

## Item 25-0674 Wilden Portfolio Park - New Street Design Approvals

### Municipal Services Committee

Mon, Jun 09, 2025 4:30PM

**Alderson Denise Fenton (District 6)** 16:25

25-0674, Wilden Portfolio Park new street design approvals.

**Alderson Brad Firkus (District 3)** 16:33

Move to approve.

**Alderson Alex Schultz (District 9)** 16:34

Second.

**Alderson Denise Fenton (District 6)** 16:35

All right, we have a motion and a second. Staff, who wants to speak to this one? Deputy Director Neuberger, is that you?

**Deputy Director Pete Neuberger (Public Works)** 16:47

Thank you, Chair. So, I'll just start by just highlighting the fact that we handed out a memo which will be included in the minutes with two minor changes from what was posted on the online version of the agenda. Those are both on page two of the memo. Milestone Drive is a 66-foot right of way, not a 60 foot right of way as it appeared in the memo. And our math was off a little bit on road C. Each pavement section consists of 20 foot-wide through-street and 18 foot wide on-street, angled parking. Little math error there; it had—we had, we had written 40 feet total in the line above that, but of course, that's 38 feet. So, we fixed that. That was the result of a change that occurred fairly late in the process as traffic section and the developers were working through the finer points of the—with the components of the through street. So, we fixed that.

**Deputy Director Pete Neuberger (Public Works)** 17:53

And I would just say on that, on that same note, there has been a lot of what I would consider really great discussion, collaboration between engineering division overall, traffic section in particular, and the developers as the developers have worked through exploring different aspects of our Complete Streets Design Policy and design guide and really how to tie this together with their vision for the aesthetics within this development and how that's going to—how's those aesthetics are going to marry up with providing good multi modal functionality within the subdivision for all users. And we're actually very pleased with the direction that those discussions that had gone. I'm sure we can, we can—we're all happy to speak to that in greater detail if there are any questions on that. But this is, this is, I think, an encouraging use of the policy and the design guide.

**Alderson Denise Fenton (District 6)** 18:55

Okay. I see Alder Hartzheim.

**Alderson Sheri Hartzheim (District 13)** 18:58

Thank you, Chair. Might I direct to Deputy Director Neuberger.

**Alderson Denise Fenton (District 6)** 19:01

Yes, go ahead.

**Alderpersion Sheri Hartzheim (District 13) 19:02**

Thank you. Deputy Director, one thing, Road C, with a big terrace in the middle—obviously, there's more expense involved with making a road that has two pieces to it rather than one, or am I not correct in that?

**Deputy Director Pete Neuberger (Public Works) 19:19**

So, what you've got there, I would say a conventional roadway—you've got two extra curb lines in there. So conventional roadway, everything down the center, you just got two curb and gutter sections. With this one, we've got four curb and gutter sections. So, I would say that would—overall, it's relatively small, but it is me—it is going to be measurable. So that I would say that that would probably add a very slight increase to the capital cost of the road. The fact that there's on street parking there, obviously there are costs associated with that. Staff have been engaged with Thrivent staff about future discussions that we anticipate will take place about how to manage the costs associated with operating and maintaining that angle on street parking. So those are coming down the road, but those are very much—those associated costs are very much on staff's radar and will be part of future discussions relative to those costs.

**Alderpersion Sheri Hartzheim (District 13) 20:15**

Thank you. And as a follow up to that, what is the real reason for that? Because that big, Thrivent building is going to remain and have—be like a place for additional parking required?

**Deputy Director Pete Neuberger (Public Works) 20:27**

So there—they have identified some need for some on street parking. There will be—their concept plans have showed off street, significant off-street parking in that area as well. Really, this this—the fact that there's going to be a separation between essentially two one-way streets. That section in the middle is going to be a green space area that they've identified as having a trail that will go through it and some storm water management that will take place in that. And just to be clear, that that middle out lot section is to be private property, and at this point, again, the O and M discussions are—details are yet to be had, but we're anticipating that that is going to be private operation and maintenance with the details to be worked out later.

**Alderpersion Sheri Hartzheim (District 13) 21:15**

Thank you. May I continue?

**Alderpersion Denise Fenton (District 6) 21:17**

Please.

**Alderpersion Sheri Hartzheim (District 13) 21:18**

I just had a couple questions from some of my neighbors. They were asking about a general timeline, because obviously we're all very excited, especially with Ballard Road being closed right now. As far as the highway 41 intersection, they're all very excited about an incoming additional way to get east west there. Obviously it's not going to happen before 41 occurs, but do we have a general idea of what kind of timeline this might take, as far as construction?

**Deputy Director Pete Neuberger (Public Works) 21:47**

So, let's see. I think I'd like to hand that one off to Director Jungwirth since she's been more directly involved in with the Thrivent development team.

**Director Laura Jungwirth (Public Works) 22:00**

The original intent was for the Evergreen extension, and particularly the intersection at Ballard and Evergreen to be completed while Ballard is closed. Ideally, that that was the original intent. With where we're at (because

Mon, Jun 09, 2025

we're still working with the county; we're still working through—we're obviously at the prelim plat process), we have not yet reconvened with Land By Label and Thrivent as to what that time frame is going to look like. But I—we have actually an update later this week where we will be meeting with them, and I think we'll get a better picture then as to revisiting that that time frame, and what really is feasible. There's still permitting that has to be worked through. There's flood plain impacts, working with the county. There's a lot yet that has to transpire I think before we really have a really good picture of where it's going to go.

**Aldersperson Sheri Hartzheim (District 13) 23:03**

Right, I realize that it was probably a long way off. I just was not certain whether you had any other ideas. And then the last question that my neighbors had was, how does this new intersection of Evergreen and Ballard—how will that impact the Apple Creek Trail? And the subsequent construction of Evergreen Drive, will that follow some of the Apple Creek Trail? Will that—it's not really clear in this design features thing. It doesn't call out Apple Creek Trail. So where is that? How is that affected?

**Director Laura Jungwirth (Public Works) 23:37**

Yes, absolutely. And our full intent is to reconnect everything that that would be on the other sides of those intersections. We want all of this to align as we—and I can probably hand it over to Traffic Engineer Lom to get into more detail on that, but we have been having a lot of pointed meetings with Land By Label and their engineer to work through making sure that this intersection is set up appropriately for the future and for any anticipated traffic impacts so we're not having to get back in there again. There's some alignment things that are going to have to be worked out, signaling timing to be able to get the pedestrians across this very wide corridor. So, there's a lot of features that are still being worked through and needing to be considered, but those intersections are going to be critical, and we're going to be doing our due diligence to make sure that they are lined up and need to be whatever modifications to make it appropriate.

**Aldersperson Sheri Hartzheim (District 13) 24:32**

I think my neighbors would all be satisfied just to know that the intent is to maintain—whether it's exactly where it is or not—but the intent is to maintain that roadway along—or that trailway along the roadway.

**Director Laura Jungwirth (Public Works) 24:44**

And the intention is for it to be extended all the way down Evergreen. There's some trails within the development as well with some connectivity to park systems. So that that is a feature that Land By Label has felt is very important and also for us to make sure we have that interconnectivity.

**Aldersperson Sheri Hartzheim (District 13) 25:00**

Excellent. That helps. Thank you.

**Aldersperson Denise Fenton (District 6) 25:02**

All right, anyone else? Alder Schultz.

**Aldersperson Alex Schultz (District 9) 25:05**

Thank you, Chair. Like, this is probably go to either Jungwirth or Neuberger, whoever wants to answer. But just a couple questions, I guess. You know we're looking at these maps of future roadways. If I go out to this space right now, it's nothing but a green field. So, it's, it's a little hard to imagine what's going to end up being there. But I assume, as you're working with the developers, what they're proposing makes a difference about on the roadway usage and how much volume is being pushed through these arterials and through that space, given what they're going to be put putting there. And so, I just, I get the sense, maybe, just to confirm this—the sense

that as you working with Land By Label, the conversations are going really well, and you're working through all this in a manner that you the city feels is really beneficial and taking everything into account for future land use.

**Deputy Director Pete Neuberger (Public Works) 25:53**

I—yeah, I'll take a first crack at that, and I anticipate it might be going down the road here too, because we've all had various different discussions within the process here, but it—yep, we're working off of a concept plan for all 600 acres. This this is phase one before us. We're not sure exactly how many phases are going to be involved, but there is absolutely a comprehensive look that's being taken with all of this. For example, the traffic impact analysis that's being done is based on the entire concept plan for all 600 acres. And of course, what feeds into that is what's going on in all the adjacent areas. And I will say, I think Director Jungwirth had kind of alluded to this before, it's like this has been a time-consuming process to work through the details on this, and much of that has to do with the fact that we want to make sure that we get this done right. We're going to use the information that's available to us. There's a little bit of crystal ball stuff involved here too, just knowing it's a large development many phases, but we're doing what we can based on the information available to make good, sound, long term decision for what's it's in the best interest of the city that still meets the vision for the developers.

**Alderson Denise Fenton (District 6) 27:08**

Anybody else.

**Eric Lom (City Traffic Engineer) 27:14**

So, I'll take it maybe just to a little bit more detail. Is—you know, this is a, actually incredibly complex project. And we talk a lot about why does this seem so hard sometimes? And it's because it perhaps is the biggest development in the history of the city. I don't know that for a fact, but I think it's pretty close. And so, there's a lot of thought going in. There's been a thorough traffic analysis—traffic impact analysis, that was done that helps guide us into, as you alluded to, how wide do these roads need to be? How many lanes do they need to be, turn lanes, all of those things. And in the end, the Evergreen/Ballard intersection will be the highest capacity intersection in the city by a lot. And so, there's just a lot of thought going into how do we move all this traffic through here? How do we move all these pedestrians through here? And it's a bit of a Rubik's Cube, but we're getting pretty close to, I think, coming up with a combination of things that works really well for everybody.

**Alderson Denise Fenton (District 6) 28:23**

Anybody else?

**Alderson Alex Schultz (District 9) 28:24**

Just had a quick follow up.

**Alderson Denise Fenton (District 6) 28:26**

Okay, go ahead.

**Alderson Alex Schultz (District 9) 28:26**

Just one more. As I'm looking at this, I'm seeing Millshore Drive sort of, it ends at the current US Venture—I'm sorry, Thrivent building. Is there any sense that in the future that street will extend over to Meade, or is that pretty much where—okay. So, we're looking at sort of a phase thing here as we're—

**Eric Lom (City Traffic Engineer) 28:46**

Yeah, Milestone—so maybe taking a step back and looking just kind of at the functional classification that we envision for these roads. Evergreen Drive is your arterial street. It's going to handle about 16,000 cars a day on

**Mon, Jun 09, 2025**

the east end at full build out. Milestone Drive would be considered a collector Street. It will connect from Milestone Drive on the east to Castleberry, I believe, on the west. And there's plenty of other streets that you don't see yet because they're in subsequent phases that are also being considered.

**Alderson Alex Schultz (District 9) 29:21**

Okay, good.

**Alderson Denise Fenton (District 6) 29:22**

All right. Anyone else? I did want to point out that Director Jungwirth pointed me to the project website, WildenPortfolioPark.com, and it has some—you know, obviously there's very, very big caveats all over it that says this is a, you know, don't take any of this is gospel on every page, but it does have a pretty nice layout with colors showing sort of their vision, and Alder Hartzheim's neighbors and I—I noticed that the Apple Creek Trail is in light green, and it's key the—that key says "Existing trail to remain." And so even though they're saying that none of this is written in stone, I'm taking that to heart on their project side.

**Alderson Denise Fenton (District 6) 30:11**

All right, any other questions? Comments? All right, seeing none, we'll go ahead and vote. All those in favor, please signify by saying aye. Aye. All right, that passes five zero.