

**Development Review Board – Panel A
Minutes–April 14, 2014 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, Lenka Keith, Ken Ruud, Simon Springall, Kristin Akervall, and Councilor Liaison Julie Fitzgerald.

Staff present: Blaise Edmonds, Chris Neamtzu, Barbara Jacobson, Nancy Kraushaar, Kerry Rappold, Steve Adams, Daniel Pauly, and Mike Ward.

VI. 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 stated that in light of the long agenda, she would only report on the City Council’s action regarding the Human Bean application that the DRB Panel A had reviewed. She noted that City Council appreciated the complex set of facts that the Human Bean, Carl’s Jr. and Chevron presented to the Board and the time spent discussing and reviewing the voluminous record. The Board’s hard work made it easier for Council, who agreed that the onsite circulation pattern designed to accommodate a 40-ft truck as proposed to the DRB Panel was not acceptable. The backing of such a large truck on the constrained site would not have been safe. The DRB had found the applicant had not met code requirements with respect to this issue.

- Based on the DRB finding on this issue, however, the applicant subsequently contacted and obtained agreements from vendors no delivery truck larger than a 30-ft length truck would be allowed to service the Human Bean location. The applicant also retained Kittleson & Associates to perform computer generated turn simulations, also called auto turn, to show that the operation of the 30-ft truck required much more limited backing maneuvering and could be contained completely within the Wilsonville Devco land without going over curb cuts. This new information about the truck and study performed by Kittleson was not offered to the DRB hearing
- Based on the new evidence, City Council imposed a condition to limit vehicles servicing the site to 30-ft or less as a condition for approval. City Council did not find that the Code language was not broad enough to allow the application to be denied based on impacts to neighboring property, drivers driving in the wrong direction, or pedestrians who fail to use sidewalks paths to access the site. Council found that the applicant had done everything possible to ensure safe passage of vehicles and pedestrians within the site itself. Although Council agreed with the DRB that site is constrained and not ideal, the proposal use was within the allowed zoning and did not violate Code requirements given the new circulation pattern and smaller trucks use not previously presented to the DRB.

- The Council also added additional conditions with regard to safety and site circulation, requiring an additional “Do Not Block” marking on the pavement to prevent conflicts within the drive thru circulation between Carl’s Jr. and the Human Bean. The third condition clarified that the applicant cannot use the neighboring Chevron property for delivery, parking or turnaround without express Chevron approval pending resolution of the ongoing easement dispute.
- She also announced that the library passed its new Strategic Plan, which included an even stronger emphasis on engaging and empowering the young reader and to spark, nourish and foster reading in residents of all ages. Several programs would work to enhance community access through more technology and advance the library as a community focal point and resource hub.

VI. Consent Agenda:

- A.** Approval of minutes of March 10, 2014 DRB Panel A meeting

Lenka Keith moved to approve the March 10, 2014 DRB Panel A meeting minutes as presented. The motion was seconded by Simon Springall and passed 4 to 0 to 1 with Ken Ruud abstaining.

- B. Resolution No. 273. Grace Chapel Five (5) Year Temporary Use Permit: Inland Empire Investments/Grace Chapel - Applicant.** The applicant is requesting approval of a five (5) year temporary use permit to allow Grace Chapel Church to continue to occupy the administrative office area of an industrial building. The site is located at 9600 SW Boeckman Road on Tax Lot 202 of Section 14B, T3S-R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files: DB14-0008 – Five (5) Year Temporary Use Permit

Ken Ruud declared that he was a member of Grace Chapel and recused himself from the vote. He stepped down from the dais.

Simon Springall moved to approve Resolution No. 273. Lenka Keith seconded the motion, which passed 4 to 0.

Ken Ruud returned to the dais at this time.

VII. Public Hearing:

- A. Resolution No. 274. Brenchley Estates North Subdivision: Brenchley Estates Partners, LP – Owner.** The applicant is requesting approval of a Tentative Subdivision Plat, Stage II Final Plan, Site Design Review, Waivers and Type ‘C’ Tree Plan for Brenchley Estates North – Single Family Subdivision. The subject property is located on Tax Lot 103 and a portion of Tax Lot 202 of Section 14A, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files: DB14-0021 – Stage II Final Plan
 DB14-0022 – Waivers
 DB14-0023 – Tentative Subdivision Plat
 DB14-0024 – Site Design Review
 DB14-0025 – Type ‘C’ Tree Plan

Chair Fierros Bower called the public hearing to order at 6:42 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 3 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 presented the Staff report via PowerPoint, noting the location of the proposed 27-lot Brenchley Estates subdivision and its surrounding features. He reviewed the application requests with the following additional comments:

- He reviewed the housing unit details of each of the Brenchley Estates development phases, which included the Jory Trail Apartments, Terrene Apartments, Active Adults at the Grove Apartments, and a 30-lot, single-family subdivision where homes were currently being sold. The development also included a recreational center and swimming pool. The subject 27-lot proposal would complete the master plan.
- The cumulative open space of the project, shown in green on Slide 6, met the 25% percent required under a master plan.
- The Applicant intended to keep the footbridge, which existed since the prior Thunderbird Mobile Home Park. The 30-lot subdivision to the south has walkways up to bridge that are currently boarded off to keep people from entering the area that would be under construction.
- Recently, the developer built a bus turnout with a bus shelter on SW Parkway Ave, which was a nice amenity along with the community center.
- Stage II Final Plan. The subject property had a split zone with PDR 5 to the south and PDR 4 to the north, which should not affect lot size or density because the Brenchley Estates Master Plan was figured over the entire 59 acres and the balance of the density of 27 lots matches what was approved by City Council.
- Tentative Subdivision Plat. Sheet P4.1 indicated the proposed streets, which would be public with sidewalks on both sides, as well as some old easements that would be vacated.
- Waivers. Two waivers were requested with regard to side yard setbacks and minimum road frontages.
 - The first waiver would allow 4-ft internal side yard setbacks, rather than the 7-ft required by the Development Code for the detached, two-story, single-family homes, as well as 8-ft corner lot side yard setbacks, rather than the 10-ft side yard setbacks required by Code.
 - The second waiver would to allow minimum road frontages of 15 ft and 29 ft for five lots whereas the Code typically required a minimum of 35 ft and 30 ft road frontages for lots in the PDR4 and PDR5 districts, respectfully.
 - An example of the southeast corner of the project was displayed, showing Lots 11, 12, and 13 as flag-like lots that did not have the minimum 35-ft of road frontage. Reducing the road frontages enabled the Applicant to get access to the three lots dovetailed lots in the corner; otherwise, possibly only two lots could be developed, and you a waiver might still be needed.
- Site Design Review. The homes' sites were right on the fringe of the 25 ft Significant Resource Overlay Zone (SROZ), which includes the drainage system heading east to the Mentor Graphics property, but the Applicant intended to respect that edge and construct the homes outside the SROZ Impact Area.
 - Displaying Sheet L2.1, he noted the fitness stations proposed south of Lot 9 that were part of the amenities to enhance the open space. Because homes cannot be built on top of the existing 15-ft wide storm drainage easement, the Applicant was also constructing a pathway heading west to east heading over to SW Parkway Ave.
 - He also indicated two large Oak trees, noting the Oak tree closest to SW Parkway Ave was in poor shape and would be removed, but the Applicant wanted to preserve the good condition Oak tree, which would be a focal point for those walking on the 10-ft wide path that would connect to the 10-ft multi modal path built along SW Parkway Ave for the Jory Trail and Terrene Apartments.
 - The Preliminary Landscape Plan showed a fence along SW Parkway Ave with brick pilasters, similar to the fence design for Brenchley Estate South. While a different brick color or stain could

be used to differentiate this subdivision from the subdivision to the south, the design and spacing of the posts should be the same and the fence's construction should be similar.

- Landscaping would also provide a buffer for the homes adjacent to SW Parkway Ave.
- Sheet L2.0, the Preliminary Landscape Plan for the west portion of the subdivision, showed the pathway continuing and connecting to footbridge as well as sidewalks west of the project.
 - A storm detention swale would handle some of the storm drainage before it went into the intermittent stream to the south.
- The Preliminary Landscape Plan for the north portion of the subdivision, Sheet L.2.2, included a landscape buffer with a similar wood post fence with brick pilasters. He noted the area crosswalks and that Ash Meadows Ln was a public street shown with a center median.
 - All residents in the Brenchley Estates would have access to the half oval park located just north of the Active Adults Apartments.
- Type C Tree Removal. Most of the trees were planted when the Thunderbird Mobile Home Club Park was built in early 1960's, so most trees on the property were not native significant trees. In order to build the project, most of the trees would need to be removed. He wanted to preserve the Oregon White Oak, which are truly significant trees in Wilsonville.
 - The trees in the SROZ, located on the southeast and southwest corners of the site, would be preserved. Most of that tract belonged to Brenchley Estates South, not North, so those were trees were conditioned to be retained with the subdivision currently under construction.
- Lighting Plan proposed low level bollard lighting to illuminate the pathway at night, as well as PGE street lights. He was unclear about whether traditional or more acorn-type lighting with reflective hoods would be used.
- Pictures of the amenities and fitness stations proposed next to the pathway were displayed. Such features are gaining popularity in residential developments.
- A rendering of the fence proposed along Parkway Ave was displayed. He noted he had proposed a condition of approval requiring that the brick posts on the fence have the same spacing as the fence for Brenchley Estates South.

Ken Ruud asked if emergency services or the public utilities had any concerns about the side yard waivers.

Mr. Edmonds replied the public utilities have easements and most of the homes' utilities were in the front of the lots; however, a 15-ft easement would separate the lots and was wide enough should City crews need access with their equipment to repair drainage pipes, etc. Tualatin Valley Fire and Rescue reviewed the project and did not indicate that the reduced setbacks would create any issues. Fire plugs would be appropriately located throughout the subdivision so there would be full fire emergency access in front of all the homes.

Kristin Akervall asked if the smaller side yard waiver was also used for the Brenchley South neighborhood.

Mr. Edmonds stated he had not reviewed that particular project, but the Applicant could confirm if it was a similar lotting pattern. The subject lots, which range from 4,500 sq ft to 6,500 sq ft, were much larger than Villebois' lots, which were as small as 1,900 sq ft in size. The marketplace seemed to demand larger homes on larger lots. The side yard setback waivers also enabled the Applicant to achieve the 27 lots approved in the Master Plan, which also prompted the lot arrangements shown at the corners of the site. The 4-ft waivers would allow the Applicant to maximize the space; otherwise it would be a 24 or 25 lot subdivision.

Simon Springall asked if any photo existed of the big cedar proposed for removal, Tree No.182.

Mr. Edmonds said a picture of the tree was included in the arborist's report which was in the packet. He understood the tree must be removed due to the grading, proximity of the tree to public utilities, street and driveway to the house, and because the tree had a large girth, the branches would be up next to the plate glass window of the house. The arborist believed if that big tree was aggressively pruned to provide light to the house and accommodate the utilities, it would not survive.

Mr. Springall confirmed the significant tree was located on one of the flag lots for which the Applicant was requesting a waiver for the road frontage. He noted the footbridge was in very poor repair.

Mr. Edmonds stated there had been no repair on the bridge itself when he was out there a month ago. He had asked if the Applicant would have that connection to the bridge, which was represented as an important part of the internal pathway system in the Brenchley Estates Master Plan. He was not sure who maintains the bridge; right now, he believed it was part of the Brenchley Estates South homeowners association (HOA) since it was on their tract.

Mr. Springall noted the development to south had the cobra-style lights, which might not be appropriate for this kind of development. He asked if cobra-style lights were proposed.

Mr. Edmonds believed that was the Applicant's intent. Villebois had more European design details to make it a planned community. This was more of traditional subdivision, and those kinds of light fixtures were typically seen in subdivisions throughout Wilsonville.

Mr. Edmonds He clarified that the Development Code did not specify which style of light fixture to use. PGE had a list of light fixtures from which the developer could pick. The City did not have a street lighting plan as part of the Code.

Mr. Springall inquired about health concerns given the algae in the drainage pond to the west and asked if it would be cleaned up somehow or was this part of the natural process.

Mr. Edmonds replied he did not know the condition of the pond; he believed it was a storm detention pond and part of the drainage system to the north. The Applicant or the City's engineering staff could testify to the full function of the pond. He did not recall if there was a landscape treatment for that detention area.

Mike Ward, Civil Engineer, City of Wilsonville, stated he had not seen the pond since it was initially built, so he could not speak to its current condition. He hypothesized that it was created to handle the storm water for the northern part of the site, which was only about half built out and so the pond probably had a lot more capacity than the water flowing through it. As the rest of the site gets built out, more water would flow through that pond, which was more of a detention pond than a water quality pond. He anticipated that the pond would get better as time passed and the site was built out, but he would need to look into that. He confirmed the pond was the developer's responsibility; he believed it was the apartments in north part of the site.

Chair Fierros Bower asked if bike paths would be included along the sidewalks.

Mr. Edmonds answered no; the sidewalks were 5-ft wide. The bicycle route ran north and south along Parkway Ave with connections to local residential streets where anyone could ride down the street. It was not a designated bike route in the Transportation Systems Plan (TSP).

Lenka Keith said she also wanted to keep the large white oak tree along Parkway Ave. She noted Condition PDD3 discussed protecting the tree from over irrigation and asked if the weed suppressing fabric actually kept water out or only light. Was there an effective way to keep water out?

Mr. Edmond stated he had borrowed that condition from Villebois where another arborist incorporated the weed suppressing fabric. The oak had survived a considerable time with just normal rainfall, and the intent was to not over irrigate the tree when more irrigation was introduced. The area under the drip line should be kept as natural as possible. He said he was open to amending the condition.

Mr. Springall noted there were not too many street trees in the development and asked if that was because of the curb cuts and density.

Mr. Edmonds replied that with a driveway for every house, and driveways being close together given narrower lots, the number of street trees decrease due to lack of space. The Tree Ordinance required that every six-inch tree that is removed must be replaced with a two-inch caliper tree or applicants must pay into the Tree Fund; however, street trees could not count towards that mitigation.

Mr. Springall recalled something in the report about the Board being able to condition that trees be planted in the front yards in lieu of street trees.

Mr. Edmond replied that has involved problems with enforcement. The City has done a lot of work with neighborhood street trees and front yards. When a change of ownership occurs, people remove such trees thinking it was their tree and not a street tree. The City could better police trees in the public right-of-way than in people's front yards. It was very difficult to control home ownership, especially as trees start to mature. The City now receives many applications to replace many of the street trees throughout Wilsonville because the wrong type of tree was planted. When placed in front yards, the trees just get cut down because people do not know it is a street tree.

Mr. Springall replied that was unfortunate. Wilsonville had a pattern of urban forest, so it would be beneficial to develop more street trees.

Mr. Edmonds described how after requiring two street trees for every lot in his subdivision, Canyon Creek, that a master street tree plan was created to thin them out after only 17 years. The trees were way over crowded. Trying to squeeze in trees was not a good thing over time.

Ms. Akervall asked if the landscaping planned along Parkway Ave had an appropriate mix of deciduous and evergreen trees since it bordered a somewhat busy street.

Mr. Edmonds responded the landscape plans provided for Brenchley Estates were typically very generic and a very detailed landscaping plan would be provided when Holland was ready to build and the landscape architect had more time to consider the plantings. The Code did not require specific plantings; the area could be all lawn. A mix of conifers, which would grow big and fast over time, were proposed against the fence as well as some shrubbery. He noted the Applicant had done very good landscaping throughout the project and the anticipated landscape plan would be much more detailed, right down to the shrub count and where the trees and plantings would be, so he was confident the area would be nicely landscaped.

Ms. Keith confirmed there would be street parking in the subdivision when no driveway existed. She inquired if there would be any visitor parking nearby.

Mr. Ward replied there would on street parking.

Mr. Edmond stated Development Code required a 20-ft setback for two-car garages, so technically four cars could park at the house. With regard to street parking, the challenge might be when residents move into the Active Adults with their older classic cars and try to find a close enough parking space. However, the overall parking should work out all right.

Mr. Ruud noted the recent request the Board received for parking revisions because parking was a challenge for the apartments next door. He questioned if the nearby access would open the opportunity for people to park in the neighborhood and use the footbridge and other things which might be a concern in the future.

Mr. Edmonds replied it was a public street, and people could park where they want on public streets.

Chair Fierros Bower called for the Applicant's presentation.

Brenner Daniels, Holland Development, Brenchley Estates, thanked Staff for their work, adding the Applicant was excited about the last project within The Grove master planned community. He provided a brief update on the existing projects of the Brenchley Estate development and the number of units and single-family lots, noting the project currently under construction was the Active Adult project with 112 units. The parking ratio at the Active Adult project was significantly increased to about 1.9 parking spaces per unit because more cars were anticipated at that project. In addition, there was on-street parking to the north along Ash Meadow Circle. Between the onsite parking at the Active Adult project, street parking, and the additional four parking spaces at each proposed home, the parking mix would work well between all the projects at the north end.

- He acknowledged the Applicant did return for additional parking on Jory Trail due to more roommate situations than anticipated, so 36 open parking spaces were being added and 23 open parking spaces were being converted to carports.
- He described the benefits of the subject proposal, noting it would bring additional for sale product to the Grove Master Community, of which a significant portion was for rent. The project was consistent with the Comprehensive Plan and would generate less traffic than initially envisioned in the Brenchley North Traffic Impact Study.
 - The proposed project would create significant open green space both on Parkway Ave and on the south end of the site just north of the SROZ.
 - As noted, pedestrian opportunities would be provided from within the subdivision out onto Parkway Ave allowing people to access the walkway north and south on Parkway Ave, as well as the bus shelter and city center the south. In addition, the walkway to the south of the project and north of the SROZ would provide access to the bridge and to Brenchley Estates South.
 - The outdoor fitness locations would be at the south end of the project.

Don Hanson, OTAK, Principal Planner, stated that he liked the composition of Brenchley Estates, noting that when driving along Parkway Ave from the south, drivers see a huge grove of trees with multifamily behind it, then a single-family neighborhood with open space along the drainage way, and now single-family homes were proposed again. He liked that only one thing was not being seen or experienced and the proposed 27-lot subdivision fit the character of the plan quite well.

- He confirmed that the waiver for the side yard setbacks would match what was proposed with the 30 lots on the south, adding the desire was to continue the same feeling on the north.
- The waiver regarding the lot frontage was being requested to do modified flag lots on the southeast and northeast corners of the property. The benefit was it eliminated the need for flare outs or partial cul-de-sac, which involved a lot of unnecessary pavement. This approach would be successful because the flag portion of the flag lots would not be very long; the house could still be seen from the road. The waiver was driven by the configuration of the site.

- The name of the new loop, titled Street A on the slides, would be Vale St, as it made sense to have that name continue around the loop.
- With regard to tree preservation and open space, he first considered the broader context of the entire site and there was a lot of open space on the property, not only with the park on the north end of the development, but a huge grove of fir trees in Phase 1 as well as the big open space corridor. Although there were not many street trees, enough street trees existed and site wide there were a lot of trees.
 - The applicant's decision on open space and tree preservation began in the larger context and considered where the most important place was to provide open space, which was between the subdivision and the drainage way, the SROZ. Extra buffer space was included and a trail and exercise stations added. The Applicant was considering adding a network of the exercise stations site wide. The buffer was also increased along Parkway Ave, not only for the residents, but for the motorists and bicyclists on Parkway Ave. These were believed to be the best places to prioritize open space.
 - On the proposed site plan, he noted three lots in the center block would have double frontage where more street trees would be planted along the western edge due to no driveway interruptions. More street trees would also be planted along the northern edge at the main entry into the site.
 - Many trees have matured in neighborhoods he had designed and were being thinned, so he believed the proposed tree planting plan was the right approach.
- While the two Oak trees along Parkway Ave were landmarks that he wanted to keep, his arborist convinced him that the one hanging out over Parkway Ave was dangerous and needed to be removed. By removing the one; the other Oak tree could be better preserved. The area would be well landscaped and would not be over irrigated. The Applicant had done well with Oak tree preservation work given the park that was done north of the Active Adult building.

Clyde Holland, Chairman/CEO, Holland Partner Group, added the tree was also dangerous, because an open cavity was found at the base of the tree and it had lost a significant part of its crown which pointed to disease. Even with no development, the tree would only survive a few years in its natural life span, so it did not make sense to try to preserve it.

Mr. Hanson stated the arborist was also present and could answer any specific questions. He continued, stating that the Applicant was flexible on street lighting and would negotiate with Staff as they did not want the cobra style either. Several street lighting fixtures approved by the City and PGE could be chosen.

- The Applicant had been very focused on parking and adjustments have been made where needed. Parking on Vale Court just south of the Active Adult Center that extends west had parking on two sides. On the northern side of the street, there was a continuous row of parking because there were no driveways into the Active Adult Apartments. The loop part of Vale Street going through the single-family subdivision would have parking on the one-side.
 - Parking would be allowed on two sides of Ash Meadows that borders the western side of the subdivision. In addition, each home would have a double garage and two spaces in the driveway.
- The footbridge would be repaired and reopened as it was always a key part of master plan and pedestrian circulation linking the north and south. The Applicant did not want to reopen the bridge when the homes were being constructed just north of the trail due to safety concerns. The sidewalk would be built extending down to the renovated footbridge and lighting would be installed.

Mr. Holland expressed appreciation to the Board, noting work on the Master Plan had been going on for four or five years. He believed the decision to have the 60-ft setback on Parkway Ave in Phase I and preserving the large stands of existing fir trees was the right thing to do. The amount of mature landscaping that had been preserved was not likely rivaled in many other projects. When grading for Phases I and II, and the first phase of single-family, every plant specimen that could be moved or transported was preserved, including three, 50-year old thread leaf maples, and all the White Oaks were

preserved in the park on the north end of the Active Adult project.

- The Applicant's financial partners have approved adding in several firs to provide mini grove to harken back and balance the whole project. The project was being reviewed for additional enhancements as well.
- Regarding parking at Jory Trail, he explained two families were renting some two-bedroom units early in the process because there were not enough units and at the time, it was really a significant challenge from a financial standpoint. Holland had never had that happen before. So, the Applicant recalculated that even with the additional parking load, the additional 36 spaces t being added would provide even an enhanced level of parking from that standpoint. As Holland has worked to manage the situation and as the economy has improved, several families have uncoupled which has naturally addressed a lot of the parking issues.
- The budget for the footbridge was in Phase II, and it was a very important link in the trail system that runs throughout the project. One condition was that until there was some place safe for pedestrians to go, the footbridge would remain closed. Construction on the last five homes on the south side was now occurring and would be completed in the next 90 to 120 days. The Applicant's goal was to approve this resolution so the homes could be built this summer, and as soon as those homes were getting done, the bridge would be completed.
- Another enhancement was a bit of a par course, with exercise stations, an interpretive center, etc. spaced periodically to really create the walkways and jog and exercise elements for the overall master plan.
- A key element of the side yards was that when configuring a lot, the goal was to make the lot space the most useable. By having a 4-ft setback, as opposed to 5 ft, the front and backyard actually grow, lengthening the lot as opposed to widening the lot. Growing the front yard, results in getting four true parking spaces per home, and increasing the back yard provides more space for barbeques, kids, etc. Designing and configuring larger lots that are most usable for the residents had been very successful.
- He concluded that building and developing in the City of Wilsonville had been very positive and the success of the project was directly attributable to working to hold a high standard, while considering the different ways to meet and exceed that standard. He was committed to finishing the project with the quality that the Board had come to expect from the Master Plan.

Mr. Hanson stated one reason for the pond algae was because the pond had not been challenged; there had not been much water flowing through it yet, but with more transference of water, the water quality would improve. The pond had a stronger water quality swale leading to it, shown as the arm extending east and north.

Mr. Holland added that as soon as the irrigation and run off for the Active Adult and the subject 27 units was connected to the pond, it would have the same quality seen on the south side which had the flow. The pond would be maintained and serviced by Holland as part of the development of the 27 lots.

Chair Fierros Bower asked if the homeowners association (HOA) would be responsible for maintaining the footbridge and storm detention pond.

Mr. Hanson answered, yes, noting the pond did not treat any public right-of-way water, only that from the private development sites.

Mr. Edmonds asked the Applicant's arborist to talk about the weed suppressant fabric discussed in Condition PDD3.

Todd Prager, Certified Arborist, Tarragon and Associates, recalled the question was whether the fabric should be permeable to air and water and he clarified it should allow for that exchange. He did not personally like the fabric too much. Although the fabric suppressed weeds, as the mulch typically placed

on top of the fabric broke down, it could provide another place for weeds to grow.

- He explained that mulch would be a beneficial treatment to use in the drip line area under the tree. No fabric was needed and he would not want irrigation underneath it. Any plantings under the tree should be native plants or have low water or similar water requirements as the oak.

Mr. Holland noted that a larger bark and mulch material had been used along Ash Meadows Circle at Jory Trail under the trees' drip lines which activated the air and minimized weed growth. He anticipated having that treatment be consistent throughout the development, noting no White Oaks were lost on the Jory Trail project.

Mr. Edmonds said most of the oak tree was in the public right-of-way and City crews were sensitive about maintaining more trees and shrubs in the public right-of-way.

Mr. Holland replied the Applicant anticipated that all the maintenance from the sidewalk back would be handled by the HOA. The footbridge would also be maintained by the HOA. The trail system involved mutual easements so all residents of The Grove could use the trails, so the HOA was responsible for maintaining and sharing it and this was linked in the overall Master Plan.

Mr. Springall said that while he was also interested in saving the other White Oak, he understood that removing it would improve the chances for keeping the other oak. He was concerned about the cedar tree on Lot 19. The flag lot was configured to reduce the amount of asphalt, but he asked if a more traditional turnout would leave enough space to provide the driveway and not have to cut the tree down.

Mr. Hanson replied he had considered about four or five options, but came back to the proposed option.

- When the flare out was considered, the required grading alone would kill the tree. The project had infrastructure in three streets on three sides, which was a constraint because the grades must be matched to the existing streets on all three sides. The grading could not be greatly modified and then transitioned into a large field.
- He carefully considered the options available. Saving the tree would compromise two accesses into homes and the tree would sit up about four feet on a mound and several roots would have to be cut. Fortunately, the arborist provided supervision as the options were considered, but the tree could not be saved, which was why mitigation was emphasized and good landscaping provided along the perimeter.
- Preserving trees has been a high priority of the Applicant as trees have been moved, saved, and protected.

Mr. Holland added that the open green spaces placed along Ash Meadows and the entire loop were around all of the significant trees. Holland would love to save early single tree in the overall Master Plan and very few large or significant trees had been disturbed for this type of development. As discussed with Mr. Daniels and Mr. Prager, even if the grading stayed outside the drip line, the tree would die anyway due to the tree's age and the sensitive nature of red cedars.

- He noted the replanting would be significantly above the minimum. The mixing and matching of the trees to be planted, including White Dogwood, Pink Dogwood, Thread Leaf Maple, and Red Maple, in addition to the fir back drop, had been carefully considered in the Master Plan.

Ms. Akervall asked what type of fence would run behind Lots 1 through 12 which border the open space.

Mr. Hanson replied the Applicant did not want to have a fence there because it looked south into open space. The intent was to have the fencing along Parkway Ave turn the corner so the rear yards facing north were screened and more private. Some uniform fencing would probably be placed along the western portion of the central block where the flag lots were for consistency. The Applicant liked the open feeling

of the homes along the open space to the south.

Mr. Holland said the Applicant did not anticipate building a fence behind anything that backed up to the SROZ, as long as it could be shielded from the public ways.

Mr. Edmonds asked if that could be included in HOA agreement; otherwise the homeowners might build their own fence. He suggested providing an option that would be consistent through the back of those lots for those who might want a dog and a fence; perhaps, allow a transparent fence as done in Villebois when facing open space.

Mr. Holland agreed Holland could restrict the homeowners with regard to rear fencing along the SROZ.

Mr. Hanson added as long as it was not a grey, chain-link fence.

Mr. Holland noted the agreement could specify what was approved for the lots and have them choose.

Mr. Springall asked for clarification about the street lights and whether a condition was needed.

Mr. Hanson suggested that since options were available, the Applicant could work with Staff. He did not think a specific condition was required.

Mr. Holland stated that Holland had several different builders looking at several different styles of homes, so the Applicant would want the lights to tie in with the style of the home for the whole project to be consistent. The Applicant knew the City held a high standard.

Chair Fierros Bower called for public testimony in favor of, opposed, or neutral to the application. Seeing none, she called for questions for Staff.

Mr. Ruud asked about including a possible condition for the lighting and to ensure completion of the footbridge because different people might be involved over the next six months to a year.

Mr. Ward did not believe an additional condition was needed as street lighting was required as part of the Public Works Standard. Staff was happy to work with the Applicant to find a street light style that was PGE approved and that would work well with the development.

- He confirmed Condition PFA 37 was written with the belief that the footbridge would be opened upon the path connecting to it. If that was not the case, he encouraged adding language to specify when the Board wanted the footbridge to be restored and opened. Currently, a condition required the footbridge to be open when the path from the north connected to the footbridge. It did not include comments as to when the plywood would be removed from it.
- He suggested adding language to Condition PFA 37 stating, "The footbridge shall be improved and open to the public prior to occupancy of the homes on the south side of Vale Court between Ash Meadows Circle and Ash Meadow Circle with the condition that those homes are constructed first in the development."

Mr. Holland stated the new language was acceptable and agreed that occupancy was the right standard because up until then, construction would be occurring. Money for the footbridge was in the budget, but the Applicant did not want to open the footbridge until it was safe and the trail was also constructed in a safe manner.

Chair Fierros Bower confirmed there were no further questions from the Board and closed the public hearing at 8:00 pm.

Mr. Springall suggested the Board confirm its decision regarding the restriction for the rear fence along the SROZ boundary. He had only noted that no chain-link fences would be allowed.

Mr. Edmonds clarified that the fence on the rear property lines of Lots 1 through 12, if constructed, must be transparent in nature, but not chain-link, to allow the potential for a fence without requiring a fence. He described the fence types used in Villebois, which had fence details. The intent was not to have a chain-link or wire fence.

Ms. Akervall expressed concern about there being several different types of fencing along the lots.

Ms. Keith said her impression was that no fence would be between the south boundary of the development and the SROZ.

Mr. Edmond said that was up to the Board. He mentioned the fence because homeowners might want to keep pets within the yards that were next to a sidewalk.

Mr. Springall believed the intent was to provide visibility to the SROZ and the implementation would be in the HOA's Covenants, Conditions and Restrictions (CC&Rs). While he was confident the developer did not want chain-link fences either, he inquired whether that intent would come from the Board's discussion or was more elaboration needed.

Mr. Edmonds stated the discussion that a chain-link fence was not the preferable option was in the record and that a transparent fence uniform in design would be allowed between Lots 1 and 12.

Mr. Springall confirmed the language added to Condition PFA 37 ensured that the footbridge would be improved.

Chair Fierros Bower suggested incorporating the fence option into the HOA CC&Rs as it might not have the same language as the condition.

Ms. Jacobson understood a condition would be added to the CC&Rs to restrict fencing material along the SROZ to materials that were aesthetically complementary to the natural setting and transparent or something to that effect.

Mr. Edmonds noted that in light of the discussion on the weed suppressing fabric, he suggested striking the last two sentences of Condition PDD3 on Page 15 of 52 of the Staff report so the condition stated, "The Applicant shall prevent over irrigation that will harm the Oregon White Oak No. 222"

Simon Springall moved to approve the Staff report with the following amendments:

- **Add, as a condition of approval, that the homeowner association's covenants, conditions and restrictions (CC&Rs) restrict rear fencing on Lots 1 through 12 on the south side of Vale Court along the SROZ to provide visibility of the SROZ and that any potential fencing be made of transparent materials.**
- **Modify Condition PFA 37 to add, "The footbridge shall be improved and open to the public prior to occupancy of the homes on the south side of Vale Court between Ash Meadows Circle and Ash Meadow Circle."**
- **Modify Condition PDD 3 by striking the last two sentences referencing weed suppressing fabric.**

Ken Ruud seconded the motion, which passed unanimously.

Lenka Keith moved to approve Resolution No. 274. Kristin Akervall seconded the motion.

Mr. Springall stated he was happy to see the build out of The Grove development, which was a great improvement to Wilsonville.

The motion passed unanimously.

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

The Board took a brief recess and the meeting was reconvened at 8:17 pm.

- B. Resolution No. 275. Grande Pointe at Villebois: Stacy Connery, AICP, Pacific Community Design, Inc. – representative for Fred Gast, Polygon NW Company-applicant.** The applicant is requesting approval of a Zone Map Amendment from Public Facilities (PF) to Village (V) and adopting findings and conditions approving an amendment to SAP South to add Plan Area 2, Preliminary Development Plan for SAP-South PDP-7, Tentative Subdivision Plat, Type C Tree Plan, Final Development Plan for parks and open space, SROZ Map Refinement, SRIR review and SROZ Boundary Verification for a 100-lot single family subdivision in Villebois and associated improvements. The subject site is located at 29500 SW Grahams Ferry Road on Tax Lots 2800 and 2890 of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Daniel Pauly

Case Files: DB14-0002 – SAP South Amendment for Plan Area 2
DB14-0003 – SAP South PDP 7 South, Preliminary Development Plan
DB14-0004 – Zone Map Amendment
DB14-0005 – Tentative Subdivision Plat
DB14-0006 – Type C Tree Plan
DB14-0007 – Final Development Plan for parks and open space
SI14-0002 – SROZ Map Refinement, SRIR Review, SROZ Boundary Verification

The DRB action on the Zone Map Amendment is a recommendation to the City Council.

Chair Fierros Bower called the public hearing to order at 8:18 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.

Kristin Akervall declared that she did live in Villebois, but she did not believe that would bias her participation.

Daniel Pauly, Associate Planner, 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.

The following exhibits were entered into the record:

- Exhibit A3: Planning Division Memorandum from Daniel Pauly dated April 14, 2014 identifying recommended corrections and changes to the Staff report.
- Exhibit B11: Lot 91 Preliminary Utility Layout dated April 7, 2014.

Mr. Pauly presented the Staff report via PowerPoint, noting the subject property's location and briefly reviewing the planning history related to the subject site, and reviewed the requested applications as follows:

- Specific Area Plan (SAP) South Amendment to add Plan Area 2. The amended Villebois Master Plan included the subject area as part of SAP South, so a number of Villebois planning tools would be adopted as part of this SAP amendment and applied to this area, including the SAP South Architectural Pattern Book, Community Elements Book, Master Sign and Wayfinding Program, and Rainwater Management Program. He described the purpose for each of these tools with these additional comments:
 - A lotting pattern similar to other areas of SAP South was proposed around the edges of the development, especially along Grahams Ferry Rd, with a denser pattern in the immediate interior, which reflected the master plan amendment requirement.
 - Entry monuments, similar to that required on Surrey St and Grenoble St, would be used, and the fencing on Grahams Ferry Rd would be consistent with that approved along the rest of the Grahams Ferry Rd frontage.
 - Significant Resource Overlay Zone (SROZ) fencing would be located around the edges where lots interface with the SROZ zone.
- At the SAP level, each block is typical given a range of homes. In this case, a SAP was being completed concurrently with the Preliminary Development Plan (PDP). Although The Master Plan did not identify a specific number, the number contemplated at the time of the Master Plan amendment was 113 lots. As the design was refined, the number was reduced to 100 proposed lots. (Slide 11)
- The SAP process allows for Master Plan refinements to specific parameters that were not significant as set in the Development Code. These refinements included:
 - Moving some park amenities out of resource areas including a play area and some picnic tables. For this portion of the development, more of a focus was put on the central park, called Pocket Park 16, where a shelter was also added after further discussion and design work.
 - Input from the neighborhood and public hearing process for the Master Plan included a desire for more curvilinear features and interest to the street alignments, in addition to SROZ refinements. A slight wave was added on SW Athens Ln and SW Naples St, which allowed for more linear green space in front of alley-loaded homes facing the main entry street on SW Athens Ln.
- Preliminary Development Plan (PDP) for PDP 7 South. He reviewed the acreages for open space, public streets, lots and alleys, in addition to the number of proposed housing types, noting two aggregate land use categories exist in the Development Code for Villebois. Medium and larger lots made up one category and small single-family, including all condos and apartments, was the second. (Slide 14)
 - Alley-loaded projects on the interior portions of the site were in the medium category with large and standard front-loaded lots on the edges, as was consistent with the Master Plan and elsewhere in Villebois.
 - The Applicant proposed two phases of development with Phase I being the western portion closer to Grahams Ferry Rd, Pocket Park 16, and a majority of the open space including the trails. Development of Phase I would begin this summer and Phase II would follow, likely next year.
 - A sewer pump station and some other utilities for Phase II needed to be built as part of Phase I. A condition required that temporary pedestrian path be built to provide connectivity to and from the school and other amenities in Villebois throughout construction of Phase I.
 - Several elevations were displayed showing the home designs proposed. (Slides 16-25)
 - With regard to circulation, pedestrian connectivity existed through the open space and to Grahams Ferry Rd, which was limited to one due to spacing and natural resource preservation.

- The street connection into Villebois via a multi-lane road was shown in the Master Plan and was consistent with both the Development Code and Transportation System Plan (TSP) which required connection to a subdivision when a street existed to encourage connectivity.

Steve Adams, Deputy City Engineer, discussed traffic related to the proposed development, which had been studied with the Planning Commission application last fall. The study estimated that about 30 to 40 percent of the traffic would go up Villebois Dr and the other 60 to 70 percent would access Grahams Ferry Rd. He believed the estimates were fairly accurate considering homes in the upper northeast corner would likely exit onto Villebois Dr. The other homes, unless one was going to the elementary school, were facing 25 mile per hour streets in Villebois versus 40 mile per hour streets on Grahams Ferry Rd, so he believed people going to work or shop would probably exit onto Grahams Ferry Rd and head north or south.

- A baseline study was completed on Villebois Dr two weeks ago to determine traffic levels between Grenoble St and Lausanne St, and the average daily traffic was 450 vehicles. An additional 30 to 40 percent of traffic would increase that by 300 to 400 vehicles per day, resulting in 800 to 900 vehicles.
- The traffic engineer informed him that in the national standards, concern was only raised on residential streets when traffic loading reached more than 1,600 vehicles per day. The subject traffic levels were only about 50 percent of what national standards consider a serious concern, so he believed the City was fine.
- Quite a bit of contact had come from citizens concerned about traffic. He believed connectivity, Council goal and TSP were the best way of having connections both on Grahams Ferry Rd and at Amalfi Ln and Villebois Dr.

Simon Springall asked Staff to highlight the pedestrian connections through the SROZ and onto Graham Oaks Nature Park.

Mr. Pauly indicated some trails that went behind homes south of San Remo Ct; a trail that connected through the forest to the north and trails that also connected to Villebois Dr and Graham Oaks Nature Park. Metro owned Graham Oaks Nature Park and specific information was not available about the Applicant working with them, the final design, or what Metro would allow there. Metro certainly favored connectivity, but also had concerns regarding wildlife impacts and such. A condition of approval under the SAP required the Applicant to provide evidence of working with Metro to provide that gateway and connectivity to the extent that Metro allowed.

Additionally, the Master Plan specifically required that additional pedestrian connectivity be provided onto Normandy Ln, the street that essentially fronted the Graham Oaks Nature Park, to provide further connectivity east into the rest of the Villebois development.

Mr. Adams added the existing 10-ft wide pathway located on the east side of Grahams Ferry Rd would be extended to Athens Ln, so if people would have room to take their children for a bike ride, etc. South of Athens Ln, a 5-ft wide sidewalk was required, as most people would likely enter the subdivision at Athens Ln.

Ms. Akervall noted the Grahams Ferry Rd entrance was to be reconstructed by the Applicant and asked when that would occur in relation to the completion of housing in Phase I.

Mr. Adams replied the reconstruction would occur with Phase I, so Grahams Ferry Rd would be rebuilt when the internal streets were built. In previous studies, the City discovered that Grahams Ferry Rd was very inconsistent, so with each phase of Villebois, the entire road section pertaining to that phase was torn out and rebuilt as a minor arterial, as designated in the TSP. That portion of Grahams Ferry Rd was designated as a rural look and would have no curbs, 11-ft travel lanes, a 3-ft paved shoulder to allow cyclists to ride outside of the travel lane, a gravel shoulder and a swale along either side. Grahams Ferry Rd would be reconstructed at the time of development, as well as a full intersection at Athens Ln, but

without left turns. The traffic study indicated not enough demand existed for a left turn lane, so both Grahams Ferry Rd and Athens Ln would have two-lane traffic. He confirmed this work would be completed prior to occupancy.

Ms. Akervall noted that DKS & Associates discussed possibly recommending traffic calming features along Grahams Ferry Rd. She asked whether any of those were being considered.

Mr. Adams believed the traffic calming features were more directed towards Villebois Dr and Normandy Ln. If a problem developed with cars driving too fast to get to Barber St, a condition was included that the City would consider traffic calming devices, such as bulb outs. Normandy Ln had no curb extension, so it was a straight, 28-ft wide street that appeared big and vast. So if people started driving too fast, the City could add a curb extension, crosswalk and signage, etc. to calm traffic speeds which was what the condition entailed.

Mr. Springall confirmed that medium size lots were rear-loaded and that all large and standard lots were front-loaded. He asked why all standard lots had to be front-loaded. The alleyway behind Athens Ln could also be used to serve the four standard lots between Estonia Way and Naples St.

Mr. Pauly replied that looking through Villebois, standard lots were typically front-loaded. He was not aware of any rear-loaded standards, although a few might exist here and there. He noted it depended on the size of the home and that the existing Pattern Book allowed standards to be front-loaded. Neither the Pattern Book nor Master Plan had any requirement that would push them to be rear alley-loaded products.

Mr. Edmonds added so many small and medium lots had been done; other projects in Villebois were mostly alley-loaded. There were a much lower percentage of standard and large lots had been built throughout Villebois.

Mr. Pauly said the Applicant considered many configurations and encouraged the Board to ask the Applicant for more insight.

Mr. Springall asked what happened to the estate-sized lots and how that decision process went.

Mr. Pauly stated in the original Master Plan, residences at the end of San Remo Ct were shown as estate lots. He explained that flexibility existed within the larger aggregate land use category, as defined by the Development Code. As noted in the Master Plan, this large and standard pattern around the edges was consistent with the rest of Villebois, including the most closely neighboring areas of Arbor Villebois. The only estate lots left on the Master Plan were located in a portion of SAP North, where there were many trees and some slope which might drive those lots to be estate lots, but that area of planning was a ways off. There was discussion about doing a Street of Dreams, but this was the product the Applicant had elected to pursue, and it was consistent with similar areas of Villebois, as noted in the findings.

Mr. Pauly continued presenting the Staff report with these key comments:

- The Zone Map Amendment. Like the rest of Villebois, the subject area had a Comprehensive Plan designation of Residential – Village and the option for that was the Village Zone, which was proposed.
- The Tentative Subdivision Plat on (Slide 31) reflected the PDP. He noted an extra tract of land in front of Lot 91 that surrounded one of the preserved, Important Oregon White Oak Trees.
 - All of the proposed lot sizes were consistent with allowances in the Pattern Book and provided the right-of-way and tracts for the open space, water quality swales, alleys, linear greens, etc.
- Type C Tree Plan. When considering the numbers and percentage of trees being removed, it was Important to realize the number only represented those trees inventoried at the core and some edges

of the development that were being impacted. The vast majority of trees on the site, which were within the conservation easement, were being preserved and not even inventoried because they were all being kept. If a hazardous tree were found over a trail it might be removed and used in the natural area for habitat. He discussed how trees are rated and reviewed the trees being removed with these key comments. (Slides 35-45)

- Overall, the 24 Important trees being retained were Oregon White Oak. Of the 154 Good trees, 101 were proposed for removal. The predominant species for removal was Douglas fir and of the Good trees being removed, only five were Oregon White Oak. Many poor condition trees were being removed. He noted the mixture of many natural and planted trees existed from prior development.
- He discussed the tree removal plan for each of the yellowed areas on Slide 35 as follows:
 - Area 1. These trees along Grahams Ferry Rd included many conifer trees, and with grading and improvements to Grahams Ferry Rd, it was not practical to retain them.
 - Area 2 had been previously developed and required a lot of tree removal including some of the Important Oregon White Oaks. Staff worked with the Applicant to maintain the hilled, forested area outside of the SROZ and add it into the SROZ. A fair amount of trees were being taken out, but a lot were either in poor condition or Douglas Firs.
 - Areas 3 and 4 consisted of a mixture of planted trees with some natural trees.
- Considering the grading and many development alternatives, Staff saw the removal of so many trees as a reasonable approach for making the site developable, while maintaining a lot of natural area. More than 50 percent of the site was being kept as a forested natural area, and the majority of the Important and Good Oregon White Oaks were being retained as well.
 - Oregon White Oak was a species of importance in Wilsonville, as a natural tree and for habitat value. The Villebois Master Plan emphasized the maintenance of Important and Good trees.
- He reviewed several slides describing the condition and location of Important and Good Oregon White Oak trees that would be removed because of grading issues, the preservation of natural areas, and to accommodate lotting and street patterns. Two Oregon White Oaks might be retained (Slide 39), but were listed as likely to be removed. Staff would work with the Applicant as development occurred to encourage preservation of the trees, especially Tree No. 799, if at all practicable. The tree at the edge of the right-of-way might need to be removed, depending on the needs for right-of-way development and utilities.
- Slide 40 showed the Oregon White Oaks within the conservation easement, which was indicated with dotted black line. Other Oregon White Oaks were within parks or areas maintained by the homeowners association (HOA), and as long as the initial design was done well in those areas, the trees should be pretty successful.
- Areas of concern were where Good and Important Oregon White Oaks were either partially or entirely in private rear or front yards. During construction, the City needed to make sure the utilities were properly installed to avoid utility impacts. After construction, backyard improvements that might put turf grass and irrigation into the root zone of the trees must be avoided.
- Staff added a number of conditions specific to the preservation of Oregon White Oaks in private yards, which included a tree preservation easement that gave the HOA and City access to the portion of a property within the tree's root zone to observe conditions, ensure inappropriate landscaping or irrigation did not exist, and assign the tree's maintenance to the HOA as a community amenity.
 - Staff had talked with homeowners who had preserved Oregon White Oaks in their private yards and learned that maintaining Oregon White Oaks is quite expensive.
 - A number of the trees located along the back of Lots 96 to 100 had root zones that crossed from HOA land into private yards, so having the trees under a common responsibility would improve good stewardship of the trees.

- Other conditions limited irrigation and landscaping to native plants congruent with Oregon White Oaks.
- He reviewed specific details provided by the Applicant regarding Important Oregon White Oaks not located within the conservation easement, noting their locations and how design adjustments were made to limit impacts and preserve the trees.
 - Although Tree No. 1023 (Slide 44) was located in a linear green, the root zone and canopy went into Lot 100 so an additional setback was required to prevent the foundation and such from entering the tree's root zone.
 - Staff worked with the Applicant on ideas for Tree No. 856 (Slide 45) and placing the public utility easement at the edge of the root zone. There were conditions requiring that any utility work within the root zone of preserved trees to be bored to avoid trenching through the root zones.
 - The Architectural Pattern Book allowed the maximum setback to be waived automatically if a significant tree were present, so Lot 91 would have a greater front setback in order to preserve the tree. A condition provided in the memo required development of Lot 91 to be substantially similar to what was shown in the Preliminary Utility Layout for Lot 91 dated April 7, 2014, which was entered into the record as Exhibit B11.

Ms. Akervall asked what homebuyers with Important trees would be told about tree stewardship and the relationship between the City and the HOA.

Mr. Pauly explained some work could be done as Staff worked on developing the Covenant, Conditions and Restrictions (CC&Rs), with the developer to ensure education and outreach were available. One advantage was that the easement would show up on the title report which would hopefully bring some attention to it. The community's amenities were great so as active stewards, he hoped the HOA would be part of the education process. The easement enabled a greater partnership, rather than making a homeowner carry the burden of ensuring that the trees were successful as long as possible. He noted the trees had already been studied in detail and had a good chance of being around for a very long time.

Ms. Akervall noted the materials mentioned having signs placed by the trees and asked if that had been used before in Villebois or another neighborhood and if it was successful.

Mr. Pauly replied it was a new idea. Staff believed increasing awareness about the value of the Oregon White Oaks was of the utmost importance. Rather than just trenching through root zones, developers should have an arborist on site when working with the trees or face a hefty fine. The idea was supported by Code and Staff believed it could have an impact because there was a history of trees being inappropriately impacted by utility work during development in Villebois. For these particularly special trees, Staff wanted to take every measure to ensure the trees were dealt with properly. He imagined many more Staff inspections of the trees would take place during the development process. He continued presenting the Staff report with these key comments:

- Final Development Plan for Parks and Open Space. As mentioned Pocket Park 16, located in the northern portion of development, would be the central gathering place for the neighborhood and featured a couple play areas, a lawn area, shelter with seating, a network of hardscape trails and a path leading to and through a wetland area. The park was interesting in that it transitioned from the more formally developed portion to the natural area of the development.
 - He noted Tree No. 1023 was incorporated into a smaller park area and landscaped linear greens were on many of the edges. Efforts had been made to preserve trees on the northern edge of the site; although not the most significant trees on the site, they provided a backdrop to many of the homes in Arbor Villebois and were a visual amenity, as testified of previously.

- Displaying Slide 49, he noted Athens Ln had a series of sidewalks and linear greens that created a nice greenway entering into the project and on which homes fronted. An interesting pattern existed where all the sidewalks intersected and additional paths, pocket areas, linear greens and green spaces were incorporated. The project would involve a lot of landscaping and should be very special upon development.
- Slide 50 identified where passive and active natural trail activity areas were proposed that would provide activities for all ages, from seating to bug inspection.

Kerry Rappold, Natural Resources Program Manager, reviewed the applications regarding the SROZ Map Refinement, Significant Resource Impact Report (SRIR) Review and SROZ Boundary Verification via PowerPoint. The applications was rather complex, not only in terms of site resources but also some of the elements being proposed, so he hoped last month's training helped in understanding the application.

- The SRIR included four elements:
 - A Map Verification looked at the City's existing mapping and inventory, and some minor adjustments were made based on the drip line of some of the trees.
 - The Map Refinement included three areas, totaling six-tenths of an acre, that were primarily being refined based on the fact that most of the trees were row planted, the understory was relatively disturbed, and little complexity existed in the relationship between the understory and overstory.
 - The Applicant's proposed exemption, with regard to the natural trails and nature trail activity areas, was handled separately from the proposed impacts.
 - The proposed impacts included six distinct areas on the site, totaling eight-tenths of an acre, for the purpose of providing street connections, some impact due to residential lots and the trail connection leading out to Grahams Ferry Rd.
- The gray area on Slide 52 indicated where existing disturbance was located previously on the site, which included the Callahan Center, parking lots, cottages and maintenance facility. A pretty well established pattern of impacts to the native habitat existed over the past 30 years.
- The slide also outlined the resource areas of the site, which included a mix of deciduous and coniferous trees, as well as forested and emergent wetlands. On the east side of the site, a potentially nice oak woodland area would provide connectivity to the oak woodland Metro was restoring on the Graham Oaks property.
- He described the four wetland areas identified on the site (Slide 53), noting Wetlands A, B and C were identified as part of the City's local inventory. The little piece located on the south end of Wetland B that was included as part of Pocket Park 16 had not been included in the inventory. A new wetland area, Wetland D, was delineated as part of the Applicant's submittal. The table showed the four wetland areas, breaking Wetland B into northern and southern parts, the different types of wetlands, such as forested emergent, and their sizes.
 - According to Statewide Planning Goal 5, wetlands had to be a minimum of a half-acre when considering local significance and wetlands a half acre or larger had to meet functional criteria requirements to be locally significant. The only wetland that met that definition was Wetland B. This distinction was important because that wetland would have a 50-ft Title 3 buffer applied to it, which limited any impacts that could be done on site as far as pushing development farther west.
 - The other three wetlands were not large enough to meet the half-acre requirement, but were still protected as jurisdictional wetlands and any impacts to them would have to be approved by the Oregon Department of State Lands (DSL) and Army Corps of Engineers. The Applicant was impacting about 1,200 sq ft of Wetland C, so approvals would need to be received from those agencies to proceed, but it was not locally regulated.
- Slide 54 highlighted the proposed mitigation for the wetlands and forested areas. The Applicant proposed impacting eight-tenths of an acre and mitigating twice that amount at about 190,000 sq ft. The Applicant was also adding some created areas that totaled about 60,000 sq ft, which meant

- about six acres would be enhanced or restored as part of their work. About 4,300 trees and shrubs would be planted as part of that mitigation, so it was a rather significant addition to the site.
- He described the impacts to the SROZ from development, as indicated on Slides 55 to 61, with these key additional comments:
 - The trail connection linking an off-street trail section to Grahams Ferry Rd was a minor impact and impacted no trees.
 - A large percentage of the trees, such as Red Alder and Scouler's Willow, were short-lived and tended to have problems over time, so potential existed for hazard trees over time. Some Douglas firs and a handful of White Oaks were down in the minus 15-inch DBH range, with one possibly larger than that.
 - The Applicant was trying to avoid the 50-ft buffer for Wetland B, which was indicated as a dashed line. The Development Code did not allow any impacts to the wetland or buffer if it was locally significant, so alternatives had to be considered for locating the street network and lots, while ensuring compliance with density requirements and other items. Amalfi Ln and Beaumont Ave would encroach that buffer (Slides 56 and 57) where larger Douglas Firs could be found.
 - The yellow areas on Slides 58 and 59 noted a combined section in Area 4 that primarily consisted of Red Alder and Scouler's Willow trees.
 - In the Willamette Valley, Douglas firs could almost be considered an invasive species in some respects. They were located in areas they would not have been historically especially when Pine/Oak Savanna were primarily in Wilsonville. Douglas firs were located in a much more extensive area than would have been seen 150 years ago.
 - When looking to restore native habitat, Oaks were a very important species and benefits could be gained from removing Douglas fir trees. While he was not advocating their removal, a benefit definitely existed when considering wildlife habitat.
 - The three small areas along the southern edge were primarily due to lot development.
 - Slide 61 indicated the areas the Applicant was refining on site with impacted areas shown in red and areas being created in blue. As part of the creation, the Applicant planned to remove and restore a portion of the access road that existed on site.
 - In addition to the 4,300 trees and shrubs planted as part of creation or enhancement areas, releasing some of the Oaks would be considered, which meant removing some of the Douglas firs that were competing with the Oaks. Staff wanted the Oaks to form a full crown and have the most room to grow and attain the greatest height possible in terms of maturity.

Mr. Springall said he walked the service road on the south end of the property and wandered into the property by the wetlands. He discovered a bunch of former buildings, old foundations, construction holes and hazards and asked what the plan was for dealing with those things and other damage within the SROZ

Mr. Rappold replied some of the hazards might be within the SROZ, but most were outside of the SROZ boundaries where the old cottages were located. He clarified no development had occurred in Wetland D, but could have in Wetland C.

Mr. Springall explained the area was probably three-quarters of the way up towards the transmission mast and then cutting up towards the property.

Mr. Rappold added Wetland C was interesting because it was constructed on site with regard to the channel and was definitely not of the same quality, in some respects, as Wetland B, which was a very important wetland area as forested wetlands were much rarer.

Mr. Springall asked if the Applicant planned to completely remove the buildings, foundations, etc. as part of the application.

Mr. Pauly answered yes, noting much of that work had been ongoing. City Building Official Martin Brown confirmed that all the tunnels that used to run under the property were properly decommissioned by being collapsed and filled in; the tunnel to the State hospital no longer existed.

Ms. Akervall noted that from some of the diagrams, it appeared the channel portion of Wetland C covered two of the lots or perhaps, they shared the same space.

Mr. Rappold believed the Applicant had showed that part of the wetland would be filled.

Ms. Akervall asked if filling the wetland would hurt the wetland and if having a house on what used to be a wetland would be problematic.

Mr. Rappold deferred to the Applicant, but noted the necessary subgrade would need to be provided to build a house on the wetland. Wetlands like Wetland C had been removed and structures built on them.

Mr. Pauly reviewed the corrections and changes noted in his memorandum dated April 14, 2014, which was entered into the record as Exhibit A3.

Mr. Adams noted an additional correction on Page 145 of 183 and amended the last sentence of Condition PFC 52 as follows, "~~Attachment X~~ *Exhibit C6*."

Chair Fierros Bower confirmed that driveway shown off Alta Ct in the southern portion of Phase II was a fire truck turnaround.

Chair Fierros Bower called for the Applicant's testimony.

Fred Gast, Polygon Northwest, 109 E 13th St, Vancouver, WA, 98660, appreciated the opportunity to bring the proposal before the Board and commended Staff for their excellent job of informing the City's Boards, Commissions and Council to provide them an opportunity to make an informed and well thought out decision. He thanked his consultant team, who put a great deal of effort and work into the development proposal over the past year plus. He also thanked the neighborhood, who provided some of the best detailed information and helpful points-of-view for creating the very best development proposal possible. An extensive amount of time was spent meeting and having discussions with the community, in both small and large groups; and while they did not always agree, the Applicant always found that the feedback enhanced the proposal. He presented the Applicant's proposal via PowerPoint with these key comments:

- The proposed plan was very commensurate with the Master Plan, which provided the roadmap for how the area should develop. He indicated the colors, which indicated density/lot sizes, told a lot of tales and the table provided information about what had changed somewhat from the Master Plan.
 - He believed the plan had been improved in all areas and many of the changes had been based on neighborhood input. While more specifics would be covered, a modification from the number of homes to be built had been contemplated which resulted in an overall reduction. There was also an increase in the larger and standard lot categories and a reduction in the medium lots, which grew in width because the Applicant was trying to get a larger home.
 - The overall view of the development proposal was good. This unique property allowed the Applicant to do things in Villebois that had not been done before because few opportunities existed in the metro area to develop a site at 2.4 units per acre on a gross basis.
- He reviewed how the economic and development climate had changed over the last three or four years when Polygon started its relationship with Villebois, which had grown and matured in important ways.

- Polygon took a chance and had faith in Villebois and the City of Wilsonville and that the community would support a proposition with diversity, sustainability and a different take on development. Their first residential development was built closer to the core of the Villebois community and had smaller lots because that was the market. Polygon went with a home style that had the broadest base of potential homebuyers, making it both a good faith-based and business-based bet.
- The market was coming back and much stronger, and now, Polygon was betting on something different; that added, which was the model they had been following. The basic premise for Villebois was that there should be many opportunities and varieties of home styles. They were not just providing more home opportunities for town homes or lower price points, but Grande Pointe was an opportunity for much higher price points. This was not necessarily a Code issue, but it was important for the Board to know that much greater opportunity existed. With this unique property, Polygon was able to create a special part of the neighborhood in a special neighborhood and provide many different options or opportunities while advancing the notion of diversity within Villebois, which was the reason for the extensive amount of planning.
- The parks were one of the more specific planning pieces. Villebois was based on the notion of compact urban development. The main part of Villebois had a bunch of development surrounding parks which was a great concept and part of what made the compact urban development concept work. However, Polygon was turning that around somewhat by using the amazing resources to have the park surround the development and provide opportunities the rest of Villebois was not necessarily providing, such as the concept of nature play as discussed by Staff.
 - It was important to note that this site was providing 15 percent of all parks and open spaces in Villebois, which was disproportionately weighted given this was only 100 homes of the entire 2,300 to 2,500-unit community, but that was the amenity and home style Polygon wanted to bring to the marketplace.
 - Polygon was trying to enhance an already good Master Plan where possible. He noted the significant amounts of trails, increased size of the pocket park, added shelter and play structures. It was not just informal nature play where you could go for walks in the woods or play on wood structures, but also a more formal central park for the community.
- The neighbors pointed out that every great neighborhood should have a good entry road, which was not in the Master Plan. Strong entries usually only lasted about the first 100 ft into a community, but Polygon was bringing the strong street from the entry all the way into the community, with a strong focal point at the terminus, the T intersection, while maintaining the boulevard feel with wide green spaces and a lot of street trees. The nodes at the far end near the terminus provided a more formal flavor for neighborhood gathering spaces, which was very good input from the neighborhood.
- Fewer lots were present on the street than the Master Plan contemplated. The lots were widened to increase square footage, so the square footage of the alley homes was an average of about 2,500 or 2,600 ft. The width was the same as a standard lot, so opportunities were being provided for some backyards with an alley-loaded solution. It was difficult from the alley configuration to provide big backyards, but the Applicant was looking to do that.
- Architecturally, it was fairly easy to see what the Applicant was trying to achieve. The City's consulting architect signed off that the conceptual elevations met the Pattern Book, the same one currently being used in this part of Villebois.
 - The Applicant was not looking to make modifications, but to take this unique opportunity to bring a more expensive product into the community and help with diversity. The designs featured more stone, more width, more brick, and taller front doors, which were requested by the community. The larger homes featured more width and square footage and were clearly over 3,000 ft, approaching 3,500 or more. He noted these were just samples of what could be done.
- He believed Polygon had demonstrated that they met or exceeded the base Master Plan standard and was trying to do something really special and adding another dimension to Villebois. With the improving market conditions, the project was a good bet. The timing for this proposal was not right

four years ago, but he believed it was right today, and by taking advantage of the unique site amenities, they could create a special place within a special place.

Chair Fierros Bower asked what the nature play creative features consisted of, adding she believed they were scattered about the street nodes.

Mr. Gast explained the creative play and street nodes had been used in Villebois already, where kids could climb on features shaped as animals. The strategy was to put these in a gathering place where adults could talk while toddlers occupied themselves so they did not have to be constantly chased around. When used in other developments, Polygon found them to be a central place for people to gather. It was not like a massive park should be created out of these features, but they did serve the street nodes very well.

Mr. Springall asked that the location of Tree Nos. 799 and 1045 be identified. He understood they were considered questionable and asked whether the trees would stay or not.

Mr. Gast did not recall the numbers and actual locations of the trees, but when referring to trees as ones that might stay or go, philosophically, the Applicant tried to take such trees into context with other competing things being addressed in the site plan and consider them in a totality. In other words, what their overall strategy was with the trees. Where the trees fit in the overall strategy demonstrated that the Applicant saw value in the trees and considered them real amenities. They worked very close with their customers in considering how to maximize these amenities, not just for their value, but for the value of the neighborhood on a long-term basis. If trees that were somewhat on the edge could be identified, they believed with their team and experience that there was a good chance of preserving those trees and keeping them as an amenity within the site plan.

- As an example 15 years ago, they developed a site in Lake Oswego with an old English walnut tree that had been planted by the original family. Polygon was able to save that tree even though they were building very close to it. Through good care and good pruning, they were able to preserve the tree as an amenity to the homes very close to it. It was still there today and thriving better now than before because it was now getting the care it needed and was not receiving. Many trees on the subject site fit that same situation, where they had not been receiving any care and probably were not cared for very much when construction occurred in and around them. That did not mean every opportunity should not be taken to preserve them and make them an amenity.

Mr. Springall stated that answered his question in a general sense, but perhaps Mr. Pauly could identify the trees' location and a more specific answer could be provided about whether or not they would stay.

Mr. Gast stated Morgan Hollen might be able to provide those answers.

Chair Fierros Bower recalled an earlier question regarding Wetland C and the home foundations.

Ms. Akervall noted Lots 82 and 83 looked like they would be sharing that space. She asked how that would look and how the house and wetlands might be affected. She asked what process was required to do that build a home on a wetland.

Mr. Gast responded that similar to the trees, resources were categorized in terms of importance, functional classification, etc. Wetland C was a leftover landscaping feature that created the basic definition of a wetland; so it was not a very high quality wetland. From a mitigation point-of-view, Polygon would file applications with DSL, and if the federal government believed Wetland C was within their jurisdiction, the Applicant would have to seek permits from them. It was a pretty regular course of business to preserve and enhance significant wetlands on one hand, while filling less significant, lower quality wetlands and use mitigation efforts to enhance or create something that would fill more of the

functions desired in other cases. The process was fairly straightforward and DSL was the State regulator and the Corps of Engineers was the federal regulator. Polygon submitted wetland impact applications with them many times on an annual basis.

- Structurally, a typical cut and fill is used that occurred in development all the time. The loose material would be removed and replaced with structural material that would be compacted to ensure all soft spots were removed, similar to building roads. Grahams Ferry Rd was a perfect example where they would remove all the incorrect building material and put in new material to make sure it met the standards and the process on the wetland was very similar. There were no negative consequences to a customer.

Mr. Springall asked for the Applicant's perspective regarding Tree Nos. 799 and 1045.

Jim Lange, Pacific Community Design, displayed Slide 39 of 63 from Staff's PowerPoint presentation, which showed Trees 799 and 1045.

Morgan Hollen, Arborist, Morgan Hollen and Associates, 3 Monroe Pkwy, Ste P220, Lake Oswego, OR, 97035, clarified that trees #799 and #1045 were classified as likely to be removed. Both Oregon White Oaks were in good condition, but because of their proximity to development, they were not classified strictly as being retained so they were called likely to be retained. Tree No. 799 was located in the rear of a lot and had a very good opportunity for preservation, depending on the size of the building, when home construction and the required grading occurred. Tree No. 1045 was located right behind the curb line of the street and utilities were likely to go through that area, so the chances of that tree being preserved were a bit less.

- When construction began, trees classified as likely to be removed would have tree protection fencing installed around them and they would be treated like any other tree to be protected. As building progressed and tree protection fencing needed to be adjusted, contractors would contact her. Her company had a very good track record with Polygon's contractors who made those calls prior to removing or adjusting the protection fencing. She would visit the site to make decisions on the ground and provide contractors with recommendations on the ground to do everything possible to protect the trees.
- If it was ultimately determined that removal was the only option and that any impacts would be detrimental, construction would stop and they would coordinate with the City to ensure they had authorization to remove and mitigate for the trees before any impacts occurred.

Mr. Pauly noted Staff was requiring directional boring within the preserved root zone of Tree No 1045 and asked if that would increase the probability that Tree No. 1045 would be preserved.

Ms. Hollen answered yes; if boring was feasible at a minimum depth of 5 ft or more, it would certainly help in the preservation of the tree.

Ms. Akervall asked how deep the driveways would be of the medium-sized houses on alleys. She knew it varied in Villebois, sometimes they were quite short.

Mr. Gast replied the driveways would be the shorter typical variety in Villebois and confirmed any additional parking would have to occur on the street out front.

Lenka Keith thanked the Applicant for their efforts to preserve the natural resources. It was a challenging site, but it was good to see something good happening, and the old dilapidated buildings removed. It was also good to see a good variety of product, with both larger and smaller lots. The plan seemed like a thoughtful plan.

Chair Fierros Bower agreed it was very refreshing to see such a beautiful design.

Ms. Akervall was excited to use some of the nature trails.

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

Everett Lapp, 11192 SW Barber St, Wilsonville, OR, 97070, appreciated the great job Polygon was doing in Villebois as well the beautiful job they had done creating the plan. He asked if the Board had read Exhibits D1 and D2, which did an excellent job describing his concerns about the extension of the street into SW Villebois Dr from Grande Pointe. He emphasized that SW Villebois Dr, at that point, was a narrow street. He respected City Staff, the studies they had done and the traffic going on there now. However, going from 500 cars to about 900 per day would be a significant impact on a very narrow street, a street where cars approaching each other already had to be very careful. Adding an additional 400 cars per day to SW Villebois Dr and Normandy Ln, would result in a traffic issue. He spoke from experience, as he had lived in Villebois since 2006. When he moved in, the speed limit the City assigned to Barber St, which was located in a residential area designed as a pedestrian and bicycle friendly community, was 45 miles per hour. When he approached the City about reducing the speed limit, he understood the developer, Costa Pacific, was forced to place the speed limit by the City. The City said they could not reduce the speed limit because it was a connector street. The speed limit has since been reduced to 25 miles per hour on both Barber St and Costa Circle, but now enforcement problems exist. The situation was ongoing and he had met recently with City Staff on the issue and they were trying to enforce the speed limit. He believed all the Board's approval would do was add an extra complex.

- He recommended that the Applicant extend Como Dr to make it another entrance off Grahams Ferry Rd. One lot would be sacrificed, but that lot could be made up by not extending the street into SW Villebois Dr, so nothing would be lost economically. In fact, the Applicant might possibly gain a lot. He asked the Applicant to consider making that modification and the DRB to require that modification as a condition of approval.

Ms. Akervall confirmed Mr. Lapp's proposed modification would result in no motor vehicle connection to the rest of Villebois except by exiting via Grahams Ferry Rd and then reentering the neighborhood.

Mr. Lapp believed allowing an additional 400 vehicles was a dangerous situation. He understood that was an estimate and no one really knew what would happen or how many of the 100 homes would exit onto Grahams Ferry Rd. As expressed in Exhibits D1 and D2, Grahams Ferry Rd was not an easy access to get onto because people were driving 45 miles per hour and even faster, so people would take an easier route. The route was shorter if they went through Villebois, down to Brown Rd and onto Wilsonville Rd. He reiterated there were many reasons not to go forward with it and very few reasons to bring that street into SW Villebois Dr, in fact zero reasons to really do that. He believed access could be gained off Grahams Ferry Rd quite easily.

Mr. Springall asked if Mr. Lapp considered the development compatible with other parts of Villebois. It was farther from the center which was why there were larger lots, but it seemed like it could be a very integral part of Villebois.

Mr. Lapp believed it was and should be an integral part of the Villebois community, but he did not believe it needed to have vehicular traffic from the addition into Villebois.

Mr. Springall replied without that connectivity, people would not be able to reach the Village Center without heading out onto Grahams Ferry Rd, and other businesses were in the village center.

Mr. Lapp reiterated it was a pedestrian bicycle friendly community and emphasis should be on pedestrians and bicycles, not vehicles. People wanting to go to events in Villebois could walk or bicycle otherwise, they would have to go around taking Grahams Ferry Rd to Surrey St or Grenoble St. He did not say it was the easiest or only option, but it was the best thing to do.

Andrew James, 11976 SW Lausanne St, Wilsonville, OR, 97070, stated his property bordered the subject site and he was very excited that the area was finally being developed. The Applicant held a couple meetings with the neighborhood, he watched the plan go through a couple revisions and the Applicant had been receptive to feedback. Many of the changes requested by the community had come about throughout the process.

- As the project went through the Planning Commission to the DRB, he had learned a lot about how the Villebois Master Plan and approval process took place. He had a few things he wanted to call out to ensure they were considered and documented as part of the approval process. Up until this point, the number of lots had not been solidified. He wanted to make sure that approval of the resolution would lock in the number of lots so it would not be modified substantially after the process went forward.

Mr. Pauly confirmed the approval would lock in the number of lots at 100.

Mr. James said he did see the neighborhood as part of Villebois and SAP South and wanted to make sure connectedness and consistency existed between the neighborhoods. He liked that the Applicant provided the front elevations as part of the proposal, which were consistent with the rest of Villebois. However, he did not see courtyards represented in the images. A large number of courtyards were used throughout SAP South, especially on rear-loaded lots. Living in the neighborhood for almost seven years, the courtyards were social areas and brought the neighborhood out. When walking around the neighborhood, it was very easy to see people in the courtyards and connect with them. It would be really great to see the same consistency in Grande Pointe going forward, since it was part of SAP South.

Mr. Pauly noted that a condition of approval required 30 percent courtyards and the Applicant stated they were really looking at courtyards on alley-loaded products, specifically on the medium lots along the entry road.

Mr. Edmonds added courtyards were more conducive for the French and English style homes, as American homes had porches.

Mr. Pauly noted the two American elevations had very strong front porches.

Mr. James stated he had an American-style and spent a lot of time on his front porch. He wanted to make sure it had that socially connected feel because the last thing the neighborhood wanted was to push people to their backyards.

- With regard to the connected street, he believed it was important for bringing people together. He was also concerned about traffic and reiterated that Villebois Dr was a very narrow street. When taking one's kids to Lowrie Primary School, it was important to know your car width very well if another car was coming because cars parked on both sides of the street. Some cars pull over, so he could see that increased traffic on the road might force people to use other routes to get to Lowrie. He believed it was important to have the street to connect people to drive through the neighborhood. Because he lived near that area, if he was trying to exit the neighborhood quickly he cut out to Grahams Ferry Rd. He did not think many people would try to access Brown Rd or go through the neighborhood, but would likely exit via Grahams Ferry Rd to Wilsonville Rd.

Chair Fierros Bowers called for the Applicant's rebuttal.

Mr. Gast replied the Applicant had no rebuttal.

Mr. Springall confirmed that the Master Plan showed the street connecting through to Villebois Dr.

Mr. Pauly added a significant discussion about that connection had taken place during the Master Plan and a number of findings in the Master Plan and in this approval supported that connection.

Chair Fierros Bower confirmed mitigation ideas existed about how to address speeding traffic.

Mr. Pauly added conversations had taken place with Engineering Staff and DKS & Associates about those options, which included bulb outs, crosswalks, and additional signage. For example, some additional signage might help to calm the traffic on Normandy Ln where one of the marked paths came out from Graham Oaks Nature Park. The City's Engineering Staff was supportive of ensuring the environment was safe. It would be an ongoing thing to observe, as seen with the Safe Routes to School Program in Villebois where the Engineering Staff continually interacted with the neighborhood to get feedback and make it as safe as possible.

Mr. Springall agreed Normandy Ln was a street where connectivity could be improved, as access to the Graham Oaks Trail had no marked sidewalk and the street seemed kind of straight and fast. He asked if traffic calming devices would be addressed now, as part of the application, or left for Engineering and City Staff to address later.

Mr. Adams reiterated that traffic calming was covered in the Planning Commission traffic report last fall in that the City would observe the flow of traffic and if it became a problem, he and Community Development Director Nancy Kraushaar would offer traffic calming at the City's expense, because it was not part of the development and on a separate street that was already completed. Staff's view was not to throw it out there right away, but see how things developed. The street that connects to Villebois Dr was part of Phase II and was still one to two years away from completion when the traffic would actually access that back area.

Mr. Springall asked how traffic calming was still a City responsibility if the developer was providing the additional traffic. The concerns heard and included in the report related to the application and the additional traffic coming through the two streets. Villebois Dr was probably handled because it was narrow, whereas Normandy Ln might be the primary concern for traffic calming.

Mr. Adams replied that any time there was an off site improvement, typically, the City never went back and charged the developer for something that was a block or two off their site. If it were contingent or part of the Applicant's development, they would be responsible for that. Street System Development Charges (SDCs) were collected and used for such things in areas outside of a development, which must be done as part of a City financed project. Law related to the supreme courts Dolan ruling prohibited the City from exacting on a developer for off-site improvements.

Mr. Pauly said if it were the will of the Board, Mr. Gast wanted to offer additional comments on the topic.

Mr. Gast believed Mr. Adams was accurate in the sense that the City would have to consider how all these streets functioned and try to enhance and/or mitigate. From the Polygon's perspective, the connection would be made in Phase II and he did not mind setting aside some financial contributions to address this issue or another. In order to deal with the Dolan issue, he agreed, as a condition, to target \$20,000 for traffic mitigation in Phase II.

Barbara Jacobson, Assistant City Attorney, believed that could be addressed in Amendment 2 of Exhibit A3 which discussed the developer working with City Staff to come up with a development agreement. She appreciated the Applicant's offer which would be taken into account when putting the agreement together.

Mr. Gast stated if Polygon were having some impact, they did not shy away from taking responsibility to mitigate that impact. He agreed that was a good place to put it.

Ms. Akervall sought clarification about determining when a calming device would be added. She asked how the City would know when it was a problem; was a predetermined measure used to determine when a problem existed or was it dictated by complaints.

Mr. Adams explained that a traffic study was performed on Villebois Dr that showed 85 percent of the 450 total cars per day were traveling below 23 or 24 miles per hour, depending on their direction, so the City had a base measurement with the existing homes. Before the connecting road opened, other traffic studies would be performed on Normandy Ln and St Tropez Ave to determine the base speed level. If the development opened and there was a jump in traffic and speeds, then the City would look at traffic calming measures. He added it was a wiser way of investing City funds and, rather than guessing where to throw \$20,000 or \$30,000 to fix up a possible problem, it was better to wait to see if a problem developed and then go back to modify it.

Ms. Akervall confirmed baselines would be taken of the surrounding streets and the City would know what the streets were handling now and after the development opened.

Chair Fierros Bower closed the public hearing at 10:15 p.m.

Ken Ruud move to accept the Staff report dated April 7, 2014 as amended by Exhibit A3, with the addition of Exhibit B11, and with the last sentence of Condition PFC 52 on Page 145 of 183 also corrected to state, "~~Attachment X~~ Exhibit C6." **Simon Springall** seconded the motion. The motion passed unanimously.

Chair Fierros Bower confirmed no additional language was needed for Item 2 of Exhibit A3.

The motion passed unanimously.

Lenka Keith moved to approve Resolution No. 275. **Ken Ruud** seconded the motion, which passed unanimously.

Chair Fierros Bower read the rules of appeal into the record for the appropriate applications.

VIII. Board Member Communications

A. Results of the March 24, 2014 DRB Panel B Meeting

Simon Springall asked about the enforcement of the temporary Sign Code. It was political season and the City had quite a restrictive Sign Code, but not all political signs were adhering to the Sign Code, as far as when they could and could not be up. He asked if the Sign Code was being enforced.

Chris Neamtzu, Planning Director, replied yes, the City was enforcing the Sign Code. If a violation was observed, City Staff should be notified and it would be taken care of. The City needed to enforce the Sign Code at all times. There were no timeframes when it was not applicable; the City could not have that kind of flexibility in applying the standards.

IX. Staff Communications

Mr. Neamtzu announced that City website was being revamped with a brand new look and all kinds of really neat features. The soft launch went up this week and he invited everyone's feedback, adding Staff had been working on new website for over a year. He thanked the DRB for their great work tonight, adding the panel was doing outstanding work. He appreciated their thoughtful review of the extremely difficult applications, and believed they were doing an outstanding job.

- He reported that after everyone graciously agreed to meet on a special night, the Fun Center agreed to voluntarily limit their zip line operations until midnight this year, so no special meeting was needed. The City had issued a permit for 12:00 am and would see how it went. Holland Partner Group and the apartment community were fairly pleased with the fact that it would not be running all night again. Staff worked very hard with Ms. Jacobson and the owners of the Fun Center to find a compromise and keep the matter out of a public hearing venue. He thanked everyone for their willingness to meet on a special request, which meant a lot to him.

X. Adjournment

The meeting adjourned at 10:22 p.m.

Respectfully submitted,

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