants to provide the opportunity to give plans to TVF&R and the Building Division, who reported back and did not have any comment.

**Mr. Altman** added they would look at it at the building permit stage, where he believed they picked up their details.

**Mr. Edmonds** believed the Applicant should retain the Type 'C' Tree Plan to provide them flexibility should one of the English Hawthorne trees need to be removed and so the Applicant would not have to return before the Board to remove them.

**Mr. Altman** replied that was why it was included, in case it was needed.

**Chair Fierros Bower** called for public testimony in favor of, opposed, and neutral to the application.

**Irene Flannery** stated that she and her husband lived directly across the road from this facility, about 100 ft from where the gas would be, and they were concerned about the safety precautions being taken, as well as whether the trucks were going to be fueled day and night. After all, they lived about 100 ft from there. And at night time, she did not know how much noise there would be. She asked if any of the trucks would be using Garden Acres Rd to get into the fueling station.

**Mr. Edmonds** replied no, all the Applicant's access points were off SW Ridder Road.

**Ms. Flannery** said they had lived there more than 50 years and neither of them were in good health, so they were concerned about livability if the facility was installed. If trucks were coming in night and day 100 ft from their house to fill up with gas, it was a concern, as well as the safety issues and lighting. She heard something said about down lighting, but were lights going to be on 24 hours a day, and was it going to be right up next to Garden Acres Rd.

**Mr. Edmonds** replied according to the Lighting Plan, there probably would be lighting at nighttime for security, but the Applicant could provide additional information. The City Development Code required that lighting did not spill over to surrounding properties, so either cutoff lenses or something had to be used to direct the lighting to the point source of the area and not spill out. Mostly likely, it would be like a street light where one could look up and see a light. The lights were going to be in the yard itself, but again, the Code discouraged having that lighting spill out and flood adjacent properties.

**Ms. Flannery** asked if the fence would be located between where the gas came into their facility and the service station.

**Mr. Edmonds** referenced the landscaping on Slide 15, noting the berm right along the west and southwest edges that were planted with landscaping that had not yet grown to full maturity for total screenage. He understood the fence would be on the inside facing Ms. Flannery's yard on the inside of that landscape strip, and that it would be slatted, with plastic slats in the chain link fence.

**Ms. Flannery** noted an existing fence surrounded the entire property and asked if it was going to be moved west.

**Mr. Edmonds** replied that he did not realize there was an existing fence, adding the Applicant could provide more clarification. Following the Applicant's rebuttal, the Board could confirm that Ms. Flannery was clear about what was happening.

**Chair Fierros Bower** called for the Applicant's rebuttal.

**Mr. Altman** confirmed the fencing was already installed, but he believed it was in the wrong place along the west edge. It was supposed to be behind the landscape strip and then the CNG facility was inside of the fence. The fence and landscape were outside of the developed area in the improvement area. He would need to check, but he believed the part of the fence was actually back here and the section along Garden Acres Rd was supposed to have slats in it but did not. That was something that needed to be fixed with this improvement. If the fence was in the wrong place, it would be moved and the slatting put in.

**Mr. Edmonds** said he was confused by the highlighting of the fence with the Applicant's diagram which gave him the impression that a new fence was being installed. He did not know why it was highlighted as part of the submittal package.

**Mr. Altman** explained he submitted the Landscape Plan that was approved and he was just emphasizing what was supposed to be out there, but he was not exactly positive that section was correct.

- With regard to safety, again that would be reviewed by the Fire Marshall, and against the Building Code. These were becoming fairly standard facilities with the conversions from diesel to CNG occurring around the country, and so, they were safe in terms of that operation. It was a fairly simple connection that was made to the truck.
- As far as the timing of the activity was concerned, these were all route trucks that went out early morning and were back in the facility, typically by 3:00 pm, which was when they would park and be connected to the fuel systems. The fueling actually occurred during the night hours.
- The only noise might come from some of the compressors involved, but would meet the DEQ noise standard. The Applicant would be required to measure at the property line, if there was an issue, but again, these were fairly standard operating pumps and equipment.

**Ms. Pullen** provided a brief history and background about Clean Energy, noting the company was the leading provider of natural gas for fuel transportation in North America, and a global leader in the expansion of the natural gas vehicle market. Clean Energy was founded in 1997 by T. Boone Pickens and provided the latest in convenience, technology, and safety standards. Nationwide, Clean Energy designed, permitted, built, operated, and maintained more than 500 fast-fill stations, like those seen at a regular gas station on the corner, plus time-fill stations and facilities, such as the one being installed by Republic Services.

- Clean Energy had partnered with Republic Service and done close to 100 of their facilities with new CNG, or upgraded older facilities with new equipment and/or added additional CNG parking spaces. In the refuse business, Mack trucks and Autocar were now producing more CNG vehicles than diesel, so most refuse companies were in the process of converting their fleets.
- Traffic coming in and out of the site should remain the same unless routes change for some reason. The routes and trucks leaving in the morning and returning later would be the same as they were now, so that would not change. So, the truck noise at different points of the day should not change from what was being experienced now.
- As far as the gas coming into the property, the utility company would actually bring the natural gas via pipeline into the property where the gas was metered. From there, the gas was taken into the equipment compound where the natural gas was treated to remove moisture and any debris in the gas. From there, it was moved into the compressors, where it was compressed, and then a certain amount of gas was put into a storage vessel within the compound.
  - When the trucks were ready to fuel, the system would start up, and the trucks were fueled by pressure; one was not fueled before another, so they were all fueled at an even rate. Fueling occurred over an eight-hour period and in the morning when the drivers came in, the trucks were fueled and ready to go on their routes. CNG avoided diesel fueling, where trucks have to queue in line to fuel. It was a real convenient way for fleet return-to-base facilities to operate. She had a simple diagram available for anyone who was interested.
- She understood that the fencing came down along the parking area, and there was a chain link fence with slats surrounding the compound with the bollards on the north, south, and east. Unless there was a reason to move the fence out at this point, she suggested leaving it as it was.

**Mr. Altman** believed moving the fence out would make sense in the phase when the pavement was extended.

- With regard to the lighting, he indicated that one double-headed light pole was located inside in the equipment compound (Slide 14). And then a double-light would be installed at each end of the fuel line in the parking lot. All of the light fixtures had cut off style lumens. The photometric plan was also provided showing that the cut off at the property line was zero, so the lighting would shine into the facility. He believed the light in the compound would be motion activated, providing light when



needed for maintenance or something. The lights on the fuel line would be on during the evening for safety, because the shop operated during the evening hours, and employees were there.

**Chair Fierros Bower** asked if outdoor lighting operated all night long or just into the evening when drivers were arriving and connecting.

**Mr. Altman** state the lights at the fuel station could typically be controlled in terms of dimming down at night, too. They were really just there for the drivers' safety.

**Chair Fierros Bower** asked how noisy the compressor would be and it that was a concern.

**Ms. Pullen** replied that noise studies were done many Clean Energy projects, though none was required for this project, and the facilities always fell within the noise limits of the municipality's code. The noise of the compressor at property line was typically less than 60 decibels, but she was not sure about Wilsonville's guidelines.

**Mr. Heberlein** asked if the distance between the property line and facility for those measurements done previously was similar to the subject facility or was it normally a greater distance.

**Ms. Pullen** replied the distance was very similar.

**Michael E. Kohlhoff, City Attorney**, asked how many hours of operation would the decibels from the compressor be heard, and secondly, was there any noise connected with any other equipment that could be measured in decibels, such as the dryer or when the trucks were fueling under pressure.

**Ms. Pullen** replied the main source of the noise was the compressor. There were two compressors. One operated individually and they did not operate at the same time. There was no noise of any significance related to the actual fueling or the dryer. The dryer was taken into consideration when noise studies were done, along with the compressor. All together the compressors would typically operate six to eight hours within a 24-hour period during the evening hours. Six hours was typical.

**Mr. Heberlein** noted if all the trucks came in at 3:00 pm, the compressor would be running until 9:00 pm or 11:00 pm.

**Ms. Pullen** replied that would depend when fueling was programmed to start. Republic Services and Clean Energy would coordinate the best time to start fueling the trucks after they were all in and parked, which was typically in the early evening hours. The best time to fuel depended on the price of the gas that came in off the meter. She confirmed fueling would likely occur past 11:00 pm if it started in the evening; essentially the facility would be operating from evening through early morning.

**Mr. Edmonds** asked if the Applicant could describe how 60 decibels compared to somebody talking or a football game.

**Ms. Pullen** said she was not sure. She had a little chart that identified different sound levels per source, but she did not have it with her.

**Mr. Altman** said he could not remember the number. It seemed that 55 to 60 decibels was the normal residential ambient decibel range.

**Chair Fierros Bower** believed that was correct. She recalled that 55 was sort of the decibel level for an office environment.

**Mr. Edmonds** asked if the noise would be louder than a residential generator seen in campgrounds, for example.

**Ms. Pullen** answered no.

**Mr. Altman** stated generators were more in the 80 decibel range.

**Mr. Heberlein** noted from a quick internet search an air conditioning unit at 100 ft away was 60 decibels and a passenger car traveling 65 miles an hour 25 ft away was 70 decibels.

**Chair Fierros Bower** noted Ms. Flannery's residence was 100 ft away so the distance was double and the decibels would be lower, which was good.

**Ms. Pullen** stated Clean Energy had properties with residential closer than 100 ft, so she was confident the noise within tolerance. She confirmed no concerns or complaints about noise had been received from those sites.

**Chair Fierros Bower** understood the same number of trucks would be entering and exiting the site as were seen currently.

**Ms. Pullen** said that was correct. The conversion was replacing diesel trucks one for one, so every diesel truck would be replaced with one CNG truck for the first 30 trucks.

**Kristin Akervall** understood the parking area currently used for the trucks was on the other side of the building and the proposed parking area was currently the storage area for some of the storage bins.

**Mr. Altman** confirmed the trucks were currently parked on the east side of the site and would be now be parked on the other side of the building, but, again, all the trucks would return to the site during the early afternoon and leave in the early morning. That schedule would not really change; the changes regarded relocating the parking.

**Ms. Akervall** replied that Ms. Flannery might be more aware of some of the truck traffic noise because parking would now be on a different side of the building, but no new trucks were being added and there would not be a higher rate of traffic coming in and out of the site.

**Ms. Pullen** replied that was correct, adding that CNG trucks run a lot quieter than diesel trucks. Ten CNG trucks idling was the same as one diesel truck idling, so there was a huge benefit to the noise reduction of the trucks leaving, coming back to the site, and driving through the community.

**Mr. Altman** confirmed there was no access off Garden Acres Rd; the access would not change.

**Ms. Pullen** added there was no Environmental Protection Agency impacts with CNG because it was not classified as a hazardous fuel and it was non-toxic, so it was the best alternative fuel available now.

**Ms. Flannery** confirmed she was satisfied, at least until the facility went into operation. She was concerned about all the truck starting up at the same time in the morning, probably by 6 am, but she would just have to wait and find out.

**Chair Fierros Bower** closed the public hearing at 7:44 pm.

**James Frinell moved to approve Resolution No. 312 with the terms and conditions noted in the Staff report and including Exhibit A3. Ronald Heberlein seconded the motion, which passed unanimously.**

**Chair Fierros Bower** read the rules of appeal into the record.

#### **VIII. Board Member Communications**

- A.** Results of the July 27, 2015 DRB Panel B meeting
- B.** Results of the August 24, 2015 DRB Panel B meeting
- C.** Discussion topic: Paperless staff reports, exhibits and application notebook materials

**Blaise Edmonds, Manager of Current Planning**, noted Staff had received an email from DRB Panel B Member Shawn O'Neil about going paperless, which had been a question raised over time and City Council was currently adjusting to a paperless system. He distributed a copy of tonight's agenda, created by Planning Administrative Assistant Shelley White. All Staff reports, agendas and documentation plans were on the City's website. He noted the items on the distributed agenda highlighted in blue indicated the direct links to the staff reports, PDF exhibits, etc. that were available online should Board members want to do paperless reviews. It cost the applicant hundreds and hundreds of dollars to print documents, but having a complete set of drawings at scale was helpful. Staff was introducing the idea and Panel B would be discussing the paperless concept as well. He noted any commissioner could request PDF files, Staff would provide the meeting materials however they wanted. He asked how City Council was doing with the new format.

**Michael Kohlhoff, City Attorney**, said City Council was receiving all their packet material in electronic format and each Councilor was given a small computer tablet, which they bring to City Council meetings to look up all the packet information which was provided electronically. The City would also provide training on using the tablets. The City was considering whether to provide its boards and commissions with the appropriate notebook devices required to do the whole thing completely electronically, which might seem like a significant cost, but over time it made a lot of sense, just from a reproduction and paper flow standpoint. Some had a little harder time reading the tablets with trifocals or were just old fashioned, so options were still available if someone did not feel comfortable going electronically as an individual, but this was certainly where everyone was at these days.

**Mr. Edmonds** noted the Planning budget did not have a budget to supply tablets for the DRB members unless the City Manager provides some money. Ms. White's point was if Board members wanted to go paperless, they could download the packet materials straight from the City's website to their own tablet. He noted that one time the Villebois plans and notebooks were so big, Staff had to hand deliver them. Staff was not sure where this was heading, but currently, there was an alternative if Board members wanted to go paperless. Eventually, a budget might be provided so that all Planning Commissioners, City Councilors, and DRB members had that option.

The Board and Staff discussed the idea of moving to paperless staff reports, exhibits, materials, etc. with the following key comments:

- Saving paper was always a great thing, so the electronic format was a great idea.
- Presumably it would be a cost savings to the applicant as well, so perhaps the City could levy a separate fee that would be cheaper than the reproduction costs would have been to help fund having the electronic devices and keeping them current over time. Once purchased, the devices would need replaced every X number of years when they became obsolete.
  - The devices were not all that expensive in today's world, depending on how elaborate they were, but the City was looking at a strategy for all the City's electronics. Input from the Board about

what they wanted to see, including ideas like the fee suggestion, would be helpful, whether provided tomorrow or for the next fiscal year.

- Being able to see what large plans would actually look like on the device would be helpful to see how the material how the zoom worked. Perhaps Staff could bring a loaner version to a DRB meeting.
  - Using so much paper did create guilt, but being able to zoom was a must have with a device.
  - There was something good about seeing the whole picture all at once and not just moving around in little small sections at a time. Perhaps, paper maps could still be provided.
- Being able to notate within the electronic version would also be a must because marking things up and making notes was part of digesting the information. Without a way to notate, the PDFs would just be printed off, which would be really expensive and still use paper.
  - Given the fact that everything in the engineering world has been done electronically for such a long time, some fairly inexpensive systems might be available to consider. Again, it was part of a whole strategy for the City, since it all had to be done the Engineering Department. If they could work electronically with all these plans, everyone else should be able to as well.
- It would be interesting to see how City Council was using the format, because they saw some of the same types of documents, maps, etc. and were probably looking for some of the same features.

**Chair Fierros Bower** described how her workplace used the Punchbox app, which offered features like zooming in and pinning items or areas of interest. Her workplace had iPads that could be checked out of the office that included the app. She noted many people were used to working a certain way, but once they get used to the Punchbox system, it seemed to work and it saved resources.

Staff suggested having Councilor Fitzgerald report at both DRB Panel meetings to offer her feedback on the electronic format and the Boards could also share their comments and suggestions with her as well.

## **IX Staff Communications**

**Mr. Kohlhoff** noted the information retrieved from the internet tonight would be new information into the record, so it was important to get permission from everyone that it was okay for the Board to do that. This hearing was pretty simplistic, so he did not see a particular problem and there was no one in a technical situation. If it was a complex hearing, the Board could continue it to look at what had been found; that sort of thing. He advised being careful with the procedure because it was adding to the record.

**Paula Pinyerd, ABC Transcription Inc.**, suggested that the website referenced also be cited audibly for the record.

## **X. Adjournment**

The meeting adjourned at 8:00 p.m.

Respectfully submitted,

Paula Pinyerd, ABC Transcription Services, Inc. for  
Shelley White, Planning Administrative Assistant