

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

<p>Approved February 27, 2017</p>
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**Development Review Board – Panel B
Minutes–September 26, 2016 6:30 PM**

I. Call to Order

Chair Shawn O’Neil called the meeting to order at 6:30 pm.

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: Shawn O’Neil, Richard Martens, Samy Nada, and City Council Liaison Julie Fitzgerald. Aaron Woods and Samuel Scull were absent.

Staff present: Daniel Pauly, Barbara Jacobson, and Mike Ward

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

V. City Council Liaison Report

Councilor Fitzgerald reported on the City Council’s recent work session, noting Council spent a good deal of time hearing reports about traffic studies on Wilsonville Rd, an update on the Boones Ferry Road to Brown Road Connector Plan, and upcoming changes to City Code regarding the new forms of wireless communication facilities.

- Council also heard a report on the Company National Citizens Survey conducted the on Wilsonville’s citizens. Of the 127 different standards overall, 26 of Wilsonville’s ratings exceeded benchmarks, 96 were similar, and 5 were lower than other cities that participated in the survey.
 - According to the survey, the top priority for the city’s residents over the next five years was traffic, roads, and transportation, with planning, growth, and expansion being the second priority, and housing and affordability third. She encouraged the Board to read the survey, which was available on the City website, along with further details.

VI. Consent Agenda:

- A. Approval of minutes of August 22, 2016 meeting
Approval of the August 22, 2016 DRB Panel B meeting minutes was postponed due to lack of a quorum.

VII. Public Hearing:

- A. **Resolution No. 333. Villebois Phase 11 Central – Berkshire No. 2: Stacy Connery, AICP, Pacific Community Design, Inc. – Representative for RCS–Villebois Development, LLC – Applicant/Owner.** The applicant is requesting approval of a Zone Map Amendment from Public Facility (PF) Zone to Village (V) Zone, Specific Area Plan – Central Refinements, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat and Type ‘C’ Tree Plan for the development of detached row houses and associated improvements in Villebois SAP Central, Phase 11. The subject property is located on Tax Lot 3300 of Section 15AC, Township 3 South, Range 1 West, Willamette Meridian, City Of Wilsonville, Clackamas County, Oregon. Staff: Daniel Pauly.

Case Files:	DB16-0031	Zone Map Amendment
	DB16-0032	SAP Central Refinements
	DB16-0033	Preliminary Development Plan
	DB16-0034	Final Development Plan
	DB16-0035	Tentative Subdivision Plat
	DB16-0036	Type C Tree Plan

Chair O’Neil called the public hearing to order at 6:36 pm. 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.

Daniel Pauly, Senior 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.

Mr. Pauly presented the Staff report via PowerPoint, noting the project site’s location and surrounding features and reviewing the Applicant’s requests with these key comments:

- The Zone Map Amendment was similar to other applications the Board had seen previously. The site was proposed to be rezoned to Village from its zoning as the Dammasch State Hospital. This was consistent with the Comprehensive Plan.
- SAP-Central Refinements and Preliminary Development Plan (PDP):
 - The Applicant proposed a change in the number of units. Originally, 37 units comprised of condos and urban apartments were planned for Specific Area Plan (SAP) Central, and now 16 detached row houses were proposed. Because all of the land uses in the Village Center were grouped into small-lot single-family and smaller, the land use change was not significant.
 - The Code allowed a change of up to 10 percent in density from the original Specific Area Plan approval. The proposed 21 unit reduction on the subject site combined with another application with a recently approved reduction resulted in a 6.44 percent reduction overall from the original SAP approval, which was within the confines allowed through the refinement process in the Code.
 - Another consideration when changing product types within the same land use category was product or housing diversity as well as urban form. There was a general idea of a transect within Villebois with the densest, highest buildings in the Village Core around the Piazza transitioning to less density moving away from the Core with the largest homes along the edge.
 - The subject site was northeast of the Barber St/Costa Circle West intersection at the edge of the Village Center, so from the transect standpoint, the site made sense as a transition area to transition from the single family into the denser urban Village Center Core, similar to that seen south of Barber St across from the park.
 - He noted that along that particular stretch of Barber St, the Piazza was not right in the middle of the Village Center, but off to the side, so that stretch along Barber St was the shortest transition area from outside of the Village Center to the Core, so regardless, there would be a pretty abrupt density change compared to the north end which had more room for a gradual increase in density. From Staff’s perspective, the density could go either way, similar to the product on the other side of the park or similar to the product around the Piazza.

- The Applicant illustrated in Slide 1 how the proposed two-story homes would appear to be about two-and-a-half stories, with the roof pitch and such, and how those would appear next to a three-story, mixed-use building. There would be some transition, but it would transition fairly well and would mirror what currently existed across the street due to what was already built, as well as a recently-approved project. He indicated the existing Charleston Apartments along Costa Circle, which were a taller, mixed-income apartment complex, as well as the location of the similarly-sized detached row homes proposed across the street. Therefore, the urban form made sense and Staff believed the proposal met all the applicable criteria and could be approved from that perspective.
- Because the current proposal was likely to come in for permitting prior to some of Polygon's earlier phases approved to the north, the Applicant would be required to improve Valencia Ln as outlined in the Engineering conditions of approval. Those improvements would provide access to the back of the homes via an alley, and all of the homes would face Barber St, Costa Circle, or Valencia Ln.
- The parking requirement for 16 single-family units was 16 spaces, a one-per-one requirement. Beyond the garages, driveways would be put in where lot depth allowed and four homes would also have exterior driveways. The parking requirement would be met with the Applicant's proposed parking, assuming residents used their garages for parking; however, on street parking would also be available.
- Traffic. As was previously discussed when reviewing Phase 10 Central, an overarching traffic study was done for SAP Central, which assumed the 37 units proposed on the parcel. The current proposal, as well as another reduction recently approved across the street, actually reduced the number of traffic trips so, the proposed project continued to meet Level of Service.
- The Final Development Plan.
 - Architecture in the Village Center did not follow the Pattern Book, so it was within the Board's purview to review the architecture of each of the homes as part of the review process. Architecture outside the Village Center was required to follow the Pattern Book and reviewed by a consultant architect. The detached row houses in the Village Center, such as the modern homes along Barber St or the bluish "Officer's Row" homes along Villebois Dr, were built to visually create one single unit, even though they were detached. The architecture was made to match each unit so that they appeared as one bulk almost in terms of design.
 - The proposed project followed a different approach like that taken with the row houses across from Piccadilly Park along Costa Circle where the homes featured a variety of architecture similar to what was seen outside the Village Center. As a condition of approval, the Applicant was required to switch out some of the units based on consumer preference and sales, but the same rules of adjacency had to be met in terms of architectural variety and not having the same housing styles or architecture across the street or next to each other as outlined in the various architectural pattern books.
 - He indicated how the two-and-a-half-story homes would transition to the higher, mixed-use building that was still planned, but not yet approved, next to the Piazza. Other components included fencing and front courtyards along with trees. The Applicant would use fencing approved from the Architectural Pattern Book and used elsewhere in Villebois, so it would be consistent with the look of other projects.
 - Landscaping was proposed in the most prominent areas in the Village Center, particularly on the corner of Costa Circle and Barber St. Some of the landscaping was not shown in detail in the yards. Because the Applicant might change some floor plans at the last minute, a condition of approval required final Staff review of a complete Landscape Plan prior to the issuance of any building permits for the project.

- The Tentative Subdivision Plat provided lots that met Code to allow the development of the planned product type. All of the different remnant pieces were appropriately addressed and the needed right-of-way was shown dedicated.
 - He indicated an area where the plan originally showed some retention of birch trees, but birch trees had declined greatly throughout the city because of the bronze birch borer, which was also the case here. Of the eight trees on the site that would be impacted by the proposed development, seven were in Poor condition and would be removed anyway. The remaining tree was a decent, Moderate tree that was in the right-of-way and not significant enough to be retained within a new street as had been done for other more significant trees within Villebois.

Samy Nada asked what the average square footage was of the row houses.

Mr. Pauly deferred to the Applicant, but believed they were around 1,700 to 2,000 sq ft.

Mr. Nada asked what the difference was between single-family homes and row houses because it seemed that either could work for this particular development. The only difference he could find was that single-family homes had more restrictions than row houses.

Mr. Pauly replied that some of it regarded semantics within the Villebois Code. The proposed type of unit was called Small Cottage outside the Village Center, which was the smallest of the single-family homes and would be similar to the product found along Costa Circle across from Piccadilly Park, as well as the similar-sized homes Polygon had built farther up Costa Circle at the corner of Paris and Costa Circle. He confirmed the widths of the lot and home differentiated the two-story homes and row homes. Some of the detached row houses in the Village Center were actually larger than the small homes because they were three-story units, giving them more square footage.

Mr. Nada confirmed the Parking Code for row houses was the same as for single-family homes and that regardless of home size; only one parking space was required.

Mr. Pauly added parking requirements would start to differentiate with multi-family units.

Richard Martens confirmed two-car garages were required in the proposed development. He noted Covenants, Constraints, and Restrictions (CC&Rs) for a recently-approved project were to require that garages be used for parking instead of storage and asked if any thought had been given to adding a similar requirement to the current proposal.

Mr. Pauly clarified that had not been used for single-family homes elsewhere in Villebois. The project Mr. Martens mentioned was essentially a condo project with apartment-style parking that consisted of a parking lot partially covered with garages. Even with on street parking, that project could not meet the parking requirement without counting those garages because of the density of the units in the condo buildings. Even if residents in this project had just one car in their garage, for example, the parking requirement would still be met on the street, which was consistent throughout the history of Villebois. It was within the purview of the Board to put in a similar condition of approval if the Applicant was open to it; however, it had not been done previously where parking would be tight due to the denser development at the Village Core because there was enough parking even if the garages were not used at all.

Mr. Martens clarified he was not proposing that the requirement be imposed, but had brought it up as a potential tool because one complaint from the development from time to time was lack of parking. The requirement would give the HOA the tool to deal with the problem that people would be complaining about.

Mr. Pauly added the threshold regarding when such a condition should be required was not clear. It was clear in the previous development because they did not even come close to meeting minimum parking by using those garages, so there was some discretion there.

Mr. Martens asked if this project was materially different than the project across the street that DRB-Panel A approved a couple of weeks ago for the same Applicant.

Mr. Pauly replied the main difference was the subject project involved a zone change whereas the other one did not because it was a revision of a previous approval that was never built. Typically, both applications would have been grouped together because of the product type and history, but they were assigned to different planners at one point, one of which had subsequently left, so he was now the planner on both and they had already been scheduled separately. In terms of the units, and the projects' design and look, there was no difference except for the subject project needing a zone change because nothing had been approved for the site previously. Both projects would have a similar design and be a cohesive unit across Barber St when developed.

Chair O'Neil asked if Trocadero Park, which included the skateboard park and had been approved last year, was within the neighborhood.

Mr. Pauly indicated the subject site was at the northeast corner of Costa Circle and Barber St, adding that Paris Ave and Trocadero Park were two blocks away.

Chair O'Neil noted he did not see a lot of parking issues when he was at the skate park; however, he had heard in that hearing and from others about the parking concerns. When it came to the Villebois development, there was always someone who said they did not expect the traffic volume and lack of parking they found. He noted that residents in Rivergreen, which was a bit bigger and had bigger lots, also found themselves with lots of cars on the street and limited parking at times, too. He wanted to voice his concern and acknowledge parking was something Wilsonville would be struggling with as a growing community.

Mr. Pauly stated that in terms of parking demand in the area, the parks across the street only had parking on one side of the street, so parking along the frontage of this would be used by park users as well during the day. Plus, projects to the northeast were fairly dense, approved condo buildings and attached row house buildings, and would have parking demand on street. He emphasized that the Village Center would have an urban feel and parking came with that urban feel.

Chair O'Neil called for the Applicant's presentation.

Rudy Kadlub, 11422 SW Barber St, Wilsonville, OR, stated he was the Master Planner and the Master Developer of the Villebois Village Center and that the entire process had begun in 2002. One of his roles was to be the visionary, however, it was pretty good looking out six years, but at 14 years it was a little foggier. The applicants had been into the City a few times to ask for modifications to the original Master Plan in terms of product types and density. Back in 2010 or 2011, the City approved some major apartment projects in the city. Some areas within the Village Center were originally designed to be apartments. This particular site had been designated as multi-family originally, but the developer found over the last three to five years that it was really difficult to attract more multi-family because there was an imbalance of multi-family to single-family currently in the city. As such, they were not able to get the rents that would make a new apartment project viable in Wilsonville. Therefore, the Applicant was trying to stay within the notion of keeping the density, the maximum number of people, within walking distance of the Piazza and the future mixed-use properties. The idea originally, and as it remained today, was to have as many people as possible walking to services as opposed to driving.

- The currently proposed single-family product was a bit different than the cottages across the street because the home sites had a smaller width. The subject lots were 28-ft wide versus 32-ft to 34-ft lots across the street and were denser than single-family products outside of the Village Center, even in some other areas of the Village Center.
- One of the three development tenets subscribed to when doing the planning for Villebois a number of years ago was connectivity, diversity, and sustainability. In this case, the Applicant considered diversity an important part of the planning for this particular site. There were a variety of different products all within eyesight of this location, including apartments, community housing, attached row homes, condominiums, detached row homes in the form of the Officers Row, contemporary-looking detached row homes, and urban lofts.
 - The proposed detached product type was more traditional so the diversity was great. Even though the type of housing was similar to some of the other pieces, the architecture created a bit more variety in the Village Center. Within a block, there were seven or eight different types of houses that he was excited about.
- He was also excited to introduce a new builder to Villebois, Portland, and the State of Oregon. David Weekley Homes was America's largest private homebuilder. He had met David Weekley many years ago and had watched them progress throughout the country. The company had a knack for architecture, design, and good planning, so he was very comfortable having them enter this marketplace and participating in Villebois.

Stacy Connery, AICP, Pacific Community Design, confirmed she had nothing further to add regarding the Board's comments.

Mr. Kadlub noted that with regards to parking, the site across the street was approved a couple of weeks ago for about 34 homes, but was originally approved for a 49-unit apartment project that did not get built due to lack of financing. The proposed number of homes had decreased from 83 to 25 homes in the area, which reduced the density a bit. Even though the density for detached product was high, it was lower than what it had been, so that provided some relief on the parking. The proposed homes would have two-car garages. At some point, the residents of Villebois might figure out that if they used their garages to park, there would be more parking on the street. When no parking was left on the street, the residents would be forced to use their garage. He believed many people take the easiest path, but eventually it would all even out. He introduced Steve Puls from David Weekley Homes, noting Mr. Puls had lived in the area for a couple decades.

Steve Puls, David Weekley Homes, 19968 NW Cornwall Lane, Hillsboro, OR, 97124 stated the proposed project was the first David Weekley Homes had in Oregon, and they were very excited about that. David Weekley was a private company, and proud of it. The owner was still involved day to day, reviewing plans, and had looked at the proposed location as well as the plans associated with the project. David Weekley Homes was in 23 markets, but operated locally. He has lived and worked in Portland for 24 years. He was proud to say that Portland was his home. The company was known around the country for many things. They were well acquainted and very experienced with master plans, which was one thing that had drawn the company to Wilsonville, and Villebois, in particular. They had won more than 655 awards for new home designs and were very focused on customer service and buyer satisfaction. More than 93 percent of David Weekley's homeowners would definitely recommend the company at the time they received their home. David Weekley Homes has been ranked as one of *Fortune 100's* Best Place to Work for ten years straight, and prided itself on its community involvement with the Weekley Foundation, having given over \$100 million to a variety of local organizations in the US and abroad. For this project, they were proud to be working with Mr. Kadlub and looked forward to being a part of the Villebois community. He concluded that brochures about David Weekley Homes were available for those interested in learning more.

Chair O’Neil called for public testimony in favor of, opposed, and neutral to the application. Seeing none, he noted there would be no rebuttal from the Applicant and closed the public hearing at 7:14 pm.

Chair O’Neil stated that he responds based on the citizens’ concerns, and no citizens had come and voiced any concerns. He understood the comment “People should learn to park in their garages”, but many of these homeowners were told by realtors that the garages were for storage, so he could understand why some people may have concerns in that community about the parking and the fact that there was no parking with that particular park. However, since no citizens had come to testify about that he had no other option than to support it. And while he agreed the Board should take into consideration DRB Panel A’s approval of a similar site, he believed DRB Panel B still had to maintain independence in its decision-making. He was going to assess the subject application independently, but would likely support the application because no concerns had been expressed by any citizens.

Mr. Martens reiterated he had offered that as a suggestion, but was not proposing that it be a requirement of approval. He would still encourage the Applicant to give some thought to that when drafting the CC&Rs to give the eventual HOA Board a tool to address parking issues. When citizens come to the City and complain about the lack of parking, one response could be to ask if they were managing parking within their own HOA. Once added, it would simply be tool that was available. He advocated the condition because he lived in an HOA that had it and it worked.

Mr. Nada stated that the minimum requirement of one parking space per 1,700 to 2,000 sq ft unit would lead to more parking issues and was too low for that size of home.

Mr. Martens responded it was designed for high density and would still be better than NW 23rd in Portland.

Mr. Nada countered that was why people moved from Portland to Wilsonville.

Chair O’Neil moved to approve Resolution No. 333 as presented. Samy Nada seconded the motion, which passed unanimously.

Chair O’Neil read the rules of appeal into the record.

VIII. Board Member Communications None

A. Results of the September 12, 2016 DRB Panel A meeting

IX. Staff Communications

Daniel Pauly, Senior Planner, updated the Board on some of the projects they had reviewed and addressed questions from the Board with these comments:

- The storage place was coming along. The architects had changed from the DRB approval to the construction drawings, and some of the renderings were not coming up correctly along the top edges, so that some of the gap between the roofs and some parapet edges were not what was shown in the drawings, so some small adjustments needed to be made. Staff and the Applicant were working through it, trying to remain as close as possible to the DRB approval.
- He met the contractor and completed an inspection of the tree fencing last week on the 14-lot subdivision, which should be going full speed ahead with the houses being removed very shortly.
- Black Bear Diner should be picking up their construction permits this week, so that project would be moving forward full swing.
- Subaru was about a month or so from occupancy. He would have a meeting with them this week to review the final details and ensure everything was on track to get the landscaping and everything installed prior to occupancy.

- He confirmed he had not heard about any issues from the Catholic Church.
- The bids for the middle school had come in a lot better than expected. He noted that after the Board's review, the school district had come back administratively to reduce the scope of the school, removing some of tech rooms, for example, as they were not certain it could all be built within the current bidding atmosphere. However, the project came in well below expected, enabling the school to build all of their alternates and even some extra amenities.
- The skate park at Trocadero Park was complete and would be fenced until the remainder of the park was finished. He had reviewed the permits for the restroom building late last week, so that building permit would be issued shortly so the rest of the park would be moving forward.
 - He confirmed the Applicant had followed Board's recommendation so there would be street parking on the side adjacent to the skate park. Parking was also planned in the nearby subdivision, adding the subdivision plat was currently on his desk. He noted there had been a lot of interest when the skate park was first finished, but that had quieted down recently.
- He explained that the lots had been cleared where the two houses were proposed in Old Town down from the Mayor's business that used to have an old single-wide mobile home, but no construction had ever taken place. For some reason, the original builder had sold the property as he had seen a Sale Pending sign. Staff had received a couple of inquiries from different builders asking if they had to build the exact same thing, so it was possible that a new builder would return with new plans for the two lots.

Chair O'Neil asked if there was any further update about the City's relationship with the Old Town Neighborhood Association.

Mr. Pauly replied Staff continued to have conversations because an application had been submitted for Fir Ave and 4th St, which was the 9-lot subdivision that was a part of the controversy that initiated the Old Town Neighborhood Plan. The project had been on hold from the applicant's standpoint for some unknown reason as Staff could not get a hold of the applicant. The proposal did bring a lot of folks out, however, prompting conversations including about what the appropriate scope was for the Neighborhood Plan going forward. While the density was going to happen, there had been concern that all of the architecture would be American Modern Craftsman style on two-story houses, which often seen in new subdivisions in Portland. The neighborhood had talked with the applicant about bringing in some authentic diversity, such as including some farmhouse styles, to provide some architectural diversity. Those conversations were still occurring, especially as these new projects were coming up. He believed the City and the Old Town Neighborhood were developing good relationships.

Chair O'Neil noted everybody attended the big hearing on that development and he had anticipated that the dealership would have had the same crowd; although they were present, they had remained silent. It would be great to have it consistent throughout; that the Plan was worked out before it comes.

Mr. Pauly responded that although Code did not require it, neighborhood meetings were encouraged. Many issues had been worked out in the neighborhood meetings for the Charbonneau driving range application, which would probably not have proceeded very far without them. One developer had actually walked away, and now another developer was having meetings, and the neighborhood seemed pretty supportive of the application thus far.

- He clarified the buffer defined by Code for public hearing notices was 250 ft and those notices went to the property owner on the tax rolls. Every single house with a different property owner on the tax rolls would receive the notice.

Chair O'Neil apologized for his absence at the last two Board meetings.

X. Adjournment

The meeting adjourned at 7:28 pm.

Respectfully submitted,

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