



**City of Winlock**  
**Planning Commission**  
**Regular Meeting – 6:00 p.m.**

July 2019, 2021

Winlock City Hall, Council Chamber

**Present: Jodi Curtis, Cameron Clark, Been Root.**

**Staff: Robert Webster - Community Development, Stormy Bradley – City Clerk.**

**1. Call to order**

Jodi Curtis calls the meeting to order at 6:03 pm.

**2. Hilltop Meadows**

Robert begins by going over Hilltop Meadows. Hilltop Meadows is a 96-apartment complex at the end of St. Helens Way by the water towers. There will be no access to St. Helens way from this development at all. It will have access out the back developments which would be Winlock Heights. The developers will hopefully be upgrading the easement road that goes up towards the towers. It should be widened, with sidewalks and water and sewer brought in through there. Jodi Curtis asks if this is a brand-new development that the planning commission hasn't seen yet. This is the first time this plan is being brought to the planning commission. These will be 2 stories. Jodi Curtis asked how many more hookups the city has to spare. Webster says that they are still good on hookups. Winlock Heights will be good as well with the hookups and will be starting out with 23. They will have 3 phases of development. Cameron asked if the fire marshal will attend the public hearing about these developments. Webster said he would be there, and that planning commission members are welcomed and encouraged to be there. Stormy Bradley reminded the commission that not all

members could be in attendance. Jodi Curtis said the planning commission cannot have a quorum at the public hearing. The developers want to start right away but first the engineer must look at everything. He has other things to look at first like Meyers Meadows and Winlock Heights. Webster said that since we have the water connections, there is another development coming on Bay Rd. for 155 units. It will be a mixture of houses and apartments. First though, they will have to do a ton on infrastructure. Cameron Clark voiced his concerns that things may be growing too fast. Webster says that there are a lot of upgrades on the surrounding streets that need to happen first with storm drains, sewer, and things like that before this 155-unit development can go in. Webster says that the overseeing engineer is on top of stuff and will not let stuff slide. He will make sure the developers are doing exactly what they need to be doing, and in the correct way.

Webster says that based on the location that these developers are from (Ridgefield and surrounding areas) their demographic is likely going to be a lot of families so most of these homes and units will be built with that in mind. Midway and Redrock and financing and building these. They also bought all of Grand Prairie and own it now.

Traffic mitigation is being worked on right now. Webster is also working with the DOT currently on an agreement with developers so that the developers who are putting stuff in along the freeway will have to put in money no matter what. Webster mentions that the plan is to get the developers to pay for roundabouts like the one that will need to go in at the intersection of 505 and Cemetery Road. It is also planned for Dollar General will have a right in right out area for their traffic back onto the main roads so that there will not be issues with crossing traffic.

Robert Webster asks if there is anything else that they can think of. He also mentions that there is another park going in.

Jodi Curtis asks if the city is ever going to see impact fees. Webster says the traffic mitigation is part of that. He has been working on and talking about it since the second month he's got here. Since August 11. He talked about the meeting that he had with the planning commissioner in Woodland who gave him a bunch of helpful information on how to proceed with this kind of growth. Cameron Clark voiced his opinion and worry again saying that this is our town, and we should not be forced into anything or steamrolled. Webster agreed. He noted that there are a lot of areas around here where people think that impact fees are taxes on the citizens. They are not. They are for the developers and if they are not collected from the developers, it will be the citizens who must pay in taxes for the new infrastructure. Webster hopes that by the end of August, he will have something set in stone where if people want to build, they will need to come in, sign, and pay a fee. He had two developers already leave because they wanted to put in 74 units but could not afford to put in a roundabout. Webster said that he told them, after they have everything paid off, they could easily with the money they will be making monthly from tenants, afford the roundabout. Webster said that what Winlock is going through right now, Ridgefield went through 15 years ago. With the city lights, sidewalks, right ins and right outs, it kind of got piecemealed in at first as developers came in and did small sections at a time but over the years it all came together. Webster thinks it would be cool to have sidewalks up and down Highway 505. Sometimes people are out there walking and it's dangerous.

The other documents are on the proposed train station stop in Winlock. This is something that Karen wants to see happen. Jodi Curtis mentioned that she heard they will be closing the station in Centralia so this could be a good idea, especially with how rural Winlock is. The planning commission plans to look at this over the next few weeks.

Jodi Curtis asked Webster about how things were going on, about some people off Kakela having trouble reading plans and the retention pond being higher than the wells. Webster said that it will all be flowing down hill and so will not affect the well above it. The runoff will be flowing down Kakela. The retention ponds are not like creeks. Water doesn't come in and then storm out. It slowly seeps back into the ground.

The planning commission went back to the subject of the train stop. It would be more like a bus stop than a full-on train station. In the packet, there is information on all the things needed to come up with a presentation to Amtrak upon requesting a stop. The presentation would be a huge one. If there is anything missing, Stormy says, Amtrak will toss it out. The parts that would be the responsibility of the city would be something that would need to be figured out. Cameron said that he did not see how there would be any room for such a stop. Nothing at this point is purposed, this is just about the information that needs to be put together for an official proposal. Webster asks if anyone happened to know why they took the original stop out in the first place. Jodi Curtis mentioned that happened when she was a kid. Webster said there had to have been a justification as to why they wanted to take it out. Stormy Bradley said that she believes it is because the surrounding areas had bigger stations. Cameron said he would almost be interested if it were for a light rail system. Stormy mentioned there was talk on that a while ago, but she doesn't know what happened with that.

Jodi Curtis asked for a motion to adjourn.

**Cameron Clark motions to adjourn. Been Root 2<sup>nd</sup>. Passed unanimously.**

- **Cameron Clark – Motion**
- **Been Root – 2<sup>nd</sup>.**
- **Jodi Curtis - N/A**
- **Cameron Clark – Approve**
- **Been Root – Approve**

**The meeting was adjourned at 6: 31 pm.**