

Meeting Agenda
Wilsonville Parks & Recreation Advisory Board
February 2nd, 2017
6:00 PM
Wilsonville City Hall

- I. Call to Order
Roll Call
Approval of Minutes: January 4th, 2017
- II. Citizen Input
- III. Memorial Park Dog Park/Community Garden Parking Lot (continued from January 4th Meeting) – Rappold
- IV. Assistant City Manager Report – Troha
- V. Parks Report – Blankenship
- VI. Recreation/Park Rental Report – Stevenson
- VII. Board Comments

Next Meeting –
Thursday, March 9th, 2017
4:30 pm
Parks and Recreation Admin Building

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required. The city will endeavor to provide services, without cost, if requested at least 48 hours prior to the meeting. To obtain services, please call (503)570-1530

Meeting Minutes
Wilsonville Parks and Recreation Advisory Board
January 4th, 2017 6:00pm
Wilsonville City Hall

WILSONVILLE PARKS AND RECREATION ADVISORY BOARD

Dave Becker, Steve Benson, David Davis, Kate Johnson, Ken Rice, Elaine Swyt

Scott Starr - Council Representative

1. Call to Order

The meeting was called to order at 6:00 pm

Members present: Dave Becker, Steve Benson, Kate Johnson, Ken Rice, David Davis, Elaine Swyt

Members absent: none

Staff present: Tod Blankenship, Brian Stevenson, Jeanna Troha, Ahsamon Ante-Marandi

Approval of Minutes: October minutes were unanimously approved

2. Citizen Input: None

3. Memorial Park Dog Park/Community Garden Parking Lot - Rappold

- a. Kerry Rappold, City of Wilsonville Natural Resources Program Manager & Project Manager; John Christiansen, Project Engineer, AKS Engineering; Tod Blankenship, City of Wilsonville Parks Supervisor.
 - i. Group presented 3 Concept Plans; staff recommended Concept Plan #3 as the preferred option.
 - ii. Board questioned traffic at the intersection of Rose Lane and Schroeder Way; staff explained traffic studies showed the project would have minimal impact if no changes are made to the intersection, but are considering adjusting road configuration from Schroeder Way to Rose Lane and other possibilities, like restriping and signage.
 - iii. Citizen Input: Raymond Good (of 6705 SW Montgomery Way)

1. Questioned the reasoning behind making any changes to the current dog park when it is already successful and taxpayer money could be spent elsewhere. Also, expressed concerns about potential increase in traffic. Suggested moving the parking area to Kolbe Lane, which would impact fewer houses.
- iv. Citizen Input: Edward Pothetes (of 7475 SW Schroeder Way)
 1. Expressed concern about traffic. Believes many people do not currently follow the speed limit so an increase in traffic could be dangerous.
- v. Citizen Input: Scott Starr
 1. In an effort to explore other options than the Rose Lane/Schroeder Way intersection, Mr. Starr suggested the road to the parking lot come further south off Rose Lane through City-owned property east of the garden and proposed parking lot.
 2. Mentioned that DKS, who performed the traffic study, was also contracted to study traffic for the I-5 interchange at Wilsonville Road.
- vi. Board unanimously preferred Concept #3, with request for one other option showing parking lot access off of Rose Lane. Asked if another letter could go out to the property owners in the area for their feedback.

4. Assistant City Manager Report - Troha

- a. Community Center Program Manager
 - i. Patty Brescia has accepted a position at THPRD. Brian Stevenson has been promoted to fill her position on an interim basis.
- b. Parks and Recreation Director Position
 - i. Hope to have a decision very soon. Holidays delayed the process.

5. Parks Report – Blankenship

- a. Have been working on the dog park/community garden parking lot project.
- b. Hope to hire a new Parks Maintenance Specialist in the next week or so.
- c. Have been working hard during the ice/snow events. Lost a big Cedar at Courtside Park, but not any other big trees lost to weather.
- d. Continuing regular park maintenance.
- e. Brian Stevenson commented that when the last tree fell in Courtside Park, Tod reached out to a resident nearby the park and was able to involve the neighbor in selecting the replacement tree.

6. Recreation/ Park Rental Report – Stevenson

- a. Winter/Spring registration opened last month.
- b. Most holiday events were successful; a couple were cancelled due to inclement weather.
- c. Harvest Market Update:
 - i. Chris Perry did not fulfill the requirements of the grant. The City is working on recovering the funds due.

7. Board Comments

- a. Scott Starr:
 - i. Council will have their biennial planning retreat in the New Year. Asked if Board could let him know of any special requests of goals for Parks and Rec. Board discussed desire to prioritize river access. Councilor Starr clarified that their feedback does not have to be Parks and Rec specific...can be anything City-related.
 - ii. Mentioned new Judge Winehouse and new City logo that was adopted.
- b. Steve Benson
 - i. Suggested applying for a grant to acquire funds to update trails as part of the master plan. Staff suggested they could possibly use existing budget, staff and equipment to fulfill this request. Will investigate further.
 - ii. Disappointed to see Recreation & Aquatic Center bond measure fail. Asked Board their thoughts for why it was not successful. Many suggested it was due to poor timing.
- c. Elaine Swyt
 - i. Tourism Committee will be handling the tourism grants this year. The committee is looking to hire a contractor to help with the website, etc.
 - ii. Asked Board to gather agenda items for 2017 and bring to next meeting.
 - iii. Has decided to step down from her position as Chair. Board will vote on the new Chair and Vice Chair at the March meeting.

8. Adjournment

The meeting was adjourned at 7:55 pm

Memorial Park Dog Park/Community Garden Parking Lot Concept Plan

Presented By:

City of Wilsonville Parks & Recreation Department
&
AKS Engineering & Forestry, LLC



Background

- Parks and Recreation Master Plan adopted 8/2007
- Memorial Park Master Plan (MPMP) kicked off 10/2014
 - Community Involvement Process
 - Electronic City-Wide survey (617 respondents)
 - Stakeholders meetings (10/14)
 - Three Open houses (11/2014, 12/2014, 2/2015)
 - Website communications
- Result of public input from master plan process
 - Active use on West side (trails, disc golf, bicycle pump track, skate park, athletic fields, sport courts, etc.)
 - Passive use on East side (community garden, dog park, pollinator habitat)
- City Council adopted MPMP 5/2015



Memorial Park Master Plan

Three Phases of Implementation

Phase I:

- NE Parking Lot
- Relocation of Off-Leash Dog Park
- Restroom Facilities at Community Garden/Dog Park
- Bicycle Pump Track
- East Parking Lot
- Community Garden Expansion (completed)
- 9-hole Disc Golf Course (completed)



Parking Lot Project

Why Now?

To successfully achieve implementation of phasing this parking lot (and dog park relocation) must happen before anything else can be implemented.

Upon completion of presentation the Parks and Recreation Advisory Board will recommend a preferred concept to move forward with to the DRB and City Council.



Concept 1

- Based on the original parking lot concept. Modified to minimize impact to trees/vegetation.
- Pros:
 - Small footprint
- Cons:
 - Poor Vehicle/ Pedestrian Circulation
 - Impact to Bee Stewards habitat



Concept 2

- Loop Concept
- Pros:
 - Vehicle Circulation
 - Protects Bee Stewards habitat
- Cons:
 - Large footprint (impacts dog run)
 - Highest Cost Option



Concept 3

- Pros:
 - Least Cost Option
 - Protects Bee Stewards habitat
 - Fits well within existing site
 - Good pedestrian circulation
- Cons:
 - Fair vehicle circulation



SCORING CRITERIA

- *Anticipated Construction Cost*
- *Sequencing & Constructability*
- *Vehicle/Pedestrian Circulation*
- *Aesthetic Appeal*
- *Tree/Vegetation Impacts*
- *Future Development/Expansion*
- *Number of Parking Stalls*
- *Criteria scored 1, 2, 3 (poor, average, excellent)*



SCORING MATRIX



CRITERIA*	CONCEPT #1	CONCEPT #2	CONCEPT #3
Anticipated Construction Cost	2	1	3
Sequencing & Constructability	2	2	2
Vehicle/Pedestrian Circulation	2	3	2
Aesthetic Appeal	2	2	3
Tree/Vegetation Impacts	2	1	2
Future Development/Expansion	1	1	2
Number of Parking Stalls	2	2	2
Total Score:	13	12	16
Rank:	2nd	3rd	1st



Questions/Comments?



Staff Report

Date: January 26, 2017

To: Parks and Recreation Advisory Board

From: Kerry Rappold, Natural Resources Program Manager

Subject: Memorial Park Dog Park/Community Garden Parking Lot

Background:

On January 4th, city staff and the consultant for the project, AKS Engineering and Forestry met with the Parks and Recreation Board to present the design for a new parking lot at the Community Garden and future relocated Dog Park. After discussing the project and receiving public input, the Board selected a preferred parking lot design, however due to concerns about the access from Schroeder Way, the Board directed staff to explore an alternative option with access from Rose Lane.

Development of Alternative Concept Plan and Public Outreach:

AKS Engineering analyzed the access option from Rose Lane which would require constructing a new road. This option has several constraints that need to be carefully considered by the Parks and Recreation Advisory Board. The road from Rose Lane would be built on soils that currently have significant drainage problems and the area floods several times a year. As a result, this option would require extensive soil mitigation efforts which are very expensive and would likely delay the parking lot project. Access from Rose Lane would also require reconfiguring the initial parking lot design to change the circulation pattern and orientation of the parking lot. In addition, the new access will impact the footprint for the future relocated Dog Park, increasing the cost of the dog park project which is funded by a grant.

A detailed presentation regarding the Rose Lane access option will be given at the Parks and Recreation Advisory Board meeting on February 2nd.

A targeted mailing was sent to the surrounding neighborhood on Kolbe Lane, Schroeder Way, Rose Lane and Montgomery Way. These neighbors were invited to attend the Parks and Recreation Advisory Board meeting, or provide any comments to City staff in lieu of attending the meeting. In addition, a webpage has been developed for the project (<http://www.ci.wilsonville.or.us/873/Memorial-Park-Dog-Park---Community-Garde>), which will be periodically updated.

Next Steps:

After a preferred concept and access location is selected, a preliminary design will be developed. In March, staff will present the project to the City Council and Development Review Board. It is anticipated the project will be completed by the fall of 2017.

Staff Recommendation:

Staff recommends the selection of Concept 3 with access from Schroeder Way. Due to the impacts listed above for access from Rose Lane, Concept 3 offers a better configuration and layout for the parking lot and has the least impact to surrounding areas. It is also the least costly option. Access from Schroeder Way is consistent with the Memorial Park Master Plan.

Requested Action:

Staff requests the Parks and Recreation Board review the project and select a preferred concept and access location. The preferred concept will be forwarded to the Development Review Board for final decision

If you have any questions regarding the project, please contact Kerry Rappold, Natural Resources Program Manager at (503) 570-1570 or rappold@ci.wilsonville.or.us.

Exhibits:

1. Concept 3
2. Alternative Concept 3B



NOTE: TRAIL AND SIDEWALK IMPROVEMENTS ASSOCIATED WITH THE PARKING LOT DEVELOPMENT WILL BE LIMITED TO THE BOUNDING THE PARKING LOT. ADDITIONAL TRAILS SHOWN ON THIS PLAN ARE BASED ON THE MEMORIAL PARK MASTER PLAN AND ARE SHOWN FOR REFERENCE ONLY.



DESIGNED BY:	JPC
DRAWN BY:	JPC
CHECKED BY:	JPC
SCALE:	AS NOTED
DATE:	11/30/2016
REVISIONS:	
JOB NUMBER	5603
SHEET	1 OF 1

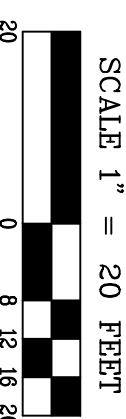
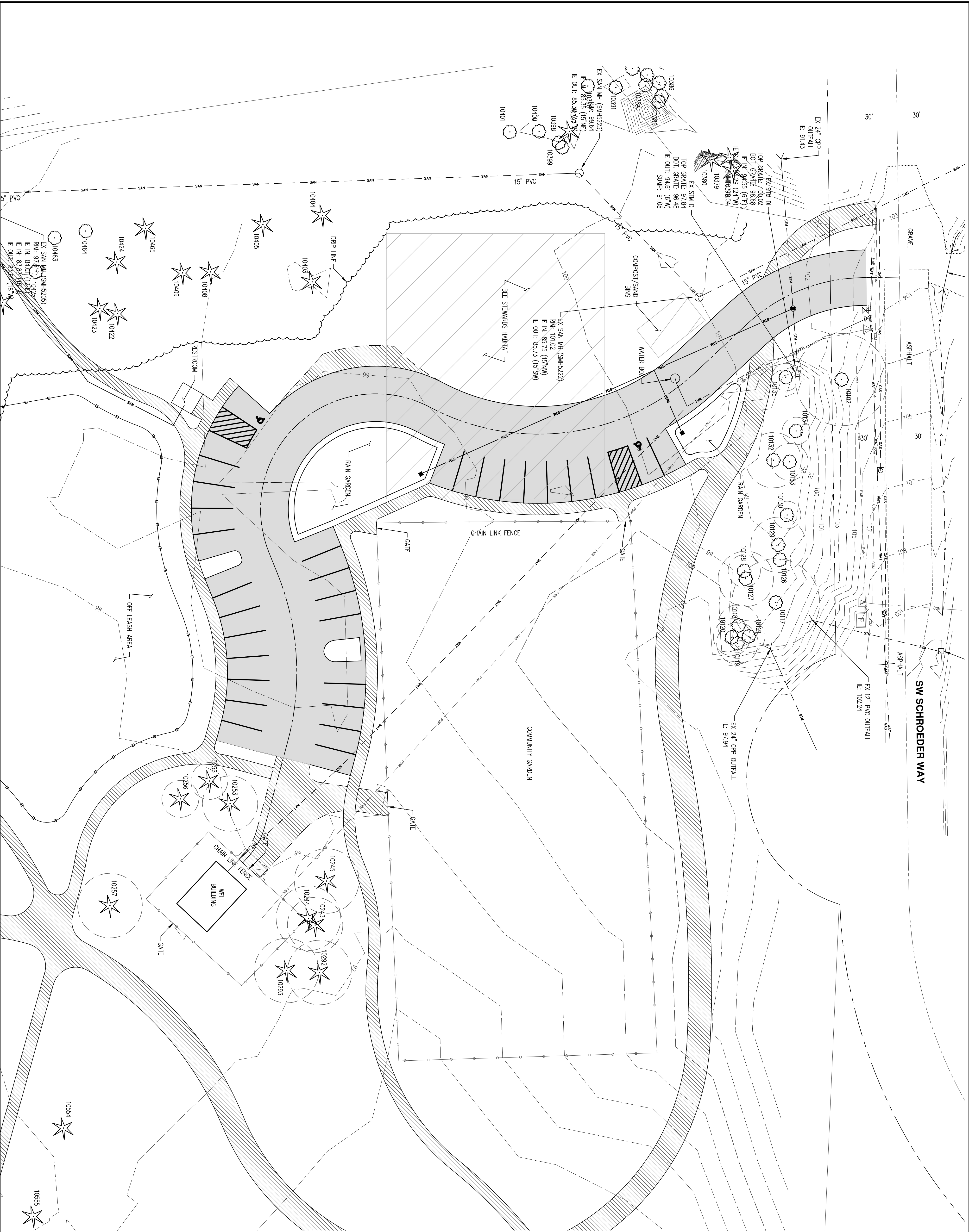
CONCEPT 3

COMMUNITY GARDEN PARKING AREA

WILSONVILLE OREGON

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD STE 100
TUALATIN, OR 97062
P: 503.563.6151
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aks-eng.com

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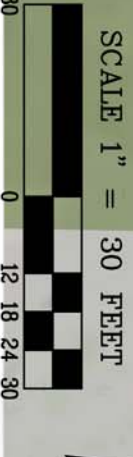
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JOB NUMBER 5603	
SHEET 1 OF 1	

CONCEPT 3

COMMUNITY GARDEN PARKING AREA WILSONVILLE OREGON

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SCALE 1" = 30 FEET



1 OF 1
SHEET

JOB NUMBER
5603

REVISIONS	DESIGNED BY:	JPC
	DRAWN BY:	JPC
	CHECKED BY:	JPC
	SCALE:	AS NOTED
	DATE:	11/30/2016

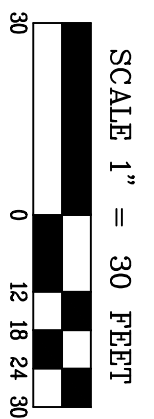
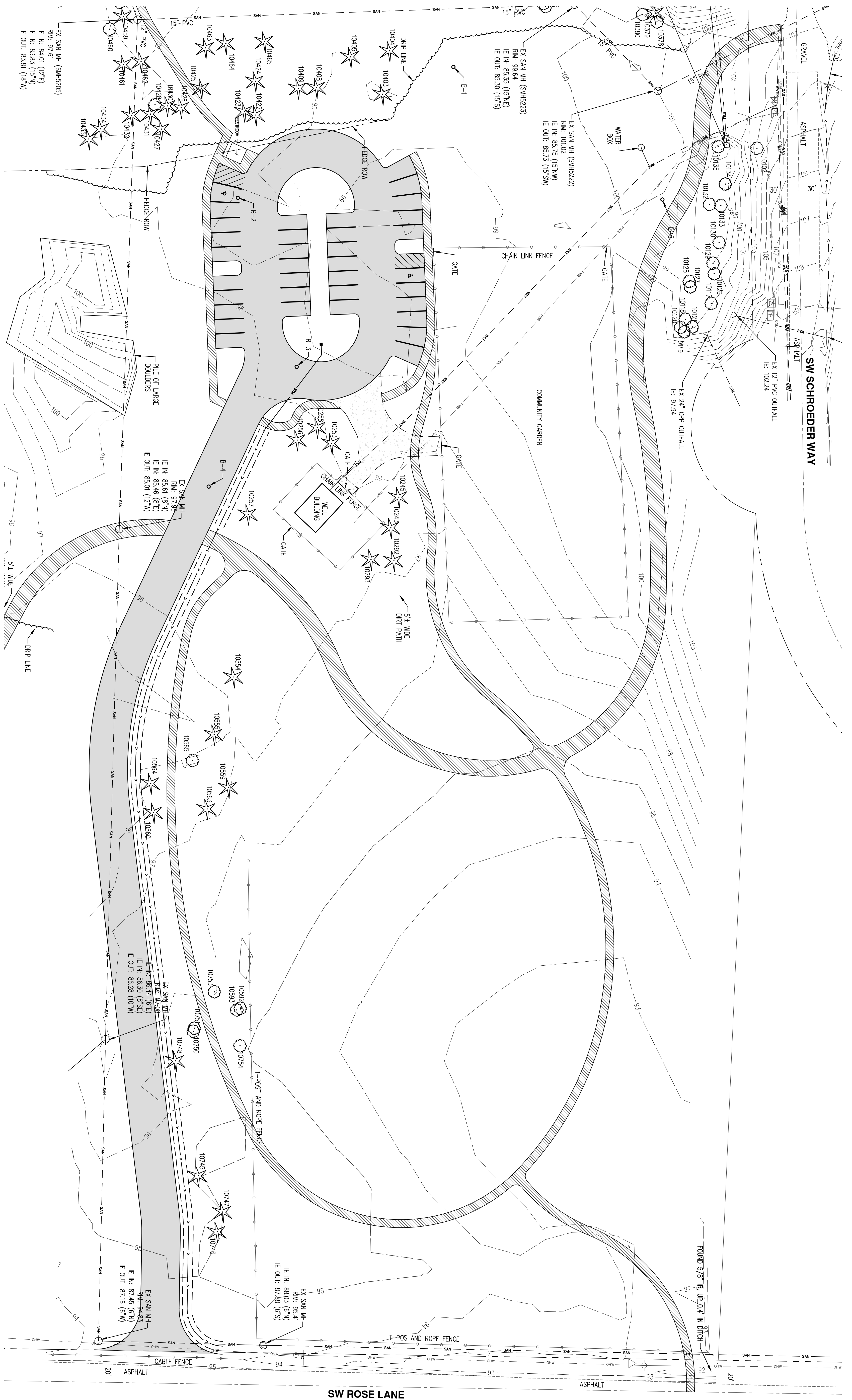
CONCEPT 3B

**COMMUNITY GARDEN
PARKING AREA**
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DESIGNED BY:	JPC
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CONCEPT 3B

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1 OF 1
JOB NUMBER
5603
SHEET



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 Salem, OR 97301
 503.391.8773
 www.dksassociates.com

MEMORANDUM

DATE: February 1, 2017
 TO: Kerry Rappold and Steve Adams, City of Wilsonville
 FROM: Scott Mansur, P.E. Jordin Kelly, EIT
 SUBJECT: Memorial Park Transportation Study



This memorandum documents trip generation estimates for the proposed Memorial Park modifications. These modifications include relocating the existing dog park and construction of a 33-stall parking lot adjacent to the existing community garden (presently exists with approximately 134 in-ground plots and 21 raised beds), which will be accessed off of SW Kolbe Lane (pedestrian/bike connection) and SW Schroeder Way (motor vehicle connection) in Wilsonville, Oregon.

This memorandum analyzes the impact this relocation of the dog park and the new parking lot would have on the study intersections shown in Figure 1. It will also evaluate the site plan's internal circulation for vehicle, bicycle, and pedestrian safety.



Figure 1: Study Area

The following sections include the existing intersection operations, surrounding traffic network impacts, site plan review, an alternative site plan review and summary of findings. The intersection operations and surrounding traffic network are based on the City's preferred site plan, Concept 3, that provides access to the site off of SW Schroeder Way.



Project Trip Generation and Distribution

Since the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*¹ does not provide trip generation data for the specific park modifications desired, local knowledge of the Wilsonville Parks Department was utilized to provide a reasonable worst case trip generation estimate for the p.m. peak period.

It was determined that an average of approximately 16 vehicles (8 in, 8 out) travel to the dog park and approximately 4 (2 in, 2 out) travel to the community gardens during a typical weekday p.m. peak hour.² These assumptions were consistent with DKS field observations conducted on Tuesday, November 1st, 2016. Even though the size of the community gardens is not anticipated to change, the expected p.m. peak hour trips are included in the project trip volumes since our traffic counts were conducted during an off-peak season (Thursday, November 11th, 2016). A summary of the trip generation assumptions for the Memorial Park modifications are shown in Table 1 below.

Table 1: P.M. Peak Hour Project Trip Generation Assumptions

Land Use	P.M. Peak Hour Trips		
	In	Out	Total
Dog Park	8	8	16
Community Gardens	2	2	4
Total Project Trips	10	10	20

The distribution of the project trips was calculated based on existing traffic patterns identified in the p.m. peak intersection counts conducted on and are shown in Figure 2 at the top of the next page. Existing traffic patterns at the study intersections indicated that 60% of the traffic traveling to and from the relocated dog park would travel west on SW Wilsonville Road and 40% would travel east on SW Wilsonville Road.

Due to the lack of vehicle connectivity and parking to the community gardens or proposed dog park along SW Kolbe Lane, all motor vehicle project trips are expected to travel to and from the site via the SW Wilsonville Road/SW Rose Lane intersection.

¹ *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

² Email received by Tod Blankenship, Wilsonville Parks Supervisor, November 15, 2016.

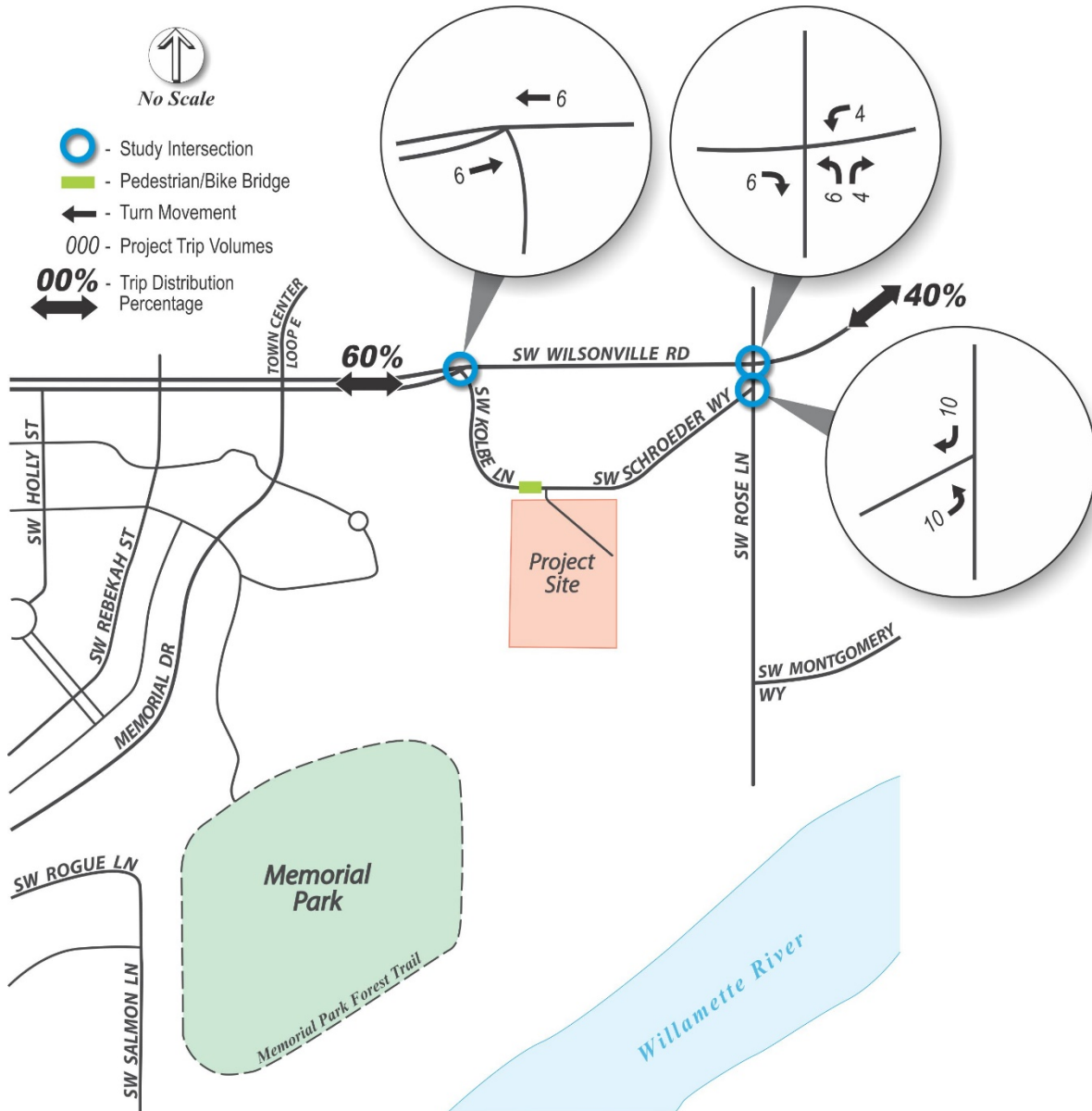


Figure 2: Project Trips Distribution

Project Trips through City of Wilsonville Interchange Areas

The project trips through the two City of Wilsonville I-5 interchange areas are not anticipated to change since the size of both the relocated dog park and the reconfigured community gardens are expected to remain the same.

Even though these trips aren't considered new to the roadway network outside of the study intersections, they do have an impact on the study intersections in the immediate vicinity. For instance, vehicles heading from the west will still take the same route until they reach Memorial Drive, where they will continue straight (instead of turning right) and instead turn right at the SW Wilsonville Road/SW Rose Lane intersection.

Intersection Operations

Intersection operations were analyzed for the weekday p.m. peak hour (highest hour between 4:00-6:00 p.m.) at the following study intersections:

- SW Wilsonville Road/SW Kolbe Lane
- SW Wilsonville Road/SW Rose Lane
- SW Rose Lane/SW Schroeder Way

The existing intersection operations were analyzed based on the 2010 HCM methodology for unsignalized intersections³ for the following scenarios:

- Existing Weekday p.m. Peak Hour
- Existing + Project
- Existing + Stage II (traffic from developments that have Stage II approval or are under construction)
- Existing + Project + Stage II

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations. In addition, they are often incorporated into agency mobility standards.

- Level of service (LOS): A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity.
- Volume-to-capacity (v/c) ratio: A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

The City of Wilsonville requires all intersections of public streets to meet its minimum acceptable level of service (LOS) standard of LOS D for peak periods. For each of these analysis scenarios, the unmitigated impacts for the study area will be completed for the study intersection. Where the City’s level of service D standard cannot be maintained, improvements will be identified to mitigate operating conditions. Additional analysis will then be performed with any recommended improvements in place to determine the resulting levels of service.

³ *Highway Capacity Manual 2010*, Transportation Research Board, Washington DC, 2010

Existing Intersection Operations

Existing traffic operations at the study intersections were determined for the p.m. peak hour based on the 2010 Highway Capacity Manual methodology. The estimated delay, LOS, and v/c ratio of each study intersection is shown in Table 2. As shown, the study intersections currently meet the City's operating standards. Existing intersection volumes can be seen in Figure 3.

Table 2: Existing 2016 Intersection Operations

Intersection	Operating Standard	Existing		
		Delay	LOS	v/c
Wilsonville Rd/Kolbe Ln	LOS D	21.9	A/C	0.01
Wilsonville Rd/Rose Ln	LOS D	25.5	A/D	0.19
Rose Ln/Schroeder Way	LOS D	0.0	A/A	0.01

Unsignalized Intersections:

LOS = Level of Service of Major Street/Minor Street
v/c = Volume-to-Capacity Ratio of Worst Movement

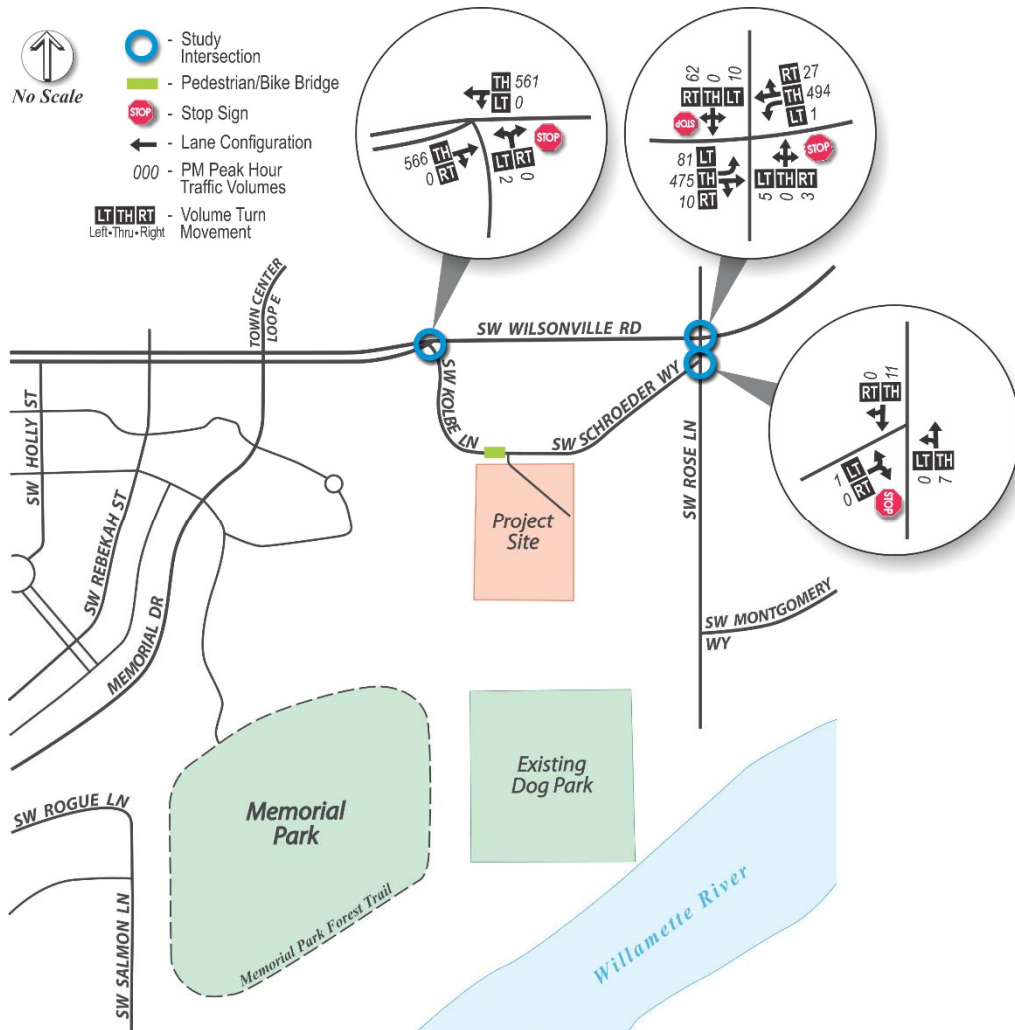


Figure 3: 2015 Existing Intersection Volumes

Future Traffic Operations

The impacts of the increased traffic of the Memorial Park modifications were evaluated at the study intersection for the weekday p.m. peak hour. The impact analysis includes trip generation, trip distribution, and p.m. peak hour project trips through the study intersections. Volumes for each scenario are included in Figure 4.

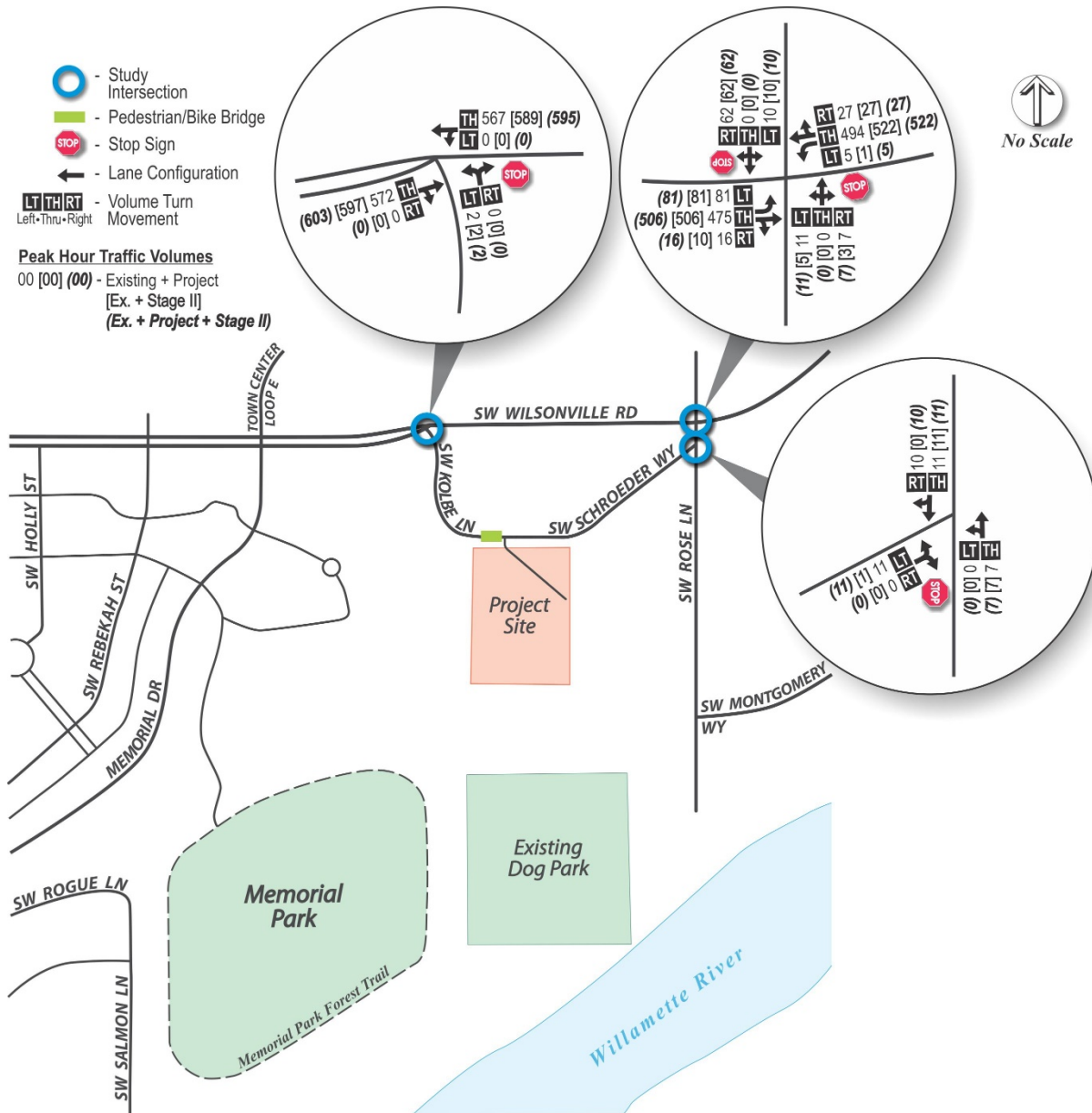


Figure 4: Future Scenario Traffic Volumes

The analysis also includes scenarios that account for Stage II approved developments in the area, including those under construction or built but not yet occupied. As shown in Table 3 at the top of the next page, all of the study intersections meet the City’s operating standards for each scenario.

Table 3: Future Project and Stage II Intersection Operations

Unsignalized Intersection	Operating Standard	Existing + Project			Existing + Stage II			Existing + Stage II + Project		
		Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c
Wilsonville Rd/Kolbe Ln	LOS D	22.2	A/C	0.01	23.4	A/C	0.01	23.8	A/C	0.01
Wilsonville Rd/Rose Ln	LOS D	0.10	A/D	0.19	27.7	A/D	0.20	29.2	A/D	0.20
Rose Ln/Schroeder Way	LOS D	0.0	A/A	0.01	0.0	A/A	0.01	0.0	A/A	0.01

Unsignalized Intersections:
 LOS = Level of Service of Major Street/Minor Street
 v/c = Volume-to-Capacity Ratio of Worst Movement

Site Plan Review

The applicant’s preferred site plan, Concept 3, was reviewed to evaluate site access and internal circulation for vehicles, as well as pedestrian and bicycle connections. The site plan is provided in the appendix.

Motor Vehicle Connections

The proposed Memorial Park reconfiguration would utilize the existing access off of SW Schroeder Way. Based on the site plan, the proposed facility’s internal roadway network provides adequate circulation into and out of the development.

The existing configuration and proximity of the SW Wilsonville Road/SW Rose Lane and SW Rose Lane/SW Schroeder Way study intersections is not ideal for motor vehicle sight distance lines and safety. Since SW Rose Lane is a local street, the City of Wilsonville’s Transportation System Plan does not provide access spacing standards, however the City’s Public Works Standards do require a minimum 100 feet of space (curb face to driveway) from the nearest intersection for commercial developments (which this use is somewhat similar to). Presently Schroeder Way is approximately 45 feet from SW Wilsonville Road. If the City deems this Public Works Standard is applicable for the SW Schroeder Way approach, a variance to the standard may be required. However, SW Schroeder Way is also classified as a local street and as such, motor vehicle volumes and speeds are expected to be low through the atypical geometry of the SW Rose Lane/SW Schroeder Way intersection.

The low traffic volumes and surrounding mature trees indicate that increasing the spacing between this intersection and the SW Wilsonville Road/SW Rose Lane intersection would not be supported due to the high costs required to increase the spacing. However, it is recommended that the City consider improving intersection sight distance triangles by modifying the alignment of the approach angle of SW Schroeder Way to be perpendicular to SW Rose Lane as shown in the figure to the right. Vegetation



Recommended Realignment Concept of Schroeder Way



control (trimming) should be reviewed in order to improve sight distance – for existing and future conditions.

Pedestrian and Bicycle Connections

The site features sidewalks along the proposed site that connects to the reconfigured community garden and the relocated dog park. Added sidewalks are recommended to connect the site to the bicycle and pedestrian bridge that provides an access to SW Wilsonville Road via SW Kolbe Lane.

It is recommended to provide pedestrian and bicycle wayfinding signage at the entrance of SW Kolbe Lane that identifies this connection as providing the main bicycle and pedestrian access to the community gardens and the relocated dog park.

Since Kolbe Lane is a dead end street for motor vehicles and only serves two houses, the existing roadway cross section is sufficient for the estimated pedestrian and bicycle volumes associated with the community garden and relocated dog park.

Parking

The City of Wilsonville Development Code⁴ does not include minimum parking stall requirements for dog parks or community gardens, however parking demand information for this development can be acquired from the *ITE Parking Generation* manual.⁵ In the manual, recommended parking stalls for City Parks (ITE Land Use Code 411) vary and the parking needs of a dog park or community garden are not specifically stated. However, the manual does recommend that for a similar suburban site with picnic area and playground, the parking supply ratio should be 2.6 spaces per acre.

Since the relocated dog park and community garden is approximately 3 acres in size, the 33 parking stalls shown in the preliminary site plan meets the estimated parking demand for the relocated dog park and reconfigured community gardens.

Minimum bicycle parking requirements specifically for dog parks is also not included in the City of Wilsonville Development Code. However, bicycle parking should be provided to meet the demand of the site.

⁴ *City of Wilsonville General Development Regulations*, Chapter 4 – Planning and Land Development, July 2013.

⁵ *Parking Generation*, 4th Edition, 2010, Institute of Transportation Engineers

Alternative Concept 3B – Site Plan Review

Based on potential neighborhood impact concerns under the Concept 3 site plan, an alternative concept was considered that provides access to the park from SW Rose Lane instead of SW Schroeder Way. The following is a preliminary site plan review based on the Concept **3B** site plan provided to us (also included in the appendix). It is important to note that this site plan option will have a negligible effect on the intersection operations previously documented in this report.

The biggest difference between Concept 3 and Concept 3B is the motor vehicle access location. While Concept 3 proposes motor vehicle access to the site from SW Schroeder Way, Concept 3B proposes motor vehicle access from SW Rose Lane. Based on the Concept 3B site plan, the proposed facility's internal roadway network provides adequate circulation into and out of the development. A preliminary evaluation indicates that the proposed access off of SW Rose Lane will have adequate sight distance.

The site features walking trails along the proposed site that connects to the reconfigured community garden and the relocated dog park as well as to the bicycle and pedestrian bridge that provides an access to SW Wilsonville Road via SW Kolbe Lane. The prior recommendations to provide pedestrian and bicycle wayfinding signage at the entrance of SW Kolbe Lane that identifies this connection as providing the main bicycle and pedestrian access only is still applicable for this site plan.

The proposed 33 regular parking stalls and two ADA accessible stalls are estimated to meet the parking demand for the relocated dog park and reconfigured community gardens. In addition, bicycle parking should be provided to meet the demand of the site.

Summary

Key findings for the proposed Memorial Park reconfiguration are as follows:

- The proposed dog park and community gardens are expected to generate 20 p.m. peak hour trips (10 in, 10 out).
- Existing, future project, and Stage II developments traffic operations for the study intersections meet the City's operating standards.
- If the Concept 3 site plan is chosen, it is recommended that the City consider realigning the approach angle of SW Schroeder Way to be perpendicular to SW Rose Lane.
- It is recommended that the City provide wayfinding signage at the entrance of SW Kolbe Lane that identifies this connection as providing the main bicycle and pedestrian access to the community gardens and the dog park.
- The 35 parking stalls shown in the preliminary site plan meets the parking demand for the relocated dog park and reconfigured community gardens.
- Bicycle parking should be provided to meet demand of the site.
- The "Concept 3B" site plan is expected to have negligible impacts on intersection operations.



- No matter which site plan concept is chosen, sight distance at any existing access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon prior to occupancy.

Please let us know if you have any questions.