

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

Approved September 14, 2015

**Development Review Board – Panel A
Minutes–July 13, 2015 6:30 PM**

I. Call to Order

Chair Mary Fierros Bower called the meeting to order at 6:30 p.m.

II. Chair’s Remarks

The Conduct of Hearing and Statement of Public Notice were read into the record.

III. Roll Call

Present for roll call were: Mary Fierros Bower, Lenka Keith, Kristin Akervall, James Frinell, and Ronald Heberlein. City Council Liaison Julie Fitzgerald was absent.

Staff present: Blaise Edmonds, Barbara Jacobson, Steve Adams, and Michael Wheeler

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

No City Council report was given due to Councilor Fitzgerald’s absence.

VI. Consent Agenda:

A. Approval of minutes of May 11, 2015 DRB Panel A meeting

Lenka Keith moved to approve the May 11, 2015 DRB Panel A meeting minutes as presented. James Frinell seconded the motion, which passed 4 to 0 to 1 with Ronald Heberlein abstaining.

VII. Public Hearing:

A. Resolution No. 306. Villebois PDP6 Central Row Homes: Polygon WLH, LLC– Applicant for RCS-Villebois Development LLC – 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, Tentative Subdivision Plat, Type ‘C’ Tree Plan and Final Development Plan for the development of 31 row houses in Phase 6 of SAP-Central. The subject property is located on Tax Lot 3500 of Section 15AC, T3S, R1W, Clackamas County, Oregon. Staff: Michael Wheeler

Case Files:	DB15-0011	Villebois SAP Central Refinement
	DB15-0012	Preliminary Development Plan (PDP-6C Row Homes)
	DB15-0013	Zone Map Amendment
	DB15-0014	Tentative Subdivision Plat
	DB15-0015	Type ‘C’ Tree Plan
	DB15-0016	PDP-6C Final Development Plan

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

Chair Fierros Bower called the public hearing to order at 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.

Michael Wheeler, Associate Planner, announced that the criteria applicable to the application were stated on page 4 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room.

Mr. Wheeler presented the Staff report via PowerPoint, briefly reviewing the site's history, location, surrounding features, and parcels in the vicinity. He reviewed the Applicant's proposed requests, which had very few issues, with these key additional comments:

- The project site was approximately 1.5 acres and located at the intersection of Costa Circle West and Orleans Ave.
- He reviewed several of the Applicant's graphic exhibits, noting that his PowerPoint did not include all that were presented in the Staff report as part of the record. The entire list of exhibits was noted in the table on Pages 18 and 19 of the Staff report.
 - Slide 9 showing the 1.52-acre parcel proposed for development of homes on the lots that would be created.
 - Existing Conditions showed the existing drainage and locations of the Good and Moderate trees, most of which were proposed for removal. (Slide 10) The Site Plan (Sheet 3) showed 31 lots, where seven buildings would be placed.
 - Preliminary Plat would result in an actual subdivision being created with easements for public utilities along the edges of the lots and included creation of a tract for the alleys, and three other tracts for the landscape components that were not on individual lots. (Slide 12)
 - Grading and Erosion Control Plan for the site showed the two remaining trees following the removal of the 15 others and then staging at two locations for equipment and materials during construction. (Slide 13)
 - Deposit Utility Plan showed water, sewer, and storm drainage at locations throughout site. (Slide 14)
 - The Circulation Plan included the streets that would be built along the west and south of the development, as well as the alleys for eternal circulation. The streets along the north and east were already in place.
 - Tree Preservation Plan indicated the trees being removed and the one Moderate tree and one Good tree that would remain; one in a tract and the other in a front yard of a dwelling.
 - The phasing had been adjusted slightly in past and the SAP Central Phasing Plan Update (Slide 17) reflected the phasing change that occurred in a recent approval. Phase 6 was at the north end of SAP Central.
 - Street Tree Plan showed trees planted along the perimeter of the entire site in the public rights-of-way, except where feature would prevent that from occurring.
- The Villebois SAP Central Refinement involved two refinements.
 - One refinement was for a change of use type to convert the Village Apartments (VA) on the bulk of the property, as shown on the Phasing Plan (Slide 17), entirely to row houses, building them along the perimeter of the site along the streets, with building being centrally located in order to preserve the singular, moderately healthy tree.
 - The range of approved uses was 32 to 48 units, and the Applicant proposed 31 dwelling units, which was less than 1 percent and within the range of allowed refinements allowed in the Code for Villebois.
 - The second refinement request regarded the Rainwater Management Plan, which currently identified ten on-site or adjacent off-site facilities intended to benefit the site. The Applicant proposed building four on-site and two off-site facilities, which still complied with the treatment requirement.

- He reviewed several graphics showing the drainage for the site and the locations of the previously approved rainwater facilities as well as the facilities the Applicant now proposed, which still resulted in the project complying with the 72 percent treatment component approved [inaudible]
- The proposed Zone Map Amendment would change the zone from the existing Public Facilities (PF) zone, a remnant of when the site was the Dammasch State Hospital, to the Village Zone (V), the same zone to which all the surrounding existing parcels had been changed.
- Final Development Plan (FDP) primarily regarded landscaping, but also included the architecture of the proposed seven buildings. Slide 31 identified the three tracts to be landscaped, and the Building Site Plan indicated the layout of the seven buildings. Three buildings had five units and the remaining four buildings had four units each.
 - The specifications on Sheet L1, the Planting Plan, were in addition to those of the Street Tree Planting Plan.
 - He reviewed the proposed building elevations and floor plans, which were found to be in compliance with the Village Center Architectural Standards expressed both in booklet form, beginning on Page 63 of 94 of the Staff report, and in a checklist table format (Page 71 of 94). The two proposed building designs were reviewed by Architect Steve Coyle, the project reviewer, and were found to comply with the architectural styles available for use in the Village Center.
 - The English Revival design featured individual sheltered entries, architecturally accurate glazing with divided-light windows, and the English Tudor exterior treatments of masonry and wood trim. The color and materials layout was illustrated. The appearance of the balconies or decks, which covered a portion of the drive-in entry to the garages on the rear elevation, was not regulated. (Slides 36 through 39)
 - The French Revival design was similar to the English Revival, but had more articulation at the roof elevations and entries, and shutters were used to accentuate the larger format windows. The color palette was slightly different from the English Revival, but rear balconies or decks were prominent and included for each unit. (Slides 40 through 43)
 - The Applicant's initially submitted materials did not include the English or French Revival elevations showing the 5-plex structure, but elevations were submitted showing that the fifth unit could be added without the building suffering a lack of symmetry.
 - Staff recommended an approval of all six requests with the conditions found on Pages 5 through 17 of the Staff report. Comments had been assembled from Engineering Division, Building Division, and Planning Division. He noted that the Zone Map Amendment be forwarded to the City Council for their review at a public hearing that had already been publicized.

Kristen Akervall referenced Tab 11C Utility Drainage Report in the binder and asked how many gallons per minute were being drained in different areas.

Mr. Wheeler deferred to the Applicant or the Applicant's engineer.

Ms. Akervall noted the proposed removal of Tree 556, a deciduous tree at the corner of Costa Circle and Orleans Ave, and expressed concern about losing such a large tree. Looking at the layout of the units, she was unsure if the tree could be retained, but she asked if Staff had discussed or was concerned about keeping Tree 556, which was identified as being in Moderate condition. She understood it was in a difficult location, being right in the middle of the second unit of a five-unit building.

Mr. Wheeler replied that the arborist's report detailed the health, condition, and impact to the tree of the proposed development. Staff had no discussions about the tree and there was no push back for the Applicant to save more trees. Villebois had done a wonderful job protecting as many trees as possible as well as the mitigation done after the fact. Sheet L1, the Planting Plan showed the mitigation, which included street trees along all sides of the site, as well as the replanting in the open space tract where the

large, moderate tree was being retained. He was concerned about the ability to save the Good tree on the south edge, but it was proposed to be retained. The arborist's would offer their professional consultation during construction and grading to ensure as much protection as necessary to keep the tree. If the tree did die at some point in time, it would have to be replaced in a one-to-one mitigation. He suggested asking the Applicant about any measures considered to preserve Tree 556.

Ronald Heberlein noted he had not seen a map that identified where the different building elevations would go.

Mr. Wheeler responded he would leave that for the Applicant to describe, but noted there was a lot of flexibility in the Code and Architectural Standards that would enable the Applicant to alternate the building designs or have them be all the same along a street. It would be a different case if these were single-family homes subject to the Architectural Pattern Book, where constant alternatives that needed to be met, so nothing looked the same as the neighbor across the street.

Lenka Keith asked how far the tulip trees proposed to be planted as street trees along Costa Circle were from the buildings, as they could grow quite tall and large. She asked if there was any legal ~~room~~ flexibility as far as the type of trees to be planted.

Mr. Wheeler replied the trees were specified in a plan component of the Community Elements Book and were chosen because of that scheme. Changing the type of trees would require modifying the Community Elements Book of SAP-Central. As noted on the Planting Plan, Sheet L1, the trunk centers of the street trees were estimated to be at least 25 ft, from the edge of the proposed buildings. The trees were planted in a street side median with the sidewalk and landscaping between the tulip trees and buildings.

Chair Fierros Bower asked if the two-way traffic on the internal alleyways would be controlled via stop signs or other mechanisms.

Mr. Wheeler replied that he doubted the 16-ft wide alleyways would have stop signs because vehicle movement was subject to Oregon Motor Vehicle Laws, which would govern those intersections.

Chair Fierros Bower confirmed there was no further questions and called for the Applicant's presentation.

Fred Gast, Polygon Northwest, 109 E 13th St, Vancouver, WA 98660, thanked Staff for doing a wonderful job on the report. He noted Staff was very engaging to work with and Polygon was happy to have this relationship with both the Staff and City for an extended period of time.

- He reflected that five years ago, during the worst of times, Polygon began developing in Villebois to try to restart the community and had been rewarded for taking that risk with an ability to continue to develop in the neighborhood. Polygon first product was one home style they believed could sell in a very deep recession with the notion of being able to add and expand the number of home types as times improved to address the diversity objective in Villebois. Polygon went from having one basic price point home style in Villebois to six today from the low \$200,000s to the low \$600,000s. Polygon intended to add more housing types at Villebois this year, including two master on the main plans. Next year, an even higher price point would be added into the \$700,000s with much bigger, expansive homes. In dealing with what was intended for Villebois all along, Polygon had certainly gone through the worst of times and now hoped to have an extended run in this economy to be able to answer that diversity question that Villebois had always promised. Polygon was proud to have been here through all of that and was honored to continue to expand the number of opportunities available in the community.

- During that time, Polygon had also expanded the open space and park system by completing two regional park segments and created/preserved a significant natural area for the trees. Trees were a jewel to have in any community and the natural area was also being enhanced with another recreational opportunity called active play. This year, Polygon hoped to expand the regional park system further. Polygon's customers have said that parks were what make Villebois a special place, and it was a joy to be able to build that type of infrastructure for the community.
 - Polygon also continued to advance transportation infrastructure for the community, including the recent completion of another extension of Grahams Ferry Rd, as well as Villebois Dr which included a roundabout in the extension to the north.
- The market conditions had put Polygon in a position to be able to come forward tonight with a series of applications to help enhance the number of home styles in Villebois, specifically at the town home price point. Though one was proposed in this application, a total of three were intended for Villebois. The market depth was at a place where single-family homes had reached a price point where expanding the number of options for attached products needed to be considered. Many single-family detached opportunities had been provided along the edges of Villebois, so now Polygon was before the Board to discuss expanding the number of attached, for sale, owner-occupied options in Villebois.
- He presented a four-slide PowerPoint, noting that the SAP Central Comparison - Land Use Plan showed how a site initially designated for townhomes (i.e. row homes) and village apartments would look like as a town home community, essentially switching from a rental component to an all for-sale component.
- With regard to what elevations would be different, he displayed the Site Map for Villebois PDP 6C and indicated where the English Revival and French Revival Elevations would be located on the site.

Ms. Akervall confirmed that the building elevations along Costa Circle, from left to right on the displayed slide (Slide 3), were French Revival and then two English Revival buildings, and that the style of home directly across SW Orleans Ave was the French Revival. She asked about the significantly large tree proposed for removal, noting that the much smaller tree was the one being retained.

Mr. Gast replied balancing competing issues was always a concern. He explained that tree was something he identified early on as a nice statement for the corner, but without having a real sense of scale and how it would play into the rest of the site plan. However, a decision had to be made based on how it impacted the plan or how the plan could make it an amenity. After much thought and consideration of other trees Polygon had preserved in Villebois, as well as the different caliper and gradation of trees in Villebois, the decision was made to remove the tree in favor of the home. If the tree had been in a slightly different location, the Applicant could have dropped one unit and retained the tree, which would have been a nice statement, but it did not work out.

Ms. Akervall asked if a three-unit building might be considered, where the Applicant would lose two units instead of one.

Mr. Gast explained that according to the value calculation, which calculated the value of the units versus the value of the tree as an amenity for the neighborhood, saving the tree did not work out. If there were a grove of trees or a massive or significant White Oak, Polygon would have looked at it differently, as had been done in the past.

Ms. Akervall asked about the Applicant's confidence level for retaining the cedar tree located in one of the front yards as it looked very close to the sidewalk and street.

Mr. Gast replied that Polygon was very confident about saving the tree. He noted their arborist's direction was followed very closely and she had a realistic view about being able to preserve the tree in the context of the development. She had worked in and around the trees in Villebois for more than five

years and had been right every time. Polygon had asked and she confirmed that saving the tree was worth pursuing, which was why it was in the plan.

Ms. Akervall asked about sewer as it related to 11C Utility and Drainage Report in the binder. Several pages discussed the number of gallons per minute for the different areas, which ranged from the 20 to 70 gallons. She noted Area 5 was more than 200 gallons per minute and asked what that meant and if that was a concern.

Jim Lange, Pacific Community Design, 12564 SW Main Street, Tigard, OR, believed it was about an order of magnitude. He explained 1 cu ft per second was expected on a fairly flat, 8-in pipe and 1 cu ft per second equated to about 448 gallons per minute. An 8-in pipe at a fairly flat grade could handle 450 gallons per minute, so at 200 gallons a minute, the pipe was less than half-full. He confirmed that amount was not concerning, and explained that Area 5 had so much more because the network system branched out. Pipe size did not change because the minimum size was 8 in, so many 8-in pipes had very little flow in them; however, a smaller pipe could not be used due to maintenance reasons. The order of magnitude given 350 to 500 homes would exceed an 8-in pipe. He confirmed the variance was because the other areas were so far under the threshold.

Ronald Heberlein asked about the process for determining tree spacing, specifically on the road, and whether the tree spacing was adequate for the type of tree being installed.

Mr. Lange replied that in 2003 or 2004, part of the SAP approvals included the Community Elements Book, an attachment document that addressed trees, street furniture, signage, etc. In the SAP approval process, decisions about spacing and type of tree were designated for the whole community. He confirmed the trees proposed for planting followed the guidelines set forth for spacing and were adequate for the life of the trees. He added that in that earlier process, ~~there~~ City standards were already in place regarding a certain groups of trees that were allowed with certain spacing, which was all factored in and tailored specifically for Villebois.

There were no further questions for the Applicant.

Chair Fierros Bower called for public testimony in favor of, opposed, and neutral to the application. There was none.

Mr. Lange apologized for not getting some information on the record. He distributed copies of the documentation from Steve Coyle approving the architecture regarding DB1500011 et seq (PDP-6C) dated July 4 2015.

Mr. Wheeler entered the exhibit into the record as Exhibit B3, noting it would follow the table showing the plan drawings as supplemental information. He explained that he had been informed via email about the document and incorporated it in case it was discussed. Staff wanted to ensure that the architectural design in the record had been viewed by the City's consultant and was in compliance. He had been concerned about some early tweaks, but the consultant's submitted material confirmed that they were okay.

Mr. Heberlein noted that Mr. Coyle's email did not include T-14, which was included in Staff report.

Mr. Wheeler confirmed that Mr. Coyle did not approve floor plans, which was why neither set of floor plans were listed in Exhibit B3.

Chair Fierros Bower confirmed there was no further discussion and closed the public hearing at 7:25 pm.

Ronald Heberlein moved to approve Resolution No. 306. Lenka Keith seconded the motion, which was unanimously approved.

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

- B. Resolution No. 307. Villebois PDP-7 Central Row Homes: Polygon WLH, LLC– Applicant.** 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, Tentative Subdivision Plat, Final Development Plan and Type ‘C’ Tree Removal and Preservation Plan for the development of row houses in Phase 7 of SAP-Central. The subject property is located on Tax Lot 2700 of Section 15AC, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files:	DB15-0029	Villebois SAP Central Preliminary Development Plan (PDP-7C Row Homes)
	DB15-0030	Zone Map Amendment
	DB15-0031	Tentative Subdivision Plat
	DB15-0033	PDP-7C Final Development Plan
	DB15-0034	SAP Refinements
	DB15-0035	Type ‘C’ Tree Plan

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

Chair Fierros Bower called the public hearing to order at 7:27 p.m. and read the conduct of hearing format into the record. All Board members declared for the record that they had visited the site. No board member, however, declared a conflict of interest, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

Blaise Edmonds, Manager of Current Planning, announced that the criteria applicable to the application were stated on page 5 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room.

Mr. Edmonds stated he had emailed a revised Staff report that included minor edits to the Board members last week. He distributed paper copies to the Board and reviewed the revisions in Revised Exhibit A1, which was entered into the record. He presented the Staff report via PowerPoint, noting the project’s location, its proposed streets and surrounding features, and describing the proposed applications with these key comments:

- He believed Preliminary Development Plan (PDP) 7 Central was the most exciting part of Villebois, and noted it had application requests very similar to what was just presented for PDP 6 Central. The Board would be considering a Villebois Central PDP for 68 row homes, and one parcel not part of the Final Development Plan (FDP) or PDP that was located in the southwest corner and planned for a future mixed-use building, which would come under a separate application.
- An aerial photograph was displayed showing the Piazza in the heart of the Village Center that had unique textures, pervious paver bricks, and was designed for events. Over time, there would be a more critical mass of development around the Piazza with a lot of energy being generated from the Piazza and people spilling out onto SW Mont Blanc, Villebois Dr North, and the other streets, making the location of the subject property unique.

- The Zone Map Amendment would change the Public Facilities Zone to a Village Zone, because the approximately 3.4 gross acre site used to be part of the old Dammasch Hospital facilities.
- The Site Land Use Plan (Slide 7) illustrated the location of the Brownstone units along the Woonerf, as well as the location of the London style units, which were also located in the core area of Villebois.
- The Applicant proposed a refinement to replace part of Ravenna St with a linear park that would be wide enough for pedestrians and bicycles with concrete panels, benches, and some landscaping. The linear park was intended to be a pedestrian corridor so bollards would be placed at its entrances from the alleys and public streets to prevent cars from driving on it.
 - He understood that once built, the remaining part of SW Ravenna Lp would be renamed SW Paris Street.
 - Mont Blanc St was a private street that would have paver bricks as part of the Woonerf design.
- The Circulation Plan and Street Sections (Sheet 7, Slide 8) identified the different street profiles, which were all approved under the Circulation Plan for SAP Central.
- The Preliminary Plat (Slide 9) showed the lots of varying widths. The 68 units were for sale units, not rentals, and would be in nine buildings.
- The FDP (Slide 10) showed the Address Streets extending off the Piazza, previously named The Plaza. The Woonerf and Villebois Drive were the two Address Streets being considered tonight. He noted the Courtyard had not been seen yet, but some of the Barber Residential had been reviewed, including the Seville and other row houses built along Barber Street. The Linear Green included the offices and row houses under construction. Each Address Street had a different set of design criteria that determined the design outcome of that site plan.
 - He read the definition of a Woonerf which was intended to make people first and cars second. Driving through the area would be slow and gentle. (Slide 11)
 - The displayed image would be similar to what would be seen in Villebois. Though no towers were in Villebois, there would be curbless sidewalks and room to spill out on to the street if there was a big event at the Piazza, as well as bollards, brick, street furniture, lighting, benches, all of which followed the Community Elements Book approved in the SAP. It would be a really exciting place and the architecture had to reflect that street in terms of the building design and how to compress close to the street to give that energy.
 - He reviewed the building elevations of the Brownstone units proposed along the Woonerf, as well as the London style homes, noting the truly unique designs might be seen in the older areas of Boston and Philadelphia. Features included steps up to the unit, planter boxes, and courtyards in front of double doors big enough for a café table and a couple of chairs.
 - The facades of the buildings would face the street. The public space where people could congregate along the Woonerf would transition to the semi-public space of the little courtyards, and then ultimately to the private realm of houses. These elements made older neighborhoods so unique and were also captured in this particular project.
 - The rear elevations had balconies to provide some private, outdoor recreation space.
 - The Applicant worked hard with the consulting architect, Steve Coyle, who reviewed the designs of the homes in great detail and the Applicant had achieved an excellent design.
 - A number of the buildings would be in close proximity to each other, so the enhanced side elevations included grid in the windows, window trim, and wrapping the brick around the building to reflect the brick in front. Brick was not generally required on all sides of the buildings, but that was the architectural standards for the Woonerf and SW Villibois Drive North.
 - The Applicant had carefully thought out how Mont Blanc, the Woonerf Street, would be constructed. The Layout Plan (Slide 18) detailed the pavers that would be used for the Woonerf block

- He displayed the Landscape Plan and the cut sheet from the Community Elements Book (Slide 20) that showed the waste paper baskets, bicycle racks, bollards, benches, light poles, etc. that would be incorporated into the street.
- The proposal included five SAP Refinements, which he described with these key comments.
 - Street Network. As mentioned, a segment of SW Ravenna Lp would be replaced with the linear bicycle/pedestrian park, which Staff supported.
 - Parks, Trails and Open Space. The Applicant was creating a park, which was different from the original SAP Plan. The green areas shown on Slide 23 were open space, hardscape, and landscape which denoted a common area.
 - Location and Mix of Land Uses. Proposed was replacing 24 urban apartments with for sale units, for a total of 68 row houses, which was acceptable for that residential group in SAP Central.
 - Housing Density. This density number had fluctuated back and forth over time, dropping and increasing by one or two units. The proposed refinement would slightly increase the housing density by 1.3 percent.
 - Rainwater – Removal of Pervious Pavers on Villebois Dr North. The Rainwater Management Plan Figure A for SAP Central showed Villebois Dr North as a public street with the existing pervious pavers next to the Piazza continued all the way up to Paris St. The Applicant proposed replacing the pervious brick street with more rainwater management facilities along the street. With the Applicant’s revised Rainwater Management Plan, 80 percent of the water from the site would be handled by rainwater components.
 - Staff proposed that not all of the area shown in blue be replaced, but that a segment still continue up through the frontage of Lot 42, which was the proposed future mixed use lot. Reading the intent of the Villebois Address, it made sense for those houses along the street because it was a transitional area of residential to the urban feel of the Piazza.
 - He noted where residential flanked both sides of Villebois Dr N, adding he agreed replacing that portion would be a logical refinement, but once the street reached the frontage of a mixed-use type of building, it made sense that the subject portion should be a continuance of the Piazza to frame that corner and make the transition to the urban street of the Piazza.
 - Current photos of the corner of Villebois Dr N and Mont Blanc were displayed. (Slides 28 and 29) He noted the Pin Oak was proposed to be retained on the corner, and indicated how Mont Blanc St, the Woonerf, would veer off and where the Piazza treatment could continue on a bit of frontage. Staff recommended that maintaining that paver brick appearance in front of Lot 42 seemed to be the logical terminus of that type of street treatment.
 - Staff recommended approval of the entire application, noting the Zone Map Amendment would be forwarded to City Council for approval, upon which the companion applications were contingent. The application was scheduled for City Council on August 3, 2015.

Kristin Akervall asked why not take the pavers clear to Ravenna Loop.

Mr. Edmonds referenced Page 4 of 88 of Revised Exhibit A1, stating it was the tone of a more urban experience and vision by the Villebois Drive Address. He believed the tone was the frontage of Lot 42 while the balance of Villebois Dr North appeared to be more residential in character and was uniquely different. He indicated an alley that made that break from Lot 42 to the actual row houses, which made a nice finish point for that street.

Ms. Akervall added that at the seam, the Applicant might put large, concrete areas similar to when the pavers were started.

Mr. Edmonds responded the Applicant had not submitted a design as he had thrown them a curve ball, but some fine transition would make sense so it did not look like too much of a break.

Ronald Heberlein stated there was no crosswalk there, it was just an alley and not a continuation of anything that seemed logical to have the pavers stop there, whereas if it was continued up to what would now be Paris St, at least presumably, there would be a crosswalk or a good break point for the pavers to transition to standard asphalt.

Mr. Edmonds noted the Rainwater Management Plan showed the pavers extending all the way up SW Villebois Drive North, but the SAP Central Map showed it ending short of proposed Lot 42. Thus, these are conflicting maps in SAP Central. The SAP Central Map showed the pavers stopping where he believed the Applicant wanted them to stop, which was where it was currently built.

- He clarified that he was proposing that the pavers extend the width of the street, although the blue highlight on the Rainwater Management Plan (Slide 26) only indicated pavers on half of the street.
- He indicated where the Brownstone and London style homes were proposed along the streets. (Slide 7) and confirmed that currently, vacant land sat across the street from the London style homes on Villebois Dr. The vacant land was for future development but had not yet been designed. There were apartments to the south of the site, but he could not recall what was on the east side.
- He displayed the SAP Central Phasing Plan (Sheet 9, Slide 5), noting that specialty condominiums, urban apartments, and mixed use buildings, which would potentially have lower floor commercial and upper floor residential, were proposed for the areas north of the site, across Villebois Dr. He also noted the location of Montague Park, previously called Hilltop Park.

Chair Fierros Bower suggested extending the pavers to the division line of PDP-14, because that was also mixed use, and then Lot 42 of Phase 7 should align with PDP-14.

Mr. Edmonds added PDP-8 was subject to change. It was a developing master plan that depended on the marketplace and conditions in one to four years. He believed once the subject row houses were built and infill occurred, it would create synergy. If the marketplace was good, the area would build out faster.

Mr. Heberlein asked if PDP-10 could possibly be changed from condos to mixed use in the future.

Mr. Edmonds replied Mr. Kadlub, the original master planner for Villebois, might have some insight on that, but from his discussions with the Applicant, it had been difficult to get people to develop in the Village Center. People had been looking at different kinds of product types and uses, so there was the potential for a change to the master plan.

James Frinell confirmed vehicles could drive on the Woonerf and asked how vehicle speeds would be managed.

Mr. Edmonds replied people would drive slower through there due to the narrower street. It would be a very unique street; it was not a wide street that would encourage faster driving, but compressed, so people would move at a very slow pace. Parking would be restricted and there would be no bike lanes. Bicyclists and pedestrians could walk down the middle of it if they chose. This particular street was a unique concept that was currently nowhere in Wilsonville. The concept had been successful in the Netherlands and other places, so he believed it was a good solution for traffic calming and making Mont Blanc a pedestrian street.

- He confirmed the Woonerf concept would extend from Orleans Ave west to Villebois Dr North.
- The discussion this evening was it was a bit wider, a public street, and so the discussion was whether that should the pavers extend all the way up or should it be as it is currently constructed...or maybe just up to the mixed use building on the corner.
- The Applicant presented strong engineering evidence that the proposed Stormwater Management Plan would handle 80 percent of the site without the pavers on Villebois Dr North. However, he did not

believe it was just an engineering exercise, but also an aesthetic/urban feel exercise as well; both exercises had to be combined.

Mr. Heberlein stated that on the Circulation Plan & Street Sections (Sheet 7, Slide 8), Sections H2 and H1 on the west side of Villebois Dr North indicated parking but no bike lanes. Once beyond Paris St, Villebois Dr North transitioned to H4, which had bike lanes on both sides. He asked why there were no bike lanes on the west side of the street and then transitioned to bike lanes at Paris St.

Ms. Akervall inquired if it was because of the linear green.

Steve Adams, Development Engineering Manager, stated that the piece of Villebois Dr adjacent to the Piazza did not have bike lanes, but did have parking. There were pavers from building front through the Piazza Park with different colored pavers designating whether it was a walking lane, drive lane, or parking. Extending it north, where the pavers were originally; it was just a central area so bikes could be on the street. It was a shared bike and street connect, which was the intent when the street was developed nine years ago.

- On the original plan, Section H1 was a paver stone street all the way up, so there was no need for bike lanes. He deferred to the Applicant, as far as the design and whether it would go to asphalt, and once north of Paris St, Villebois Dr North would look like Villebois Dr, which was already constructed clear out to Boeckman Rd currently.

Chair Fierros Bower called for the Applicant's testimony.

Fred Gast, Polygon Northwest, 109 East 13th St, Vancouver, WA 98660 stated Mr. Edmonds did a great job presenting the details of the plans and he had reviewed the Polygon's history during the first hearing, so he had a couple of slides to present, later entered into the record as Exhibit B3, and was more than happy to take any questions.

- He displayed the site map of Villebois PDP 7C showing the location of the London and Brownstone row home housing types, noting the map represented the two different price points, as the London style was not as high end as the Brownstone due to what was happening on the street as well as in the building itself with a lot of outdoor living up front, which would hopefully allow for some enterprising entrepreneur to figure out how to operate a business out of their home. Over time allowing for a mixed use environment was a good step in advancing the central core of Villebois.
- He also displayed the elevations of both building designs, reiterating that they had a look that might be found in London versus Boston, perhaps, or other areas, such as East Georgetown. The idea was to have different looks with different price points, and that variety in the community was important and was what Polygon was responding to.
- With regard to the pavers, he responded that one great aspect of Villebois was that the plan was put together after a lot of extensive work by everybody involved at the time, from the development community to the community at large, and public commissions, like the DRB, and it became a very prescriptive plan. There were not a lot of things that could be adjusted, which was different from the developer's point of view, who usually had a blank canvas and had to make the pitch, but this time, that creativity was already built into the plan. Polygon's job was really to execute the vision, which they were happy to do. It came down to where to draw the line and you draw the line where the plan said to draw the line, and that was how they came about with the proposal.
- The Woonerf was a significant investment. It was not a normal street, which Polygon knew going in; that was part of the expectation and part of the plan: if the property was to be developed, the Woonerf would be built.
 - That was not so much the case at Villebois Dr North, where the line stopped short of the extension of the mixed use, and that was the expectation Polygon had. As Mr. Edmonds

commented, if they were going to develop some kind of a mixed use in the future, why not have it also have a nice door and that same kind of urban context.

- Certainly, there was an expense to it, but Polygon signed on for it because it was a good place to draw a line in their view and there would be a mixed use building there at some point, so, that was where the Applicant ended up in discussions with Staff.

Ms. Akervall asked about the lack of bike lanes for that segment between the mixed use, where there would no longer be the paver feel, and where the bike lanes actually start east of the linear green. She asked if the pavers would go all the way to the linear green, so there would be no bike lane issue.

Mr. Gast replied that was part of the discussion. There were a couple of options. One question was why have bike lanes for such a short distance. He understood the question was why not extend the pavers to another defining place. In an effort to demonstrate what Polygon had been doing for five years, he was okay if the Board wanted to extend the paver component clear to the next intersection, and then have that as the intersection. He believed that would provide a clear line as well as options for what happened on Paris St. However, as a public street, the City would have to weigh in also because consideration would have to be made for utilities and other things before ripping up the very expensive pavers to develop adjacent properties.

Lenka Keith asked if the paver street was more expensive to maintain.

Mr. Gast replied it was anticipated to be more expensive to maintain than a normal private street. Polygon had built a lot of private and public streets, but did not have a lot of experience with this and were anticipating it would be an expensive maintenance deal compared to a typical asphalt street, which could be ground down to add more asphalt. Although privately owned, the paver street was more like a public amenity or park improvement, and would absolutely cost like a very nice park.

Mr. Heberlein confirmed the future plans for PDP-14 was mixed use and condos.

Jim Lange, Pacific Community Design, added that the SAP anticipated that this whole side; this was what the applicant tested for one of their changes, so while there was a broad range of uses, as long as they were in that bucket, that was kind of the test.

Chair Fierros Bower confirmed the use could shift around within that area, so there could be mixed use there.

Mr. Lange replied it was similar to what was seen when comparing the original SAP Central Master Plan for the block to what was actually built and/or under construction, which was different. (Slide 1, Exhibit B3)

Ms. Akervall said she was curious what the City would say about having pavers extend farther in case there was more mixed use.

Mr. Lange understood from the Applicant's initial consultations that the original paver section was quite an arduous thing, and that the City's Engineering Department supported their request to do what was on the application.

Ms. Akervall noted that in the floor plans for the Brownstone, the middle units with single-car garages had refrigerators far away from counter space or a stove. She inquired if that layout was common or successful in other units that had been built.

Mr. Gast said that he had built about 2,400 such homes and this was the first time he had ever gotten the question. He clarified that the floor plans were more representative of concepts that had been done before but the reality was that there would be some adjustments to the interior spaces. He noted the peninsula, adding they have had it as a u-shape the other way with caps going under the window, but that did not work with the door. They have also had an island in that kitchen.

Ms. Akervall agreed an island could act as a landing point.

Mr. Gast said he had not spent a lot of time on this one, because it was not his favorite, but it could be executed as a pantry and/or countertop. However, they were moving more toward an island kitchen.

Ms. Akervall agreed it would be nice to have an island since the Brownstone was at a higher price point.

Mr. Gast added they would move around the cook tops, vents, etc., depending on what Polygon was after, but they would want different in Brownstone, which would be at the higher price point.

Ms. Keith asked what the shading meant in the lower level plans in the garage.

Mr. Gast replied the shading was mechanical, so it was a drop ceiling.

Mr. Edmonds suggested the Board ask Mr. Adams about his experiences in building and maintaining paver streets.

Mr. Adams stated the first paving stone street built on the southeast side of the Piazza would become a public street under City ownership and maintenance this summer because the five-year maintenance period had expired. Ten years ago, there was a huge story about the street's design, who would maintain it, etc. and it took about six months to design.

- He did not know if paver stone streets were more costly to maintain than regular streets, but they did require annual maintenance with a machine to go over them to vacuum up the fall leaves. Paver streets could not be pressure-washed or have a spinning-brush used on them because it would push mulch into the paver which would ruin the effectiveness of the water draining through them. The leaf debris needed to be sucked up out of the paver and then light sand was scattered back over the pavers that would settle back into the cracks and grooves.
 - The City was not keen on maintaining the pavers, but that was part of the Villebois Plan, and he was confident the City would learn and love to maintain pavers. The paving stone street in Villebois was the first paving stone street built in the City of Wilsonville, so Staff went through a crash course on what they were, their various design aspects, and how to build them, etc. Since then, the City had implemented them in other areas, such as in parking lots and parking areas of streets, so they had learned quite a bit about them.
- As far as the undeveloped lots on the far side, the City had recently gone through this experience when Rudy Kadlub developed the Carvalho Row Homes, which happened to front a paving stone linear park. To make the new utility connections, the paving stones had to be lifted up to do the utility work, then the sand bedding layer was laid back down with the pavers back on top and packed down. The pavers were made to be lifted up for maintenance work to be done, and put back down, which avoided the street cuts seen in asphalt or concrete streets. Theoretically, pavers created a better-looking surface once maintenance was done.
- Here, they could switch to paving stones all the way up to Paris St, which was only a half a block more, and whatever developed on the other side would just lift the pavers up, make the connections, and put the pavers back down. He did not foresee that being a problem if the Board chose to make that decision.

Mr. Heberlein noted there appeared to be pavers in the area around the intersection in the development with Target and Costco. He asked if they were actually pavers and if they had any maintenance problems other than the painting.

Mr. Adams understood those were not pavers, but painted, stamped concrete made to look like pavers. When the pavers were down, they were an 8,000 psi concrete, so they were very durable, twice the strength of what was seen on curbs and 2½ times the strength of City sidewalks on concrete streets.

- The transition included bands of concrete used to block the pavers in, so there would be a concrete band across where the pavers met the asphalt, with asphalt on one side and the pavers abutting the other side of the concrete band. A lot of the pavers were held in place by concrete bands, which minimizes problems because they did not spread. As far as the strength of the pavers, these were the thickest possible pavers at 100 millimeters because transit planned to run buses down this street.
- He noted he had not discussed the design of the paver street with the Applicant, but confirmed with Mr. Lange that the Applicant that the proposed design and standards would match what currently existed with the previous AC underneath.
- When the paver street was designed, there was a huge debate on whether buses could run on pavers or stop and idle on pavers. The vibration of the buses' tires tend to create settlement in the pavers, so the existing street was 100 millimeter paving stone, two inches of bedding sand, three inches of a porous asphalt, so water could drain through the pavers, bedding sand, and porous asphalt. Below the porous asphalt was the rock that actually held the water, and it was the only known street in Oregon that had pervious asphalt underneath the pavers, which was done to prevent settlement when buses or heavy truck traffic ran on the street.

Ms. Keith appreciated the explanation as she was wondering how paver streets were structured. She asked the difference in cost between the paver street just described and a regular asphalt street.

Mr. Adams understood that standard paving stone streets were about 25 percent more expensive. This collector level street, with the extra asphalt layer and other things done, would be substantially more expensive. The street was meant to carry heavier truck traffic, more vehicle counts, and buses.

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

Rudy Kadlub, Costa Pacific Communities, 11422 SW Barber Street, Wilsonville, OR, said he was very pleased with both applications tonight in terms of respecting what was intended in the master plan created about 13 years ago. The Village Center Architectural Standards (VCAS) had been followed and he was excited to see how the Woonerf would turn out. It was intended to be a very quiet, shared street. He believed it would be the most social street in the neighborhood with the architecture presented, especially the Brownstone stairs. Costa Pacific did a similar product in Orenco Station early on and those steps seemed to be where cocktail hour still took place, where people sit as others walk by. The parking area was actually in between the trees on the street as it was originally designed.

- He was okay with the termination of Ravenna Lp for a couple of reasons.
 - As homeowners would probably attest, there had been accidents with people coming quickly up through Ravenna Lp into Barber St, so limiting the number of streets that intersect Barber St was a better idea, in retrospect.
 - Also, not having traffic crossing the Woonerf and having that as more of a pedestrian area was ideal. There would still be the connectivity desired, but there would be better safety and better execution of the Woonerf.
- He noted the pavers cost a lot more than 25 percent more because two roads actually had to be built. Pervious pavement was built underneath on the rock bed and then the 100-millimeter pavers. He was not sure they would even be able to find pavers to match because they could only find one

manufacturer that made the 100-millimeter pavers. The pavers in the Piazza and surrounding sidewalks were 60 millimeters.

- He was okay with stopping the pavers as proposed. He did not necessarily think it would be better or worse if the pavers were not extended to Paris St or whatever the next cross street was.
- Regarding the bike lanes, the Villebois Master Plan was based on the theory of the construct where the density was lowest at the edges and got denser closer to the middle with the highest density in the center, where the mixed use would be developed in the final phases. In this case, having the bike lanes start at the next loop road, which was Orleans Lp, made sense as people came in from the outskirts of the community where a bike was needed to get across Boeckman Rd to work, for example. Coming in, the roads narrow and the bikes share the road with cars and traffic would slow down. It made more sense to start the bike lane at the park rather than in the middle of Villebois Dr North due to the traffic patterns coming from the northeast to the southwest. Traffic would slow down and the street would become a shared street with no need for bike lanes at that point.

Ms. Akervall asked if it would make sense to have a bike lane going toward the linear green to encourage walking and bike traffic on the linear green or paseo, the feature replacing a section Ravenna Lp.

Mr. Kadlub explained the linear green actually extended from Barber St to the south with a rainwater element in between a double alley of trees that went for two blocks and extended down to Sophia Park. He clarified they did not want to encourage bikes to be ripping through the pedestrian space either. From a design standpoint, it did not make sense to start a bike lane in the middle of the street. It was best to start it where the two larger streets came together, where Orleans Lp and Villebois Dr widened and headed down to the traffic circle and out toward job centers.

Chair Fierros Bower asked if the paseo was strictly for pedestrians and bicycles, would the bollards be on each end.

Mr. Kadlub replied that was the idea, adding they would prohibit somebody from driving their vehicle down there.

Chair Fierros Bower called for the Applicant's rebuttal.

Mr. Gast stated it was an expensive investment. Polygon would follow the plan that was in place. As to where to draw the line, Mr. Edmonds had a good comment, so they extended the pavers, and Polygon would extend it more if the Board chose to do so.

Mr. Heberlein asked if there were any issues with changing the street section from a bike lane identified as H4 to H1, where it was just street and parking.

Mr. Gast responded that Mr. Kadlub had made some good points. The Applicant was always trying to advance the notion of multi-modal transportation, but in that part of the community, the long-term was better served by not having the bike lane there and skinning up the street.

Mr. Heberlein asked if Staff had any issues or concerns with changing Street Section H4 to H1.

Mr. Adams confirmed Mr. Adams had answered no from the audience.

Chair Fierros Bower confirmed there was no further public testimony and closed the public hearing at 8:34 pm.

Mr. Heberlein said he was unsure how to initiate the discussion regarding where the pavers end and what H4 did. He would propose that the pavers extend up to Paris St and that H4 be changed to H1.

Mr. Edmonds noted Condition PDA 5 on Page 7 of 88 required that the pavers be extended up to Lot 42 and could be modified, depending on the Board's discussion. Additionally, Mr. Adams' Condition PFA 34 on Page 12 of 88 would need to be modified concurrently with Condition PDA5.

Mr. Heberlein asked if a new condition should be added for the change of street type or would Conditions PDA 5 and PFA 34 have to be amended, though he was not sure they went together.

Mr. Adams believed some language should be added to change the street section because the plan currently showed a different street type.

Mr. Edmonds added it would be helpful when modifying the street section to support any condition with a finding of why the street section should change.

Ms. Akervall agreed with Mr. Edmonds' comments about extending the pavers for the mixed-use buildings and asked if the proposed change was because there might be more mixed use buildings developed across the street.

Mr. Heberlein replied that was part of the reason. It also seemed to be a more logical transition to go from pavers to asphalt because of the crosswalk there and a more natural transition between one and the other.

Mr. Adams noted the paving stone street ended in a 10-ft wide concrete crosswalk on the south side of Villebois Dr. Adding a concrete crosswalk at the southwest leg of the Villebois Dr and Paris St intersection would mimic what had already been done and make that transition look best. Other crosswalks that go across pavers were 10-ft wide concrete crosswalks that were scored with pavers abutting them and asphalt on the other side, which made a nice clean look.

Chair Fierros Bower believed that since London style homes were along that side, rather than Brownstone homes, it seemed more appropriate to stop the pavers as proposed by Staff.

Mr. Frinell agreed.

Mr. Heberlein asked what the transition would look like in the current configuration.

Mr. Adams reiterated the pavers had to be held in place by a flush concrete band, otherwise they risk moving. One could not pave up against pavers, so a one or two foot wide concrete band would have to be installed, though Mr Lange would have to decide what he wanted there, and then the pavers would abut on one side and asphalt would abut on the north side. He confirmed a concrete band would run across the street at that point.

Chair Fierros Bower stated her earlier concern with PDP-14 was that it looked like the proposed line for the termination of the pavers was further east of the proposed mixed use area on the opposite side of the street, although if it stayed mixed use, it looked like it would be covered with pavers to the proposed cutoff line.

Mr. Heberlein said he was concerned about the one to two foot transition being misconstrued as a crosswalk.

Mr. Adams did not believe that would occur because crosswalks were always 8 ft to 10 ft wide.

Mr. Edmonds displayed the Site Land Use Plan (Sheet 3, Slide 7) and pointed out Lot 42 and the alley. According to the testimony, the current SAP plan showed potentially some mixed use in the area opposite Lot 42 with different kinds of housing from that point on.

Ms. Akervall understood from the Applicant's slides that mixed use, shown in blue tones, would be across Villebois Dr from the site in the area closest to the Piazza, though she understood those things could change.

Mr. Edmonds displayed the SAP Central Phasing Plan (Sheet 9, Slide 5), and pointed out mixed use... and condos opposite Lot 42 in the corner on PDP-14. The mixed use did not go all the way up, but stopped short of the Lot 42 boundary.

Mr. Heberlein asked to see the other presentation with the colors as he believed there might be some possible conflicts.

Mr. Edmonds entered the Applicant's PowerPoint into the record as Exhibit B3; A paper copy of the PowerPoint was also provided for the record.

- He displayed the SAP Central Comparison – Land Use slide from the Applicant's presentation and confirmed that Lot 42 was shown in green and was mixed use, as was PDP-14 across the street. Mixed-use condos typically had retail on the bottom floor and condos on the upper floors.
- He confirmed that a post office kiosk was located in the vicinity, but noted that was not the permanent location. Once PDP-14 was developed, it would be moved into one of the mixed use buildings.

Chair Fierros Bower asked where Staff's proposed transition line would be for the termination of the pavers.

Mr. Edmonds replied the transition from asphalt to paver would probably be at the alley.

Ms. Keith believed that made sense considering it was uncertain what would be developed on the site to the north, so why add any additional expense based on speculation.

Chair Fierros Bower agreed.

Mr. Heberlein asked about changing H4 to H1, essentially removing the dedicated bike lanes on the section between Paris St and Orleans Lp on Villebois Dr North.

Ms. Akervall stated that as a mother, she really liked having a bike lane, but having a bike lane that dumped people out to suddenly no bike lane was concerning, too.

Mr. Edmonds noted there were still sidewalks in front of the residential buildings, just minus the bike lanes. Bike lanes were where serious, adult riders rode. It was assumed small children would ride on the sidewalk.

Mr. Adams stated that wherever kids might ride bikes in Villebois, the City tended to put in wider sidewalks. Graham's Ferry Road was an excellent example as it had a 10-ft sidewalk and a bike lane. While he would ride his bike in the bike lane, a family going out for a gentle bike ride or parents walking with kids biking, would be on the 10-ft wide sidewalk because younger children should not be in the bike lane.

- He was unsure if H2 were reduced to H1 whether the Applicant would widen the sidewalk there in response to having no bike lane. It had never been discussed at any open hearing.
- The width of that sidewalk was hard to determine because it was a paving stone sidewalk that went from front of building across the street and stopped where the parking was located. Currently, the sidewalk was 10-ft, 12-ft or 14-ft wide in front of the existing building. He had not seen FDPs, so he was unsure what the Applicant had in mind for the sidewalk adjacent to Villebois Dr, especially once past the paving stone street. The paving stone street sidewalk would look the same as everything else as the sidewalk would be all the way across until the street, which was paving stone.

Mr. Heberlein believed H1 on the Circulation Plan and Street Sections (Sheet 7) showed a 5.5 ft sidewalk.

Mr. Adams confirmed both H2 and H1 indicated a 5.5 ft sidewalk.

Ms. Akervall confirmed the suggestion was to replace H4 with H1, but still have H2 where proposed, so there would be no bike lane but a 5-ft sidewalk.

Mr. Heberlein stated that was what they already had at H1.

Ms. Akervall confirmed H2 was the area with the pavers, which she understood would match the existing pavers. She agreed driving on pavers caused motorists to slow down due to the different feel.

Mr. Heberlein asked if the transition with the pavers on H2 had been discussed.

Mr. Edmonds responded it would be difficult to design those details tonight, and suggested the Board leave it somewhat open for the City's and Applicant's engineering staff to work together to figure it out. The intent was to try to formulate a condition to have a reasonable transition between the streets.

Ms. Akervall agreed, both for aesthetics and a safe feeling.

Mr. Heberlein said it was not sure continuing a bike lane for 200 ft made sense.

Ms. Akervall added if the Applicant decided to add a wider sidewalk in its place that would be nice. She asked if that was something the Applicant could talk with Staff about.

Barbara Jacobson, Assistant City Attorney confirmed the Applicant could talk with Staff about making a wider sidewalk, but that was not something that had been on the record, so she would not recommend that condition without giving the Applicant a chance to discuss it. If the Board wanted to discuss it, the hearing would have to be reopened; otherwise they would need to stick with what was in the Staff report.

Mr. Heberlein stated that since H2 and the existing H1 already had a 5.5 ft sidewalk, it should just be continued to the rest of the street.

Mr. Adams added if the Board wanted to remove the bike lane and make the sidewalk safer for pedestrians and children to ride, they would want a minimum 8-ft wide sidewalk to allow plenty of space so children did not run into people's ankles. A wider sidewalk had a more comfortable feeling when accommodating pedestrians, bicyclists, skateboarders, dog walkers, etc.

- He confirmed an 8-ft sidewalk would not be needed if there was a bike lane. However, a 5-ft sidewalk without a bike lane would not mesh as well in his opinion.

Mr. Heberlein responded that H1 and H2 would actually be changed then, because H2 currently showed a 5.5 ft sidewalk.

Ms. Akervall asked if the 5 ft sidewalk was all pavers and whether it had an edge.

Mr. Adams clarified that the existing Villebois Dr was flush, with the different areas designated by different pavers with different colors and styles. The sidewalk was one type of paver with a different color and look, then there was a paver with a truncated dome, which allowed a blind person to know they were walking from a pedestrian area to a street area, another paver was used for the parking areas and a different paver was used for the street. Paver styles, looks, and types changed as one crossed the street. He imagined H2 would mimic the same look as that seen on Villebois Dr currently. He confirmed there were no poured concrete sidewalks. It was paving stones from building front all the way across the street, except for tree grates.

Chair Fierros Bower confirmed the Board wanted to revise H1 and H4 from a 5.5-ft sidewalk to an 8-ft sidewalk.

Ms. Jacobson reiterated that the Board would need to discuss the change with the Applicant, which would require reopening the hearing.

Chair Fierros Bower confirmed that the Board wanted to reopen the public hearing to further discuss the sidewalk and bike lane options.

Ms. Akervall stated that with the elimination of the bike lane in H4, she was not sure there was room to do widen the sidewalk.

Ronald Heberlein moved to reopen the public hearing. Kirstin Akervall seconded the motion, which passed 3 to 2 with James Frinell and Lenka Keith opposed.

Chair Fierros Bower called the Applicant forward.

Mr. Gast said the Board's discussion reminded him of all the discussions the Applicant had over conference and design tables for weeks and months trying to come up with a proposal and determine if there was a better idea. That was why the prescriptive plan, in some ways, was very nice.

- He understood the wider sidewalk because in that part of the neighborhood, he believed it would be beneficial, but changing the H1 section to include wider sidewalks would take more real estate out of the planned driveway to accommodate the wider sidewalk, which would then push back the buildings along that section and probably compromise the plan. It was a great goal, but it would have negative, unintended consequences.
- The simplistic way to look at it was to just stay with what the plan called for, or create a condition to allow the Applicant some flexibility to work with Staff in determining what would happen to the H4 section or to replace the H4 with the H1 section.

Mr. Adams said the City would not be opposed to reducing the 4-ft landscape area to 2 ft or so, which would provide an area for planter boxes or tree grates with sidewalk and curb all the way back. That design would be acceptable on the H1 Section.

Mr. Gast replied that would be acceptable, but as far as laying out the details, he suggested including a condition that provided some flexibility in trying to find an 8-ft sidewalk. It needed to be either really definitive or really flexible. He preferred being definitive so he knew what he was executing and everybody understood what was happening.

- He was okay with a specific condition to do an H1 section clear from the curb cut to the alley, or wherever the pavers stopped to accommodate a planter strip in transition to accommodate an 8-ft sidewalk. That way a transition could be worked out in that right-of-way. He believed that would allow the Applicant to work with the planter strip to come up with an urban form of sidewalk versus a suburban form, which would result in more tree wells and require more money and concrete, but that was what the Board was trying to achieve.

Mr. Heberlein said he liked the concept the Applicant proposed, adding it was just a matter of wording the condition so that it worked for Staff as well.

Mr. Adams suggested adding a condition that would eliminate the H4 section between Paris St and SW Orleans Ave, and add H1 between the alley connection at the north edge of H2 up to SW Orleans Ave with the change that the 10.5 ft combined landscape sidewalk area shall contain a minimum 8-ft sidewalk.

Mr. Gast suggested that the language state that from the terminus of pavers as identified in the Staff report along Villebois Dr North to the intersection of Orleans Ave, the Applicant would implement Section H1 with the direction that Staff work with the Applicant on the sidewalk planter strip reconfiguration.

Ms. Jacobson suggested that new Condition PFA 50 state, “The Applicant and Staff will work together to create an 8-ft sidewalk by proportionally reducing the planter strip.”

Mr. Adams clarified the following language should be added, “and that per the submitted plan on Sheet 7, Section H4 has been revised to Section H1.”

Chair Fierros Bower closed the public hearing at 9:11 pm.

Ronald Heberlein moved to approve the Staff report, entered into the record as Revised Exhibit A1, and add new Condition of Approval PFA50 as read into the record by Staff. Kristin Akervall seconded the motion, which passed 4 to 1 with James Frinell opposed.

The following new condition was added to Revised Exhibit A1:

- *Condition PFA50 “The Applicant and Staff will work together to create an 8-ft sidewalk by proportionally reducing the planter strip and that per the submitted plan on Sheet 7, Section H4 has been revised to Section H1.”*

Kristin Akervall moved to approve Resolution No. 307. The motion was seconded by Ronald Heberlein and passed unanimously.

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

VIII. Board Member Communications

- A. Results of the June 22, 2015 DRB Panel B meeting

IX. Staff Communications

There were none.

X. Adjournment

The meeting adjourned at 9:16 p.m.

Respectfully submitted,

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