

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

**Development Review Board – Panel B
Minutes–August 24 2015 6:30 PM**

<p><u>Approved</u> September 28, 2015</p>
--

I. Call to Order

Chair Aaron Woods 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: Dianne Knight, Cheryl Dorman, Aaron Woods, Richard Martens, and Shawn O’Neil. Council Liaison Julie Fitzgerald was absent.

Staff present: Blaise Edmonds, Barbara Jacobson, Steve Adams, and Daniel Pauly

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 following City Council actions as follows:

VI. Consent Agenda:

A. Approval of minutes of July 27, 2015 meeting

Shawn O’Neil moved to approve the July 27, 2015 DRB Panel B meeting minutes as presented.

Richard Martens seconded the motion, which passed 4 to 0 to 1 with Dianne Knight abstaining.

VII. Public Hearing:

A. Resolution No. 311. Trocadero Park – Villebois Regional Park – 5: Stacy Connery, AICP, Pacific Community Design – representative for Polygon at Villebois III, LLC, City of Wilsonville and Chang Family – owners. The applicant is requesting approval of a SAP Modification, a Preliminary Development Plan Modification and Final Development Plan for development of Trocadero Park – Villebois Regional Park 5 (RP-5). Properties involved are Tax Lots 800, 900, 1100, Section 15 and Tax Lot 542, Section 15AB, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Daniel Pauly.

Case Files: DB15-0054 – Specific Area Plan Modification
DB15-0055 – Preliminary Development Plan Modification
DB15-0056 – Final Development Plan

Chair Woods called the public hearing to order at 6:35 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.

Dianne Knight disclosed that she lives in the Villebois neighborhood.

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.

Mr. Pauly presented the Staff report via PowerPoint, noting the project's location and surrounding features, with these key additional comments:

- The proposed Trocadero Park was the next regional public park of the ring of parks planned in and connected by a trail throughout Villebois. The park would be northeast of the recently completed Edelweiss Park and a trail crossing Paris Ave would connect the two parks.
- A portion of the park would be planned outside the city limits. The existing Clackamas County Zoning for that area was Rural Residential Farm Forest 5-Acre (RRFF-5). The only thing planned in that portion of the park was grass, a rainwater treatment facility, and sidewalks, which were all permitted uses under the County zoning. At this juncture, the developer planned to build the park in the county, and then when the property to the northeast was brought in and developed, the necessary revisions would be made to the different approval elements to bring that area of the park into the city and make it part of the appropriate Preliminary Development Plan.
 - He noted that when the Villebois Master Plan was written over a decade ago, it was planned to be the best neighborhood possible without regard to property lines, making the Master Plan less smooth to implement at times such as this where the application was attempting to implement existing city limits, different property lines, and different ownerships.
- He briefly reviewed the Villebois Planning Process (Slide 4) and how the three proposed application requests fit in that process. Villebois' park amenities and programming elements were identified at the Master Plan level and carried down into the Specific Area Plan (SAP) and Preliminary Development Plan (PDP) approvals, and would now be addressed in the Final Development Plan (FDP) approval. Therefore, the list of amenities shown on Slide 5 was not developed recently, but had existed since the beginning of the Master Plan over a decade ago and would now be implemented.
 - The design and function of the proposed park could be found in three places in the Master Plan:
 - The narrative described the park's size, what would be adjacent to it, and the different major amenities.
 - A table showed all the different Villebois parks and listed all the different amenities that would be in each of those parks.
 - The appendix included some conceptual drawings to show how all the different programming elements could actually fit in that geographic space. However, the appendix drawings did not necessarily determine where the elements should be located on the site.
 - He reviewed the list of amenities as stated in the Master Plan (Slide 5) with these additional comments:
 - A gas grill was proposed by the Parks Director and Parks Maintenance because charcoal barbeques were a mess, caused fires, and would be hard to clean up.
 - The Parks Director preferred a jug filler-style drinking fountain, especially for trail users, because it was easier to fill water bottles and was generally more hygienic than a traditional water fountain.
 - The Neighborhood Commons area would be a gathering spot for the north neighborhoods.
 - The Overlook was a higher area that would provide a view of Mt Hood. Trocadero was a higher area that overlooked the river at the Eiffel Tower in Paris, with the park and high area being along Paris Ave, the park was named Trocadero.
 - Like most parks in Villebois, parking would be on street.
 - The public restrooms would be a big amenity because only a few public restrooms were planned for the entire development.
 - Initially, plans were made for a transit stop on Orleans Lp; however, as outlined in Staff's memorandum, later entered into the record as Exhibit A3, Smart Transit and the Engineering

- Division noted that some of the connections to Tooze Rd to the north were being changed due to sight distance, etc., so Tooze Rd would not be a transit street and it did not make sense to construct a bus pull out there. Essentially, more of a curbside transit stop would be installed at whatever location made sense when transit did come to serve this area. At this point, SMART did not know the circulation and since transit stops had been built elsewhere in the city that had never been used, there was no desire to do that at this location either.
- He described the current and proposed boundaries for the SAP North Phasing and PDP (Slides 6 & 7), with these comments:
 - The phasing SAP North had been revised through a series of applications, which was explained in the Staff report. He noted that most SAP components had been approved for the entire area, ~~and~~ including those areas not yet in the city. Some items, such as the tree report and historic resources inventory, had not been approved for what was shown as Future Phases (Slide 6) due to the lack of property access. There were no trees on the site, so there was no need to do an additional tree inventory, and no indication of any historic resources, so essentially, the elements that had not been approved would not be an issue for the park. The SAP Modification essentially proposed that the boundary for the current Phase II simply be changed to include the entire park, rather than two-thirds of the park.
 - The Development Code included a criterion that a PDP could not be approved unless it was part of the city or there was a zone change. The design of the park affected three current ownerships (Slide 7):
 - The green area was already a part of PDP 2 North as a tract that remained when that subdivision was platted.
 - The yellow indicated a portion of the site that was formally purchased for what was going to be the school site. The area, which was owned by the City, had been annexed and zoned earlier this year and would be added to the existing PDP 2 North. The goal was to pull the entire park into the same PDP to make subsequent approvals smoother.
 - The portion outside of the city would be approved under County zoning, so no PDP was requested.
 - With regard to the park's amenities, he suggested the DRB consider the key review criteria in the Staff report or Section 4.125, many of which had been automatically met by virtue of being consistent with the Master Plan and previous approvals. The two main questions when looking through the actual designs of the different park elements would be to consider whether the element was as intended in the Master Plan and if it was of a quality design and materials.
 - He briefly described the amenities and identified their locations on Slides 8 through 17 with these key additional comments:
 - The entry plaza on the northwest corner included a small bubbling fountain. The Master Plan required a water feature.
 - The restroom building would be placed toward the western edge of the park, which was a more central location to serve both this park and Edelweiss Park, as shown in the middle callout from the Master Plan (Slide 9). The restrooms would also be more accessible for trail users in the Upland Forest Preserve. The illustration demonstrated a conceptual idea of what the building would look like.
 - The 6,000 sq ft skate park had been professionally designed to handle a variety of skill levels. The table in the Master Plan included a wide variety of different amenities and the idea was to have this ring of parks create a complete recreational experience with all sorts of different things. Among those, was a skate park and this location had been selected in the Master Planning process. The Applicant had more graphics to explain the different elements; Slide 11 provided a quick view of what the proposed skate park would look like.
 - One concern in park design was that lawn play areas tend not be very level, which reduced the play value. Exhibit A3 proposed a condition that would require grading changes to make the lawn play area more level to increase the play value.

- The play area would have various play structures for a variety of age groups. He noted the Applicant had provided pictures of the play structures for the play area, which was distributed to the Board and entered into the record as Exhibit B5. The structure of the shelter would be similar to the design of the structure in Edelweiss Park.
- The picnic shelter, tables, and gas barbeque area would be a neighborhood gathering spot.
- The overlook would have stepping stones and the urban inlay shown in Slide 16 to provide a nice area to look at Mt. Hood.
- The park also included an important connection to extend the Ice Age Tonquin Trail and provide the connection from Edelweiss Park across Paris Ave into Trocadero Park.
- As highlighted Staff's memorandum, lighting technology had changed a lot since the Master Plan was created. The design had changed from the original acorn-style lights to the Westbrook lights being installed along the streets. Rather than a mismatch of lights between the trail and the street, the Engineering Division recommended a condition to have lighting from this point in the parks consistent with the streetlights being used on the streets. Steve Adams had more details on the history of the use of the different lights in Villebois and was available to answer any questions.
- At the far eastern edge of the park, the portion currently owned by the Chang Family, was a rainwater feature. (Slide 18) As discussed in Staff's memorandum, while attempt had been made to get the easement that would allow construction and use of the park on the Chang property, it involved some recording of documents overseas. The logistics had not come together yet and the City fully expected them to, but as an assurance, a condition was recommended that if for some reason the easement could not be obtained, the Applicant would work with Staff to move the rainwater feature elsewhere in the park, so that function would still be provided even if construction would be unable to proceed on the Chang property.
- While Berlin Ave and Paris Ave had already been constructed, Palermo St to the north and Orleans Lp to the east would be constructed with future development.
- He explained that the developers of a neighboring subdivision in Villebois install the entire street adjacent to the park, rather than just a half-street, so the entire street would be developed by future developers. It would not be desirable put in the curb and street trees until that street would be built. Essentially, the interim treatment would be the same typical, 5-ft sidewalk along the edge of Palermo St as well as on Orleans Lp since the bus pullout was no longer part of the project.
- Also mentioned in Exhibit A3, the necessary development agreement had not been completed yet. As typical in Villebois and with this sort of development, development agreements were required, especially when dealing with different property owners and developers to create a cohesive public amenity that would have shared ownership, initially. The City's Legal and Engineering Staffs wanted to ensure the development agreement was recognized in the Staff report and recommended a condition of approval stating, "The Applicant shall enter into a development agreement that addresses construction and design responsibilities, possible cost sharing, and estimated cost for construction of improvements within the park."
- Exhibit A3 also noted Finding B34 of the Staff report was missing a reference to a condition of approval concerning legal documents required, such as access easements, etc. Staff recommended adding that reference to the appropriate condition of approval.
- He entered the following exhibits into the record:
 - Exhibit A3: Planning Division memorandum dated August 24, 2015 from Daniel Pauly noting recommended changes to the Staff report.
 - Exhibit C3: Engineering Division memorandum dated August 17, 2015 from Steve Adams noting changes to Condition PFA 29 and three additional conditions of approval.
 - Exhibit C4: Parks and Recreation Department memorandum dated August 21, 2015 from Stan Sherer noting the Parks and Recreation Advisory Board recommendations.
 - Exhibit B4: Memorandum from Stacey Connery and Erik Graham dated August 24, 2015 responding to the Public Comment Letter dated August 8, 2015 from Justin Guadagni.

- Exhibit B5: One-page handout from the Applicant illustrating pictures of the play structures for the play area.

Dianne Knight asked who would have ownership of the park: the homeowners, the City, a combination of the two, or the homeowners association (HOA).

Mr. Pauly replied that similar to what had been done in other parks, such as Edelweiss, Sophia, and Piccadilly, Trocadero Park would be maintained by the developer/HOA for five years before being turned over to the City for maintenance and ownership.

Richard Martens confirmed that each of the changes and proposed conditions in Exhibit A3 would constitute an amendment to the Staff reports that the Board would be considering. With regard to the property that would be brought into the city, he presumed the land that ran to the north and east of that parcel was also outside of the City limits at this point.

Mr. Pauly answered yes, the entire parcel to the northeast up to Tooze Rd and over to the former 110th Ave was all under the same ownership. It was expected to all come into the city at one time when the owners decided to sell or develop that land.

Ms. Knight asked how tall the trees along Berlin Ave would be and if they would ever obstruct the view of Mt Hood, which seemed to be to the southeast.

Mr. Pauly agreed that putting trees where they might obstruct the view should be avoided. He deferred to the Applicant who better understood the view and topography. He believed the site was a little higher in the middle, which was why the overlook was located as proposed.

Chair Woods called for the Applicant's testimony.

Stacy Connery, Pacific Community Design, 12564 SW Main Street, Tigard, OR, introduced the design team, who would describe the park's design.

Ben Holmes, Landscape Architect, Pacific Community Design, presented the proposed elements of the park shown on Slide 2 of the Applicant's PowerPoint, later entered into the record as Exhibit B6, with these key comments:

- The entry plaza would be a nice entryway with a water feature, such as a basalt bubbler-type of feature, along with some benches around it and native plantings behind it to frame in the entryway.
- The men's and women's restroom would have a storage bay behind it for maintenance. The structure would have the same type of architecture as seen in the rest of the parks with the wood look, metal roof, and stone veneer around the bottom.
- Mr. Graham would explain the skate park more in depth, but it would be geared toward multiple age groups and ability levels.
- The large lawn area would be graded out as flat as possible to allow for a multitude of uses for ball play, picnics, neighborhood events, etc.
- The playground area would have uses for tots and kids age 5 to 12. The type of equipment would allow for a lot of challenging experiences and for kids to have different experiences every time they came, so they would not get bored with the same old structures typically seen all the time.
- The pavilion would have three to four picnic tables underneath it, along with a couple of pedestal-style tables below it for non-covered use. There would also be propane barbeque for small events.
- The overlook would have a raised, concrete planter bed, a seat wall type of structure, and a logo of Mt. Hood had been designed with an arrow that pointed with the exact degree that Mt. Hood faces.

- He noted consideration had been given to the plant material and future development as far as how tall the homes would be down the hill, so the view from the seating wall would not be obstructed.
- The Tonquin Trail connection would be a 12-ft concrete path connecting Orleans Lp to Paris Ave.

Chair Woods confirmed the trees along Palermo St were different than the trees south of the skate park. He asked how tall the trees on Palermo St would be when they reached maturity and if the idea was to block that whole area.

Mr. Holmes explained tree species were predetermined in Villebois in the Community Elements Book. The trees on Palermo St would generally grow to about 30-ft tall at maturity and would be spaced 30-ft on center which was an ideal situation as utilities would likely cut through there, so one or two trees could be lost and also moved around when the streetlights get placed. The Applicant would try to keep that 30-ft spacing. The majority of the street trees in Villebois were around 30- to 40-ft high.

Erik Graham, Pacific Community Design, continued the PowerPoint, describing the park with these comments:

- He had just learned the transit stop would not be there, so there was no need to worry about it.
- The path went through the park very nicely and the raised planter with the disc pointing to Mt. Hood could be seen in the illustration on Slide 5. When placing the model in Google Earth, one could pan down and see that the disc lined up with Mt Hood. He confirmed the Applicant had ensured that the trees would not grow high enough to obscure that view.
- The play structures would include climbing art and creative play.
- He described his skating background, noting had been skating for more than 30 years, starting before junior high, and it had been a part of his life ever since. He was excited for the opportunity to design this park and talked with other people he knew that skate and some local park designers and builders. He believed it would be a pretty solid park that provided a lot in a pretty small area, while still being functional and attractive.
- He reviewed some of skate park's key features (Slides 6 and 7) as follows:
 - The east end of the park was a bit of a transition section with curved transitions up to flat areas probably be 3-ft or 4-ft high, so there would not be a huge hole in the ground, like in Newberg. The park would not be big and intimidating, but still fun.
 - He indicated the street plaza area which had some steps, rails, and ledges to grind and do tricks on. There was also an artistic manual pad where skaters could do tricks. A whoop-de-doo section would enable skaters to pump to make speed.
 - Other features included a bank and some bench seating that would also be skateable, but would be in the shade during good times of the day.
 - More ledges had also added that would also act as bench seating for spectators based on some comments received on Thursday.
- The siting of the skate park was determined by the desire to have a big, flat grassy area, which pushed the park up toward the north property line. The location was actually great because the skate park would be by a street and have paths on two other sides. The spot would be really visible and have a lot of traffic, which was what kept parks safe. When there were out of the way places where people could go that was when they tend to get in trouble. This location would make the skate park part of the community. People on their morning runs would see the same people out there, what they were doing, and how they were progressing. It was a great spot for the skate park.
- The skate park would have varying ranges of terrain, so that brand new kids could come out and learn how to push a scooter, skateboard, bike, or whatever they wanted to do, but there would still be room to advance and grow, and not get bored while they live and grow up here. The skate park would also have interesting features for more advanced skaters to go out, roll around, and get exercise.

- The skate park was designed to be built out of poured-in-placed concrete, because it would last a long time and was the quietest material available. It was smooth and had few seams, resulting in less wheel noise.
- Noise was a pretty big issue and he noted a letter had been submitted about it. It was a normal concern; every time a park went in; noise was a big concern because people have heard skateboards.
 - Portland State University did a study in 2005 where they did measurements around skate parks and other ball fields and things. They found out from 50 ft away, the highest point was about 70 decibels, which was consistent with playgrounds or basketball courts, or a dishwasher running from the same distance away, or a conversation between two people the same distance away. It would not make an inordinate amount of noise, which was normal with the usage of anything in a park, and even less than, for instance, a sporting event with people yelling and cheering. The references for that study were included in the Applicant's memorandum, which was distributed to the Board (Exhibit B4).
 - The closest homes would be about 70-ft away if built on the north side, which would be across the street and well beyond the 50-ft range for the 70 decibels, and it would continue to drop from there.
 - Some features in the park would help with noise reduction included the concrete, which was solid and not a hollow object being beat on with hard objects, and the embankments on the north side, which would bounce sound back away from the skate park and up into the air.
 - Finally, beyond these houses that would be built across the street, the closest house to the northwest would be about 160 ft away and the closest house on Paris Ave would be more than 200 ft away. Based on the study that was referenced, at 200 ft, one could not tell the difference between that and any background noise of anything else going on around them.

Chair Woods inquired about the noise of the skate park on Palermo St because it would be very close to the sidewalk.

Mr. Graham confirmed there would be about a 5-ft landscape strip between the sidewalk and the actual park itself. Hedges would be designed along there that would help as well, and the natural distance would help attenuate the rest of it.

Cheryl Dorman noted she was a mother of an avid skater and was thrilled to see one finally coming to Wilsonville as she spent many years taking her son to other cities to skate. She was curious if there would be seating for spectators as friends usually like to come to see how they were progressing, but she did not see any places for people to sit and watch.

Mr. Graham indicated a bench that was designed in the shade of the restroom structure, and noted more benches were planned in areas near the trees that would not be connected with concrete so they would not be skateable objects. People spectate because one could not skate the entire time; it would be exhausting. Skaters could rest and moms liked to come, too.

Ms. Dorman said she liked the design, adding Mr. Graham had done a good job being creative to have different levels of expertise participate, because she knew a lot of smaller kids liked to watch the bigger kids, which was how they learn, and it looked like they would have a place to learn.

Shawn O'Neil stated that he loved the design as well. He inquired about lighting, noting he was interested primarily in keeping that area lit at night or at least for security if someone was jogging along the path.

Ms. Connery replied lighting would be spaced along the path, as shown on Slide 7, as well as street lighting along each of the streets and security lighting at the shelter.

Mr. O'Neil explained that if he was running on the path at the far end of the future Palermo St, would there be any lighting so one could see what was in the skate park at night.

Mr. Graham replied that he did not think that was planned.

Ms. Connery believed the understanding was that the illumination from the streetlights, as well as from the lights along the path, would shine into the skate park and that with light coming from both sides, the skate park would be fairly well illuminated.

Ms. Dorman added part of that concern would be that skaters would skate as long as there was light, which was not necessarily a good thing because in the summer, it could go late. She could see Mr. O'Neil's point and agreed it was be a two-edged sword. She asked if the lights would go off at a certain time, like at 10 pm or if any ideas had been considered.

Mr. Graham stated no lights were planned on any playgrounds, basketball courts, or anything else throughout the parks in the city. Specifically for the skate park, people would be there as long as the lights were on and there needed to be respect for the neighbors across the street.

Mr. Pauly believed the different lights that were planned would be much more directional toward the path than the acorn lights that let off more of a light pollution.

Mr. Holmes believed there would be a security light on the restroom.

Mr. Pauly added the shelter would be required to be lit on the other side, which was a little ways away. He confirmed the streetlights would be on all the time.

Ms. Knight asked about the basalt bubbler and jug water filler station.

A display board showing Sheet L3.02 PDP & FDP Details, which was also included in the packet, was circulated showing a picture of the bubbler fountain.

Mr. Holmes stated the bubbler fountain would be a 3- to 5-ft tall basalt bubbler that would be core drilled with a nice gravel or planter base and a pump that would recirculate the water up out of it.

Ms. Knight said she was concerned about the height of the fountain and that kids might confuse it with potable water. She asked if there would be any signage stating non-potable, adding if it was low enough she could see a little kid taking a nice, big drink.

Mr. Holmes replied that would be something to consider. The jug water filling station would look similar to a standard drinking fountain, but with an extra tower above the drinking fountain to fill a water bottle or cup from the top. It would be located right next to the restroom entrance on the south side, close to the Tonquin Trail so people using the path could see it easily.

Ms. Knight believed it was a great idea, adding she would love to see more parks implement such filling station because a lot more water jugs would be reused instead of tossed. It was a great addition.

Mr. Martens understood Parks Staff recommended the gas barbeque, but he was curious if there would be some sort of failsafe design to prevent accidents.

Mr. Holmes believed it was a standard, propane grill with a cabinet to lock up the propane so it could not be accessed at any time.

Ms. Knight envisioned that people would “bring their own canister” and asked if that would be provided.

Ms. Connery confirmed that “bring your own propane” had been discussed at one time, and she believed that was where Parks Director Stan Sherer was landing.

Chair Woods asked if there would be a direct hookup to a gas line in the ground.

Mr. Holmes clarified it sounded like people would bring their own canister if they wanted to utilize the barbeque.

Mr. Pauly added Mr. Sherer would certainly have input on whether it would be bring your own or stopping by Parks and Rec to get a key or something to be able operate it. A lot of parks in other communities that provided propane had the users get the key to unlock it and then follow the directions; they probably signed a waiver saying they would not blow anything up. He imagined it would be more than a standard, off-the-shelf barbeque and would have higher quality fittings, as well as some additional safety features.

Mr. Holmes confirmed it would be a built-in-barbeque with all the same stonework and everything the restroom and other structures had. It would not be a Home Depot, metal, stand-a-alone thing; it would be nice and built in.

Ms. Knight asked if there was any plan for recycling receptacles or would there just be trash cans.

Mr. Holmes confirmed one trash can would be next to the bathroom, but he did not know if there would be recycling.

Ms. Connery asked if there was any recycling currently in the parks.

Mr. Pauly replied not to his knowledge, but noted it would be good to ask Mr. Sherer about implementing something like that throughout the parks.

Mr. Martens noted that portable recycling containers were put out during the concerts, but he did not know if they were permanent in the parks or not.

Mr. O’Neil confirmed bags would be put out for dog lovers to use like in some other communities.

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

Justin Guadagni, 11492 SW Berlin Ave, Wilsonville, OR, noted that was his future address in Villebois. He said he held an architecture degree from Portland State University and worked for himself in drafting design. He believed it was a great design and really appreciated the work that had been done on these parks, which were fantastic. He did not have anything against skate parks in particular; he just did not believe the proposed location would be very appropriate for a skate park. He added that he was a skater when he was younger and broke his ankle skate boarding when he was 13.

- Referencing a PowerPoint that included maps, and later entered into the record as Exhibit B4, he reviewed the key points of his letter with these comments:
 - Skate parks were a safe alternative to being in the way of pedestrians or causing other issues, but the park being so close to homes would be an issue. He did know if anyone here would want to

live directly across from a skate park because of the noise. The Portland State study was brought up and he had noticed that as well.

- The location of the skate park was in a really quiet, peaceful area. He used to live in Portland and would be moving to Villebois next month. The big draw was the parks, but also the quiet, serene environment, and he was really surprised at how pastoral it was; it was really quiet and beautiful. When standing in the area that would be this park on a Sunday afternoon, it was really quiet and one could hear birds chirping from 500 ft away or more. There was no urban ambient noise to swallow up the skate sound. He could also hear construction noise during the week at 500 ft or more, but that would eventually come to a close.
- There was a good noise buffer between his new home and the skate park. Areas like Villebois Dr got a lot more traffic and had a lot more ambient sound, but there was not much traffic here, so the area was very quiet and sounds travel quite a bit, much farther than 50 or 70 ft. Percussive sounds, especially from construction and things, had a tendency to bounce off of buildings.
- He indicated some homes had already sold in the parcel diagonal from the park across Paris Ave and wondered how aware the residents were that they would be living across from a skate park. While there was 160-ft separation, there no ambient sound to swallow up the percussive sounds of the skate park. Especially with lighting and skating going on into the evening, this would be a concern. He was thankful he had not bought one of those homes, because there would not be much of a buffer to shield those homes from the sound.
- The future homes across the street would be 60 ft from the skate park. The proximity of these and future homes close to the park was his concern. It was noted that the sound was comparable to a basketball court, but he noticed there was quite a bit more distance between the basketball court and the homes closest to it. He assumed the location of that court in the center of the park was so it would be as far away from adjacent homes as possible.
- He was concerned that when he did want to sell his home, the skate park would be a turn-off. He did not know if there was any real evidence it would lower property values, but he would not be interested in buying a house directly across from a skate park. When he entered the contract for his house, he was not fully aware there would be a skate park quite so close.
- In the Villebois Master Plan, the school was originally supposed to be in the field directly north of Trocadero Park. He assumed the location of the skate park was originally chosen because it would be adjacent to the school to serve as an after school activity and would be close to the play fields and school. The school was subsequently moved, but the skate park remained in its location, separated from the school. If there was going to be a skate park in Villebois, he proposed locating it in Neighborhood Park 6 (NP-6), adjacent to the school as originally intended, so it could be a place for afterschool activity and not something going on late into the evening right next to residences.
- Slide 9 showed the same skate park placed to scale in NP-6 across from the Lowrie School, so it would fit in that location. He did not know if it had been considered, but seemed like a more appropriate location. There was also a bit more distance to the homes. Some of the homes would be similarly close, but no homes would be directly across the street like there would be in Trocadero Park.
- Slide 5 illustrated how close the homes being built now would be to the corner of the park nearest the skate park. He had a feeling if the neighborhoods had been completed and everyone was informed about someone proposing to put in a skate park, there might be a few more people at this meeting voicing their opinion about it.
- He noticed that many of the skate parks in the state were placed under freeway overpasses, closer to commercial areas, or next to busy streets. Salem had a skate park under an overpass, as well as Eugene and Portland. All those locations were chosen because there was no threat of disturbing the peace of residents in their homes.

- In Memorial Park (Slide 6), the nearest home to the skate park was 500 ft. He did not know what process was used for choosing the location of that skate park, but it did seem to be separated and it did not look like it would bother anybody where it was located. He did not know that all skate parks had to be quite so isolated, but a good buffer from homes should be a strong consideration.
- Another concern was the railings and stairs being a major source of impact noise and percussive sounds as skaters leave the ground and bang down, which was a little more technical.
- He understood the desire of the design was to meet a broad range of ages. He imagined the park would attract skaters of all ages and asked if it would attract a lot of people from outside of Villebois. He understood that one had to be a resident to use the pool facility, but the skate park would be open to anyone from anywhere. Consideration should be made for who would be attracted to that location.
- He reviewed the findings from the Executive Report of the Portland State study (Slide 11), noting that the skate park contributing to nuisances like litter, noise, and vandalism was a concern. He also emphasized that neighborhood context was important, adding he did not feel this was quite an appropriate context. He did not know if anyone had an opportunity to spend any time in the location or go out to this piece of land, but it did not feel quite appropriate as a place for something as percussive of an activity as skate boarding.
- Homes nearby were going to have sound issues, especially if nothing kept people from skating late into the evening, and he was not sure what recourse Villebois would have.
- As a future resident of Villebois, once the homes were occupied he would like the opportunity to hear the opinions of the adjacent residents regarding how they would feel about having a skate park in that location. It was so early that he did not believe many people would have the opportunity to voice that.

Mr. O'Neil clarified the location of Mr. Guadagni's future home relative to the proposed skate park, (Slide 2 of Mr. Guadagni's PowerPoint) adding he was trying to understand what types of sounds would be heard from his home's location. He asked if Mr. Guadagni believed the park would be too close to his home.

Mr. Guadagni responded no, but he believed he would still be able to hear the noise since he could hear the construction noise very clearly, though it would stop once construction was complete. Absent the construction noise he could hear birds chirping and it was a wonderfully quiet, peaceful environment. He had been visiting the site on weekends and had been listening to how sound travels, and he knew he would be able to hear the skate park. There were no other ambient, urban sounds to drown it out. While living on Interstate Ave in Portland, he heard noise from skateboarders but it was drowned out by traffic noise. The skate park would eventually be the only source of noise.

Mr. O'Neil welcomed Mr. Guadagni to the neighborhood, stating he had no further questions.

Mr. Martens said he had a question for the Applicant or a representative of Polygon and asked whether the Applicant currently had homes under construction.

Blaise Edmonds, Manager, Current Planning, explained there would be an opportunity for rebuttal at a later time.

Mr. Guadagni asked if he could pose a couple questions for the Applicant.

Mr. Edmonds explained Mr. Guadagni could present his questions and that the Applicant would respond during rebuttal.

Mr. Guadagni inquired about the possibility of residents generating a petition or providing input before construction begins if the park was approved. He explained that the petition would be for residents who opposed the skate park's location.

Mr. Edmonds explained that since Mr. Guadagni provided testimony during this public hearing, he had legal standing for appeal. He agreed new homeowners would move in on the vacant property across the street and the noise might become an issue later, but currently, only the appeal process was available. Mr. Guadagni had the right to appeal to City Council, which the Chair would state no matter what the decision was tonight. Aside from the Applicant, Mr. Guadagni was the only person so far who had legal standing to appeal.

Mr. Guadagni hoped the location by the school might be considered for the skate park, but he did not know what process would open that discussion.

Mr. Pauly explained that the design for NP-6 had already been approved by the DRB in 2012. He explained that the school site had changed a couple times, originally being sited in the eastern part in the original Master Plan, then it was moved north and then returned to its current location.

eastern

Ms. Dorman asked how the decision was made to put the skate park in this particular park.

Mr. Pauly replied it was in the Master Plan. He was not present in 2003 and was unable to locate a specific discussion in the record about locating it in Trocadero Park. The Applicant was present in 2003, and might have more input.

Mr. Edmonds agreed Ms. Connery had a rich knowledge about all of this. The Villebois Parks and Recreation Master Plan contained a list of amenities for each park, some of which were more passive and some, more active. The idea was to disperse the passive and active amenities throughout the Villebois Area Plan, which was probably the logic behind the location.

Mr. Pauly added that the skate park was at a neighborhood commons, which was meant to be a gathering spot and neighborhood center point for a large number of people. Trocadero Park was designed to function similar to Sofia Park in the southern neighborhood. This park was located in the middle of Villebois so the park would tend to be more active versus having an active urban use like the skate park on the edge next to the wetland or something in one of the regional parks.

Ms. Dorman asked Mr. Guadagni if hearing the history clarified the decision.

Mr. Guadagni responded that it did not and thanked the Board for its time.

Heather Wonderly stated her home was being built on Berlin Ave, close to Mr. Guadagni's, and that she echoed all the concerns expressed by Mr. Guadagni.

- She regretted not look at the Master Plan before entering into the contract with Polygon. Polygon had indicated this park would be similar to the others in Villebois.
- She had recently sold her home of nine years in Canby that was located about one block away from a skate park. There was nothing in between her home and the skate park and they could hear very loud and clear everything happening in the skate park.
- Another big concern was the traffic the skate park generated. Ms. Dorman mentioned she would take her son to other cities and she believed that would happen here. There would be a lot of vehicle traffic as well as skateboard traffic, which was much noisier than a bike, for instance, going by the house.

- Parking was her biggest concern. Except for on the street, where residents and their guests would have to park, there was no room for visitors outside the area to park. This was also a problem near her home in Canby.
- She indicated on a displayed map that her home would be located next to the sidewalk on Berlin Ave, in the same row as Mr. Guadagni's home.

Yin Jang explained that his future home would be on the corner of Orleans Lp and Berlin Ave. He said he had the same concern about the noise from the skate park and the same objection about building the skate park there. He hoped it could be built in a better location to provide a better balance for the residents.

Chair Woods called for the Applicant's rebuttal.

Mr. Graham stated that while most skate parks were built in places like underpasses and by busy roads, this skate park was intended to be a community element feature. As a parent, he would prefer a location like that proposed, rather than under a bridge or out of the way somewhere.

Mr. O'Neil asked if the design and building materials of the proposed skate park would be similar to those used at the Canby skate park.

Mr. Graham responded he had not been there, so he did not know for sure.

Mr. O'Neil understood the proposed building materials would reduce noise. He asked if there was a distinction between the building materials used in older parks and the materials proposed for this park.

Mr. Graham replied many older parks in the 2000s were prefabricated; some was concrete and others were metal and wood, which was very loud. Studies indicated that building materials could reduce noise by 20 decibels, which was pretty significant. He agreed there would be noise, but it would be similar to the noise from kids playing at the adjacent playground.

Ms. Dorman noted the proposed design was not like older skate parks that were big bowls. She asked how the more flattened design with more rails, etc., would impact noise.

Mr. Graham explained that the solid concrete construction was much different than other materials. Most people associate skateboard noise with what they hear going by their house as skateboards roll over big cracks in the sidewalk.

- Modern skate parks were built really smooth and cracks were minimized to reduce injuries. He noted that 95 percent of skate injuries were caused outside the park by loose objects, like rocks and sticks.
- The smooth design of modern skate parks would also prevent rolling noise from traveling anywhere close to 50 ft. Some occasional noise would be produced when skaters were ollieing and hitting the rails, but according to a study, that noise level would be comparable to a baseball bat hitting a ball or a basketball bouncing.

Ms. Dorman asked if the parking concerns, which were valid, had been considered.

Ms. Connery answered the park was intended to serve only the neighborhood and residents in Villebois; although she understood it could draw people from outside the area.

Mr. O'Neil stated in reality, the skate park would definitely draw people from outside the area because the more popular a location, the more likely there would be more traffic. Despite the intended purpose, he expected that there would have been a plan to address the issue.

Mr. Pauly explained there would parking on Paris Ave to the northwest and when development occurred in the north, Palermo St would be built with additional parking along the north side.

- He noted this skate park would be a neighborhood amenity in the long term, recognizing that until a large skate park could be funded and built, there would be more interest in this skate park in Villebois.

Ms. Dorman said she had participated in the parent committee to help with the large skate park. She had believed the project died. Putting in a larger skate park would really help the neighborhood. She asked if there was a timeline to build the larger skate park.

Mr. Pauly replied it was a matter of funding.

Ms. Knight said it sounded like the City was relying on a neighborhood park to service the skating community of Wilsonville.

Mr. Pauly replied when this project was planned, it was anticipated that the other facilities would exist. He did not know the exact time line because those facilities were dependent on funding.

Ms. Knight understood the residents would be funding this skate park for five years until the City took it over long term. She inquired if the City could help with some of the funding or provide parking or something, realizing that Wilsonville did not have anything, and if this was the only skate park, it would impact the neighborhood.

Mr. O'Neil said he was a bit skeptical about considering this project with only the hope that something else would offset it. He had been waiting for a bridge across the river for biking, which had been discussed but had not happened.

Mr. Pauly assured there was a plan, but the larger skate park lacked \$800,000 in funding, so it could be a long way out.

Mr. Graham explained one thing that would keep the 6,000 sq ft skate park from being a big draw was its size. Only three or four people would be able to skate at one time, so others would have to wait. The skate park was not designed to have two dozen people because it would be too busy. It would not be a regional draw from Portland or Salem.

Mr. Pauly added the small capacity and long wait times would discourage too many people from using the skate park.

Mr. Edmonds asked about any history related to why a skate park was located in this particular location.

Ms. Connery replied there was a pretty extensive planning process involving the master planner, the developers involved in the project at the time, and a range of City Staff that occurred between 2003 and 2006. A series of charrette-style meetings were held regarding different types of park uses that would serve Villebois long term, including a skate park.

- More active recreational-type facilities, such as skate parks and basketball courts, were located close to the trails that run throughout the community and placed so that different parts of the project would be served by different recreational, chosen from a menu of uses, that could be reached by the trail.
- Villebois was intended to be pedestrian and bike friendly and to discourage people from driving to all the different amenities throughout the project, but instead, encourage them to use the trail system.
- She noted that the project was envisioned to be an urban village, and it had not been fully built out yet. Connections from this park to parks on the east side would be built where parks would contain

tennis courts, dog parks, soccer fields, etc., so a lot of noise-producing uses would be added. Although the area was beautiful and quiet now, when fully built out, the sound would be different than it was today.

Mr. O'Neil said he was not concerned about sound. After moving to Wilsonville from Portland, he felt like he lived in farmland even though he was surrounded by a bunch of homes. The parking issue really bothered him and it had not been addressed. He disagreed that only the neighborhood would come. If the skate park was built, many people would come. He would come from Canby to use the skate park because the design was so well thought out.

Ms. Dorman believed part of the parking issue was that Villebois was meant to be pedestrian friendly from the start and she was uncertain how to get away from that. Building the project would probably encourage more people to come and park due to the lack of skate parks in other locations. Finding a balance between protecting the pedestrian-friendly environment and the neighbors from being overrun by cars coming to the skate park was difficult.

Mr. Martens asked if the skate park would have the capacity for ten kids to skate. Most of the time, they probably would not come by themselves. If they all came from outside, there might be five to eight cars, so he did not believe the skate park would be creating a parking problem.

Mr. O'Neil asked how many people could actively skate at one time.

Mr. Graham replied three to four people could be actively skating momentarily. He noted that did not account for people who were waiting their turn. One would skate for 20 seconds, then rest.

Ms. Dorman explained there was a lot of etiquette surrounding skating.

Mr. Graham agreed, adding if someone was monopolizing the park, others would tell them to move on.

Ms. Dorman said when she had gone to other skate parks, there was not usually a parking issue because kids usually skate to the parks. There were not usually a lot of cars. She was uncertain about Canby because she would drop her son off and go shopping. She questioned whether the problem would be as bad as they thought.

Mr. Graham said skaters that were old enough to drive could choose which park to go to. They might come to the proposed skate park for a few days because it was new, but 16 to 20 year olds would eventually look for a bigger park.

Mr. O'Neil believed people would come because the amenities were so nice. Parking for the existing parks in Wilsonville filled up quickly, so he believed there would be a parking issue.

Ms. Knight asked if it would be possible to replace the bus loading area with parking.

Mr. Pauly replied that no street was being built there currently. In keeping with the pedestrian friendly idea, the Master Plan was very specific that there was to be no parking on the side of the street by a park. The street between Edelweiss and Paris was very narrow because it had only two travel lanes and no parking. Orleans Ave would be similar because there was another park across the street from where the bus pullout was originally proposed.

- The closest parking would be along the north side of Palermo St once that street was built out. Considering how parking could be maximized could be done once the homes were sited on the blocks in the subdivision to the north and the design and layout of the streets were determined.

Ms. Dorman asked if parking was an issue at other Villebois parks, many of which encourage participation.

Mr. Pauly responded that at the farmers market, Mr. Adams had allowed bike lanes on the side of the park to be used temporarily as parking to accommodate traffic. He did not know of any other issues.

Steve Adams, Development Engineering Manager, stated he had been involved with Villebois since 2003 and that two primary parking issues exist.

- Due to high demand for parking at the farmers market, Staff worked with the police department and others to allow parking in the bike lane on Costa Cir, which was adjacent to a park.
- He had also heard repeated complaints about parking at the swimming pool on the south end of Piccadilly Park. He noted the pool was seasonal and open only three or four months out of the year.
- The only other complaints he had received were not parking-related, but included density around apartments, too many cars, and school buses not being able to make corners.

Chair Woods confirmed that Ms. Dorman's question had been answered and

Mr. Martens inquired how the proposed skate park compared to the size and features of the existing park in Wilsonville.

Mr. Graham replied he was unsure of the exact size. The Wilsonville skate park was built with used parts from a Tualatin Hills recreational park that was dismantled. The skate park had a quarter-pipe on one side, a pyramid in the middle, and a quarter-pipe on the other side. These features were made from wood and metal and placed on a concrete slab. The Wilsonville skate park was small and only one person could really use it at a time.

Chair Woods confirmed there were no further questions for the Applicant and asked if there were any more questions or comments for Staff.

Ms. Knight inquired what traffic would be like on some of the streets that were not built yet and how it would impact the area; at this time, the area was pretty quiet.

Mr. Adams stated things were changing very rapidly in Villebois, and noted the City property to the north, owned by the City's Urban Renewal Agency, was for sale. He displayed Slide 2 of Staff's PowerPoint and explained the following changes:

- Paris Ave was intended to intersect Tooze Rd; however, an existing 60-in diameter, 60-ft tall tree would have impacted the ability to have a left-turn pocket off Tooze Rd on to Paris Ave.
- DKS Associates studied the issue and were asked whether it was more important to keep Paris Ave as the connection with no left turn, or going one block east and making Amsterdam Ave, a planned residential street that would allow for a left turn lane, the primary connection to Tooze Rd. Amsterdam Ave would terminate near the east end of the skateboard park.
 - For the amount of traffic the road would carry, DKS Associates did not think the connectivity from Paris Ave to Tooze Rd was as important. Furthermore, the tree was important to some key Council members, so they did not want the tree removed.
 - DKS Associates supported connecting Amsterdam Ave with Tooze Rd and also recommended continuing the road to Palermo St to be one of the main north/south connections to get traffic from north Villebois onto Tooze Rd.
- He confirmed Amsterdam Ave would be a heavily traveled, main road with traffic going to Palermo St and then turning either left or right to disperse into Villebois. Staff did not believe Amsterdam Ave

would be a major commuting road because the areas near the park were close to Villebois Dr and further south, drivers were close to Barber St.

- Costa Cir, Barber St, and Villebois Dr were the three collector-level streets in Villebois anticipated to carry the most traffic. They were intended to get traffic from the neighborhood to outlying streets.
- Costa Cir was almost complete, but was missing one block until it hit Villebois Dr. Costa Cir currently stops further down and also at the new roundabout at Costa Cir/Villebois Dr and that missing piece was approved to be built with Montague Park. Traffic would increase significantly when Costa Cir was completed because currently the street dead ends resulting in traffic traveling down Dundee Ln and turn right on Berlin Ave; it was not a direct connection to Villebois Dr.
- Across Costa Circle, Villebois Central 6, a 31-lot single-family subdivision, was approved by the DRB last month and would be built soon.
- He noted the traffic patterns would not change significantly. He had talked to SMART about the necessity of the bus pullout. Orleans Lp was originally designed to go north and connect with Tooze Rd, but since the property owned by the Chang family would not come into Villebois, Orleans Lp would likely have a T-intersection with Palermo St, and the far edge of the city property would become a north/south street. Therefore, it did not make sense to drive buses down residential streets to get to the park. In his opinion, buses would travel down Villebois Dr, turn on Costa Cir, and have pickup stops a block away from the park, which was why the bus stop was eliminated at the far end of the park.

Ms. Dorman asked for Mr. Adams' opinion about the parking and traffic issues.

Mr. Adams stated one of the main amenities in Villebois was the basketball court at Palermo Park, which caused a lot of controversy because it was supposed to be a pond and was redesigned as a basketball court. To make the court more amenable, the developer recessed the court about 6 ft and installed a special, sound absorbing backboard.

- Planning Director Chris Neamtzu fielded the heat from many concerned citizens about the changes. However, one neighbor who lived across the street from the court and was initially opposed to it later informed Mr. Neamtzu that he now loved the basketball court.
- There had been a similar concern regarding sound with the basketball court, but to his knowledge, the problem was not as large as predicted.

Mr. O'Neil stated there were many basketball courts all over, but the parking issue regarded a unique project. He asked if Mr. Adams predicted any parking problems with this unique fixture in Villebois.

Mr. Adams replied he did not have an answer as he was not a skater and did not go to skateboard parks.

Mr. O'Neil asked if parking would be sufficient around that park with such a popular item in the community.

Mr. Adams responded that personally, he did not anticipate the small skate park becoming a regional draw. Most Villebois parks did not draw people outside of Villebois except for the farmers market and swim center. At the rest of the parks, driving by the volleyball or basketball courts, there were a handful of cars, but most people using the parks ride bikes or walk. He had not seen a problem with any other amenities at any other parks to date. Traffic studies were not done for Villebois parks because they were designed to be walking parks, so no parking lots were associated with them. To be honest, the skate park was not a well-known part of the park.

Ms. Dorman asked the Applicant how the proposed skate park compared in size to skate parks that were a city or regional draw.

Mr. Graham replied he did not have statistics, but he frequented the Tigard and Newberg skate parks. Tigard was around 25,000 sq ft and Newberg was 40,000 sq ft. The proposed skate park was 6,000 sq ft, so it was a much smaller scale. He confirmed the intent was to build a small neighborhood skate park.

Mr. O'Neil asked how the City would address any parking problems after the skate park was built.

Mr. Adams replied problems were typically addressed jointly by Planning and Engineering. Currently, there was no extra parking in Villebois. The only places where extra parking was added were along Villebois Dr and the diagonal parking stalls south of Barber St to absorb extra cars that would need to park for the condominiums that were now under construction. Also, at Toulouse St and Costa Cir, another diagonal parking area was installed to maximize parking, and across the street was a small parking lot for a four-story building for low-income housing.

- The 2003 Villebois Code was unique in that it did not require accounting for all of the parking on private land. Applicants were allowed to use the street frontage for 50 percent of their parking needs. In heavy density areas, such as the apartments in Villebois Central, it could cause a problem and he had heard several complaints. Because the Villebois Code currently allowed for that, whether the Master Plan could be changed would be a question for the Legal and Planning Departments.

Mr. Pauly added if the skate park was built before a plan was approved for the skate park on City property, the added demand could be anticipated as the street networks, street designs, and the homes' sitings were considered to maximize parking in that area north of the park.

Ms. Knight understood that Palermo St would be fairly busy, like a secondary street.

Mr. Adams replied Palermo St and Costa Cir front most of the parks in Villebois. Palermo St starts at St Tropez and runs behind all the regional parks, around the 10-acre woods, and then returns and travels along Trocadero Regional Park-5 (RP-5) and RP-6. Because Palermo St continued clear around the 10-acre woods, it would be a natural barrier for going north and he believed traffic would use Costa Cir.

- He confirmed Palermo St would become one of the main access routes to Amsterdam Ave for traffic leaving north Villebois and going toward Toulouse Rd.

Chair Woods confirmed there were no additional questions and closed the public hearing at 8:28 pm.

Richard Martens moved to approve Resolution No 311, including the amendments to the Staff report in Exhibit A3 and the addition of Exhibits C3, C4, B4, and B5. Cheryl Dorman seconded the motion.

Mr. O'Neil said that while the project was a need for the community and he wanted to approve it, he was concerned about parking. He sought guidance from Staff about whether the motion could be amended to help address the parking issue.

- He had seen kids skateboarding on the streets, so the skate park was needed, but the parking problem caused him deep concern.
- He noted that although he lived in Rivergreen, he used Villebois' swimming facility and the skate park would have the same draw. The skate park was different than a basketball court as kids could play basketball in the street or at schools.
- Again, he supported the park, but hoped the motion could be amended to address parking somehow because he did not feel it had been addressed.

Mr. Martens responded that compared to larger skate parks that were a regional draw, the skate park was only 6,000 ft, so he did not envision the park attracting outside people that would commute in. A family picnic would potentially generate as many cars as the skate park.

Mr. O'Neil understood, but believed the skate park would have a local draw that would impact traffic. There was no good skate boarding area in Wilsonville, other than a concept that may or may not be funded in the future. There were other swimming locations outside Villebois, but many Wilsonville residents went to Villebois to use that swimming location, which impacted parking there.

Mr. Martens understood the presumption that people might drive to come to this Villebois park because it was such a nice park.

Chair Woods understood the concerns about outside visitors using the skate park, but he was unsure they would have a major impact. While he did not live in Villebois, he did visit occasionally because it was nice and he saw more people walking and biking than driving. He was not sure parking would be as big of an issue as the Board might expect.

Ms. Knight noted she was a Villebois resident and there was a shortage of parking everywhere. There were no driveways in back to park cars, so residents must park on the street, forcing visitors to park out on other streets. On weekends, people might be walking around, but cars were everywhere.

- Allowing a provision for extra parking as future sections were developed would make her feel more comfortable and would be a smart thing to do.

Ms. Dorman inquired whether the Board should address parking for this one small park or overflow parking for everywhere else. Villebois has had parking issues from the beginning, and she questioned whether there was a bigger issue that did not refer solely to the skate park.

Ms. Knight agreed there was a bigger issue, but the Board needed to address the existing issue at this time.

Mr. Martens agreed, adding the parking issue was a function of the Master Plan that was beyond the Board's scope at this time.

Mr. O'Neil disagreed. The Master Plan was developed more than 10 years ago and did not properly address parking. Now, the Board was trying to approve something that was part of the Master Plan. The potential parking problem needed to be addressed now. Otherwise, everything could be approved with the Board stating the issue was beyond its scope, and then the parking would still not be addressed.

- He requested that his colleague and others consider, with the Staff's guidance, addressing parking and build it into the motion. Otherwise, he would have to vote against the project.

Chair Woods noted a motion was in place and had been seconded. He asked if Mr. Martens wanted to amend his motion.

Mr. Martens replied he was unsure how to do that without backing up and looking at the overall parking issue in Villebois. There might be other parking solutions that go beyond the skate park alone.

Mr. O'Neil said it was difficult to determine a solution if the Board had to wait until a decision was made on the motion without hearing if potential ways exist to solve the parking problem. It would be helpful to know if there was a way to build in some way to examine the parking at some point. Otherwise, it seemed the Board would keep passing segments of the Villebois community without addressing parking, and it was a problem.

Chair Wood noted the resolution was for approval of Trocadero Park, and parking was an ancillary issue. He wanted to ensure the Board did not veer away from what it was there to approve. He noted a motion had been made and seconded, and then confirmed Mr. Martens was not going to amend his motion. He called the question.

Motion failed 2 to 3 with Dianne Knight, Cheryl Dorman, and Shawn O'Neil opposing.

Mr. O'Neil sought direction from Staff about addressing the parking.

Barbara Jacobson, Assistant City Attorney replied she was unsure Staff would be able to provide a good answer. Mr. Adams was the City's traffic expert, but Villebois was Villebois. She did not know if the Board could approve the park and solve the parking problems. She asked Mr. O'Neil articulate what exactly he was requesting.

Mr. O'Neil replied he did not want to deny a beautiful park because of a potential parking problem. He and his family had problems parking in Villebois, so it was likely there would be a parking problem. While he agreed the park should be built, he wanted to know if the park could be approved with some caveat that the parking would be addressed in some fashion.

Mr. Pauly said he had briefly discussed the issue with Mr. Adams. More than any other portion of Villebois, there were still many unknowns about what was happening to the north due to the nature of moving the school site. The densities and that level of detail had not been fleshed out for the northern property. Additionally, a full traffic study would be required for the development which would in turn drive the street design. In the development agreement, there would likely be some financial responsibility to tie this park into that development.

- To address the parking issue, he suggested the Board direct that the parking issues and presence of this draw be considered when the traffic study was done, and that the traffic study be used to design the streets and potentially make exceptions to cross-sections, etc. to maximize parking along Palermo St.

Mr. O'Neil asked if parking would be available if a need was determined at some point.

Mr. Pauly confirmed traffic studies do consider parking. He understood the scope of the traffic study could be tailored to address parking directly related to the skate park. From what he heard tonight, the parking was an unknown, and it could be that the capacity of the skate park would minimize the number of visitors. A lot of people could fit in a swimming pool, but one needed room to move in a skate park, although traffic would likely increase because it would be a draw.

- It seemed appropriate to see what happened and then have professionals study the situation and design the future street network and parking accordingly.

Mr. O'Neil confirmed Mr. Pauly proposed directing that a traffic study, taking into account both parking and traffic generated by the skate park, be added as part of a motion for approval.

Ms. Jacobson cautioned about making that a recommendation, unless building the skate park was contingent upon the traffic study occurring first.

Mr. Adams responded there would be no real numbers for the traffic study until the skate park was built.

Ms. Dorman said that it sounded like a huge scope.

Ms. Jacobson agreed it was a difficult situation.

Mr. Adams noted Trocadero Park, a public park, was being built by a private developer. Last Friday, a meeting was held with him, the project developers, City Attorney Mike Kohlhoff, and others to determine the exact amount the City would contribute to the park, and the City would fund at least 60 percent of the park from the City's park system development charges (SDCs).

- With joint private and public projects in the past, developers pay for the traffic study for their subdivisions and in this case, the City would pay for the extra task of directing DKS to study the parking issue for Trocadero Park to determine if additional parking was needed.
- He did not believe this would be a condition of approval, but perhaps, a recommendation of the approval, so he could make a note to add the task to the traffic study when the development application came in.

Ms. Dorman asked if a consideration was different than a recommendation.

Ms. Jacobson clarified the Board would make a recommendation. No Staff member could state definitively that this recommendation would solve any parking issue at the park. She noted the Board had created a good record regarding its concerns about the parking and could make a recommendation in the motion directing Engineering Staff to request that a study be done to evaluate the need for additional parking in conjunction with the development to the north. She confirmed that it would be a recommendation.

Ms. Knight asked about adding a sign to the basalt bubbler that stated, "non potable water" and whether that needed to be put in the record. She reiterated her concern about children drinking the water.

Mr. Pauly replied if it was in the record Staff would make it happen.

Richard Martens moved to approve Resolution No 311, including the amendments to the Staff report in new Exhibit A3, the addition of Exhibits C3, C4, B4, and B5, and with a recommendation that Staff consider parking issues as part of the traffic study for the future development north of Palermo Street. Cheryl Dorman seconded the motion, which passed 4 to 1 with Shawn O'Neil opposing.

Chair Woods read the rules of appeal into the record.

VIII. Board Member Communications

There were none.

IX. Staff Communications

Blaise Edmonds, Manager of Current Planning, noted that in SAP Central, City Council approved PDP-6, which had rowhomes on 31 lots, and PDP 7, which had 68 row house lots that were also single, for sale units. The Council also approved on first reading the Annexation, Comprehensive Plan Amendment and Zone Change for the new Advance Road middle school on the east side of town; The second reading would be at the September 10, 2015 Council meeting. He was uncertain which DRB panel would review the Stage II Final Plan applications for the school.

X. Adjournment

The meeting adjourned at 8:49 pm.

Respectfully submitted,

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