

AGENDA

WILSONVILLE CITY COUNCIL MEETING MAY 7, 2012 7 P.M.

CITY HALL
29799 SW TOWN CENTER LOOP
WILSONVILLE, OREGON

Mayor Tim Knapp

Council President Celia Núñez
Councilor Richard Goddard

Councilor Steve Hurst
Councilor Scott Starr

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

Executive Session is held in the Willamette River Room, City Hall, 2nd Floor

- 5:00 P.M. EXECUTIVE SESSION**
- A. Pursuant to ORS 192.660(2)(e) Real Property Transactions
ORS 192.660(2)(h) Litigation
- 5:15 P.M. COUNCILORS' CONCERNS**
- 5:20 P.M. PRE-COUNCIL WORK SESSION**
- A. **JOINT WORK SESSION WITH PLANNING COMMISSION**
TSP Solutions (Neamtzu) [1.5 hr.]
 - B. Review of Agenda [5 min]
 - C. City Manager Recap [2 min]
- 6:50 P.M. ADJOURN**
-

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held Monday, May 7, 2012 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on April 24, 2012. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

- 7:00 P.M. CALL TO ORDER**
- A. Roll Call
 - B. Pledge of Allegiance
 - C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

7:05 P.M. MAYOR'S BUSINESS

- A. Drinking Water Week Proclamation (staff – Kerber)
- B. 2012 Transportation Safety Month Proclamation
- C. Library Board Appointment
- D. Accept resignation of Jim Sandlin from the Development Review Board Panel B & Direct City Recorder to Begin Recruitment Process for Vacant Seat.
- E. Upcoming Meetings

7:15 P.M. COMMUNICATIONS

- A. Recognize Becky White, Building Division, for Receiving Tyler Technologies Award of Excellence (staff – Brown)

7:30 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

7:40 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

- A. Council President Núñez – Chamber Leadership and Library Board liaison
- B. Councilor Hurst – Parks and Recreation Board and Planning Commission liaison
- C. Councilor Goddard – Library, Chamber Board, and Clackamas County Business Alliance liaison
- D. Councilor Starr –Development Review Boards and Wilsonville Community Seniors Inc. liaison

7:45 P.M. NEW BUSINESS

- A. **Resolution No. 2359**
A Resolution Of The City Of Wilsonville Adopting City Council Stipend Effective January 1, 2013 (staff – Kohlhoff)
- B. **Resolution No. 2360**
A Resolution Of The City Of Wilsonville Adopting Modified Mayoral Compensation Effective January 1, 2013 (staff – Kohlhoff)
- C. **Resolution No. 2361**
A Resolution Of The City Of Wilsonville Acting As The Local Contract Review Board Approving The Bid Process; Accepting The Lowest Responsible Bid; Awarding A Construction Contract To Brix Paving, The Lowest Responsible Bidder; And Verifying Fund Availability For The Project Titled 2012 Street Maintenance. (staff – Ward)

8:15 P.M. CONTINUING BUSINESS

- A. **Ordinance No. 703** – continued hearing and 2nd reading.
An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural – Holding (RA-H) Zone To The Planned Development Residential – 4 (PDR-4) Zone On 19.962 Acres Comprising The Northerly Portions of Tax Lots 103, 105, And

200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group, Applicant.
(staff – Edmonds)

9:00 P.M. CITY MANAGER'S BUSINESS
A. Meeting Recap

9:05 P.M. LEGAL BUSINESS

9:10 P.M. ADJOURN

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting: -Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or king@ci.wilsonville.or.us



**CITY COUNCIL WORKSESSION
STAFF REPORT**

Meeting Date: May 7, 2012		Subject: Transportation Systems Plan (TSP) Solutions Analysis and Proposed Funding Program Staff Member: Chris Neamtzu, Planning Director Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Staff seeks the City Council/Planning Commission (CC/PC) input and direction on the proposed policies and solutions to the transportation system gaps and deficiencies in preparation for the second public open house and development of Preferred and Financially-Constrained Solutions Packages.			
Recommended Language for Motion: N/A			
PROJECT / ISSUE RELATES TO:			
<input checked="" type="checkbox"/> Council Goals/Priorities Goal A: Enhance livability and safety in Wilsonville. Goal B: Ensure efficient, cost effective and sustainable development and infrastructure.		<input checked="" type="checkbox"/> Adopted Master Plan(s) 2003 Transportation Systems Plan 2006 Bicycle and Pedestrian Master Plan 2008 Transit Master Plan	
		<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The City Council and the Planning Commission are meeting in a second joint worksession on the Transportation Systems Plan (TSP) update to discuss the proposed solutions analysis and funding program memorandum (included in the packet as Attachment A). The feedback that the CC/PC

provide will be incorporated into a revised memorandum that will be presented to the public in the TSP's second public open house on May 22, 2012. The overall feedback from the CC/PC and the public open house will then be used to revise the City's transportation policies and to develop Preferred and Financially-Constrained Solutions Packages.

The transportation solutions identified have been prepared in response to the gaps and deficiencies memorandum, which was the focus of the previous joint worksession and public open house input. There are two primary categories of information in the solutions memorandum for the City Council and Planning Commission to focus on:

1. The first are a series of **practices, policies, strategies and programs** that have been proposed (highlighted in orange boxes in the technical memorandum). Input on these recommendations is needed to inform revisions to the City's transportation policies and programs. The next phase of the TSP update (i.e., following the public open house) will include the revision of the City's transportation policies using the framework of the revised goals. The purpose of the revised policies will be to guide the City's transportation-related decision making following the adoption of the TSP.
2. The second area of input is on the specific **system improvement projects**. These projects include road widening, road extensions, intersection improvements, freight projects, transit enhancements, and bicycle and pedestrian improvements. Input on these projects is needed to ensure that all of the gaps and deficiencies have been addressed. Input is also needed regarding project priorities. The input received will be used to guide the development of the Preferred and Financially-Constrained Solutions Packages, which will be prepared as part of the next phase of the TSP update (i.e., following the public open house).

There is a funding section at the end of solutions report; however, it is only intended to provide a very high-level financial analysis. It was prepared to give a very general idea of what the City might expect regarding available funding. More specific funding analysis and recommendations will be developed as part of the solutions packages. However, the input being provided by the CC/PC and the community at this time will help guide efforts in developing the Financially-Constrained Solutions package (which will account for the fact that there are more projects than available funds).

EXECUTIVE SUMMARY:

The TSP update is entering the most important part of the process: the identification of specific policies and projects that will become community priorities in the updated TSP master plan. This part of the feedback is focused on individual projects and the relationship between projects. At the worksession, it is hoped that that the CC/PC will provide detailed feedback on the policies and discuss the relative importance of the proposals. The feedback received will lead the team into the preparation of a package of transportation solutions. The proposed solutions cover the following topics:

1. Transportation System Management and Operations (TSMO)
2. Safety
3. Alternative fuels and transportation electrification

4. Bicycle and pedestrian
5. Transit
6. Street functional classification and standards
7. Roadway widening
8. Freight improvements
9. Roadway extensions
10. Intersection improvements

For each of these broad categories, there are lists of specific recommendations and system improvements. Strategies and improvement projects to be considered for inclusion in the Preferred and Financially Constrained Solutions Package will be the basis for preparation of the draft TSP document. Staff and the consultant team seek general direction on the package of solutions in preparation for the community open house scheduled for May 22, 2012.

EXPECTED RESULTS:

It is anticipated that a vigorous dialogue around the material contained in the technical memorandum will provide the consultant team and staff with clear direction on needed policy revisions and the development of Preferred and Financially-Constrained Solutions Packages (which will include recommended transportation improvement projects). These policy revisions and solutions packages will then be the basis for the draft master plan document. All of these documents will be shared with the community at large to receive additional input and direction.

TIMELINE:

- On March 14, 2012 the Planning Commission discussed the draft revised TSP goals and project evaluation criteria.
- The City Council discussed the revised TSP goals at their work session on April 16, 2012.
- On May 7, 2012 the City Council and Planning Commission are conducting a joint work session to review the draft solutions memo. Based on input, a revised memo will be produced and shared with the public.
- A second TSP open house where the public can provide input on the revised transportation solutions is scheduled for May 22, 2012 from 5:30 p.m. – 7:30 p.m. at City Hall.
- After the open house, DKS Associates will develop two solutions packages (Preferred and Financially-Constrained) and present it to the City Council and Planning Commission in late summer. At the same time, DKS Associates and Angelo Planning Group will revise the City's transportation policies.
- Additional meetings will be held for the City Council and Planning Commission to review the solutions packages and the revised transportation policies. Based on their input, a draft TSP document will be prepared.
- There will be opportunities for public input throughout the process. The TSP update is scheduled to continue through summer and fall, with adoption anticipated in winter 2013.

CURRENT YEAR BUDGET IMPACTS:

The TSP project is a funded master plan that is currently underway, with the majority of funds coming from ODOT's Transportation and Growth Management (TGM) Program.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

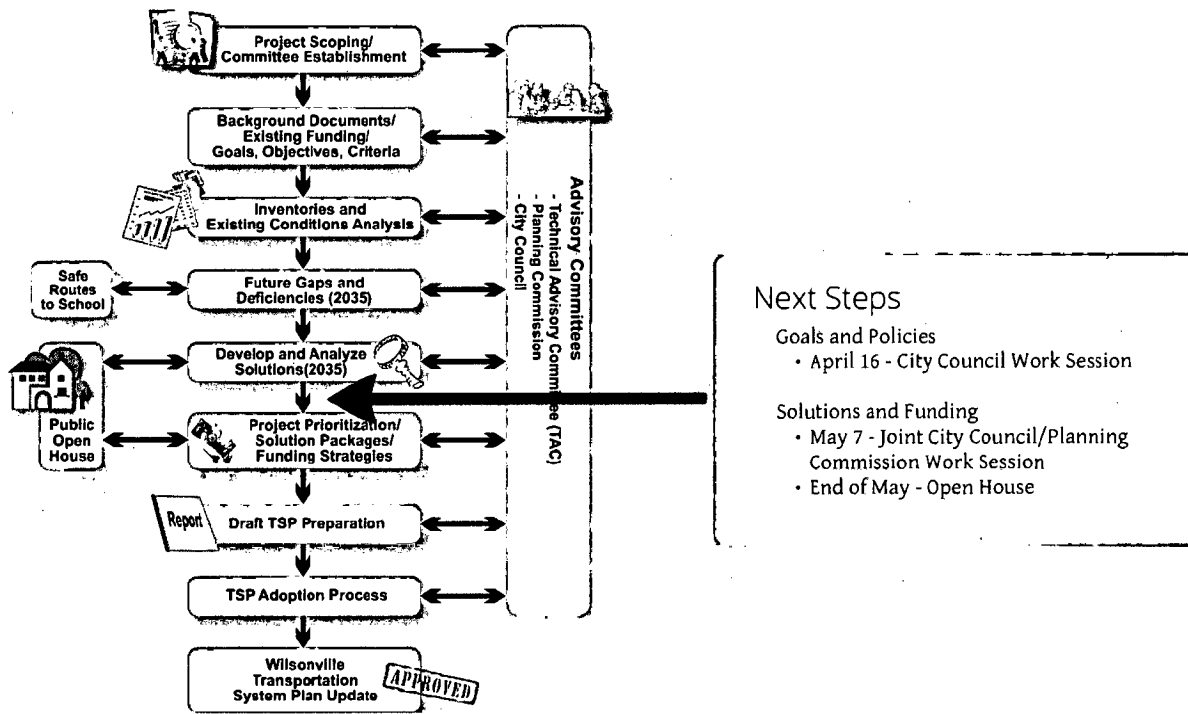
LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 4/30/12

Appropriately outlines public input process precedent for future adoption of TSP amendment.

COMMUNITY INVOLVEMENT PROCESS:

City Council and Planning Commission input is sought so that a comprehensive package of draft prioritized transportation solution packages can be presented to the community at the open house scheduled for May 22, 2012. Following the input gathered at the open house a draft TSP master plan will be prepared for additional dialogue and input.



POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

A comprehensive, long-term, and holistic approach to modal planning will provide benefits to the entire community resulting in acceptable levels of traffic flow for residents and business interests and complete networks for bicycles, pedestrians and users of transit with the goal of reducing congestion, improving efficiency, operations and safety, while receiving the greatest value from infrastructure investments.

ALTERNATIVES:

A wide variety of transportation improvements for all modes, including projects identified in the previously adopted master plans were analyzed as part of the draft solutions technical memorandum preparation.

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. Solutions Analysis and Proposed Funding Program Technical Memorandum and Appendix prepared by DKS Associates.

Transportation Demand Management Strategies for Employers

Table A lists several potential Transportation Demand Management (TDM) strategies for employers and the associated trip reductions that may be expected following the implementation of a given strategy. These strategies are part of the Employee Commute Options (ECO) Rules, which are required of all Portland Metro area businesses with more than 100 employees at a worksite.¹ Another helpful reference is Metro's *Evaluation of Potential Measures for Achieving Modal Targets*.²

As part of its SMART Options program, SMART staff currently reviews these strategies with Wilsonville employers to help them identify which strategies are most appropriate. The strategies at the top of the table are expected to have the greatest potential for reducing vehicle trips. Therefore, they should be more highly encouraged, as feasible. If SMART's free support is insufficient to obtain desired trip reduction levels in the City, then appropriate incentives may be considered.

Table A: Transportation Demand Management Strategies for Employers³

Strategy	Description	Potential Trip Reduction^a
Telecommuting	Allow employees to perform regular work duties at home or at a work center closer to home, rather than commuting from home to work. This can be full time or on selected workdays. This can require computer equipment to be most effective.	82-91% (Full Time) 14-36% (1-2 day/wk) <i>Per employee participating</i>
Provide Vanpools ^b	Organize employees that live near each other into a vanpool for their trips to and from work. The employer may subsidize the van's operation and maintenance costs. Existing programs in the area that could be utilized include Valley VanPool (for Salem destinations) and Metro VanPool (for Portland destinations)	30-40% (Fully-subsidize van) 15-25% (Run vanpool but charge fee) <i>Percentage of employees living more than 20 mi. away from work site</i>
Compressed Work Week	Allow employees to work their regularly scheduled number of hours in fewer days per week.	Most Typical: 16-18% (4 day/40 hr) Other Options: 7-9% (9 day/80 hr) 32-36% (3 day/36 hr) <i>Per employee participating</i>
Alternative Mode Subsidy ^b	Provide a monetary bonus to employees that commute to work by modes other than driving alone.	High Transit Service: 21-34% (full subsidy) 10-17% (half subsidy) Medium Transit Service: 5-7% (full subsidy) 2-4% (half subsidy) Low Transit Service: 1-2% (full subsidy) 0.5-1% (half subsidy) 21-34%

Table A continued on next page.

¹ <http://www.deq.state.or.us/nwr/ECO/eco.htm>; viewed on March 2, 2012.

² http://library.oregonmetro.gov/files/finalreport_modaltargets.pdf

³ *Guidance for Estimating Trip Reductions from Commute Options*, Oregon Department of Environmental Quality (DEQ), August 1996, and *Employee Commute Options (ECO) Sample Trip Reduction Plan*, Oregon DEQ, October 2006.

(Continued) Table A: Transportation Demand Management Strategies for Employers

Strategy	Description	Potential Trip Reduction
Transit Pass Subsidy ^b	Pay a portion of the cost of a monthly transit pass for employees that commute to work by bus or other public transportation methods. (The potential trip reduction is lower than the alternative mode subsidy because it does not incentivize bicycle, pedestrian, and vanpool/carpool modes.)	High Transit Service: 19-32% (full subsidy) 10-16% (half subsidy) Medium Transit Service: 4-6% (full subsidy) 2-3% (half subsidy) Low Transit Service: 0.5-1% (full subsidy) 0-0.5% (half subsidy)
Bicycle Program ^b	Provide support services to those employees that bicycle to work. Examples include: safe/secure bicycle storage, shower facilities, and subsidy of commute bicycle purchase.	0-10% <i>Percentage of employees living within 6 mi. of work site</i>
On-Site Rideshare Matching for HOVs	Match employees who can reasonably carpool or vanpool together based on information that employees provide regarding their work hours, availability of a vehicle, and place of residence.	6-8% (with support strategies) 1-2% (without support strategies)
Guaranteed Ride Home Program	Maintain a company owned or leased vehicle that is available in the case of an emergency for employees that arrived to work using transit or bicycle.	1-3% <i>When used in combination with other measures</i>
On-Site Services	Provide services at the work site that are frequently used by employees (and that employees would typically need to drive to use). Examples include cafes/restaurants, dry cleaners, day care centers, and bank machines.	1-2%
Time off with Pay for Alternative Mode Use	Offer employees time off with pay as an incentive to use alternative modes.	1-2%
Gift/Awards for Alternative Mode Use	Offer employees the opportunity to receive a gift or an award for using modes other than driving alone.	0-3%
Walking Program	Provide support services for those who walk to work. This could include buying walking shoes or providing lockers and showers.	0-3%
Company Cars for Business Travel	Provide company cars for business-related travel during the day	0-1%
Car-Sharing	Pay for car-sharing memberships (such as Zipcar) for business-related travel during the day	^c <i>Dependent upon presence of nearby cars</i>
Preferential Parking for Carpools	Provide preferred parking stalls to employees using carpools and vanpools.	^c

^a Reduction applicable to total number of employees, unless otherwise noted.

^b Tax benefits may be available to employers who provide their employees with certain transportation benefits (see www.irs.gov/pub/irs-pdf/p15b.pdf).

^c Strategy not identified in Employee Commute Options (ECO) table, so potential trip reduction is unknown.

**2006 Bicycle and Pedestrian Master Plan
– Map 1 (Improvement Projects)**

Map 1. Wilsonville Bicycle and Pedestrian Concept Map

REGIONAL TRAILS

- 1 Tonquin Trail
- 2 Stafford Spur Trail
- 3 Boeckman Creek Trail
- 4 Waterfront Trail
- 5 Willamette River Crossing Trail
- 6 Wiedeman Road Trail

COMMUNITY WALKWAY / BIKEWAY

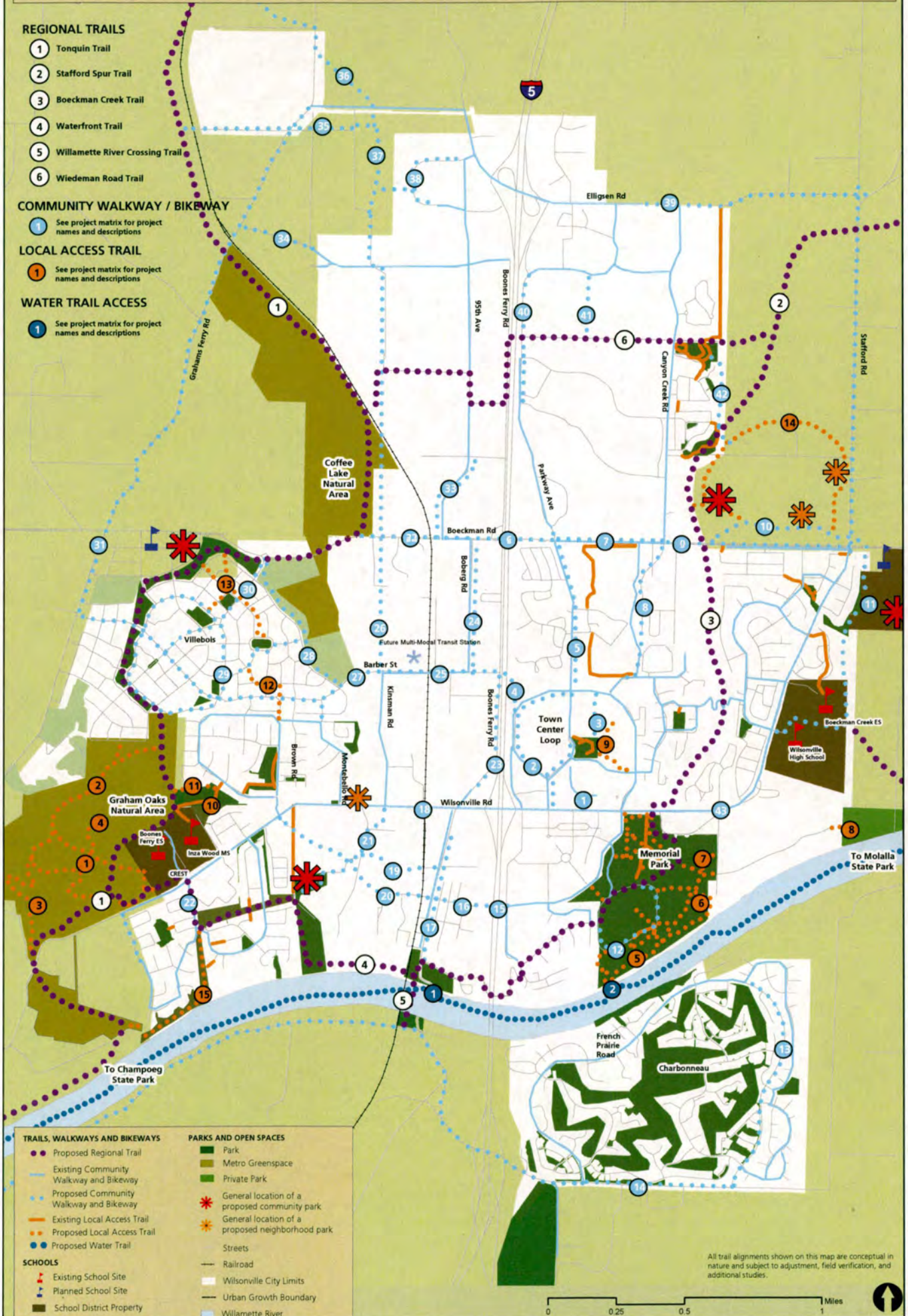
- 1 See project matrix for project names and descriptions

LOCAL ACCESS TRAIL

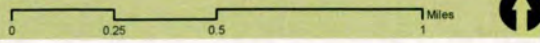
- 1 See project matrix for project names and descriptions

WATER TRAIL ACCESS

- 1 See project matrix for project names and descriptions



All trail alignments shown on this map are conceptual in nature and subject to adjustment, field verification, and additional studies.



Planning Level Project Cost Estimates

TSP Update Cost Estimates - Intersection Improvements

Intersection	Improvement	Prior 2003 TSP Estimated Cost	Current RTP Cost	Current 2012 TSP Cost	Comment
Grahams Ferry Rd/ Tonquin Rd	Install Traffic Signal		N/A	250,000	Traffic Signal Only (See Tonquin Road and Grahams Ferry Improvements)
Grahams Ferry Rd/ Day Rd	Traffic Signal Only		N/A	\$ 250,000	Traffic Signal Only (See Day Road and Grahams Ferry Improvements)
Grahams Ferry Rd/ Clutter Rd	Traffic Signal (See Safety Improvements for Intersection Costs)		N/A	\$ 250,000	Traffic Signal Only (intersection improvements covered in intersection safety project)
Boones Ferry Rd/ Day Rd	Traffic Signal Only		N/A	\$ 750,000	Traffic Signal and Dual Northbound Left Turns Only (See Day Road Improvement for remaining work)
Boones Ferry Rd/ 95 th Ave	Install new traffic signal and dual turn lanes on East and South approaches	\$ 2,500,000	N/A	\$ 1,400,000	Project Just Bid (Added \$300 K for Design)
Stafford Rd/ 65 th Ave	Dual Lane Roundabout or Traffic Signal with intersection reconstruction		N/A	\$ 1,500,000	Discussion with JL, at OBEC
Grahams Ferry Rd/ Tooze Rd	Install Roundabout		N/A	\$ 1,000,000	Stafford/Rosemont Road Reference
Boeckman Rd/ Villebois Dr	Widen Roundabout		N/A	\$ 500,000	Potential Environmental Impacts
Boeckman Rd/ Kinsman Rd	Install Roundabout		N/A	Included in Kinsman Extension	OBEC Kinsman Cost Estimate
Boeckman Rd/ Boberg Rd	Install Northbound Left Turn Lane, Remove all way stop approach, Make Boeckman E/W Free Flow	N/A	N/A	\$ 250,000	
Boeckman Rd/ Boones Ferry Rd Access Lp	5-lane Boeckman Overcrossing Project improves intersection. No other improvements are necessary		N/A	Included in Boeckman Overcrossing	
Boeckman Rd/ Parkway Ave	West leg included in Boeckman Overcrossing Project, North and East Legs widening and traffic signal		N/A	\$ 900,000	Includes traffic signal and work on north and east legs.
Boeckman Rd/ Canyon Cr Rd	Install Traffic Signal, east leg improvements covered in Boeckman Dip Project)		N/A	\$ 250,000	
Boeckman Rd/ Stafford Rd	Install traffic signal and left turn lanes on east/west and north legs.		N/A	\$ 1,000,000	
Town Center Lp/ Vlahos Dr	Install Traffic Signal (Intersection Improvements- See Extension Project #2)		N/A	\$ 250,000	
Wilsonville Rd/ Town Center Lp W	Install Additional SB Right Turn Lane (for a total of two)	N/A	N/A	\$ 400,000	
Miley Rd/ I-5 SB Off Ramp	Widen SB exit ramp for additional left turn Lane. Signalize Intersection.	N/A	N/A	\$ 500,000	
Miley Rd/ NE Airport Rd	Install NB Left turn lane. Install traffic signal	N/A	N/A	\$ 500,000	

TSP Update Cost Estimates - Roadway Extensions

Roadway Extension	Prior 2003 TSP Estimated Cost	Current RTP Cost	Current 2012 TSP Cost	Comment
Kinsman Road (Wilsonville Road to south Brown Road extension)	\$ 3,100,000	N/A	See Brown Road Extension	Portion of this roadway was constructed with recent development
Kinsman Road—Phase 1 (Barber Street to Boeckman Road)	\$ 4,550,000	\$ 10,365,000	\$ 4,300,000	Source: OBEC 30% Cost Estimate (RTP is appears high based on OBEC info)
Kinsman Road—Phase 2 (Boeckman Road to railroad tracks)	\$ 2,850,000	N/A	\$ 2,700,000	Lineal Foot Estimates
Kinsman Grade Separated RxR Crossing	N/A	N/A	\$ 7,000,000	Discussion with Jerry Lane at OBEC (Assumes \$5 Million for Structure and \$2 million for BPA relocation)
Kinsman At-Grade RxR Crossing	N/A	N/A	\$ 1,500,000	
Kinsman Road (railroad tracks to Ridder Road)	\$ 3,800,000	N/A	\$ 2,300,000	Lineal Foot Estimates
Kinsman Road (Ridder Road to Day Road)	\$ 6,000,000	\$ 6,500,000	\$ 6,500,000	Used RTP Estimate (DKS \$6,000,000)
Canyon Creek Road (Boeckman Road to Vlahos Drive)	\$ 4,500,000	N/A	\$ 3,500,000	Coordinated with Mike Ward
Brown Road south (Wilsonville Road to 5th Street; Includes Montibello Extension)	\$ 4,500,000	N/A	\$ 15,150,000	Source: OBEC 30% Cost Estimate, \$0.75 million removed for office park road construction
Brown Road south (Wilsonville Road to Bailey Street; Includes Montibello Extension)	\$ 4,500,000	N/A	\$ 13,500,000	Source: OBEC 30% Cost Estimate, \$0.75 million removed for office park road construction
Barber Street (Kinsman Road to Montebello Drive)	\$ 4,400,000	\$ 8,900,000	\$ 7,300,000	Source: OBEC 30% Cost Estimate (RTP is appears high based on OBEC info)
Weidemann Road (Parkway Avenue to Canyon Creek)	N/A	N/A	\$ 4,300,000	Lineal Foot Estimates
Weidemann Road (Canyon Creek to Stafford)	N/A	N/A	\$ 8,800,000	Lineal Foot Estimates
Boones Ferry Road (Commerce Circle to Ridder Road)	N/A	N/A	\$ 2,100,000	Lineal Foot Estimates

TSP Update Cost Estimates - Roadway Widening

Roadway Widening	Prior 2003 TSP Estimated Cost	Current RTP Cost	Current 2012 TSP Cost	Comment
Day Road Widening (from Boones Ferry Road to Grahams Ferry Road)	N/A	N/A	\$ 6,600,000	Widen from 3-lane to 5-lane w/intersection improvements at both ends.
Tooze Road Improvements (From end of Boeckman improvements to Grahams Ferry Road)	\$ 2,500,000	\$ 3,800,000	\$ 3,800,000	Used RTP estimate (Includes new structure)- DKS \$2,8200,000
Grahams Ferry Road Widening 2 to 5 lanes between Day Road and Tonquin Road	N/A	N/A	\$ 7,000,000	Linear Foot Estimates
Boeckman Road Widening over I-5 Overcrossing	\$ 9,600,000	\$ 13,600,000	\$ 13,600,000	Used RTP estimate (Includes new structure)
Boeckman Road (Stafford Road to west of Willow Creek Dr)	N/A	N/A	\$ 1,600,000	Linear Foot Estimates
Stafford Road (Boeckman to Kahle)	N/A	N/A	\$ 3,900,000	Linear Foot Estimates
Parkway Avenue (Parkway Center to Xerox Drive)	N/A	N/A	\$ 5,000,000	Linear Foot Estimates

TSP Update Cost Estimates - Safety

Safety Improvement	Prior 2003 TSP Estimated Cost	Current RTP Cost	Current 2012 TSP Cost	Comment
Boeckman Dip	\$ 4,300,000	\$ 5,800,000	\$ 5,800,000	Used RTP estimate (Includes new structure)
Grahams Ferry Road grade-separated railroad under-crossing	\$ 4,000,000	N/A	\$ 5,000,000	Discussion with Jerry Lane. Assumes Shoo-fly would be necessary to move trains during Construction
Clutter/Grahams Ferry Realignment	\$ 850,000	N/A	\$ 1,000,000	

Project Evaluation Scoring

Evaluation Criteria

Evaluation criteria and a point-based technical scoring methodology were developed for assessing how well the TSP projects contribute to the achievement of the City’s revised transportation goals. Based on their criteria scores, the projects can be compared and prioritized. In this way, a consistent method will be used to evaluate and rank the alternatives based on how well they meet the City’s transportation goals and policies.

Table B lists the evaluation criteria, which are categorized using the framework of the revised transportation goals. The table also identifies the applicable project types that the criteria apply to. These criteria were selected based on the City’s current transportation policies. They were also refined to ensure consistency with Metro’s Regional Transportation Functional Plan (RTFP).

The scoring was performed using the -1 to +1 range identified in Table B, with -0.5 and +0.5 also valid options for projects that partially met the specified scoring criteria. The final evaluation score for each project was developed by determining an average score for each goal, then averaging the scores for all five goals, and finally multiplying by 100. Therefore, the range of scores can vary between +100 (fully meets all positive criteria) and -100 (received all negative scores).

Table B: Project Evaluation Criteria and Scoring

Applicable Project Type	Criteria	Evaluation Score
Safe		
Roadway, Intersection	<u>Area of Special Safety Concern</u> Addresses the safety of an area of special concern in the City.	+1. Resolves an identified safety concern 0. Has little or no impact (or has offset impacts) to an area of special safety concern -1. Negatively impacts an area where safety concerns currently exist
Roadway, Intersection	<u>Geometric Design/User Expectations</u> Meets current design standards and is consistent with user expectations to improve overall safety of the transportation network.	+1. Improves the system’s overall safety 0. Has little or no impact (or has offset impacts) to the system’s overall safety -1. Negatively impacts safety or only postpones safety concerns without clear future solution
Accessible and Equitable		
Roadway	<u>Alternative Access Routes</u> Ensures all locations have multiple routes for providing access options to users and emergency vehicles.	+1. Provides additional routes and/or connections for locations with limited access 0. Has minor or no impact (or has offset impacts) -1. Reduces access such that there are potential emergency response implications

Table B continued on next page.

DRAFT

(Continued) Table B: Project Evaluation Criteria and Scoring

Applicable Project Type	Criteria	Evaluation Score
Accessible and Equitable (Continued)		
Roadway, Intersection	Equity Contributes in closing the transportation accessibility gap between the general user and youth, seniors, people with disabilities, and low-income and minority populations.	+1. Specifically benefits traditionally underserved populations 0. Neither increases nor contributes to closing the accessibility gap between the general user and traditionally underserved populations -1. Negatively impacts or increase accessibility gap to traditionally underserved populations
Functional and Reliable		
Roadway, Intersection	Motor Vehicle Capacity Enables roadways and intersections to have sufficient capacity to meet applicable operating standards under the 2035 future traffic scenario.	+1. Mitigates an identified capacity deficiency and/or has significant capacity benefits for the entire system 0. Does not contribute to capacity deficiency mitigation -1. Reduces capacity or limits future capacity improvement potential
Roadway, Intersection	Efficient Operations Improves the ability to efficiently operate the current and planned transportation infrastructure.	+1. Improves operational efficiency of infrastructure 0. Has little or no impact (or has offset impacts) -1. Negative impact on infrastructure efficiency
Roadway, Intersection	Freight Mobility Improves freight mobility and reliability on the City's freight routes.	+1. Improves freight movement on freight routes 0. Has little or no impact (or has offset impacts) -1. Inhibits freight movement on freight routes
Integrated		
Roadway	Multi-Modal Facilities Accommodates the needs of multiple modes simultaneously.	+1. Benefits all transportation modes 0. Has little or no impact (or has offset impacts) -1. Adversely impacts other transportation modes
Roadway,	Multi-Modal Connections Improves connections to mode transfer locations to accommodate trips using more than one mode.	+1. Improves connections to mode transfer locations 0. Has little or no impact (or has offset impacts) -1. Creates a barrier to mode transfer
Roadway, Intersection	Regional Compatibility Compatible with other jurisdictions' transportation plans (adjacent cities, counties, Metro, and ODOT).	+1. Compatible with other jurisdictions' plans 0. Has little or no impact (or has offset impacts) -1. Not compatible with other jurisdictions' plans

Table B continued on next page.

DRAFT

(Continued) Table B: Project Evaluation Criteria and Scoring

Applicable Project Type	Criteria	Evaluation Score
Sustainable		
Roadway	<u>Vehicle-Miles Traveled (VMT)</u> Reduces the expected vehicle-miles traveled (VMT), as measured using the project's travel demand model.	+1. Reduces the City's total VMT 0. Has little or no change to City's VMT -1. Increases City's total VMT
Roadway, Intersection	<u>Economic Prosperity</u> Supports economic prosperity by providing transportation facilities for existing and planned land uses and freight movements, consistent with Wilsonville's Comprehensive Plan.	+1. Provides infrastructure to support existing and planned land uses 0. Either no change or offset changes -1. Overall negative impact to infrastructure for existing and planned land uses
Roadway	<u>Environmental Sensitivity</u> Takes into account the natural environment in the planning, design, construction, and maintenance.	+1. Avoids environmental impact or improves conditions 0. Low environmental impact -1. High environmental impact
Roadway	<u>Fundability</u> Clear potential sources for funding both construction and maintenance.	+1. Clear potential sources for funding construction and maintenance 0. Feasible costs, but uncertain funding sources -1. High costs and funding difficulty expected
Roadway, Intersection	<u>Project Readiness</u> Takes into account the ease of implementation.	+1. High project readiness 0. Minimal project readiness -1. implementation roadblocks

DRAFT

Criteria (by TSP Goal)	Roadway Improvements						
	Kinsman Rd Extension (Barber St to Boeckman Rd)	Kinsman Rd Extension (Ridder Rd to Day Rd)	Kinsman Rd Extension (Boeckman Rd to Ridder Rd)	Canyon Creek Rd Extension (to Town Center Loop/Vlahos Dr)	Wiedeman Rd Extension - West Connection (Parkway Ave to Canyon Creek Rd)	Wiedeman Rd Extension - Full Connection (Parkway Ave to Stafford Rd)	Brown Rd Extension - Bailey Rd Connection (to Boones Ferry Rd)
Safe							
Area of Special Safety Concern	0	0	0	0	0	0	0
Geometric Design/User Expectations	0	0	0	0	0	0	0
Accessible and Equitable							
Alternative Access Routes	1	1	1	1	1	1	1
Equity	1	0	1	0	0	0	1
Functional and Reliable							
Motor Vehicle Capacity	1	1	1	1	1	1	1
Efficient Operations	1	1	1	1	1	0	1
Freight Mobility	1	1	1	0	0	0	0
Integrated							
Multi-Modal Facilities	1	1	1	1	1	1	1
Multi-Modal Connections	1	0	1	0	0	0	0
Regional Compatibility	1	1	1	1	1	1	1
Sustainable							
Vehicle-Miles Traveled (VMT)	1	1	1	1	0	1	1
Economic Prosperity	1	1	1	0.5	0.5	1	1
Environmental Sensitivity	-0.5	1	-1	1	1	-1	0
Fundability	1	1	-1	1	0	0	1
Project Readiness	1	0	-1	0.5	0	-1	1

Average Score (by Goal)							
Safe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Accessible and Equitable	1.0	0.5	1.0	0.5	0.5	0.5	1.0
Functional and Reliable	1.0	1.0	1.0	0.7	0.7	0.3	0.7
Integrated	1.0	0.7	1.0	0.7	0.7	0.7	0.7
Sustainable	0.7	0.8	-0.2	0.8	0.3	0.0	0.8
Overall Average	0.74	0.59	0.56	0.53	0.43	0.30	0.63
Rounded Evaluation Score	75	60	55	55	45	30	65

Criteria (by TSP Goal)	Roadway Improvements (Cont.)				Safety	
	Brown Rd Extension - 5th St Connection (to Boones Ferry Rd)	Boones Ferry Road Extension (Ridder Road to Commerce Circle)	Barber St Extension (Montebello Dr to Kinsman Rd)	Boones Ferry Road Extension (Ridder Road to Commerce Circle)	Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Boeckman Road Vertical Curve East of Canyon Creek Road
Safe						
Area of Special Safety Concern	0	0	1	0	1	1
Geometric Design/User Expectations	0	0	0	0	1	1
Accessible and Equitable						
Alternative Access Routes	1	1	1	1	1	0.5
Equity	1	0	1	0	0	0
Functional and Reliable						
Motor Vehicle Capacity	1	0	1	0	1	0
Efficient Operations	0.5	1	1	1	1	0
Freight Mobility	0	1	0	1	1	1
Integrated						
Multi-Modal Facilities	0.5	0	1	0	1	1
Multi-Modal Connections	0	1	1	1	0	1
Regional Compatibility	1	1	1	1	1	1
Sustainable						
Vehicle-Miles Traveled (VMT)	0.5	0.5	1	0.5	0	0
Economic Prosperity	0.5	0	1	0	1	1
Environmental Sensitivity	0	0	-1	0	0.5	0
Fundability	0	-1	1	-1	0	0
Project Readiness	1	0	1	0	0	1

Average Score (by Goal)						
Safe	0.0	0.0	0.5	0.0	1.0	1.0
Accessible and Equitable	1.0	0.5	1.0	0.5	0.5	0.3
Functional and Reliable	0.5	0.7	0.7	0.7	1.0	0.3
Integrated	0.5	0.7	1.0	0.7	0.7	1.0
Sustainable	0.4	-0.1	0.6	-0.1	0.3	0.4
Overall Average	0.48	0.35	0.75	0.35	0.69	0.60
Rounded Evaluation Score	50	35	75	35	70	60

Criteria (by TSP Goal)	Roadway Widening					
	Boeckman Rd Improvements (Boberg Rd to Parkway Ave)	Day Rd, Tonquin Rd, and Grahams Ferry Rd - Roadway Improvements	Boeckman Rd. (Stafford to Willow Creek)	Stafford Road (Boeckman to Kahle)	Parkway Ave (Parkway Center to Xerox)	Tooze Road (Boeckman to Grahams Ferry)
Safe						
Area of Special Safety Concern	1	0	0	0	1	0
Geometric Design/User Expectations	1	0	0	0	1	1
Accessible and Equitable						
Alternative Access Routes	0	0	1	1	0	1
Equity	0	0	0	0	0	0
Functional and Reliable						
Motor Vehicle Capacity	1	1	0.5	0.5	0	0.5
Efficient Operations	1	1	0.5	0.5	0	0.5
Freight Mobility	1	1	1	1	1	1
Integrated						
Multi-Modal Facilities	1	1	1	1	1	1
Multi-Modal Connections	0.5	0	1	1	1	1
Regional Compatibility	0	1	1	1	1	1
Sustainable						
Vehicle-Miles Traveled (VMT)	0.5	0	0	0	0	0
Economic Prosperity	0.5	1	1	1	1	0
Environmental Sensitivity	1	1	0.5	0	1	0
Fundability	0	1	0	0	0	0
Project Readiness	0	0	0	0	0	0

Average Score (by Goal)						
Safe	1.0	0.0	0.0	0.0	1.0	0.5
Accessible and Equitable	0.0	0.0	0.5	0.5	0.0	0.5
Functional and Reliable	1.0	1.0	0.7	0.7	0.3	0.7
Integrated	0.5	0.7	1.0	1.0	1.0	1.0
Sustainable	0.4	0.6	0.3	0.2	0.4	0.0
Overall Average	0.58	0.45	0.49	0.47	0.55	0.53
Rounded Evaluation Score	60	45	50	45	55	55

Criteria (by TSP Goal)	Intersection Improvement								
	(1) Grahams Ferry Rd/Tonquin Rd	(2) Grahams Ferry Rd/Day Rd	(3) Grahams Ferry Rd/Clutter Rd	(4) Boones Ferry Rd/Day Rd	(5) Boones Ferry Rd/95th Ave	(11) Stafford Rd/65	(12) Grahams Ferry Rd/Tooze Rd	(13) Boeckman Rd/Villebois Dr	(1A) Boeckman Rd/Kinsman Rd
Safe									
Area of Special Safety Concern	0	0	1	0	1	1	0	0	0
Geometric Design/User Expectations	0	0	1	0	1	1	0	0	0
Accessible and Equitable									
Equity	0	0	0	0	0	0	0	1	1
Functional and Reliable									
Motor Vehicle Capacity	1	1	1	1	1	1	1	1	1
Efficient Operations	1	1	1	1	1	1	1	1	1
Freight Mobility	1	1	1	1	1	0	0	0	1
Integrated									
Regional Compatibility	1	1	1	1	1	1	1	1	1
Sustainable									
Economic Prosperity	1	1	1	1	1	0	0	1	1
Project Readiness	0	0	0	0	1	0	0	0	1
Average Score (by Goal)									
Safe	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
Accessible and Equitable	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
Functional and Reliable	1.0	1.0	1.0	1.0	1.0	0.7	0.7	0.7	1.0
Integrated	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sustainable	0.5	0.5	0.5	0.5	1.0	0.0	0.0	0.5	1.0
Overall Average	0.50	0.50	0.70	0.50	0.80	0.53	0.33	0.63	0.80
Rounded Evaluation Score	50	50	70	50	80	55	35	65	80

Criteria (by TSP Goal)	Intersection Improvement (Continued)								Safety
	(15) Boeckman Rd/Boberg Rd	(17) Boeckman Rd/Parkway Ave	(18) Boeckman Rd/Canyon Cr Rd	(19) Boeckman Rd/Stafford Rd	(23) Town Center Ip/Vlahos Dr	(29) Wilsonville Rd/Town Center Lp W	(32) Miley Rd/I-5 SB Ramps	(34) Miley Rd/NE Airport Rd	Grahams Ferry Road/Clutter Road Intersection Realignment
Safe									
Area of Special Safety Concern	0	0	0	0	0	0	0	0	1
Geometric Design/User Expectations	1	0	0	0	0	0	0	0	1
Accessible and Equitable									
Equity	0	0	0	0	0	0	1	1	0
Functional and Reliable									
Motor Vehicle Capacity	1	1	1	1	1	1	1	1	1
Efficient Operations	1	1	1	1	1	1	1	1	1
Freight Mobility	0	1	0	0	0	0	1	1	1
Integrated									
Regional Compatibility	0	1	0	1	0	0	1	1	1
Sustainable									
Economic Prosperity	0	1	0	1	1	1	0	0	0.5
Project Readiness	0	0	0	0	0	0	0	0	0

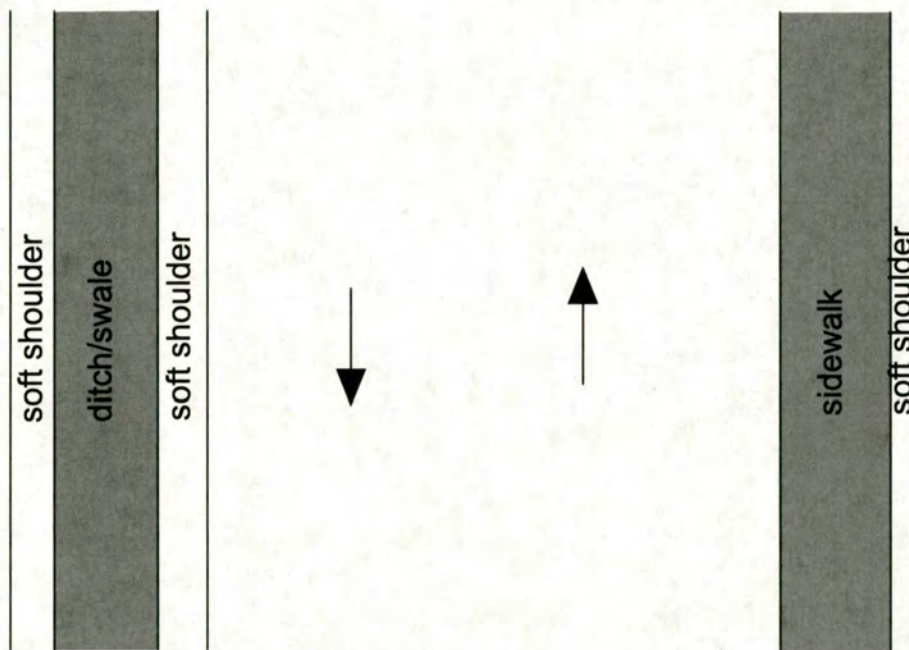
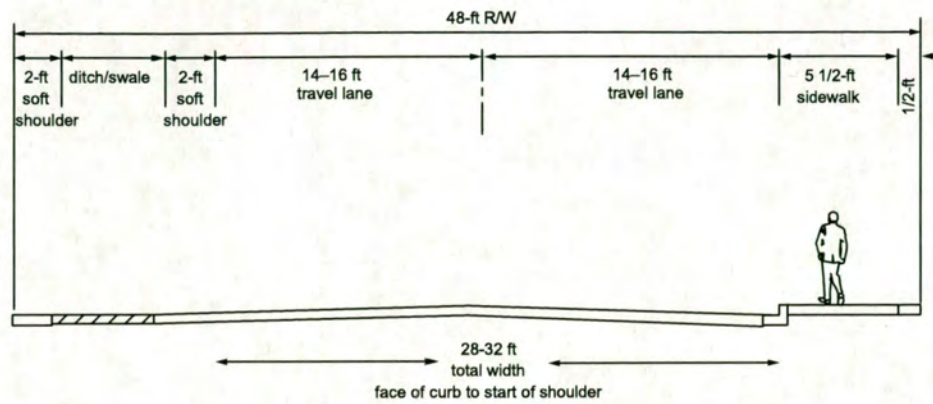
Average Score (by Goal)									
Safe	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Accessible and Equitable	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Functional and Reliable	0.7	1.0	0.7	0.7	0.7	0.7	1.0	1.0	1.0
Integrated	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	1.0
Sustainable	0.0	0.5	0.0	0.5	0.5	0.5	0.0	0.0	0.3
Overall Average	0.23	0.50	0.13	0.43	0.23	0.23	0.60	0.60	0.65
Rounded Evaluation Score	25	50	15	45	25	25	60	60	65

Current Wilsonville Cross-Section Standards

Functional Classification	Description	Design Capacity ¹ Vehicles per Day	Number of Lanes ²
Major Arterial	Serves major centers of activity; has highest traffic volume corridors; serves most trips entering and leaving urban areas, and through trips; serves intra-urban travel between major suburban or business districts; has fully or partially controlled access. Carries higher volumes than the minor arterial. Can include dual left turns at the intersections.	32,000	5
Minor Arterial	Interconnects and augments major arterials; serves trips of shorter distance and lower level of mobility than major arterials; places more emphasis on land access; does not usually penetrate identifiable neighborhoods. No parallel parking is included on this roadway.	10,000 – 32,000	3 – 5
Major Collector	Provides land access and traffic circulation within residential, commercial, and industrial areas; distributes trips from arterial system to ultimate destination and vice versa. This roadway type can also include on-street parking.	1,500 – 10,000	3
Minor Collector	Provides land access and traffic circulation within residential and commercial areas; provides connection from arterial system to residential and rural roadways and vice versa. This roadway type can occur with or without on-street parking.	1,200 – 3,000	2
Residential Street	Comprises all facilities not classified as a higher class; permits direct access to abutting land uses; connects to higher class systems; low level of mobility; discourages through traffic movement. Includes landscape strip and sidewalk. This classification includes residential cul-de-sacs or residential collectors with adjacent parking.	1,200	2
Rural Road	Consists of a facility outside of the urban growth area; primarily provides access to land adjacent to the collector network and serves travel over relatively short distances.	1,200	2

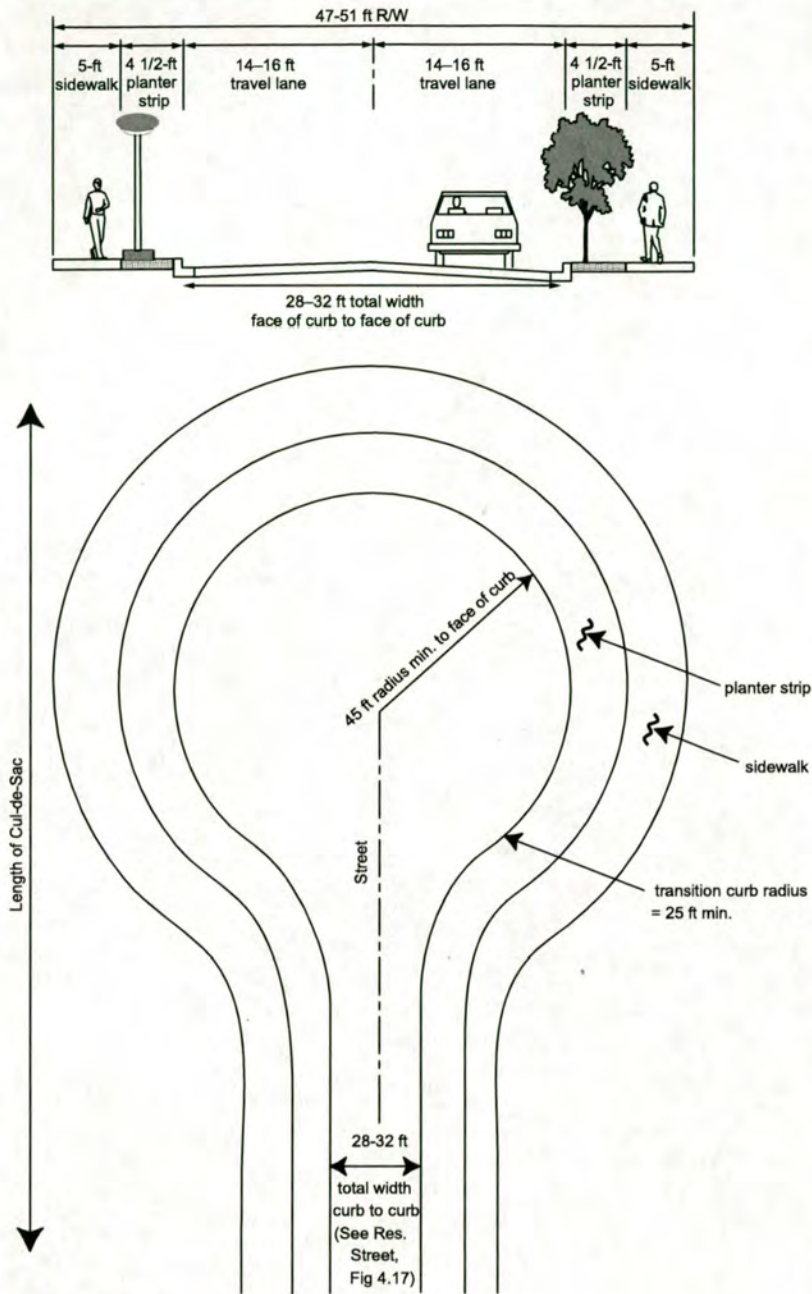
¹Planning-level capacity is not based on functional classification, but primarily on the number of lanes.
²Number of Lanes taken from 2001 City of Wilsonville Street Standards.

Notes: *Design capacity based on Level of Service "D", 5 percent commercial vehicles, 10 percent right turns, 10 percent left turns, peak hour factor 95-90 percent, peak hour directional distribution 55 to 60 percent, peak hour 9 to 12 percent of daily volume and average signal timing for collector and arterial streets.
 *Functional classification is a general guide that covers planning level capacity, number of lanes, and description. These are not the only factors that go into the classification of a road. Other issues are: access, interconnection with other roads, safety, surrounding land use designations, kind of traffic usage and purpose, and intersection configuration.



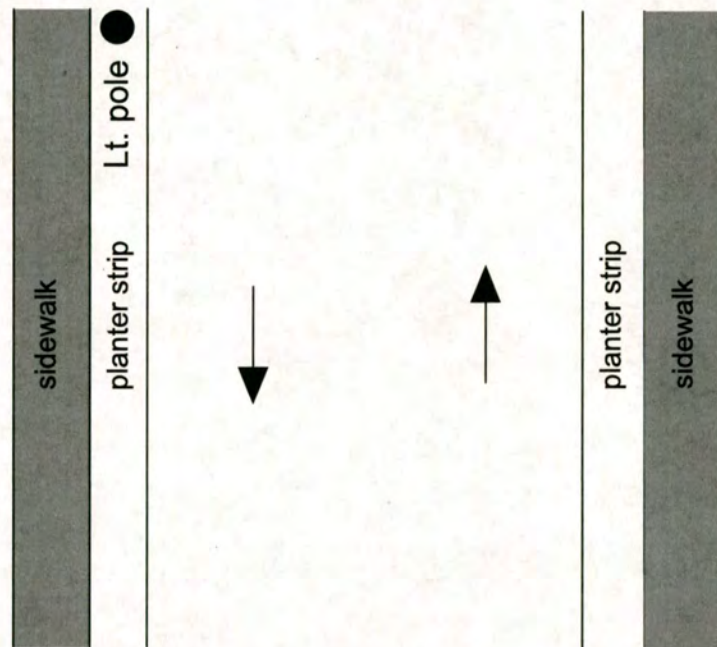
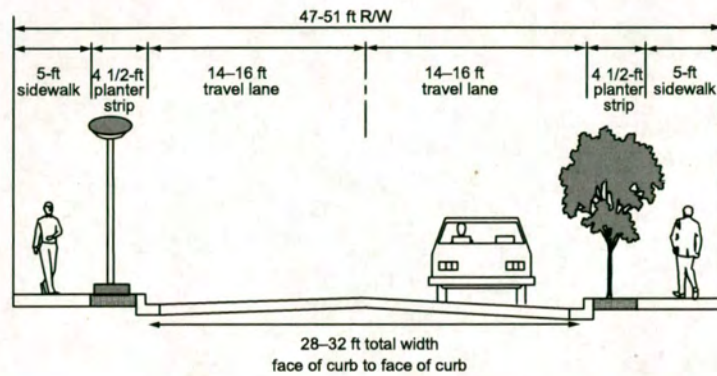
Notes:

1. Curb width (1/2') is included in sidewalk/planter strip width.
2. 2' soft shoulder is provided from edge of concrete surface for maintenance and survey monument protection.
3. No striping on street. Signage as required.
4. On-street parking on sidewalk side is optional consistent with emergency requirements.
5. The rural road cross-section is a special application only. It may only be used with prior approval from City Planning Department and City Engineer.



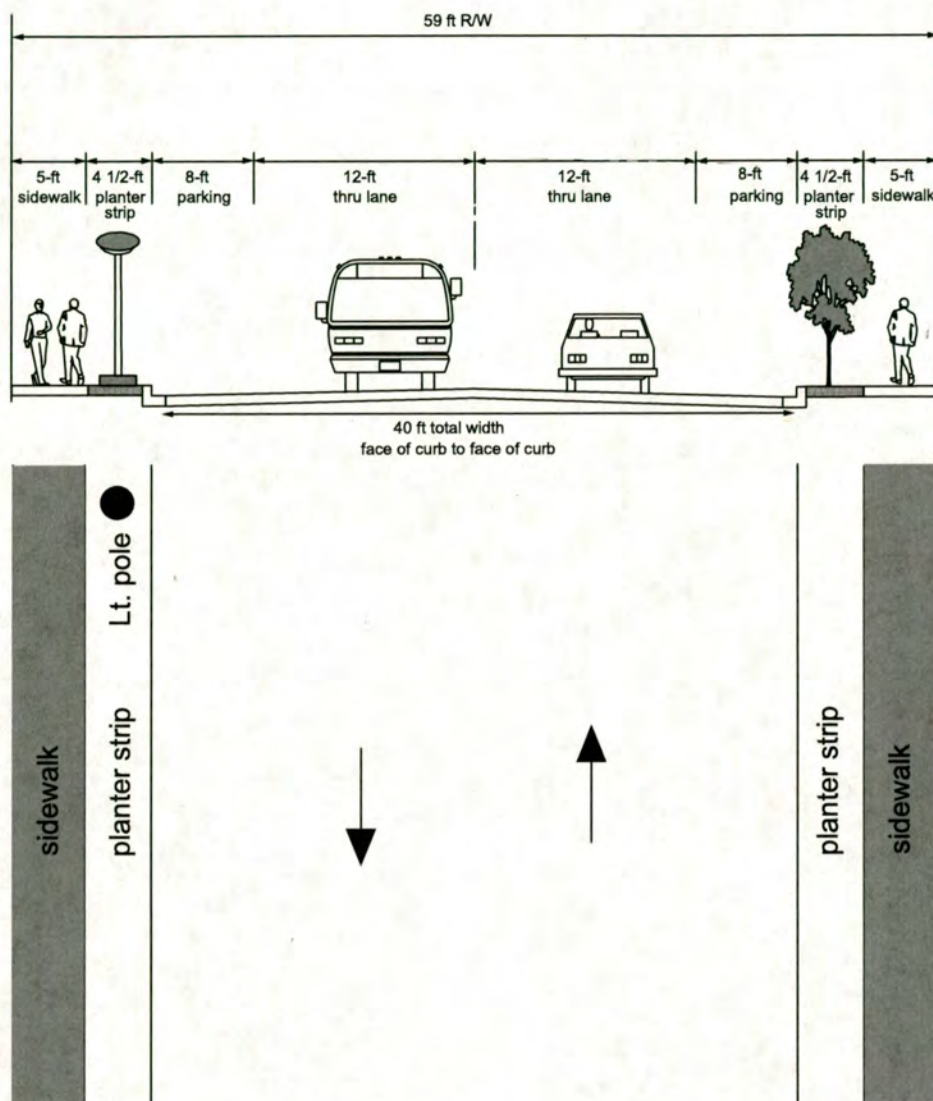
Notes:

1. A 4 1/2' planter strip is required on all cul-de-sacs.
2. Curb width (1/2-foot) is included in planter strip width.
3. Street lights and street trees shall be located within planter strip as required.
4. No striping on street. Signage as required.
5. On-street parking is optional consistent with emergency requirements: Parking on one side only with 28' width. Parking on both sides with 32' width.
6. The length of the cul-de-sac shall be no longer than 200' from outside right-of way of bulb to near side right-of-way of intersecting street.
7. Dead end access roads in excess of 150-feet in length shall be provided with an approved turnaround.
8. Minimum 25' inner and 45' outer turning radii required.



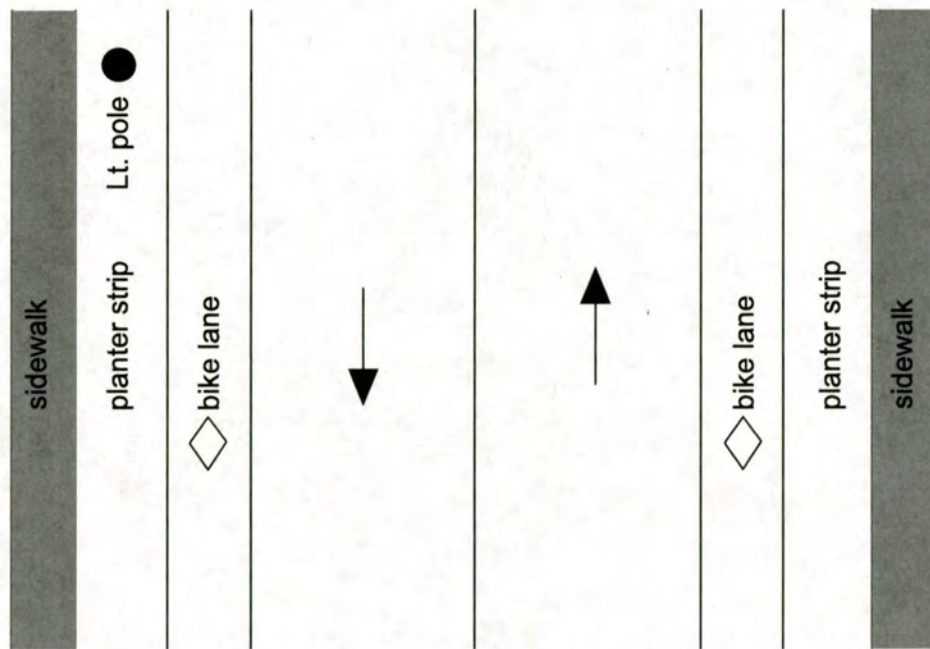
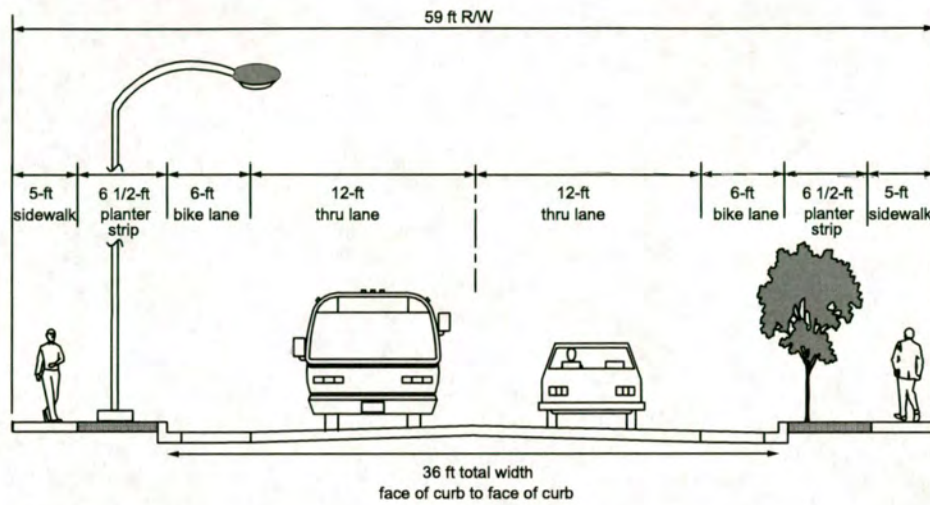
Notes:

1. A 4 1/2' planter strip is required on all residential streets.
2. Curb width (1/2') is included in planter strip width.
3. Street lights and street trees shall be located within planter strip as required.
4. No striping on street. Signage as required.
5. On-street parking is optional consistent with emergency requirements: Parking on one side only with 28' width.



Notes:

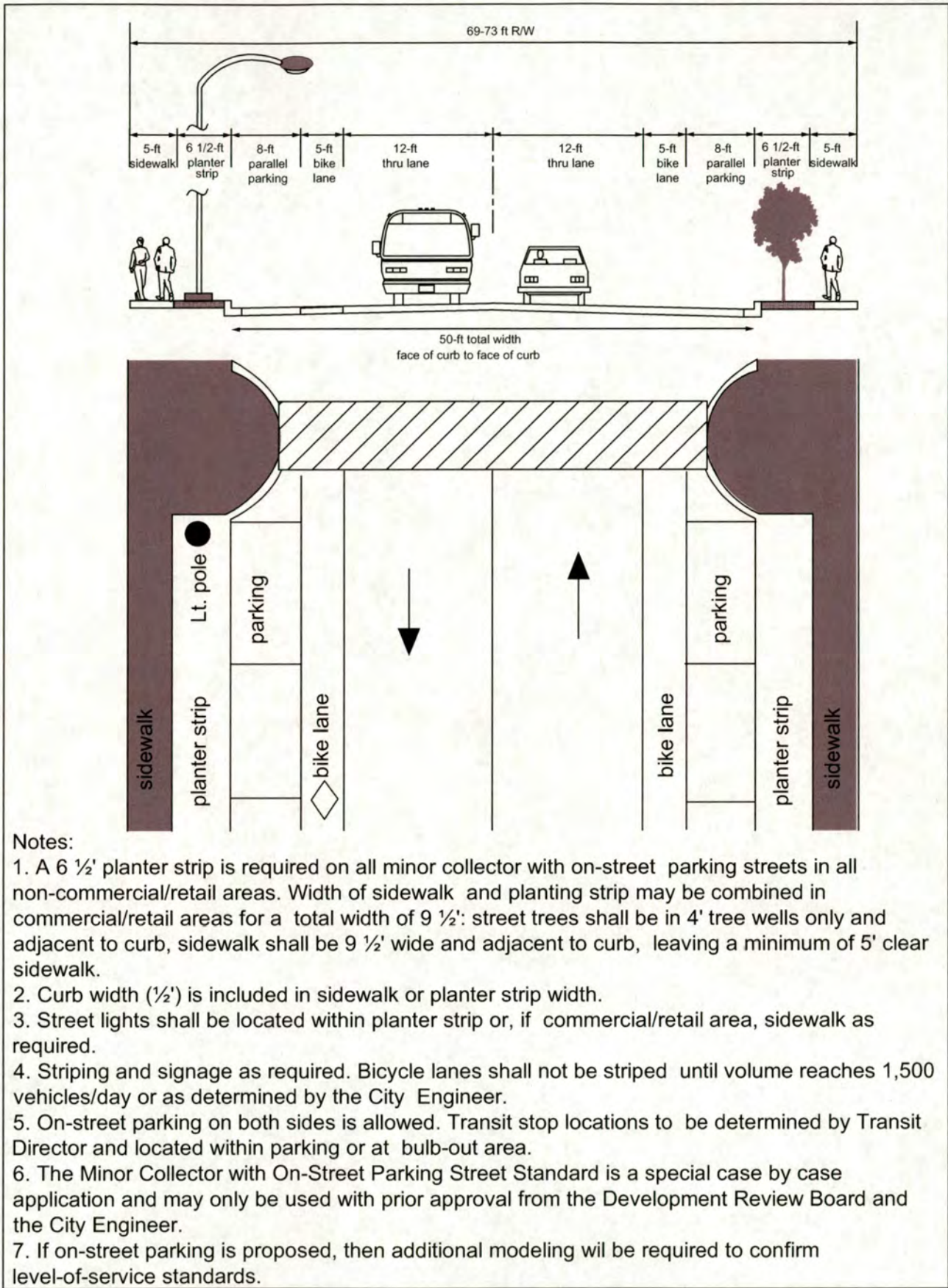
1. A 4 1/2' planter strip is required on all residential collector streets.
2. Curb width (1/2 foot) is included in sidewalk or planter strip width.
3. Street lights and street trees shall be located within planter strip as required.
4. No striping on street. Signage as required. Parking areas to be designated.
5. On-street parking on both sides is allowed consistent with emergency requirements.
6. Transit stop locations to be determined by Transit Director and located within parking area.
7. Residential (Transit) Street Standard is a special case by case application and may only be used with prior approval from the Development Review Board, the Transit Director and the City Engineer.



Notes:

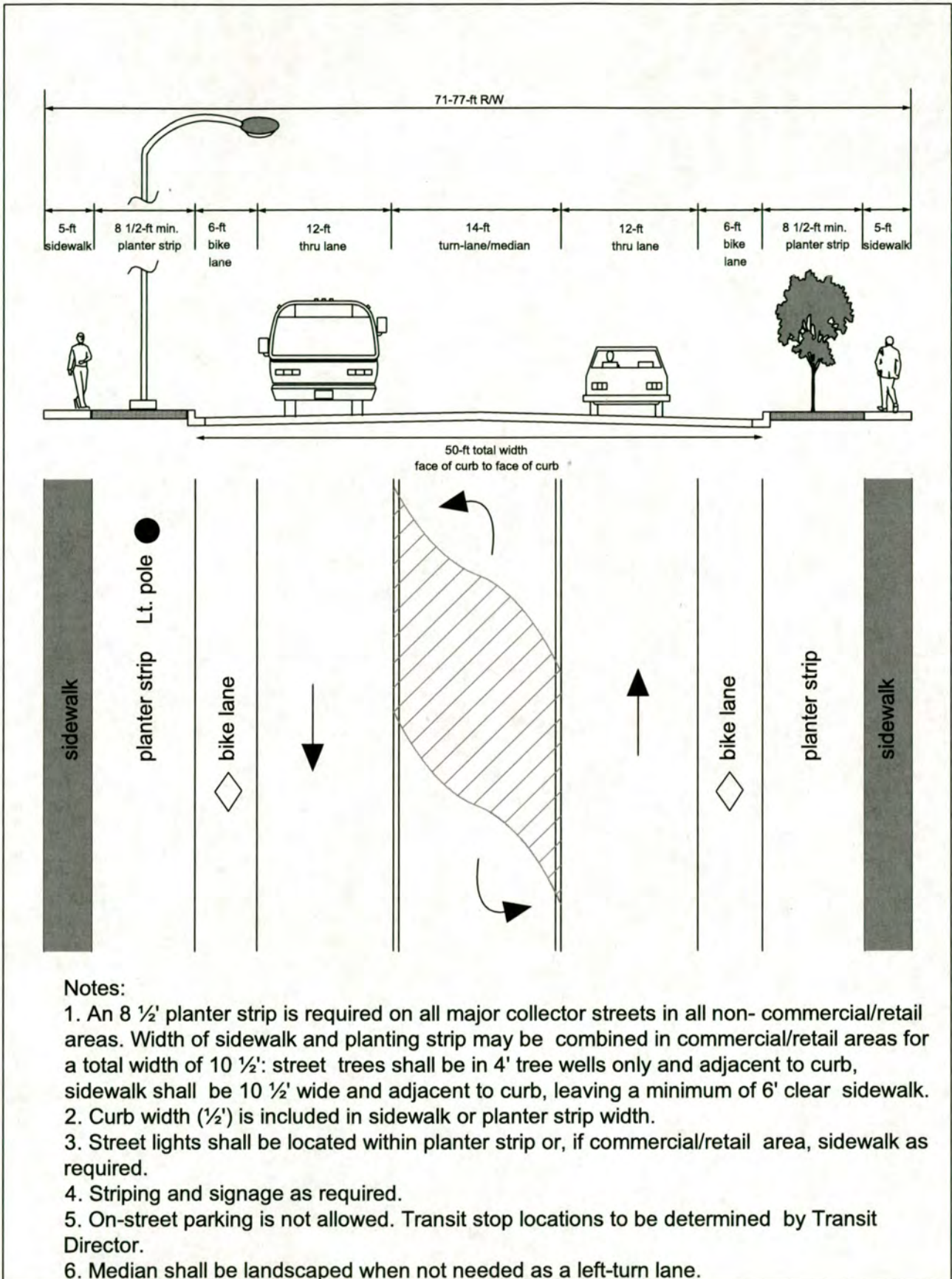
1. A 6 1/2' planter strip is required on all minor collector streets.
2. Curb width (1/2') is included in sidewalk or planter strip width.
3. Street lights and street trees shall be located within planter strip as required.
4. Striping and signage as required.
5. No on-street parking is allowed. Transit stop locations to be determined by Transit Director.

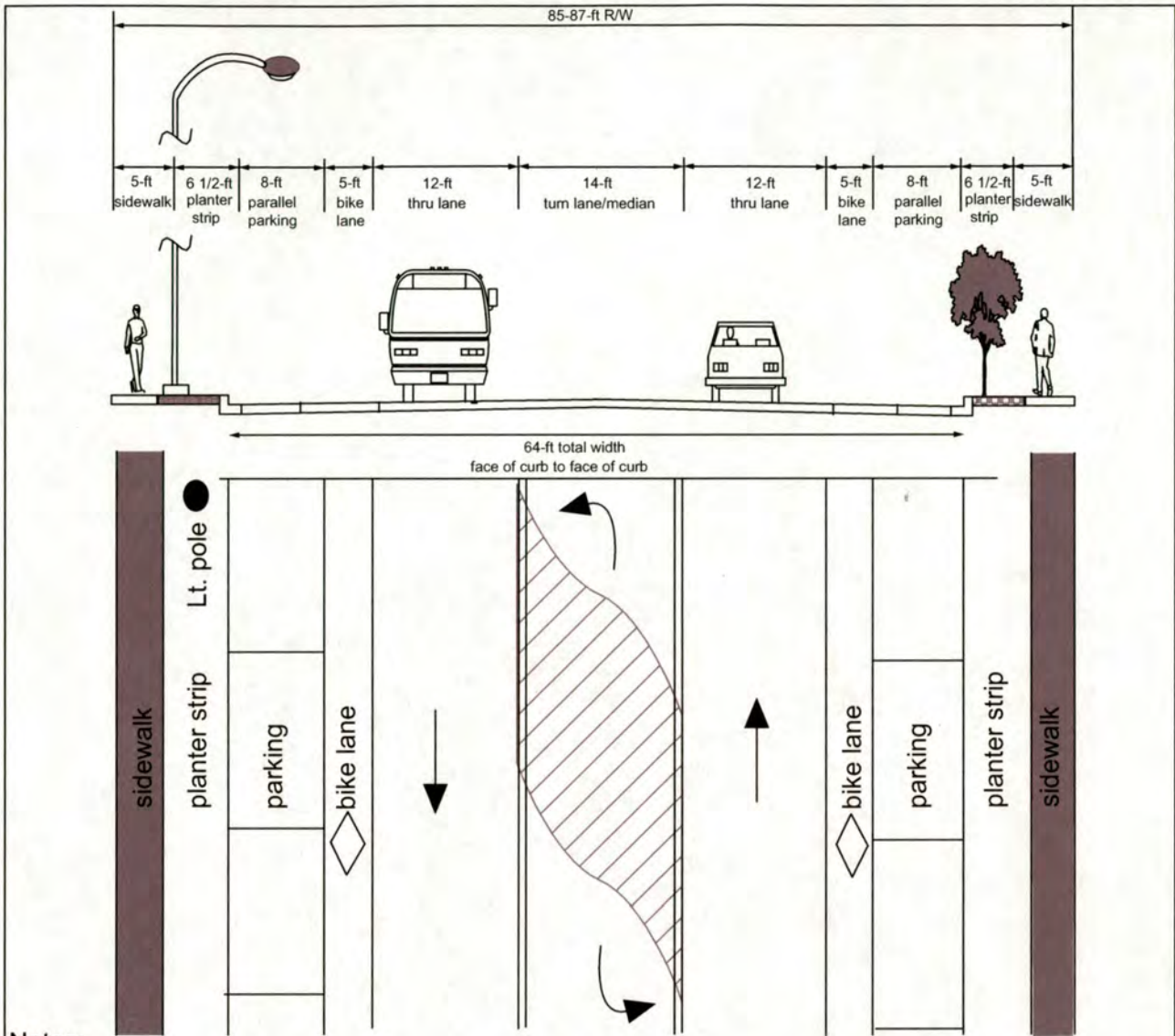
Figure 4.16
Minor Collector Street Standards
(Not to be used in residential areas)



Notes:

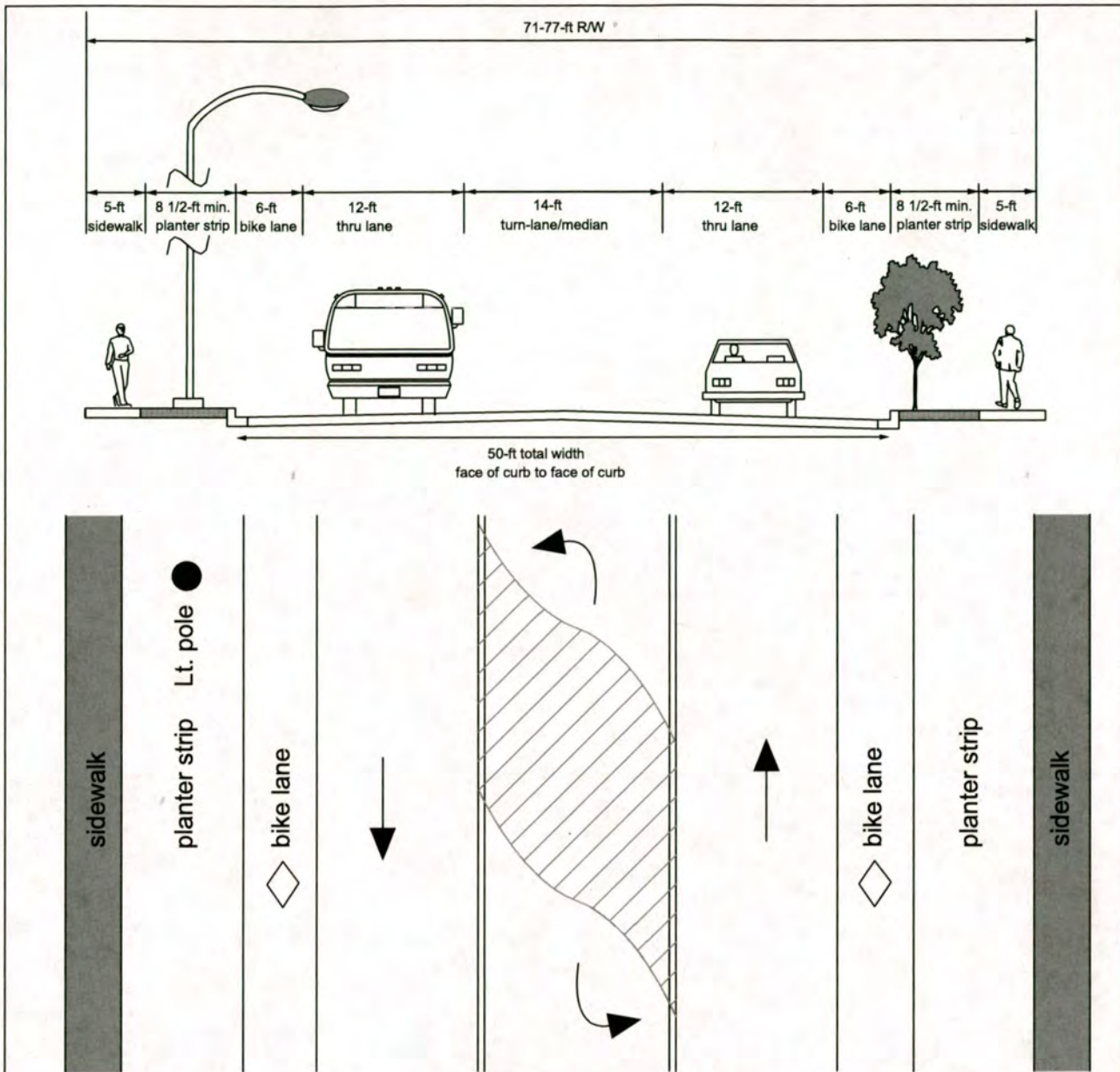
1. A 6 1/2' planter strip is required on all minor collector with on-street parking streets in all non-commercial/retail areas. Width of sidewalk and planting strip may be combined in commercial/retail areas for a total width of 9 1/2'; street trees shall be in 4' tree wells only and adjacent to curb, sidewalk shall be 9 1/2' wide and adjacent to curb, leaving a minimum of 5' clear sidewalk.
2. Curb width (1/2') is included in sidewalk or planter strip width.
3. Street lights shall be located within planter strip or, if commercial/retail area, sidewalk as required.
4. Striping and signage as required. Bicycle lanes shall not be striped until volume reaches 1,500 vehicles/day or as determined by the City Engineer.
5. On-street parking on both sides is allowed. Transit stop locations to be determined by Transit Director and located within parking or at bulb-out area.
6. The Minor Collector with On-Street Parking Street Standard is a special case by case application and may only be used with prior approval from the Development Review Board and the City Engineer.
7. If on-street parking is proposed, then additional modeling will be required to confirm level-of-service standards.





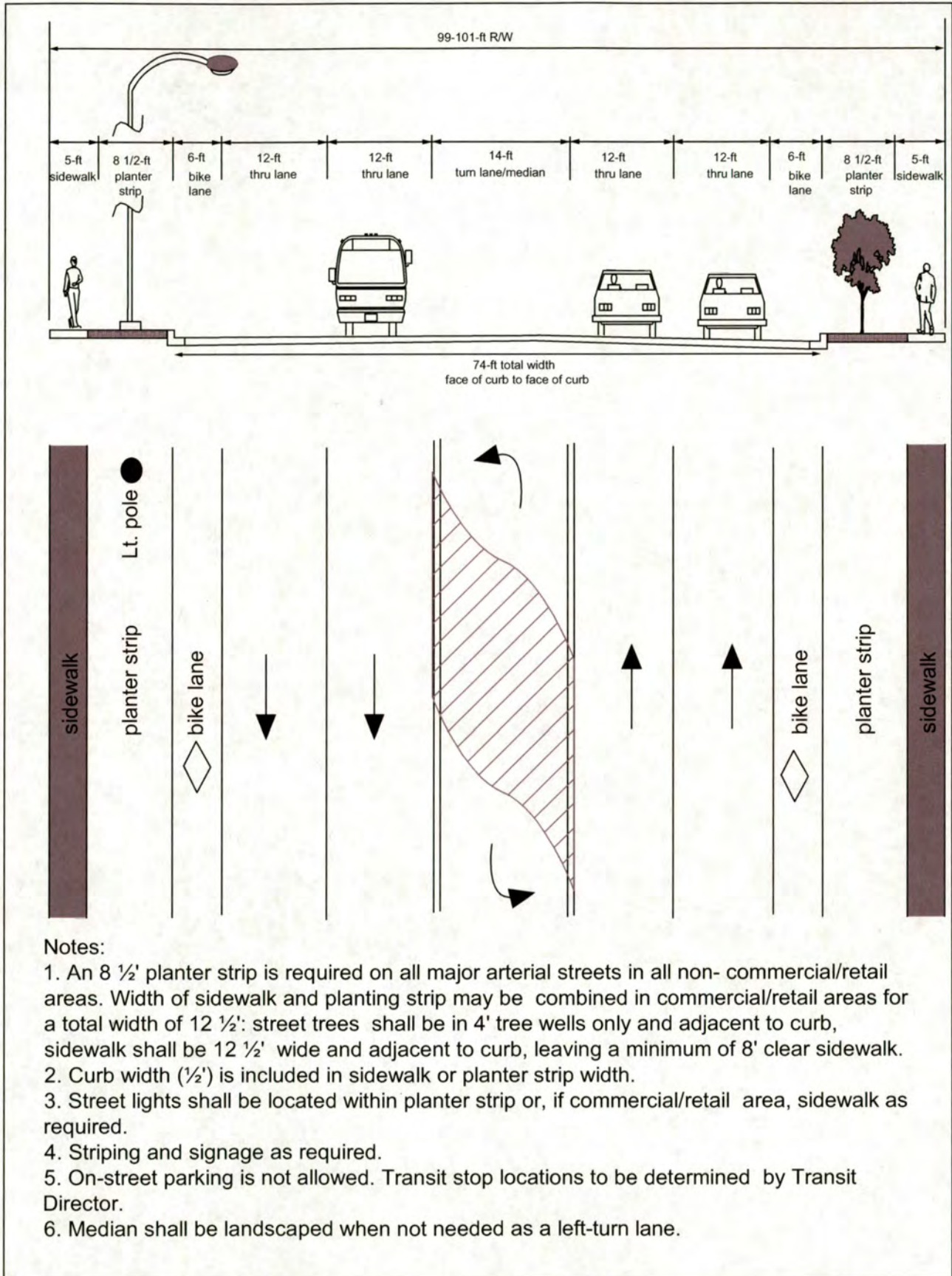
Notes:

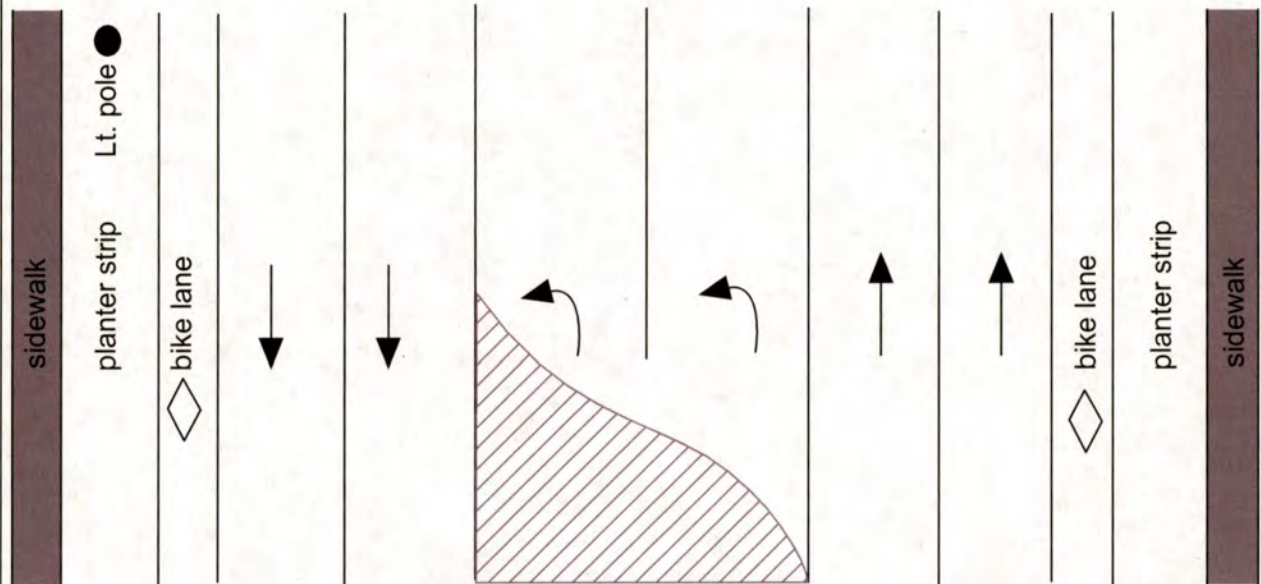
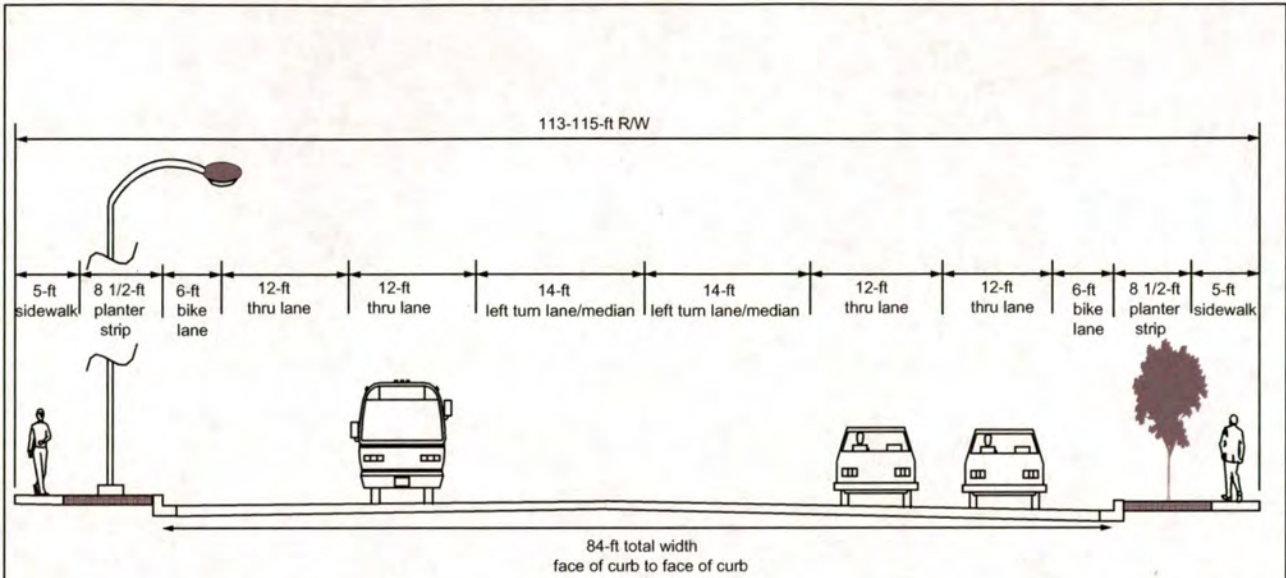
1. A 6 1/2' planter strip is required on all major collector with on-street parking streets in all non-commercial/retail areas. Width of sidewalk and planting strip may be combined in commercial/retail areas for a total width of 10 1/2': street trees shall be in 4' tree wells only and adjacent to curb, sidewalk shall be 10 1/2' wide and adjacent to curb, leaving a minimum of 6' clear sidewalk.
2. Curb width (1/2 foot) is included in sidewalk or planter strip width.
3. Street lights shall be located in planter strip, or if commercial/retail, sidewalk as required.
4. Striping and signage as required. Bicycle lanes shall not be striped until 1,500 vehicles/day or as determined by the City Engineer.
5. On-street parking on both sides is allowed. Transit stop locations to be determined by Transit Director and located within parking or at bulb-out.
6. Median shall be landscaped when not needed as a left-turn lane.
7. See minor collector with on-street parking for crosswalk with bulb outs.
8. The Major Collector with On-Street Parking Street Standard is a special case by case application and may only be used with prior approval from the Development Review Board and the City Engineer.
9. If on-street parking is proposed, then additional modeling will be required to confirm level-of-service standards.



Notes:

1. An 8 1/2' planter strip is required on all minor arterial streets in all non-commercial/retail areas. Width of sidewalk and planting strip may be combined in commercial/retail areas for a total width of 10 1/2'; street trees shall be in 4' tree wells only and adjacent to curb, sidewalk shall be 10 1/2' wide and adjacent to curb, leaving a minimum of 6' clear sidewalk.
2. Curb width (1/2') is included in sidewalk or planter strip width.
3. Street lights shall be located within planter strip or, if commercial/retail area, sidewalk as required.
4. Striping and signage as required.
5. On-street parking is not allowed. Transit stop locations to be determined by Transit Director.
6. Median shall be landscaped when not needed as a left-turn lane.
7. See special setback requirements for minor arterial street sections.





Notes:

1. An 8 1/2' planter strip is required on all major arterial with dual left-turn streets in all non-commercial/retail areas. Width of sidewalk and planting strip may be combined in commercial/retail areas for a total width of 12 1/2': street trees shall be in 4' tree wells only and adjacent to curb, sidewalk shall be 12 1/2' wide and adjacent to curb, leaving a minimum of 8' clear sidewalk.
2. Curb width (1/2') is included in sidewalk or planter strip width.
3. Street lights shall be located within planter strip or, if commercial/retail area, sidewalk as required.
4. Striping and signage as required.
5. On-street parking is not allowed. Transit stop locations to be determined by Transit Director.
6. Median shall be landscaped when not needed as a left-turn lane.
7. See special setback requirements for major arterial.

Appendix

Transportation Demand Management Strategies for Employers

2006 Bicycle and Pedestrian Master Plan – Map 1 (Improvement Projects)

Planning Level Project Cost Estimates

Project Evaluation Scoring

Current Wilsonville Cross-Section Standards

Technical Memorandum

TO: Project Management Team

FROM: Scott Mansur, PE; Carl Springer, PE; Brad Coy, PE; DKS Associates

DATE: April 25, 2012

SUBJECT: Solutions Analysis and Proposed Funding Program (Task 6.4) P10068-007

This memorandum documents the transportation solutions (including strategies and projects) being considered as part of the City of Wilsonville Transportation System Plan (TSP) update to address the identified transportation system needs. Please refer to the prior *Transportation System Gaps and Deficiencies* memorandum, dated February 9, 2012, for more information about system needs.

The analysis of individual projects was performed as the initial step of the solutions analysis to provide a basis for developing a preferred package of transportation solutions. If it is determined that there are funding limitations that prevent full package of solutions from being financially feasible, then the information in this memorandum will also assist in the development of a financially-constrained transportation solutions package for the City. The following sections identify various strategies and improvement projects to be considered for inclusion in City’s preferred and financially-constrained solutions packages:

- Improvement Priorities..... 2**
- Transportation System Management and Operations (TSMO) 4**
 - Access Management 4
 - Intelligent Transportation System (ITS) 5
 - Transportation Demand Management (TDM) 8
 - Safety Improvements 12
- Alternative Fuels and Transportation Electrification 14**
- Bicycle and Pedestrian Improvements 15**
 - Bicycle and Pedestrian Master Plan Projects..... 15
 - Safe Routes to School (SR2S) 23
- Transit Improvements..... 25**
- Land Use Strategies 27**
- Street Functional Classifications..... 28**
 - Access Spacing Standards 32
 - Street Design Standards..... 32
 - Roadway Widening 33
- Freight Routes and Improvements 37**
- Roadway Extensions 39**
- Intersection Improvements..... 50**
- Regional Needs and Improvements..... 70**
- Funding Outlook 72**

Improvement Priorities

The City of Wilsonville is responsible to manage a transportation system that efficiently and effectively transports people and goods within the City with the purpose of supporting the quality of life of residents and the economic vitality of businesses. This is no easy task, particularly in the current economic climate. However, the City will make sustainable progress that improves system efficiency, reduces congestion, and saves money for both the City and system users by first reducing travel demand, then improving operations and safety, and finally investing in expanded facilities. In practice, Wilsonville should be engaged in these three activities simultaneously through a balanced effort that addresses the City's existing needs while laying the framework for also meeting its future transportation system needs. In doing so, Wilsonville will receive the greatest value from its infrastructure expenditures. It can also ensure that its transportation system is not overbuilt, which has negative impacts to the City's ongoing operations and maintenance budget and to community livability.

The City can best manage its transportation system by considering the following solutions as it prepares to meet future needs:

1. Transportation System Management and Operations (TSMO) strategies that improve the safety and efficiency of the current system
2. Transit, bicycle, and pedestrian system improvements that target key system gaps and safely accommodate those users who choose to travel by one of these modes
3. Land use strategies¹ that (1) provide equal accessibility and connectivity to those users who choose to travel by transit, bicycle, and pedestrian modes and (2) utilize the City's functional classification hierarchy to reduce out-of-direction travel and manage congestion on arterials
4. Connectivity improvements to provide parallel arterials, collectors, or local streets that include pedestrian and bicycle facilities in order to provide alternative routes and encourage walking, biking, and access to transit
5. Motor vehicle capacity improvements upon a demonstration that the other strategies are not appropriate or cannot adequately address identified transportation needs

These solutions are listed in order of priority based on their cost-effectiveness at supporting safety, growth, livability, and economic viability. Because operational, safety, and multi-modal solutions (i.e., priority solutions 1 and 2) are most effective when implemented as components of a complete system, the City of Wilsonville can best implement these priority solutions by having policies, programs, and master plans in place that support their continued programmatic implementation as parcels develop and infrastructure projects are built. This approach will optimize the value of the City's transportation infrastructure without burdening the City with the requirement to reevaluate this list of priorities for every identified transportation gap or deficiency.

By taking a programmatic approach (primarily through the implementation of its master plans) the City of Wilsonville can also ensure consistency with Section 3.08.220 of the Regional Transportation

¹ Specific land use strategies that should be considered are identified in OAR 660-012-0035(2).

Functional Plan (RTFP),² which indicates that higher priority measures should be considered first and that the City should explain its choice of strategies. Similarly, Policy 1G of the *1999 Oregon Highway Plan* indicates that higher priority measures should be implemented, except when a lower priority measure is clearly more cost-effective or better supports safety, growth management, or other livability and economic viability considerations.³

Based on these priorities, transportation solutions (including a mixture of policies and projects for the entire transportation system) were evaluated to help the City of Wilsonville meet its expected transportation improvement needs through the year 2035. General solutions are provided below, while specific solutions are documented in the remaining sections of this memorandum.

In general, the City of Wilsonville would benefit from the following solutions:

- **Transportation System Management and Operations (TSMO):** Implement applicable strategies and projects that address access management, intelligent transportation system (ITS), transportation demand management (TDM), and safety. TSMO strategies provide the greatest benefits to arterials and highways; therefore, the City can best implement these strategies and projects in coordination with Clackamas County, Washington County, and the Oregon Department of Transportation (ODOT).
- **Bicycle and Pedestrian:** Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network (particularly the low-cost and safety-related projects), including Safe Routes to School projects and connections to transit stops. Construct other bicycle and pedestrian facilities as part of roadway improvement projects or development.
- **Transit:** Maintain existing transit service and perform ongoing service updates based on demand and available financial resources. Service updates would be most beneficial following major roadway improvements, pedestrian and bicycle system completion, and Master Plan Area development or other major growth areas. Also construct other improvements, such as transit stop amenities and technology improvements, as funding is available. Transit service improvements are also best supported when constructed in coordination with land use development.
- **Land Use:** Continue to encourage master plan developments with complementary land uses (jobs, retail, services, and housing) that support convenient access to nearby destinations for all travel modes. For example, by placing housing near desired destinations (e.g., employment areas, retail, and services) and then providing bicycle and pedestrian facilities, the City can help reduce the need for transportation improvements while also creating more walk-able communities.
- **Freight:** Designate freight routes throughout Wilsonville. In addition, construct improvements that support freight reliability and mobility while taking due consideration for the needs of other users.
- **Developer Coordination:** Perform ongoing coordination with developers to widen fronting

² Metro Code Chapter 3.08: The Regional Transportation Functional Plan (Ordinance No. 10-1241B, § 5, adopted 06/10/10, effective 09/08/10). The RTP priority list also include traffic-calming designs and devices; however, no traffic calming needs have been identified for the City of Wilsonville, and any future needs are expected to primarily relate to safety concerns, which would already be addressed by priority 1.

³ *1999 Oregon Highway Plan* (as amended January 2006), Policy 1G, Policy Element, page 85.

roadways and construct roadway extensions (including associated bicycle and pedestrian facilities) consistent with cross section standards as adjacent parcels develop or redevelop. If the developer's proportional share only covers partial completion, then the City should consider funding the remaining portion of the project. In addition, coordinate with Master Plan Area developers to ensure that land use patterns and internal transportation infrastructure support all travel modes.

- **Roadway Connectivity:** Partner with developers and other agencies to fund and construct roadway extensions that provide significant connectivity benefits, including the Barber Street and Kinsman Road extensions in the vicinity of Villebois.
- **Roadway Capacity:** Construct additional roadway improvements (with any associated bicycle and pedestrian facilities) with the assurance that the capacity increases are warranted and will support the system's long-term performance and vitality, consistent with policy objectives.
- **Funding:** Pursue grants and other funding resources to assist the City in constructing infrastructure improvements, buying new transit buses, and making other improvements that support the transportation system.

Transportation System Management and Operations (TSMO)

Transportation System Management and Operations (TSMO) is the general term for implementing various solutions that enhance the performance of existing and programmed transportation infrastructure. The focus of TSMO is to reduce congestion and save money by improving the transportation system's efficiency before expanding infrastructure. Improving efficiency requires a collaborative effort by both the system managers/operators and the system users. This collaboration occurs both prior to or during a trip being made by a transportation system user. Four of the primary TSMO strategies include:

- **Access Management** strategies reduce traffic conflicts at intersections and driveways in order to improve traffic flow and safety.
- **Intelligent Transportation System (ITS)** strategies involve the deployment and management of advanced technologies that collect and distribute information to both users and operators staff so they can most effectively use and manage the transportation system.
- **Transportation Demand Management (TDM)** strategies encourage users to choose other transportation modes besides traveling alone in their vehicles or to travel at off-peak periods of the day.
- **Safety Improvements** support the efficient use of existing infrastructure by reducing the avoidance of a given location by reducing safety-related incidents.

Access Management

Access management refers to the broad set of techniques that are used to balance the transportation system's need to provide safe, efficient, and timely travel with the ability to allow access to individual properties. Access is an important component of the City's transportation infrastructure and significantly affects system operations and safety.

The City currently has minimum access spacing standards that apply to City roadways based on functional classification. These standards are considered by City staff during the development review process to provide direction to developers. The Oregon Department of Transportation (ODOT) also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between the I-5 interchange and Day Road). One of the major components of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP) addressed access improvements that are needed.

It is important for the City of Wilsonville to continue to manage access to its roadways because it improves both traffic flow and the safety. By limiting access to higher classification roadways (especially Major and Minor Arterials), conflicts between vehicles entering and exiting driveways and vehicles on the roadway are reduced. Access management also benefits the walking and cycling public by reducing conflicts with vehicles entering and exiting the roadway.

The City of Wilsonville can continue to improve safety, mobility, and access to its transportation system by implementing the following access management strategies:

- **I-5/Wilsonville Road Interchange Access Management:** Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).⁴
- **I-5/Elligsen Road Interchange Access Management:** Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.
- **Parkway Avenue (Boeckman Road to Xerox) Access Management:** Eliminate or consolidate accesses that do not conform to the City's 600-foot access spacing standard for Minor Arterials on this section of Parkway Avenue as development or redevelopment occurs.
- **Access Management Adjacent to High Volume Intersections:** Pursue appropriate treatments at driveways or other roadway connections adjacent to high volume intersections. For example, the planned median on 95th Avenue at the northern intersection with Commerce Circle will provide an important safety improvement due to the proximity of the Boones Ferry Road/95th Avenue intersection.
- **Ongoing Development Review and Conditions of Approval for Site Access:** Continue to use access spacing standards to manage driveway location and spacing on a case-by-case basis for new developments and when a site redevelops. Where existing or proposed driveways do not meet spacing standards, City staff should consider mitigation treatments, such as consolidating accesses or restricting turn movements to right-in/right-out.

Intelligent Transportation System (ITS)

The development and management of intelligent transportation system (ITS) solutions is one of the most important areas of recent transportation-related technological advancement. ITS strategies involve the deployment and management of advanced technologies that collect and distribute

⁴ *Interchange Area Management Plan; Interstate 5/Wilsonville Road (Exit 283)*, DKS Associates, October 2009

information to both users and operators staff so they can most effectively use and manage the transportation system.

ODOT currently manages and operates the ITS infrastructure along the I-5 corridor. In addition, Clackamas County currently manages and operates the ITS infrastructure in and around the City of Wilsonville. One of the basic ITS strategies is to effectively operate the City of Wilsonville traffic signals. Two of the signalized roadway corridors currently have coordinated signals that allow improved traffic flow:

- Wilsonville Road from Kinsman Road to Town Center Loop East
- Boones Ferry Road/Elligsen Road from Day Road to Parkway Center Drive

One way in which the City has been upgrading its traffic signals is by removing the “dog house” style signal lights and replacing them with signal lights that use flashing yellow arrows to inform drivers when a left-turn is permitted but must still yield to oncoming traffic. Under appropriate circumstances, these flashing yellow arrows can send a clear message to drivers that they must first yield, but then they are able to make the turn when a gap in traffic allows it. Therefore, in many locations, this ITS solution improves safety due to clarity of message and improves efficiency due to improved utilization of available gaps. There are only a few traffic signals left where this replacement is still needed.

The Clackamas County Intelligent Transportation System (ITS) Plan⁵ identifies system improvement needs within Wilsonville. Identified projects include the following (with additional details and maps available within the ITS Plan):

- Connect the City of Wilsonville to the Regional Fiber Network via Wilsonville Road
- Connect the following roadways to Clackamas County’s fiber network:
 - Wilsonville Road from Willamette Way East to Boeckman Road/Advance Road
 - Elligsen Road/Boones Ferry Road from Day Road to Canyon Creek Road
 - 95th Avenue from Boones Ferry Road to Boeckman Road
 - Boeckman Road from 95th Avenue to Parkway Avenue
 - Boberg Road from Boeckman Road to Barber Street
 - Barber Street from Boberg Road to Kinsman Road
 - Kinsman Road from Barber Street to Wilsonville Road
- Connect the I-5/Elligsen Road and I-5/Wilsonville Road interchanges to ODOT’s fiber network
- Install CCTV cameras at the following locations and connect to Clackamas County’s Network:
 - Wilsonville Road/Boones Ferry Road intersection
 - Wilsonville Road/Rebekah Street intersection
 - I-5 Boones Bridge over the Willamette River
- Deploy adaptive signal timing and install video monitoring cameras and vehicle detection equipment (to collect traffic counts and speeds) on Wilsonville Road from Brown Road to Town Center Loop East

⁵ *Clackamas County ITS Plan Update – ITS Action Plan*, DKS Associates, May 2011

- Install video monitoring cameras and vehicle detection equipment (to collect traffic counts and speeds) on Elligsen Road from Day Road to Canyon Creek Road
- Install railroad crossing alert system at Portland and Western at-grade railroad crossings

The City of Wilsonville has been installing 3-inch conduit as part of all major roadway improvement projects in preparation for future fiber communications. This conduit can be used for fiber, traffic counters, and other ITS equipment. By connecting its existing fiber network to the City’s traffic signals and traffic control cameras, Clackamas County will be able to transfer information back to their operations center in order to more effectively monitor and operate the City’s traffic signal system. This infrastructure will also support emergency responders in performing rapid incident detection and response.

Providing traveler information is another important use of the City’s ITS infrastructure. By collecting and distributing information about current roadway and transit conditions, the City can help transportation users make more informed decisions, which in turn will benefit the entire transportation system. Some potential improvements include variable message signs, Internet resources, mobile apps, or other tools for relaying quick and reliable information to the public, media outlets, and freight companies. One example that would benefit transit users is a reader board display at the WES Station and SMART Central Transit Center that tells passengers how long they will be waiting for the next train or bus. This same information could also be posted to the SMART and TriMet websites to assist transit users who are preparing for transit trips.

In addition to benefiting transportation users, data about the transportation system operations can also benefit transportation planners and decision makers. The information collected by ITS infrastructure would be a valuable resource for evaluating transportation system operations. Therefore, it can inform new performance measures that the City would be able to use for planning and tracking system improvements.

The City of Wilsonville would benefit from the following ITS strategies:

- **Replace all Remaining “Dog House” Signal Lights with Flashing Yellow Arrow:** Finish current efforts to replace the left-turn signal lights by installing flashing yellow arrows at the remaining three signalized intersections that operate with “Dog House” signal lights: Parkway Avenue/Town Center Loop, Wilsonville Road/Montebello Drive, and Wilsonville Road/Brown Road.
- **Fiber Network:** Continue to install 3-inch conduit as part of all major roadway improvement projects. Also coordinate with Clackamas County and the Oregon Department of Transportation to connect to their regional ITS networks.
- **Data Collection and Management:** Evaluate ways to collect and distribute information, in coordination with Clackamas County, to assist transportation system users in making information decisions regarding their choice of mode, departure time, and routing. This information would also be beneficial to the City for evaluating its transportation system operations and planning and tracking system improvements.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the general term for implementing various strategies that reduce the number of vehicles on the roadway (i.e., the “demand”). By managing transportation demand, the City of Wilsonville will ensure more optimal use of the system’s available capacity and also support members of the community who may otherwise be increasingly burdened by the rising fuel prices. The two primary methods for managing demand are to (1) reduce the overall number of vehicles on the roadway and (2) shift demand to less congested (i.e., off-peak) periods. These methods are best achieved by a combination of educational and outreach programs as well as supporting infrastructure and services (i.e., bicycle and pedestrian facilities and transit services).

Vehicle Reduction

One way the City can manage transportation demand is to encourage users to make fewer trips or to choose travel modes that require fewer vehicles to be on the roadways. The City of Wilsonville is currently involved in implementing TDM measures through the SMART Options Program, which includes the following services:

- The SMART Options Program provides individualized marketing and trip planning to employees and residents of Wilsonville. The most recent and robust individualized marketing campaign targeted all Wilsonville residents during 2011 through the "Discover Wilsonville Program". The final report for this intense effort will be available Spring 2012.
- The SMART Options Program is an active partner with the Statewide and Metro-region Drive Less, Save More and Drive Less Connect campaign to encourage ridesharing and active transportation choices (i.e., other modes of transportation besides driving alone). The SMART Options Program offers incentives for riding the bus, taking WES, walking, bicycling, and ridesharing.
- The SMART Options Program provides car-sharing information at outreach and information events and has had conversations with Zipcar about the future of car-sharing in Wilsonville.

Because many of the trips in Wilsonville (especially those during the peak periods) are made by commuters, it is very beneficial for the City to coordinate efforts with employers, particularly those with a large number of employees. By providing free assistance to employers setting up transportation programs through the SMART Options commuter program, SMART Transit helps employees find the best way to get to work, whether by transit (bus or train), car/vanpooling, walking, bicycling, teleworking, car sharing, close-to-home commuting, park & rides, creative work schedules, or commuter rail.

Research has shown that a comprehensive set of complementary TDM policies implemented over a large geographic area can be an effective tool in reducing the number of vehicle miles traveled to and from that area.^{6,7} However, the same research indicates that in order for TDM measures to be most effective, they should go beyond the low-cost, uncontroversial measures commonly used such as carpooling, transportation coordinators/associations, priority parking spaces, etc. The more

⁶ *The Potential for Land Use Demand Management Policies to Reduce Automobile Trips*, ODOT, by ECO Northwest, June 1992.

⁷ *Evaluation of Potential Measures for Achieving Modal Targets*, Metro, July 2005; http://library.oregonmetro.gov/files/finalreport_modaltargets.pdf

effective TDM measures include elements related to parking and congestion pricing, improved services for alternative modes of travel, and other market-based measures.

Table A in the appendix lists several TDM strategies for employers as well as the potential trip reductions that may be expected following the implementation of each strategy. These strategies are part of the Employee Commute Options (ECO) Rules, which are required of all Portland Metro area businesses with more than 100 employees at one worksite.⁸ When coordinating with employers, SMART reviews these strategies to help the employers identify which ones are most appropriate. The strategies at the top of the table are expected to have the greatest potential for reducing vehicle trips. Therefore, they should be more highly encouraged, as feasible. If free support is insufficient to obtain the desired results, then appropriate incentives may be considered.

In coordinating with employers, the City would also benefit from efforts by SMART to solicit feedback regarding additional bicycle, pedestrian, and/or transit facilities or services (e.g., earlier transit service to support early morning shifts) that are needed to support employers and improve the successful implementation of TDM strategies. It may also be beneficial to request and incentivize employers to survey their employees regarding their mode choices. A comprehensive survey program would help the City to know what transportation choices are being made and would be beneficial for tracking changes. This information would also help the City determine if it is making progress towards meeting the RTFP-required Non-Drive Alone Modal Targets, which Metro has identified as targets to be achieved for each area of the City by the year 2035.⁹

Another option for implementing and monitoring this type of TDM program (besides using the current SMART Options program) may be through the formation of a transportation management association (TMA). The Regional Transportation Plan (RTP) identifies the formation of a TMA as an RTP project (#11113). However, it is expected that the City would be better served by focusing its efforts on the SMART Options Program and seeking opportunities to incorporate public-private partnerships into the program.

Because the Town Center is classified as a “Center” in Metro’s RTP, a parking management plan will be needed for RTFP compliance but can be completed separate from the TSP update.¹⁰ The City may also consider creating a parking management area in the Town Center area. The goal would be to ensure that parking is supplied, maintained, and operated in a way that supports the continued economic growth of the Town Center area while also unbundling parking costs from nearby developments and encouraging the use of active travel modes and ridesharing to access the Town Center area.

The WES station is classified in the RTP as a “Station Community” and also requires a parking management plan for RTFP compliance. This plan should focus on the station’s primary use as a park-and-ride lot for commuters to the Portland Metropolitan Area and should support future park-and-ride demand increases to avoid impacts resulting from inadequate capacity.

⁸ <http://www.deq.state.or.us/nwr/ECO/eco.htm>; viewed on March 2, 2012.

⁹ See Metro’s Regional Transportation Functional Plan (RTFP), Table 3.01-1.

¹⁰ See Metro’s Regional Transportation Functional Plan (RTFP), Title 4, Parking Management Sec 3.08.410I).

The Portland Regional TSMO Plan¹¹ also identifies multiple TDM strategies that would be beneficial for the City. The Transportation System Gaps and Deficiencies memo¹² lists these strategies along with the related efforts already being undertaken by SMART.

Off-Peak Shifts

The City can also manage transportation demand by implementing policies that encourage shifting vehicle usage to less congested periods. Because the City's transportation facilities are designed to accommodate average weekday p.m. peak hour traffic (i.e., the commuter's evening rush hour), the system may be underutilized throughout the rest of the day unless users are encouraged to use the system at other times of the day. If some of the traffic demand can be shifted, then the system is able to have improved operations without requiring as many system improvements.

If peak traffic demand isn't intentionally spread over time, then it is more likely that the system will be over capacity during peak periods. The result will be peak hour congestion that will force demand spreading to occur as vehicles wait in traffic. Therefore, intentional traffic demand spreading allows more vehicles to be accommodated without the congestion that results from excess demand.

In the past, the City has coordinated with large employers to run off-peak shift changes. This coordination was beneficial to both the City and the employers because it allowed development to occur even though there were capacity limitations at the Wilsonville Road interchange. Traffic counts and observations suggest that the majority of these large employers still operate with off-peak shift changes, but the City should develop consistent policies for encouraging, tracking, and managing off-peak shift changes.

The City of Wilsonville would benefit from the following TDM strategies, which are likely to be increasingly important as fuel prices continue to rise:

- **Mode Choice Surveys:** Survey residents and employees in each of the City's neighborhoods and commercial/industrial areas to better understand what transportation choices are being made. This information would also allow the City to determine if it is making progress towards meeting Metro's Non-Drive Alone Modal Targets for each area of the City.
- **Enhanced TDM Coordination with Businesses:** Enhance the SMART Options Program's travel demand management (TDM) coordination with businesses by performing mode choice surveys, helping to achieve trip-reduction targets, incentivizing the implementation of the strategies listed in Table A in the appendix, and soliciting feedback relating to active transportation infrastructure and service needs. While the Regional Transportation Plan identifies the formation of a transportation management association (TMA) as a recommended project in Wilsonville (RTP Project #11113), it is expected that the City would be better served by focusing its efforts on the SMART Options Program and seeking opportunities to incorporate public-private partnerships into the program.
- **Car Sharing Coordination:** Continue to monitor feedback from residents and businesses

¹¹ *Portland Regional Transportation System Management and Operations Plan: 2010 – 2020*, Metro, June 2010

¹² *Wilsonville Transportation System Plan Update – Transportation System Gaps and Deficiencies (Task 4.1)*, technical memorandum #6 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, February 9, 2012.

regarding car-sharing demand; optional services include car-sharing companies (e.g., Zipcar or Car2Go) and peer-to-peer car sharing (e.g., www.getaround.com).

- **Town Center Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, and the identification of strategies and policies consistent with RTFP Title 4, Parking Management Sec 3.08.410. Car sharing considerations and coordination should also be included in the management plan.
- **WES Station Parking Management Plan:** Prepare and adopt a parking management plan that supports the station's primary use as a park-and-ride lot for commuters to the Portland Metropolitan Area. This plan should include an inventory of parking supply and usage, an evaluation of bicycle parking needs, and the identification of strategies and policies consistent with RTFP Title 4, Parking Management Sec 3.08.410 (for example, the addition of carpool parking). These considerations should support future park-and-ride demand increases to avoid impacts resulting from inadequate capacity.
- **Off-Peak Shift Change Policies and Practices:** Develop consistent policies and practices for encouraging, tracking, and managing off-peak shift changes, particularly for those employers who have already agreed to operate off-peak shifts. These efforts could be performed in conjunction with the SMART Options program.

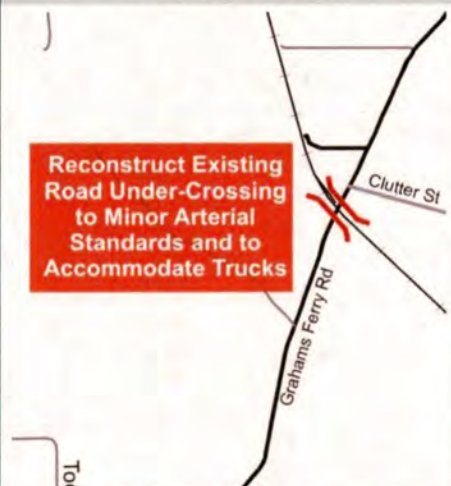
Safety Improvements

The prior *Transportation System Gaps and Deficiencies* memorandum¹³ identified seven key locations in the City of Wilsonville where safety-related transportation improvements are needed. Table 1 lists four of the locations that require pedestrian, bicycle, and or intersection improvements and are addressed in conjunction with other improvement projects.

Table 1: Identified Safety Need Addressed with Other Project

System Need	Evaluation Comment
Horizontal curvature on Boones Ferry Road north of Day Road	No additional evaluation; being improved by Washington County widening project currently under design and funded for construction
Sidewalk and bike lane gaps on Parkway Avenue between the Xerox campus and Parkway Center Drive	See pedestrian and bicycle improvement project (Project C40)
Stafford Road/65 th Avenue intersection spacing, congestion, travel speeds, and horizontal curvature	See intersection improvement project (Intersection #11)
Narrow northbound shoulder on I-5 Boones Bridge over the Willamette River is unsafe for bicyclists	Not evaluated; referred to ODOT for consideration; in the long-run, this safety need would be resolved by a Willamette River bike and pedestrian bridge or other river crossing solution

Three of the identified safety needs are particularly critical for improved safety, and the projects for addressing these deficiencies were evaluated using the TSP evaluation criteria documented in the prior *Goals and Evaluation Criteria* memorandum.¹⁴ Planning level cost estimates were also prepared. The project details and evaluation results are described in the following tables.

Grahams Ferry Road Undercrossing Improvements at Railroad Bridge		Evaluation Score: 70 Cost Estimate: \$4.0 M
Improvement	Information	
 <p>Reconstruct Existing Road Under-Crossing to Minor Arterial Standards and to Accommodate Trucks</p>	<p>Jurisdiction: Washington County</p> <p>Improvement Need: Substandard vertical and horizontal clearance on Graham’s Ferry Road at the undercrossing of the Portland and Western Railroad</p> <p>Previously Identified Improvement Projects: Reconstruct existing grade-separated under-crossing to City of Wilsonville Minor Arterial standards (Coffee Creek Master Plan Safety Project and Metro RTP Mobility Corridor #3 Need)</p> <p>Comments: Because this improvement is on a recommended freight route, it has important freight implications and should be built to accommodate large trucks.</p>	

¹³ *Wilsonville Transportation System Plan Update – Transportation System Gaps and Deficiencies (Task 4.1)*, technical memorandum #6 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, February 9, 2012.

¹⁴ *Wilsonville Transportation System Plan Update – Goals and Evaluation Criteria (Task 2.3)*, technical memorandum #3 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, April 11, 2012 (Draft).

Grahams Ferry Road/Clutter Road Intersection Realignment		Evaluation Score: 65 Cost Estimate: \$1.0 M
Improvement	Information	
<p style="color: red; font-weight: bold;">Build new road over existing utilities and convert to dominant movement from Ridder Road</p> <p style="color: red; font-weight: bold;">Close Clutter approach to Grahams Ferry Road and convert into dead end cul-de-sac</p>	<p>Jurisdiction: Washington County</p> <p>Improvement Need: Limited sight distance for vehicles approaching on Clutter Road due to the nearby vertical and horizontal curvature, the grade-separated railroad crossing, and adjacent vegetation</p> <p>Previously Identified Improvement Project: Realign Clutter Road approximately 500 feet to the north to align opposite Elligsen Way (Coffee Creek Master Plan Safety Project)</p> <p>Recommended Improvement: Shown at left.</p> <p>Comments: Realignment would not be necessary if sight distance can be adequately improved from a combination of vegetation removal and improvements at the nearby Grahams Ferry Road railroad undercrossing.</p>	

Boeckman Road Vertical Curve East of Canyon Creek Road		Evaluation Score: 60 Cost Estimate: \$5.8 M
Improvement	Information	
<p style="color: red; font-weight: bold;">Reconstruct Road to Includes Sidewalks and Bike Lanes and Reduce Steep Grades as Feasible</p>	<p>Jurisdiction: City of Wilsonville</p> <p>Improvement Need: Non-standard vertical curve (at Boeckman Creek); along this segment, Boeckman Road is a narrow, two-lane road without shoulders, bike lanes, or sidewalks</p> <p>Previously Identified Improvement Project: Reconstruct Boeckman Road to current Minor Arterial standards, with bike lanes, sidewalks, connections to regional trial system, and a bridge over the creek instead of a culvert (TSP Project W-4f and RTP Project 10156)</p> <p>Comments: Minimum improvement shall include two travel lanes with bike lanes and sidewalks; other improvements may include a multi-use path and/or a raised structure to reduce the steep grades. There is also an interim improvement now scheduled for the south side of Boeckman Road through the dip.</p>	

Alternative Fuels and Transportation Electrification

Within the City of Wilsonville and throughout the Metro area, there is an increasing need to provide infrastructure to support vehicles that use alternative fuels (i.e., electrical and compressed natural gas vehicles). Alternative fuel vehicles help to reduce greenhouse gas emissions and are becoming more popular and affordable. SMART already has a compressed natural gas fueling station that it uses for its bus fleet. Charging and refueling stations would improve the available options for owners of these vehicles, but they do not need to be a free service.

The City of Wilsonville would benefit from the following alternative fuel and transportation electrification strategies:

- **Compressed Natural Gas Fueling Coordination:** Help facilitate the coordination between transportation companies that may benefit from shared use of compressed natural gas fueling stations. Two potential partners may include SMART and the West Linn-Wilsonville School District.
- **Alternative Fueling Strategies for Transit:** Transit-related fueling strategies are identified later in the transit section of this memorandum.
- **Electrical Charging Provisions in Building Code:** Include provisions in residential, commercial, and industrial building codes to accommodate future infrastructure needs, including electrical wiring and outlets in parking lots and garages to support future electric vehicle charging stations. Providing the necessary infrastructure to support future installation of electrical charging stations is significantly more economical as part of new development compared to full retrofitting costs (which are at least 25 to 35 percent higher, depending on individual circumstances).
- **Level II (240 volt) Electrical Charging Stations:** Encourage businesses to install Level II (240 volt) charging stations for use by employees during work hours. Also install Level II (240 volt) charging stations at SMART Central for use by commuters who park at the park-and-ride.
- **Level III (480 volt) Electrical Charging Station:** Pursue grant funding that may become available through the West Coast Green Highway Initiative or other resource to install a Level III (480 volt) DC fast charging station near one of the City's I-5 interchanges. The City of Wilsonville can provide a unique benefit to the electrical charging system (which is envisioned to run through British Columbia, Washington, Oregon, and California) due to its location at the southern tip of the Portland Metropolitan area along the I-5 corridor. The Town Center Loop area may be an ideal location due to its proximity to the I-5/Wilsonville Road interchange and nearby amenities, which can serve patrons during the 20 to 40 minute vehicle charge times.

Bicycle and Pedestrian Improvements

Bicycle and pedestrian facilities have the potential to offer complete community connectivity between the City's neighborhoods, retail centers, employment centers, and recreational areas. They can provide interrelated opportunities for work, play, shopping, and exercise for the City's residents, employees, and visitors. They also benefit local school children and their parents by allowing safe and convenient walking and biking routes between schools and neighborhoods.

When shorter trips can be made by foot or bike, the transportation system and all users will experience significant safety and operational benefits. Strategically placed pedestrian and bicycle facilities help reduce traffic congestion, vehicle-miles traveled, and green-house gas emissions, while increasing the vibrancy of communities and improving the health and safety of City residents. However, these benefits are only realized when there are safe and convenient routes between desired destinations. The pedestrian and bicycle networks can particularly benefit the City's transportation system by being connected to the SMART and WES transit stops (see RTP Project 11343) and to the City's primary and middle schools.

In recent years, Wilsonville has made important investments in strengthening its bicycle and pedestrian transportation options, including adopting a bicycle and pedestrian master plan, planning and building sidewalks and trails, hiring a bicycle and pedestrian coordinator, expanding programs and creating tools to encourage walking, and establishing a bicycle and pedestrian task force. The City would benefit from improved coordination with the bicycle and pedestrian task force by seeking input earlier in the planning and design processes. Additional solutions were identified in relation to the City's current Bicycle and Pedestrian Master Plan projects and Safe Routes to School Plans that are currently being developed.

Bicycle and Pedestrian Master Plan Projects

The City's 2006 Bicycle and Pedestrian Master Plan identifies 70 pedestrian and bicycle projects that address the City's gaps and deficiencies. A list of these projects, their current status as of February 2012, and other applicable information were provided previously in the *Transportation System Gaps and Deficiencies* memorandum.¹⁵ Based on the assessment of system needs through 2035, this list of bicycle and pedestrian improvement projects is still considered comprehensive with the exception of an additional project that has been identified:

- Install an enhanced pedestrian crossing, including rectangular rapid flashing beacons (RRFBs), on Parkway Avenue at the bus stops adjacent to Pioneer Pacific College and the future location of the Oregon Institute of Technology (OIT).¹⁶

This new project and the prior 2006 Bicycle and Pedestrian Master Plan projects, along with their prioritization and updated cost estimates are provided in Table 2 for the community walkways/bikeways ("C") and Table 3 for the regional ("R") and local ("L") trails. Map 1 from the 2006 Bicycle and Pedestrian Master Plan is provided in the appendix and references the same project numbers. The cost estimates account for the Seattle Construction Cost Index (which increased by 2.8 percent between 2006 and 2011).¹⁷ The prioritization is primarily based on the

¹⁵ *Wilsonville Transportation System Plan Update – Transportation System Gaps and Deficiencies (Task 4.1)*, technical memorandum #6 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, February 9, 2012.

¹⁶ A prior study by the City (*SW Parkway Avenue Pedestrian Crossing Study*, DKS Associates, July 10, 2008) identified overhead flashers as the recommended improvement concept; however, RRFBs are a more cost effective option.

2006 Bicycle and Pedestrian Master Plan due to the significant public process that was performed as part of the plan. However, the following changes or additions to the priorities are recommended:

- The new project (i.e., the enhanced pedestrian crossing and RRFBs on Parkway Avenue adjacent to OIT) should be a high priority due to the additional pedestrian crossings expected from the upcoming occupancy of OIT.
- The Town Center Loop Bike/Pedestrian Bridge over I-5 (Project C4) should be a high priority (it previously was a medium priority) due to the important connection it provides between the SMART Central Transit Center/WES Station (west side of I-5) and Town Center Loop/Brenchley Estates (east side of I-5). This bridge would significantly improve access to transit and would add value to the City’s recent investment in its new transit and commuter rail facilities. In addition, one of the key recommendations of the Walk Friendly Community program, which recently gave the City of Wilsonville a Bronze Walk Friendly designation, is that the City should improve bicycle and pedestrian connectivity over I-5.
- The Waterfront Trail Improvements underneath I-5 from Memorial Park to Boones Ferry Park (Project R4a) should also be a high priority project (it previously was a medium priority) because it improves bicycle and pedestrian connectivity over I-5 and is a lower-cost project.

Table 2: Bicycle and Pedestrian Projects (Community Walkways/Bikeways)

Project Location	Project Type	Priority	2011 Cost Estimate
High Priority			
NEW- OIT-Pioneer Pacific College Pedestrian Crossing	Enhanced Pedestrian Crossing	High (New Project)	\$65,000
C1- Town Center Loop (gaps and deficiencies throughout the area)	Pedestrian Environment	High	\$96,000
C2- Town Center Loop West	Shared-Use Path	High	\$357,000
C4- Town Center Loop Bridge over I-5	Bike/Pedestrian Bridge	High (was Medium)	\$3,984,000
C6- Boeckman Road Bridge over I-5	Roadway Bridge Widening	High	\$3,984,000 ^a
C7- Boeckman Road (Parkway Ave to Canyon Creek Rd)	Bike Lanes and Sidewalks	High	\$514,000
C8- Canyon Creek Road Extension (Boeckman Creek Rd to Vlahos Dr)	Bike Lanes and Sidewalks	High	\$456,000 ^a
C9- Boeckman Road (Canyon Creek Rd to Wilsonville Rd)	Bike Lanes and Sidewalks	High	\$903,000 ^a
C13- French Prairie Drive (County View Lane to Miley Road)	Shared-Use Path	High	\$1,141,000
C14- Miley Road (I-5 Interchange to east French Prairie Drive)	Bike Lanes and Sidewalks	High	\$977,000

Table 2 continued on next page.

¹⁷ Seattle Construction Cost Index: http://enr.construction.com/economics/historical_indices/2011/0101-Seattle.asp; viewed on March 5, 2012.

(Continued) Table 2: Bicycle and Pedestrian Projects (Community Walkways/Bikeways)

Project Location	Project Type	Priority	2011 Cost Estimate
High Priority (Continued)			
C21- Water Treatment Plant Connection (Water Treatment Plant to Wilsonville Rd)	Shared-Use Path	High	\$247,000
C22- Willamette Way East (south of Wilsonville Road)	Sidewalk Gaps	High	\$31,000 ^a
C24- Boberg Road (Boeckman Road to Barber Street)	Sidewalk Gaps	High	\$375,000
C31- Grahams Ferry Road (Day Road to Tooze Road)	Bike Lanes and Sidewalks	High	\$2,036,000 ^a
C33- 95th Avenue (Boeckman Road to Hillman Court)	Sidewalk Gaps	High	\$82,000
C40- Parkway Avenue (Xerox Drive to Parkway Center Drive)	Bike Lanes and Sidewalks	High	\$530,000 ^a
Total Cost of High Priority Bicycle and Pedestrian Projects			\$15,778,000
Cost of Standalone High Priority Bicycle and Pedestrian Projects			\$7,838,000^b
Medium Priority			
C5- Parkway Avenue (Boeckman to Town Center Lp)	Shared lane	Medium	\$24,000 ^a
C10- Frog Pond Trail (Canyon Creek Road to Wilsonville Road)	Shared-Use Path	Medium	\$290,000 ^a
C11- School Trail (Boeckman Creek Elementary School to planned school site)	Shared Use Path	Medium	\$704,000 ^a
C12- Memorial Park Central Loop Trail (within Memorial Park)	Shared-Use Path	Medium	\$337,000 ^a
C17- Boones Ferry Road (Wilsonville Road to Boones Ferry Park)	Bike Lanes and Sidewalks	Medium	\$488,000
C19a- Brown Road Extension (Wilsonville Road to Bailey Street)	Bike Lanes and Sidewalks	Medium	\$334,000 ^a
C20a- Brown Road Extension (Wilsonville Road to 5th Street)	Bike Lanes and Sidewalks	Medium	\$177,000 ^a
C26- Kinsman Road Extension (Barber Street to Day Road)	Bike Lanes and Sidewalks	Medium	\$2,262,000 ^a
C27- Barber Street (Kinsman Road to Grahams Ferry Road)	Bike Lanes and Sidewalks	Medium	\$1,419,000 ^a
C28- Eastern edge of Villebois open space (Barber Street to Villebois Drive)	Shared-Use Path	Medium	\$240,000 ^a
C29- Costa Circle loop	Signed Bike Route and Sidewalks	Medium	\$823,000 ^a
C30- Villebois Drive (Boeckman Road to Costa Circle loop)	Bike Lanes and Sidewalks	Medium	\$329,000 ^a
C36- BPA Power Line Trail (Day Road to Tonquin Trail)	Shared-Use Path	Medium	\$504,000
C37- Area 42 Trail (Kinsman Road to Day Road)	Shared-Use Path	Medium	\$221,000

Table 2 continued on next page.

(Continued) Table 2: Bicycle and Pedestrian Projects (Community Walkways/Bikeways)

Project Location	Project Type	Priority	2011 Cost Estimate
Medium Priority (Continued)			
C41- Parkway Center Connector (Wiedeman Road Trail to Parkway Center Drive)	Shared-Use Path	Medium	\$120,000 ^a
Total Cost of Medium Priority Bicycle and Pedestrian Projects			\$8,272,000
Cost of Standalone Medium Priority Bicycle and Pedestrian Projects			\$1,213,000^b
Low Priority			
C15- I-5 Crossing south of Wilsonville Road interchange (Memorial Drive to 5th Street)	Bike/Pedestrian Bridge	Low	\$6,375,000
C16- 5th Street (Boones Ferry Road to new I-5 Bridge)	Bike Lanes and Sidewalks	Low	\$53,000
C18- Railroad Track at Wilsonville Road	Pedestrian Refuge Island/Crosswalk	Low	\$24,000
C23a- Boones Ferry Road (Wilsonville Road to Barber Street)	Bike Lanes and Sidewalks	Low	\$494,000
C34- Clutter Road (Garden Acres Road to Grahams Ferry Road)	Bike Lanes and Sidewalks	Low	\$357,000 ^a
C35- Cahalin Road (Kinsman Road extension to Tonquin trail)	Bike Lanes and Sidewalks	Low	\$709,000 ^a
C38- Commerce Circle loop	Sidewalk Gaps	Low	\$101,000
C39- Elligsen Road (Argyle Square shopping center to Eastern City Limits)	Bike Lanes and Sidewalks	Low	\$165,000 ^a
C42- Canyon Creek Trail (Canyon Creek Park to Boeckman Creek Trail)	Shared-Use Path	Low	\$204,000
C43- Wilsonville Road/Rose Lane intersection	Pedestrian Refuge Island/Crosswalk	Low	\$48,000
Total Cost of Low Priority Bicycle and Pedestrian Projects			\$8,530,000
Cost of Standalone Low Priority Bicycle and Pedestrian Projects			\$7,299,000^b
TOTAL COST OF ALL COMMUNITY WALKWAYS AND BIKEWAYS			\$32,580,000
COST OF ALL STANDALONE COMMUNITY WALKWAYS AND BIKEWAYS			\$16,350,000^b
<p>* Project costs are accounted for as part of another project (i.e., a roadway extension, roadway widening, safety, or Safe Routes to School project) or are assumed to be completed as frontage improvements of an adjacent development.</p> <p>^b The standalone costs include all project costs not account for as part of another project or as a frontage improvement of an adjacent development (see note "a").</p>			

Table 3: Bicycle and Pedestrian Project Reprioritization (Regional "R" and Local "L" Trails)

Project Location	Project Type	Priority	2011 Cost Estimate
High Priority			
R1- Tonquin Trail (North-South through West Side of Wilsonville); RTP 10092	Shared-Use Path	High	\$2,982,000
R3- Boeckman Creek Trail (Canyon Creek Park to Memorial Park)	Shared-Use Path	High	\$1,954,000
R4a- Waterfront Trail Improvement (Memorial Park to Boones Ferry Park; Underneath I-5)	Shared-Use Path Improvements	High (was Medium)	\$51,000
R5- Willamette River Crossing; RTP 10133	Bike/Pedestrian Bridge	High	\$15,423,000
R6a- Wiedeman Road Trail—Phase 1 (Canyon Creek Road to Parkway Avenue)	Shared-Use Path	High	\$339,000 ^a
L10- Park at Merryfield Trail (Camelot Street to Inza Wood Middle School)	Widen and Strip Trail	High	\$48,000
Total Cost of High Priority Trail Projects			\$20,797,000
Cost of Standalone High Priority Trail Projects			\$20,458,000^b
Medium Priority			
R4- Waterfront Trail (Willamette Way East to Memorial Park)	Shared-Use Path	Medium	\$1,440,000
R6b- Wiedeman Road Trail—Phase 2 (Parkway Avenue to Tonquin Trail, with I-5 overpass)	Bike and Pedestrian Bridge	Medium	\$3,393,000
L5- River Trail (Memorial Park Center Loop Trail)	Natural Trail	Medium	\$131,000
L6- Kolbe Homestead Trail (River Trail to Memorial Park Center Loop Trail)	Natural Trail	Medium	\$64,000
L7- Klein Homestead Trail (accessed from Kolbe Homestead Trail)	Natural Trail	Medium	\$64,000
L14- Frog Pond Loop (Proposed Community Park)	Shared-Use Path	Medium	\$289,000 ^a
Total Cost of Medium Priority Trail Projects			\$5,381,000
Cost of Standalone High Priority Trail Projects			\$5,092,000^b
Low Priority			
R2- Stafford Spur Trail (Canyon Creek Park to Stafford Road)	Shared-Use Path	Low	\$1,645,000
R6c- Wiedeman Road Trail—Phase 3 (Canyon Creek Road to Stafford Spur Trail)	Shared-Use Path	Low	\$720,000 ^a
L8- Park Access Trail (accessed from Montgomery Way)	Low Volume Roadway	Low	\$12,000
L12- Villebois Loop Trail (Villebois Greenway to Tonquin Trail)	Shared-Use Path	Low	\$177,000 ^a

Table 2 continued on next page.

(Continued) Table 2: Bicycle and Pedestrian Projects (Community Walkways/Bikeways)

Project Location	Project Type	Priority	2011 Cost Estimate
Low Priority (Continued)			
L15- Rivergreen Trail (Tonquin Trail/SW Willamette Way to Waterfront Trail)	Natural Trail	Low	\$258,000
Total Cost of Low Priority Trail Projects			\$2,812,000
Cost of Standalone High Priority Trail Projects			\$1,915,000^p
TOTAL COST OF ALL TRAILS			\$28,990,000
COST OF ALL STANDALONE TRAILS			\$27,465,000^b
<p>* Project costs are accounted for as part of another project (i.e., a roadway extension, roadway widening, safety, or Safe Routes to School project) or are assumed to be completed as frontage improvements of an adjacent development.</p> <p>^b The standalone costs include all project costs not account for as part of another project or as a frontage improvement of an adjacent development (see note "a").</p>			

The prior tables identify high priority pedestrian and bicycle projects. Some of these projects will be constructed in conjunction with roadway improvements or adjacent land development; however, the City should construct the majority of the high priority pedestrian and bicycle improvements independent of roadway projects (unless there are imminent roadway improvements). The specific projects that should be constructed as soon as feasible include the following (with the associated Bicycle and Pedestrian Master Plan project identified in parenthesis):

Community Walkways and Bikeways

- Oregon Institute of Technology (OIT)/Pioneer Pacific College Enhanced Pedestrian Crossing (New improvement)
- Town Center Loop Pedestrian Environment (Project C1)
- Town Center Loop West Shared-Use Path (Project C2)
- Town Center Loop Bike/Pedestrian Bridge over I-5 (Project C4)
- Boeckman Road Bike Lanes and Sidewalks from Parkway Avenue to Canyon Creek Road (Project C7)
- Boeckman Road Bike Lanes and Sidewalks from Canyon Creek Road to Wilsonville Road (Project C9); previously identified as a safety improvement project
- French Prairie Drive Shared-Use Path from County View Lane to Miley Road (Project C13)
- Miley Road Bike Lanes and Sidewalks from I-5 Interchange to east French Prairie Drive (Project C14)
- Water Treatment Plant Shared-Use Path connecting to Wilsonville Road (Project C21)
- Boberg Road Sidewalk Gaps between Boeckman Road and Barber Street (Project C24)
- 95th Avenue Sidewalk Gaps between Boeckman Road and Hillman Court (Project C33)
- Parkway Avenue Bike Lanes and Sidewalks from Xerox Drive to Parkway Center Drive (Project C40); costs accounted for in associated roadway widening project

Regional and Local Trails

- Tonquin Trail through West Wilsonville (Project R1)
- Boeckman Creek Trail from Canyon Creek Park to Memorial Park (Project R3)

- Waterfront Trail Improvements Underneath I-5 from Memorial Park to Boones Ferry Park (Project R4a)
- Willamette River Crossing Bicycle and Pedestrian Bridge (Project R5 and RTP Project 10133)
- Park at Merryfield Trail Widening from Camelot Street to Wood Middle School (Project L10)

These pedestrian and bicycle projects are also shown in Figure 1 and include minor revisions to the project list identified in the prior *Transportation System Gaps and Deficiencies* memorandum.¹⁸ The bicycle and pedestrian projects that are not included in this list but that are associated with a motor vehicle improvement are expected to be funded and constructed along with the associated motor vehicle project. The remaining projects that are neither identified in the above stand-alone list nor associated with a motor vehicle project should be constructed as funding becomes available.

¹⁸ *Wilsonville Transportation System Plan Update – Transportation System Gaps and Deficiencies (Task 4.1)*, technical memorandum #6 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, February 9, 2012.

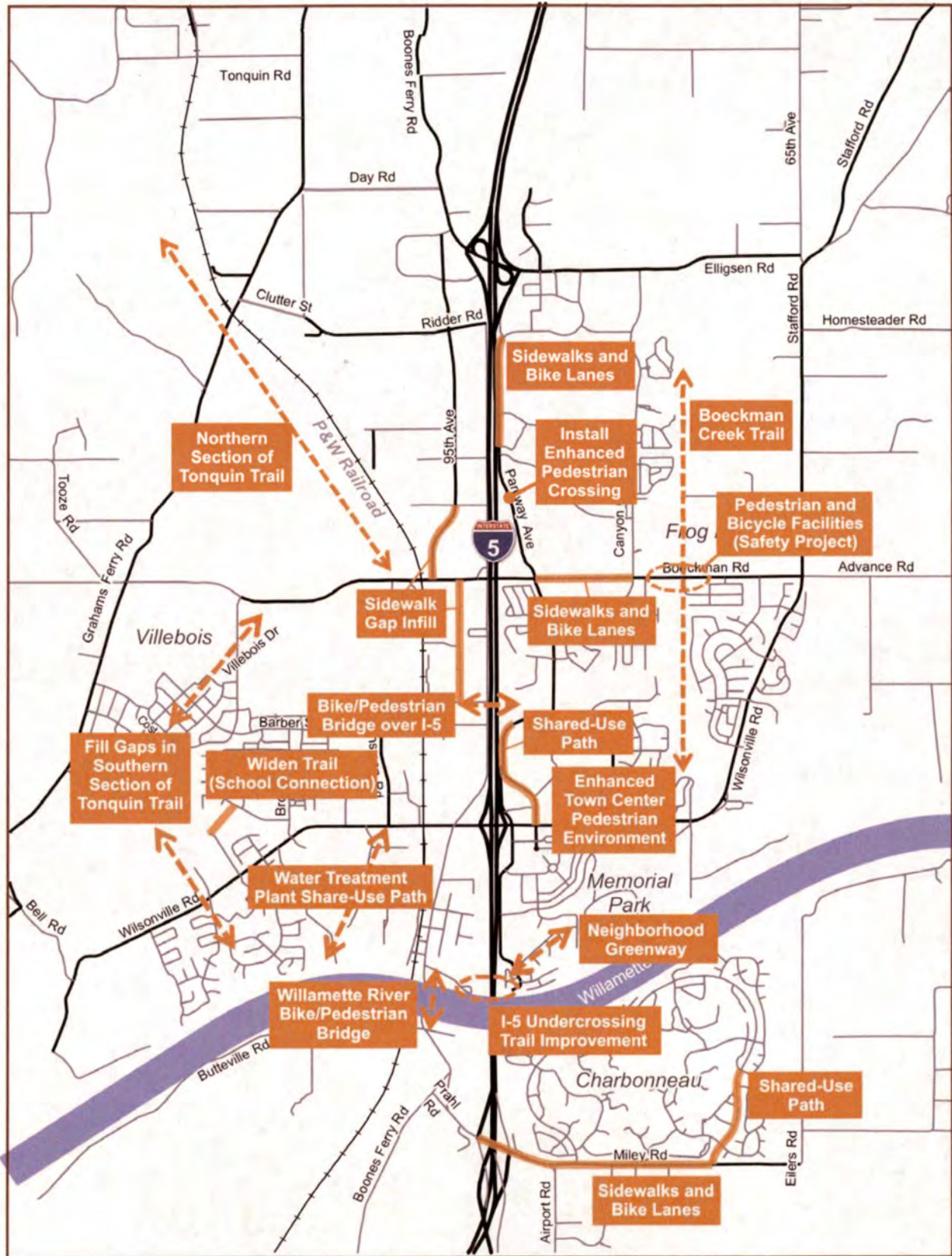
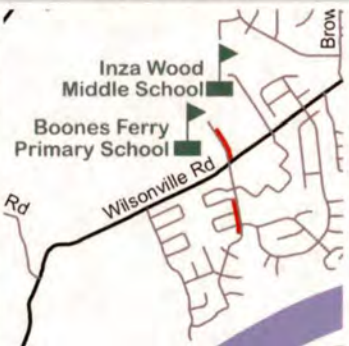



Figure 1: Stand-Alone Bicycle and Pedestrian Projects

Safe Routes to School (SR2S)

As part of the TSP update, the City has been working with the parents and administrators of each of the City’s primary and middle schools to prepare Safe Routes to School plans. These plans are intended to reduce school-related traffic demand and provide numerous additional benefits, including improved safety, increased physical activity and related health benefits, increased sense of community, and reductions in transportation-related air pollution. To be successful, these plans will require the coordinated effort and support of school officials, parents, residents, and City of Wilsonville planning and engineering staff.

The Safe Routes to School plans will include a combination of education and outreach programs along with supporting pedestrian and bicycle infrastructure improvements. The focus in this memorandum is on the infrastructure improvements that are needed to address the school-related pedestrian and bicycle gaps and deficiencies identified in the prior *Transportation System Gaps and Deficiencies* memorandum.¹⁹ The project details and cost estimates for the infrastructure improvement projects are described in the following tables. The 2006 Bicycle and Pedestrian Master Plan provides standard cross-sections that should be used for the trails.

SR1: Willamette Way East Sidewalks (Safe Routes to School – Boones Ferry Primary)		Cost Estimate: \$50,000
Improvement	Information	
	<p>Sidewalk Gaps:</p> <ul style="list-style-type: none"> • Construct sidewalks along the Eastern edge of Willamette Way E (school entrance, near track area) just north of Wilsonville Road. • Construct missing sidewalk link: Western edge of Willamette Way E, south of Chantilly. 	

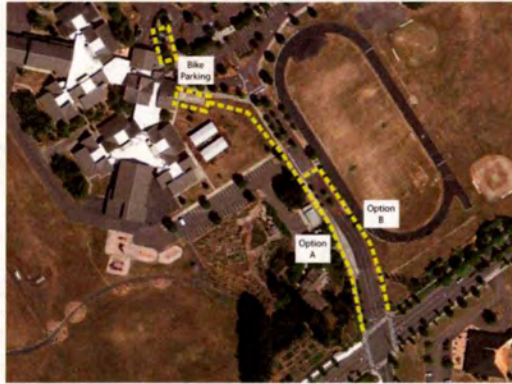
SR2: North Campus Connection (Safe Routes to School – Boones Ferry Primary)		Cost Estimate: \$50,000
Improvement	Information	
	<p>Sidewalk Deficiencies:</p> <ul style="list-style-type: none"> • Construct raised curb along the north fire lane located between Wood Middle School and Boones Ferry Primary • Extend path (10 to 12 feet wide) from Hazelwood (adjacent to Wood Middle School parking lot) with guided route through parking lot to the school. 	

¹⁹ *Wilsonville Transportation System Plan Update – Transportation System Gaps and Deficiencies (Task 4.1)*, technical memorandum #6 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, February 9, 2012.

**SR3: Boones Ferry Primary Bicycle Access Route
(Safe Routes to School – Boones Ferry Primary)**

Cost Estimate: \$300,000

Improvement



Information

Bicycle Gaps:

- Construct a 10 to 12-foot bike path between the school bicycle parking and Wilsonville Road

**SR4: Boones Ferry Primary Bicycle Parking Shelter
(Safe Routes to School – Boones Ferry Primary)**

Cost Estimate: \$15,000

Improvement



Information

Bicycle Deficiencies:

- Construct a cover over bike parking for weather protection.

**SR5: Wood Middle School Bicycle Access Route
(Safe Routes to School – Wood Middle School)**

Cost Estimate: \$300,000

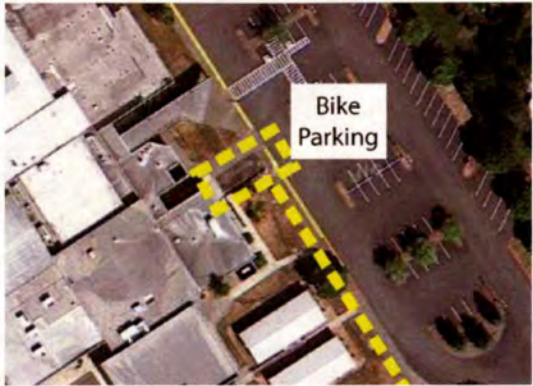
Improvement




Information

Bicycle Gaps:

- Construct a 10 to 12-foot bike path between the school bicycle parking and Wilsonville Road

SR6: Wood Middle School Bicycle Parking Shelter (Safe Routes to School – Wood Middle School)		Cost Estimate: \$15,000
Improvement	Information	
	<p>Bicycle Deficiencies:</p> <ul style="list-style-type: none"> • Construct a cover over bike parking for weather protection. 	

SR7: Boeckman Creek Primary Multi-Use Access Path (Safe Routes to School – Boeckman Creek Primary)		Cost Estimate: \$50,000
Improvement	Information	
	<p>Sidewalk/Bicycle Deficiencies:</p> <ul style="list-style-type: none"> • Construct new 10 to 12-foot bike path on the south side of the existing sidewalk that meanders south of the tree line. This path would connect to the existing marked crosswalk. 	

Transit Improvements

The City’s transit service, which is operated by South Metro Area Regional Transit (SMART), plays an important role in providing mobility for residents, employees, and students who travel to, from, and within Wilsonville. It provides an important connection to the region, particularly due to Wilsonville’s strong employment base and central location between Portland and Salem.

SMART is a department of the City of Wilsonville and operates several fixed bus routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. The primary transit hub in Wilsonville is the SMART Central transit center, which provides connections to all SMART bus routes, is adjacent to TriMet’s Westside Express Service (WES) commuter rail station, and includes a 400-stall park-and-ride lot. SMART also manages various programs, including Dial-a-Ride (curb-to-curb service for elderly and disabled residents) and SMART Options (support services for those who chose another transportation alternative besides driving alone).

In 2008, the City of Wilsonville adopted its Transit Master Plan (TMP), which identifies transit projects and implementation measures throughout Wilsonville. A list of these projects, their current status as of February 2012, and other applicable information were provided previously in the *Transportation System Gaps and Deficiencies* memorandum.²⁰ Based on the updated assessment of system needs through 2035, this list of projects and implementation measures is in the process of being updated as part of the TSP update. The proposed route maps will also be updated consistent with current SMART routes and anticipated changes.

In addition to revising the 2008 Transit Master Plan projects and implementation measures, the City of Wilsonville would benefit from the following transit strategies:

- **Public Feedback Process:** Develop a process for responding to public feedback regarding transit services, including bus routing and transit stop amenity decisions. This process should address both complaints and additional service requests while allowing an equal opportunity for input from those with opposing viewpoints. It should also give consideration to the needs of youth, seniors, people with disabilities, and environmental justice populations (including minorities and low-income families) due to the greater dependence that these citizens have on transit services for basic mobility.
- **Service Coverage:** Provide transit routes throughout the City so that all residents and businesses who desire transit service are within one-quarter mile walking distance from a transit stop. Service changes should follow the public feedback process that is also being recommended. The current neighborhoods that are outside the one-quarter mile coverage area include the majority of Charbonneau, the southern portion of Willamette Way East, the area south of Memorial Drive, and a small section along Canyon Creek Road south of Boeckman Road.
- **Basic Transit Stop Amenity:** Develop a new transit stop amenity that includes a seat for waiting passengers but does not require the same installation and maintenance cost as a transit shelter. Once a design has been determined, then install this amenity at appropriate transit stops throughout the City as resources are available.
- **Transit Requirements in Development Code and Public Works Standards:** Revise City Code and Public Works Standards to require developers to coordinate with SMART and then to install appropriate transit stop amenities when a stop is located within a Master Plan Area or along the project frontage. Also require convenient pedestrian and bicycle connections between developments and the City's pedestrian and bicycle network, particularly in the vicinity of transit stops.
- **Master Plan Area Transit Requirements:** Revise City Code to require Master Plan Area developers to lay out the internal roadway, pedestrian, and bicycle networks to support the feasibility of transit service and also to provide transit stops and amenities where appropriate. In larger areas, this includes providing a transit-friendly street that accesses a primary transit stop near the center of the Master Plan Area. This primary transit stop should also be conveniently accessible by foot and bike.
- **Service Expansion in New Growth Areas:** Expand transit service to new growth areas as

²⁰ *Wilsonville Transportation System Plan Update – Transportation System Gaps and Deficiencies (Task 4.1)*, technical memorandum #6 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, February 9, 2012.

development occurs (for example, Coffee Creek, Villebois, and Frog Pond Master Plan Areas) and coordinate new transit routes and associated transit facilities with developers as part of development agreements. In addition, coordinate a service area transfer with TriMet as the City annexes additional areas on its periphery (for example, the Coffee Creek Master Plan Area) so that the SMART service area boundaries align with City limits. RTP Project 11108 identifies new transit service to developments in west Wilsonville.

- **Transit Advisory Board:** Evaluate whether to form a Transit Advisory Board comprised of interested stakeholders, including residents, employees, and employers. Determine what role this board would play and how it would function.
- **Bus Fleet Replacement (with Alternative Fuel Buses):** Update SMART's bus fleet by replacing older buses (previously identified in 2008 TMP and RTP Project 11109). SMART currently operates two compressed natural gas (CNG) buses and should consider additional CNG or other alternative fuel buses whenever it makes a new purchase. SMART should pursue grant funding to assist with bus purchases. Additional bus purchases may be needed to increase the size of the bus fleet if service coverage and/or frequency are increased.
- **Fiber Network:** Connect the new service and operations center to Clackamas County's fiber network once fiber is installed along the roadways between SMART's new facility and where the network currently ends near the I-5/Wilsonville Road interchange. Being connected to the fiber network will allow improved integration with traffic operations.
- **Information Technology:** Improve transit operations by implementing new technologies as they become financially feasible. For example, SMART currently works with a consultant who keeps current SMART schedules and routes up to date on Google Transit, where the transit information integrates with TriMet and can help users plan trips. Areas of additional technological advancement to consider include enhanced integration with regional providers, transit tracking systems (installing GPS units on buses) with electronic time displays at key transit stops, alternative fuel vehicles, social media and other ways to communicate with transit users, and developing additional operational metrics and measures to enhance the understanding of system performance.

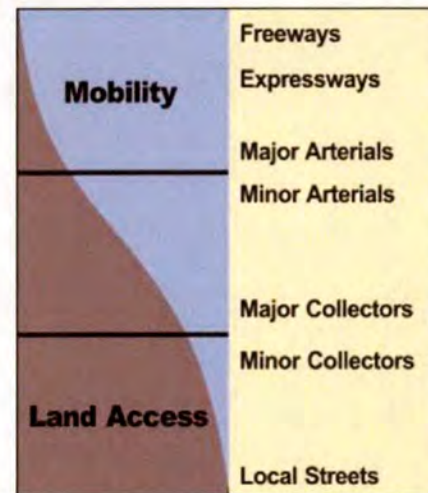
Land Use Strategies

For new development areas, the City of Wilsonville currently encourages master plan developments with complementary land uses (i.e., jobs, retail, services, and housing) that support convenient access to nearby destinations for all travel modes. These master plans include bicycle, pedestrian, and transit facilities that are coordinated with the motor vehicle network and the City's nearby transportation system. One example is the Villebois Village Master Plan,²¹ which was developed to provide a community that offers many options and choices for those who live, work, and play there. Other master plan areas around the City take a similar approach. The City should continue to support the use of master plan areas.

²¹ *Villebois Village Master Plan*, August 2, 2010 (most recent amendment)

Street Functional Classifications

The City’s street functional classification system is an important tool for managing public roadways pragmatically and cost effectively. It is based on a hierarchical system of roads where higher classification roadways (freeways, expressways, and arterials) are focused on moving traffic, while lower classification roadways (local streets) are focused on providing access to individual parcels (see diagram at right). Collector roadways provide the transition between arterials and local streets and have a balance of access and mobility.



Each classification category has associated design standards for access spacing and cross-sections (i.e., number of travel lanes, bike/pedestrian facilities, on-street parking, planter strips, etc.). Therefore, functional classification supports future construction and planning efforts by providing design and connectivity guidance. For example, system connectivity is best structured with incremental steps in classifications so that there is a smooth transition from high access/low mobility roads to low access/high mobility roads. Also, having design standards allows the City to provide clear direction to developers and others who may be constructing roadways within the City.

The City of Wilsonville currently has six functional classes,²² which are listed in Table 4 along with their related access spacing and cross-section standards. The “spacing” distance that is referenced in the first column of Table 4 is illustrated in the Figure 2 below. A map of existing and planned City roadways and their classifications is available in Figure 4.8 of the currently adopted TSP and is attached in this memorandum’s appendix.



Figure 2: City of Wilsonville Arterial and Collector Street Spacing Guidelines

²² City of Wilsonville functional classifications are identified on page 4-47 of the 2003 Transportation System Plan (TSP), with the roadway designations shown in Figure 4.8 on page 4-29.

Table 4: City of Wilsonville’s Existing Functional Classifications

Class (Desired Spacing)*	Purpose	Location	Minimum Access Spacing	Cross-Section	Other Features
Major Arterial (1-2 miles)	Serves majority of trips entering and leaving urban areas	Primarily connects I-5 interchanges with major activity centers (i.e., Town Center and Argyle Square) but also includes Stafford Road and Boeckman Rd bridge over I-5	1,000 ft (fully- or partially-controlled access)	2 travel lanes in each direction plus center left-turn lane (can include dual left-turn lanes)	On-street parking not allowed; sidewalks, bike lanes, 8.5 ft planter
Minor Arterial (1 mile)	Focus on mobility around town but still provide access to adjacent land uses	Direct-connection roadways through town (Wilsonville Rd, Elligsen, Boeckman, Canyon Creek Parkway Ave, Grahams Ferry, Miley); usually do not penetrate identifiable neighborhoods	600 ft (primarily to larger developed areas or neighborhoods)	1 to 2 travel lanes in each direction plus center left-turn lane	On-street parking not allowed; sidewalks, bike lanes, 8.5 ft planter
Major Collector (1/2 mile)	Connect arterial system to residential, commercial, and industrial areas	Higher use, but indirect roadways around town (95th Ave, Boones Ferry south of Boeckman, Day, Ridder, French Prairie, Brown)	100 ft	1 travel lanes in each direction plus center left-turn lane	Optional on-street parking; sidewalks, bike lanes (where high traffic volumes), 6.5 to 8.5 ft planter (depending on parking)
Minor Collector (1/4 mile)	Connect arterial system to residential	Primarily the higher use residential or lower use industrial roadways (Memorial Dr, Meadows Lp, Barber, Boberg, Boones Ferry north of Boeckman, Kinsman, Clutter, Burns)	50 ft	1 travel lane in each direction (no center left-turn lane)	Optional on-street parking; sidewalks, bike lanes (where high traffic volumes), 6.5 ft planter
Residential Street (Local Street: 300 to 500 ft)	Provide direct access to abutting land uses; through movement discouraged	All roadways in City that are not otherwise classified	Local Street: Permitted to each lot	1 travel lane in each direction (no center left-turn lane and no striping called out for roadway center line)	On-street parking allowed; sidewalks, 4.5 ft planter; 40 ft curb-to-curb if "Transit Street" (otherwise 28-32 ft)
Rural Road	Provide direct access to rural areas	All roadways outside UGB (is a special application only to be used with prior approval from City Planning Dept. and City Engineer)		1 travel lane in each direction (no center left-turn lane and no striping called out for roadway center line)	Soft shoulder with ditch/swale on one side, sidewalk on other side (with parking)

* Desired spacing refers to distance between roadways with same or higher functional classification.

The City would benefit from revising its functional classifications to ensure consistency with existing and desired cross-sections and access spacing standards for City roadways as improvements are constructed and fronting sites develop or redevelop. The following functional classification changes are recommended:

- **Add Neighborhood Collector Classification:** This new classification would convert the existing “Minor Collector with On-street Parking” cross-section into a stand-alone classification rather than it being an option that is currently available for Minor Collector roadways.²³ The only roadways currently using this cross-section standard are the Minor Collectors within the Villebois Master Plan Area. Other future master plan areas may also benefit from the provision of a Neighborhood Collector as the primary roadway connecting residential streets to the City’s arterial street network.
- **Add Narrow Cross-Section Option for Local Streets:** A narrow cross-section option should be developed for the City consistent with RTFP 3.08.110B.
- **Change Functional Classifications of Existing Roadways:**
 - Grahams Ferry Road (north of Day Road) from a Minor Arterial to a Major Arterial
 - Day Road from a Major Collector to a Major Arterial
 - 95th Avenue (south of Ridder) from a Major Collector to a Minor Arterial
 - Barber Street (east of Costa Circle) from a Minor Collector to a Major Collector
 - Barber Street (east of Kinsman Road) from a Minor Collector to a Major Collector
 - Kinsman Road (south of Barber Street) from a Minor Collector to a Major Collector
 - Clutter Street from a Minor Collector to a Major Collector
 - Costa Circle from a Minor Collector to a Neighborhood Collector
 - Barber Street (west of Costa Circle roundabout) from a Minor Collector to a Neighborhood Collector
 - Bailey Street from a Residential Street to a Minor Collector
 - Parkway Avenue (south of Town Center Loop) from a Residential Street to a Minor Collector
- **Change Functional Classifications of Planned Roadway Extensions:**
 - Kinsman Road Extension from a Minor Collector to a Major Collector
 - Barber Street Extension (Kinsman Road to Montebello Drive) from a Minor Collector to a Major Collector
 - Remaining sections of Barber Street and Costa Circle in Villebois Master Plan Area from a Minor Collector to a Neighborhood Collector
 - Wiedeman Road Extension (new project) from a Residential Street to a Minor Collector

Figure 3 shows the revised functional classification designations of the City’s street network. It also provides City designations for the County roadways immediately adjacent to the City to assist City staff in requiring the appropriate roadway right-of-way acquisition and half-street improvements as adjacent land develops.

²³ “Minor Collector with On-street Parking Standards” cross section is identified on Figure 4.17 (page 4-53) of the 2003 Transportation System Plan (TSP).

The City of Wilsonville, Oregon Clackamas and Washington Counties

Transportation System Plan

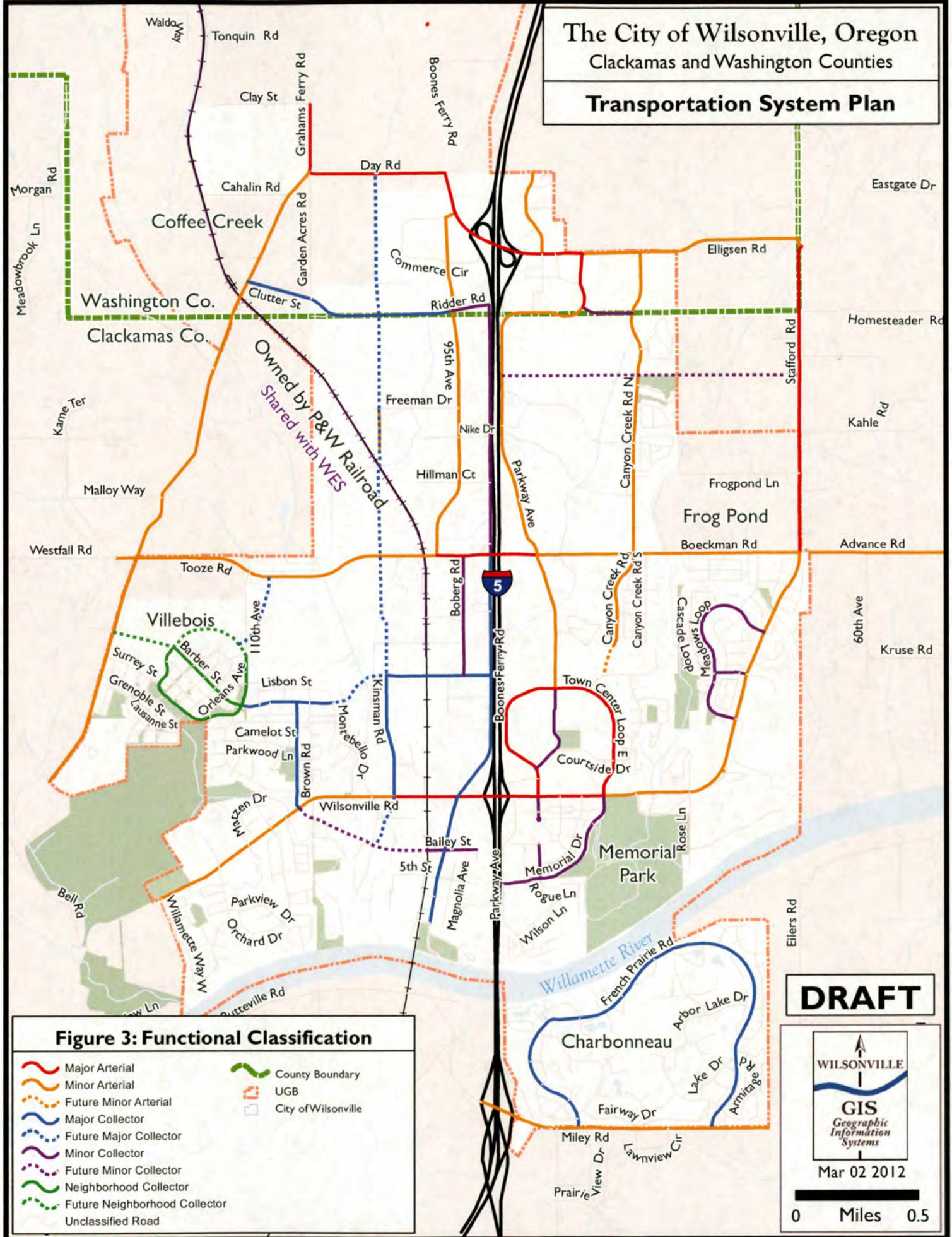
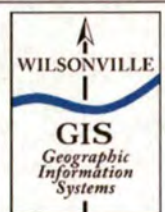


Figure 3: Functional Classification

- Major Arterial
- Minor Arterial
- Future Minor Arterial
- Major Collector
- Future Major Collector
- Minor Collector
- Future Minor Collector
- Neighborhood Collector
- Future Neighborhood Collector
- Unclassified Road
- County Boundary
- UGB
- City of Wilsonville

DRAFT



Mar 02 2012

0 Miles 0.5

Access Spacing Standards

The City's functional classifications are also used to determine the minimum access spacing requirements for a given roadway. No changes are needed to the spacing standards, but clarification should be provided on how the spacing standards should be measured.

There are two recommended clarifications to the City's access spacing standards:

- **Collector and Residential Access Spacing between Curbs:** Specify that the spacing is measured between adjacent curb returns on Major Collectors, Minor Collectors, and Local/Residential Streets.
- **Arterial Access Spacing between Centerlines:** Specify that the spacing is measured from centerline to centerline on Major Arterials and Minor Arterials.

Street Design Standards

A key benefit that functional classifications provide to City staff is that they identify the standard cross-sections for each roadway. The applicable cross-section standards for all City streets, except those in the Villebois Master Plan Area, are contained in the current TSP²⁴ and are reproduced in the appendix. The applicable cross-section standards for Villebois are provided in the Villebois Master Plan Area. All cross-section standards include curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with the Bicycle and Pedestrian Master Plan.²⁵ The City's functional classifications and associated roadway travel and turn lanes are listed below:

- **Major Arterials** have two travel lanes in each direction plus turn lanes. In special circumstances, such as near the I-5 interchanges, the Major Arterials may have additional travel lanes and dual turn lanes.
- **Minor Arterials** and **Major Collectors** have one travel lane in each direction plus a center two-way left-turn lane that may be striped as left-turn lane at public intersections.
- **Minor Collectors, Neighborhood Collectors, and Local Streets** all have one travel lane in each direction and no center turn lanes.

Based on feedback from City staff and a review of Metro Regional Arterial and Throughway Design Concepts,²⁶ only minor revisions are needed to the cross-section standards.

The City should make the following changes to its cross-section and design standards:

- **Four/Five Lane Major Arterial Cross-Section:** Remove continuous center two-way left-turn lanes (TWLTL) from the Major Arterial cross-section standard to be consistent with the RTP. Major Arterials should be four-lane roadways with widening for turn lanes where needed. To accommodate potential turn lane locations, the full five-lane right-of-way width should be acquired for the entire length of Major Arterial corridors.

²⁴ City of Wilsonville functional classifications are identified on page 4-47 of the 2003 Transportation System Plan (TSP), with the roadway designations shown in Figure 4.8 on page 4-29.

²⁵ *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, ITE (2010); this report has beneficial guidance for designing pedestrian facilities.

²⁶ *2035 Regional Transportation Plan*, Metro, June 2010; Table 2.6.

- **Additional Right-of-Way for Sidewalk Construction:** Add 0.5 feet of right-of-way to outside edge of sidewalk to accommodate sidewalk formwork and construction.
- **Neighborhood Collector Standard:** Change the name of the “Minor Collector with On-street Parking Standards” cross-section to “Neighborhood Collector Standards”.²⁷
- **Depth of Asphalt:** Specify in the City’s Public Works Standards the depth of asphalt (inches) to be used for roadway paving for different functional classifications due to the expected traffic volumes.

Roadway Widening

Roadway widening is needed on multiple City roadways to either upgrade them to urban design standards or accommodate increased capacity (particularly when adjacent intersections require multiple through lanes). The City’s standard practice for preparing for and performing roadway upgrades is to first designate roadway functional classifications based on the desired number of travel lanes and whether there will be a continual center turn lane. Then, as adjacent developments occur or City-led projects are needed, roadway cross-sections are built consistent with the corresponding functional classification cross-section standard. Table 5 lists the City’s roadway widening projects along with prior priority (based on the 2003 TSP), evaluation score, and estimated cost. More specific project details, evaluation scores, and cost estimates are described in the tables on the pages that follow. These projects do not include those roadways where future widening is expected to be fully constructed as part of future development.

Table 5: Roadway Widening Project Evaluation

Roadway	Project Type	Prior Priority	Evaluation Score	Cost
Boeckman Rd (Boberg Rd to Parkway Ave) with I-5 Bridge	Road Widening (4-Lane)	Long (11-20 yrs)	60	\$13,600,000
Tooze Rd (Boeckman Rd to Grahams Ferry Rd)	Road Widening (3-Lane)	Short (1-5 yrs)	55	\$3,800,000
Parkway Rd 3-Lane Widening (Parkway Center Dr to Xerox Dr)	Road Widening (3-Lane)	Long (11-20 yrs)	55	\$5,000,000
Boeckman Rd (Stafford Rd to west of Willow Creek Dr)	Road Widening (3-Lane)	Short (1-5 yrs)	50	\$1,600,000
Stafford Rd (Boeckman Rd to Kahle Rd)	Road Widening (3-Lane)	Not previously identified	45	\$3,900,000
Day Road(Boones Ferry Rd to Grahams Ferry Rd)	Road Widening (4-Lane)	Not previously identified ^a	45	\$6,600,000
Grahams Ferry Rd (Day Rd to Tonquin Rd)	Road Widening (4-Lane)	Not previously identified ^a	45	\$7,000,000
Total Cost of Roadway Widening Projects				\$41,500,000

^a These widening improvements may not be needed if Tonquin Road is extend east between Grahams Ferry Road and Boones Ferry Road as part of the Basalt Creek Plan

²⁷ “Minor Collector with On-street Parking Standards” cross section is identified on Figure 4.17 (page 4-53) of the 2003 Transportation System Plan (TSP).

**Boeckman Road 4-Lane Widening
(Boberg Road to Parkway Avenue with I-5 Bridge)**

Evaluation Score: 60
Cost Estimate: \$13.6 M

Advantages/Disadvantages

The improvements would include widening the roadway to four lanes across I-5, with center left-turn lanes at Boberg Street and the Boones Ferry access loop, and with additional turn lanes at the Parkway Avenue intersection. It would also include bike lanes and sidewalks. This improvement is included in the RTP as Project 10132.

Approximately 3,000 additional vehicles per day would use the roadway segment if improvements are constructed, reducing traffic on Elligsen Rd, Wilsonville Rd, and Boones Ferry Road. Traffic volume would increase on Parkway Avenue and 95th Avenue to access the improved segment. Travel time through the corridor would be increased.

Alternative Schematic



**Tooze Road 3-Lane Widening
(Boeckman Road to Grahams Ferry Rd)**

Evaluation Score: 55
Cost Estimate: \$3.8 M

Advantages/Disadvantages

Widen to three lanes (including bike lanes and sidewalks), consistent with the Boeckman Road cross section located immediately to the east. This improvement is included in the RTP as Project 10131.

The improvements would likely be constructed in conjunction with the development of the Villebois Village Master Plan Area to the south. The developer would be responsible for the half-street improvements on the south side of Tooze Road.

Alternative Schematic



**Parkway Road 3-Lane Widening
(Parkway Center Drive to Xerox Drive)**

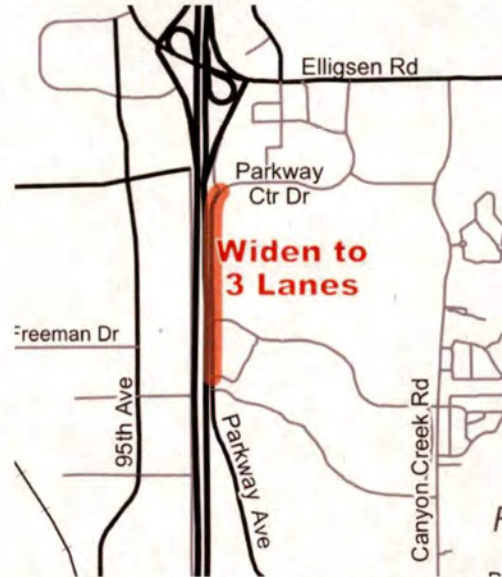
**Evaluation Score: 55
Cost Estimate: \$5.0 M**

Advantages/Disadvantages

Widen to three lanes (including bike lanes and sidewalks), consistent with the cross-section to the north and south.

The improvements would likely be constructed in conjunction with the development of the vacant parcel on the east. The developer would be responsible for the half-street improvements on the east side of Parkway Avenue. There is no development potential on the west side of Parkway Avenue due to the proximity to Interstate-5.

Alternative Schematic



**Boeckman Road 3-Lane Widening
(Stafford Road to west of Willow Creek Drive)**

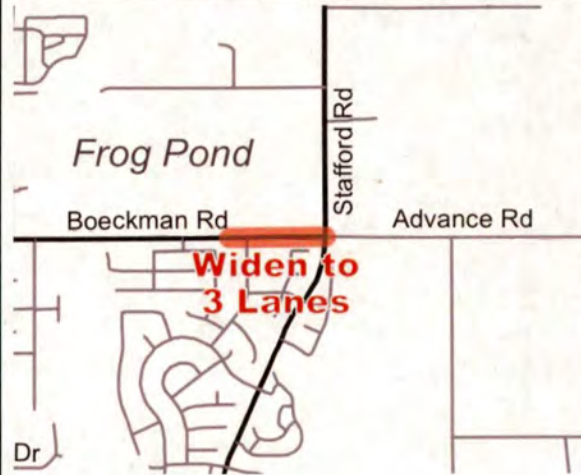
**Evaluation Score: 50
Cost Estimate: \$1.6 M**

Advantages/Disadvantages

Widen to three lanes (including bike lanes and sidewalks). This improvement is part of RTP Project 10156, which includes widening Boeckman Road for the full length between Canyon Creek Road and Stafford Road.


The improvements would likely be constructed in conjunction with the development of the Frog Pond Master Plan Area to the north. The developer would be responsible for the half-street improvements on the north side of Boeckman Road. Existing residential development already exists on the south side of Boeckman Road.

Alternative Schematic



<p>Stafford Road 3-Lane Widening (Boeckman Road to Kahle Road)</p>		<p>Evaluation Score: 45 Cost Estimate: \$3.9 M</p>
<p>Advantages/Disadvantages</p> <p>Widen to three lanes (including bike lanes and sidewalks).</p> <p>The improvements would likely be constructed in conjunction with the development of the Frog Pond Master Plan Area to the west. The developer would be responsible for the half-street improvements on the west side of Stafford Road. The vacant land on the east side of Stafford Road is currently outside of the Urban Growth Boundary (UGB).</p>	<p>Alternative Schematic</p>	

<p>Day Road 4-Lane Widening (Boones Ferry Rd to Grahams Ferry Road)</p>		<p>Evaluation Score: 45 Cost Estimate: \$6.6 M</p>
<p>Advantages/Disadvantages</p> <p>Widen to four lanes with additional left-turn lanes at Boones Ferry Road and Grahams Ferry Road intersections. To accommodate future left-turn lane locations (e.g., Kinsman Road extension), the full five-lane right-of-way width should still be acquired for the full length of the roadway. The improvement shall also include bike lanes and sidewalks. In conjunction with the widening, the structural integrity of the road should be improved to accommodate increased freight traffic to the nearby industrial area (see RTP Project 11243).</p> <p>This widening would likely occur with the development of Coffee Creek Master Plan Area. However, it may not be needed if Tonquin Road is extend east between Grahams Ferry Road and Boones Ferry Road as part of the Basalt Creek Plan.</p>	<p>Alternative Schematic</p>	

<p>Grahams Ferry Road 4-Lane Widening (Day Road to Tonquin Road)</p>	<p>Evaluation Score: 45 Cost Estimate: \$7.0 M</p>
<p style="text-align: center;">Advantages/Disadvantages</p> <p>Widen to four lanes with additional left-turn lanes at Tonquin Road and Day Road intersections. To accommodate future left-turn lane locations, the full five-lane right-of-way width should still be acquired for the full length of the roadway. The improvement shall also include bike lanes and sidewalks.</p> <p>This widening would likely occur with the development of Coffee Creek Master Plan Area. However, it may not be needed if Tonquin Road is extend east between Grahams Ferry Road and Boones Ferry Road as part of the Basalt Creek Plan.</p>	<p style="text-align: center;">Alternative Schematic</p> 

Freight Routes and Improvements

The City of Wilsonville currently does not have its own freight plan or designated freight routes, but has relied on County and Metro designated routes. As a major employment center and industry hub along I-5, the City and its freight community will receive multiple benefits from having its own freight plan with designated freight routes (which include truck routes, railroads, and waterways):

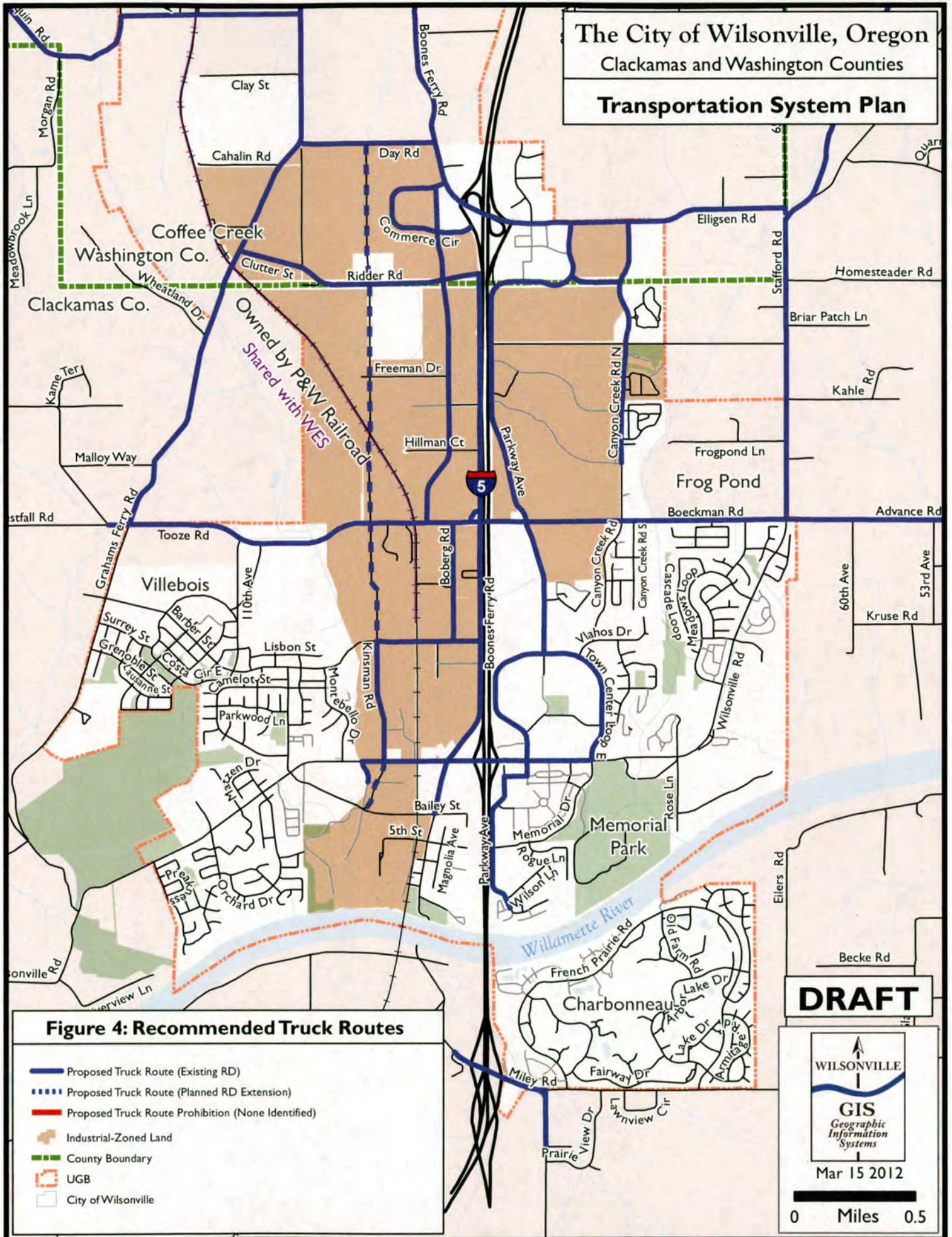
- Improved freight reliability and mobility
- Improved coordination between freight needs and the needs of other system users, particularly bicyclists and pedestrians
- Improved coordination of freight connections and travel with adjacent jurisdictions

Figure 4 identifies the recommended freight routes throughout the City. These routes are intended to connect the City’s industrial and commercial sites with I-5 and other regional destinations and facilities. For example, Boones Ferry Road, Grahams Ferry Road, and Tonquin Road provide important truck connections to Washington County, and Stafford Road and Advance Road provide important truck connections to Clackamas County. In addition, the Portland and Western Railroad runs through Wilsonville, and the Willamette River has the potential for handling barge traffic.

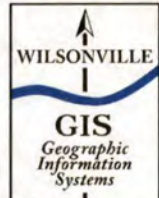
The City would benefit from the following freight-related strategies:

- **Roadway and Intersection Improvements:** Consider truck needs for all improvements located on the City’s designated truck routes (see Figure 4). Truck needs include but are not limited to turn radii, sight distance, lane widths, turn pocket lengths, and pavement design. In addition, improvements that reduce freight impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) should be considered, including buffered bike lanes, enhanced pedestrian crossings, and other ideas that improve safety.
- **Roadway Durability:** Update the City’s public works standards to specify the use of concrete when constructing roadway improvements on truck routes.
- **Freight Coordination:** Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic uses the City’s freight routes.

The City of Wilsonville, Oregon
 Clackamas and Washington Counties
Transportation System Plan



DRAFT



Mar 15 2012

0 Miles 0.5

Roadway Extensions

Roadway extensions are needed throughout the City to fill the street system connectivity gaps documented previously in the *Transportation System Gaps and Deficiencies* memorandum.²⁸ The City's current Transportation System Plan (TSP) has already identified most of the roadway extension projects, with the exception of Wiedeman Road and Boones Ferry Road.

To understand its specific contributions to the City's roadway network, each roadway extension was evaluated separately and compared to the 2035 Baseline network that was analyzed previously in the *Transportation System Gaps and Deficiencies* memorandum. The roadway extensions were then evaluated using the TSP evaluation criteria documented in the prior *Goals and Evaluation Criteria* memorandum.²⁹ Table 6 lists the roadway extensions along with prior priority (based on the 2003 TSP), evaluation score, and estimated planning level cost. More specific project details, evaluation scores, and cost estimates are described in the tables on the pages that follow.

Table 6: Roadway Extension Project Evaluation

Roadway	Project Type	Prior Priority	Evaluation Score	Cost Estimate
Barber St (Montebello Dr to Kinsman Rd)	Road Extension	Short (1-5 yrs)	75	\$7,300,000
Kinsman Rd (Barber St to Boeckman Rd)	Road Extension	Short (1-5 yrs)	75	\$4,300,000
Brown Rd (Option A) – Bailey Rd Connection (to Boones Ferry Rd) ^a	Road Extension	Short (1-5 yrs)	65	\$13,500,000 Recommended ^a
Kinsman Rd (Ridder Rd to Day Rd)	Road Extension	Short (1-5 yrs)	60	\$6,500,000
Kinsman Rd (Boeckman Rd to Ridder Rd)	Road Extension	Short (1-5 yrs)	55	\$12,000,000
Canyon Creek Rd (to Town Center Loop/Vlahos Dr)	Road Extension	Short (1-5 yrs)	55	\$3,500,000
Brown Rd (Option B) – 5th St Connection (to Boones Ferry Rd) ^a	Road Extension	Short (1-5 yrs)	50	\$15,150,000 Not Included ^a
Wiedeman Rd (Parkway Ave to Canyon Creek Rd)	Road Extension	Not previously identified	45	\$4,300,000
Boones Ferry Rd (Commerce Circle to Ridder Rd)	Road Extension	Not previously identified	35	\$2,100,000
Wiedeman Rd (Canyon Creek Rd to Stafford Rd)	Road Extension	Not previously identified	30	\$8,800,000
Total Cost of Roadway Extension Projects^a				\$60,200,000
^a It is recommended that the Brown Road extension connect to Boones Ferry Road at Bailey Street instead of at 5 th Street. The Bailey Street alternative costs less, avoids traffic routing through Old Town, and attracts more traffic from Wilsonville Road. Therefore, the 5 th Street connection is shown but its cost is not included in the total cost.				

²⁸ *Wilsonville Transportation System Plan Update – Transportation System Gaps and Deficiencies (Task 4.1)*, technical memorandum #6 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, February 9, 2012.

²⁹ *Wilsonville Transportation System Plan Update – Goals and Evaluation Criteria (Task 2.3)*, technical memorandum #3 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, April 11, 2012 (Draft).

**Barber Street Extension
(Montebello Drive to Kinsman Road)**

Evaluation Score: 75
Cost Estimate: \$7.3 M

Advantages/Disadvantages

Connecting Barber Street between Villebois and Kinsman Road would improve connectivity and access in western Wilsonville. It would create more direct connections for Villebois and provide an additional east/west roadway between Boeckman Road and Wilsonville Road.

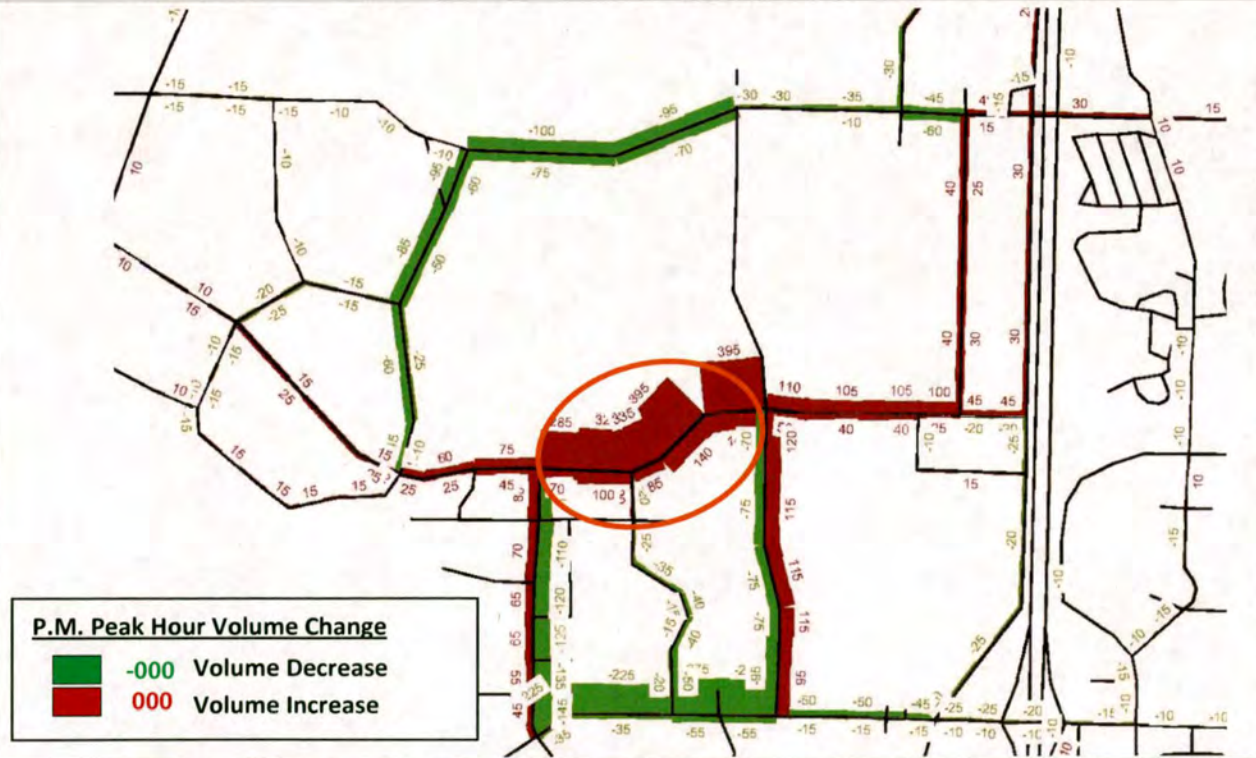
If constructed, approximately 350-550 vehicles would use the Barber Street Extension. These would primarily be local trips to/from Villebois and the nearby areas. The extension would reduce traffic on Boeckman Road, 124th Avenue, and Wilsonville. Brown Road and Montebello Drive would see decreases in traffic as well. Traffic volumes along Boberg Road and Kinsman Road would increase, to access the Barber Street Extension.

The project was included in future Baseline. It is also included in the RTP as Project 10153. Bike lanes and sidewalks shall be constructed with the roadway.

Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)



**Kinsman Road Extension
(Barber Street to Boeckman Road)**

Evaluation Score: 75
Cost Estimate: \$4.3 M

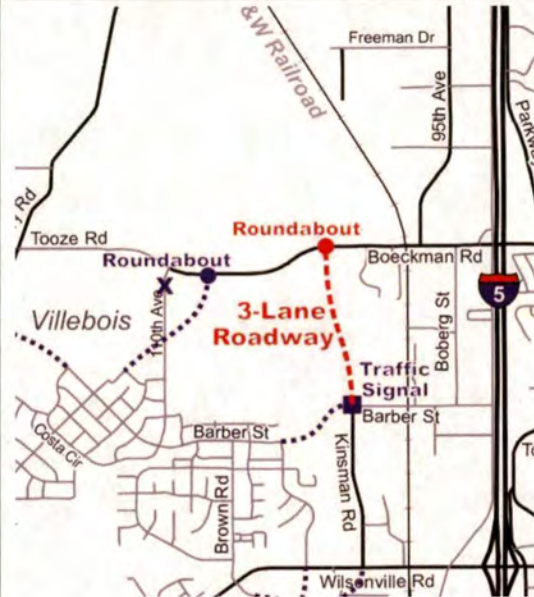
Advantages/Disadvantages

Extending the southern portion of Kinsman Road north to Boeckman would improve connectivity and access in western Wilsonville. It would create more direct connections to the Wilsonville WES station and provide an additional north/south roadway between Grahams Ferry Road and Boones Ferry Road.

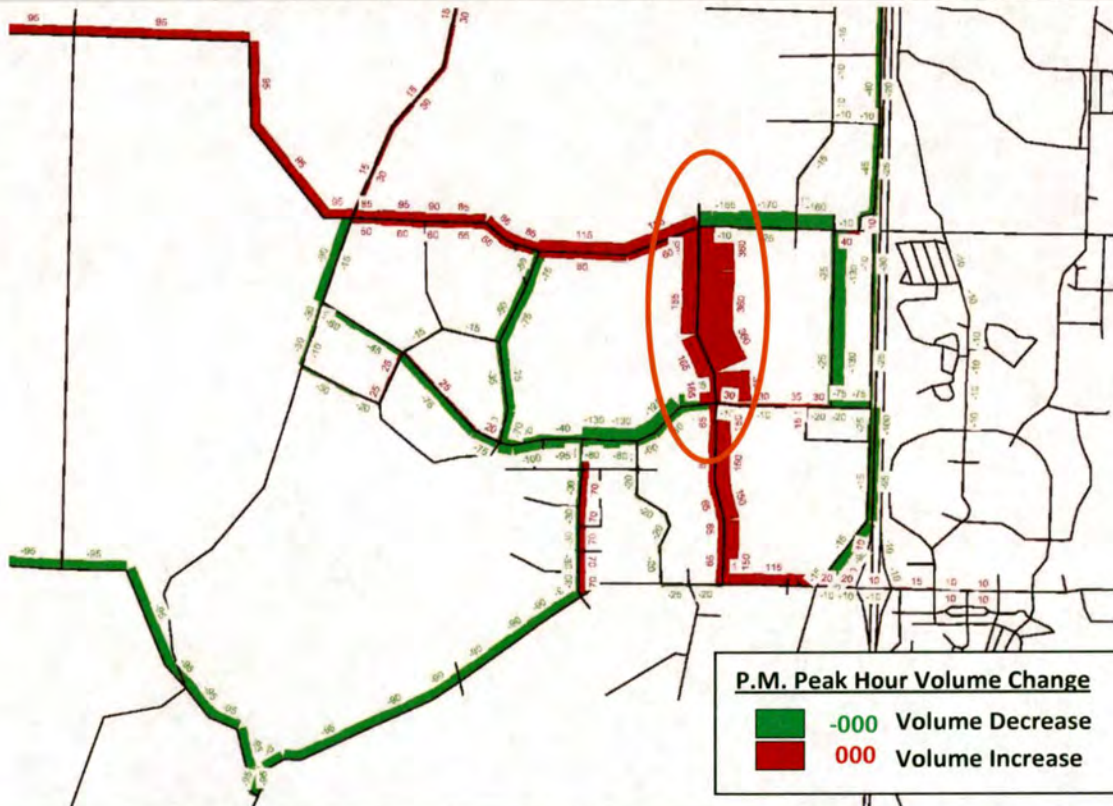
The extension would reduce traffic through Villebois (on Barber Street and 110th Avenue) and on Boones Ferry Road and Boberg Road (south of Boeckman Road). If constructed, traffic would increase on Boeckman Road to access the extension. The extension would shift up to 2,000 vehicles per day away from these roadways.

The project was included in future Baseline. It is also included in the RTP as Project 10130. Bike lanes and sidewalks shall be constructed with the roadway.

Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)



Brown Road Extension – Bailey Road Connection (to Boones Ferry Road)

Evaluation Score: 65
Cost Estimate: \$13.5 M

Advantages/Disadvantages

The Brown Road Extension would provide improved connectivity south of Wilsonville RD, between Boones Ferry Road and Brown Road. The project is also assumed to include a new connection to Kinsman Road.

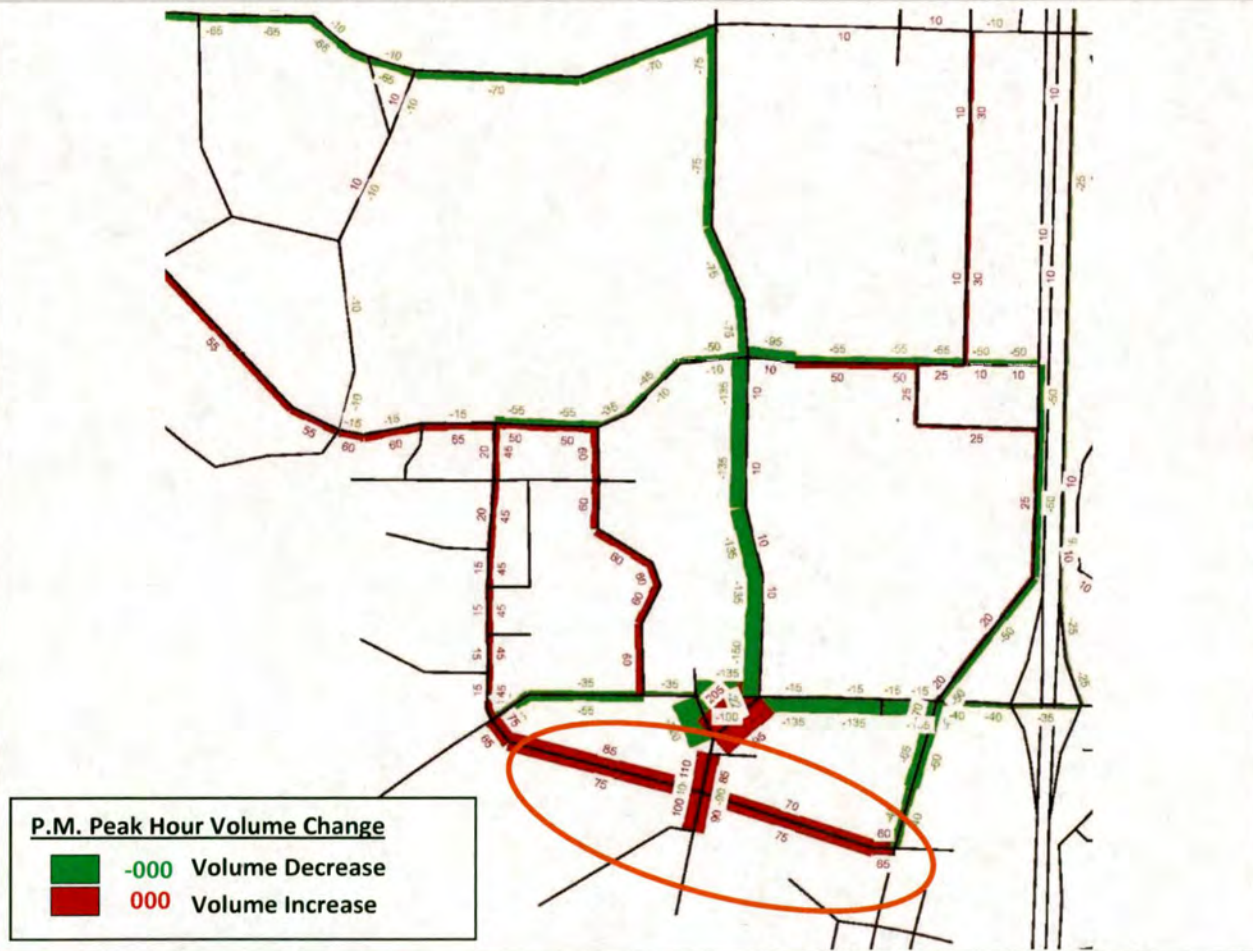
As a result of the project, a more direct travel alternative would remove 1,000-2,000 local access vehicles per day from Wilsonville Road. In addition, some vehicles would shift from Kinsman Road to Barber Street and Brown Road, north of Wilsonville Road.

The project was NOT included in future Baseline. Bike lanes and sidewalks shall be constructed with the roadway.

Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)



**Kinsman Road Extension
(Ridder Road to Day Road)**

Evaluation Score: 60
Cost Estimate: \$6.5 M

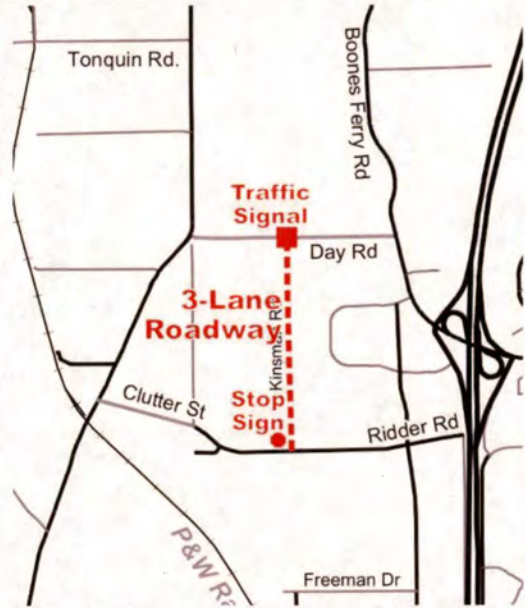
Advantages/Disadvantages

A new roadway along the Kinsman Road alignment would improve access and circulation in northwest Wilsonville.

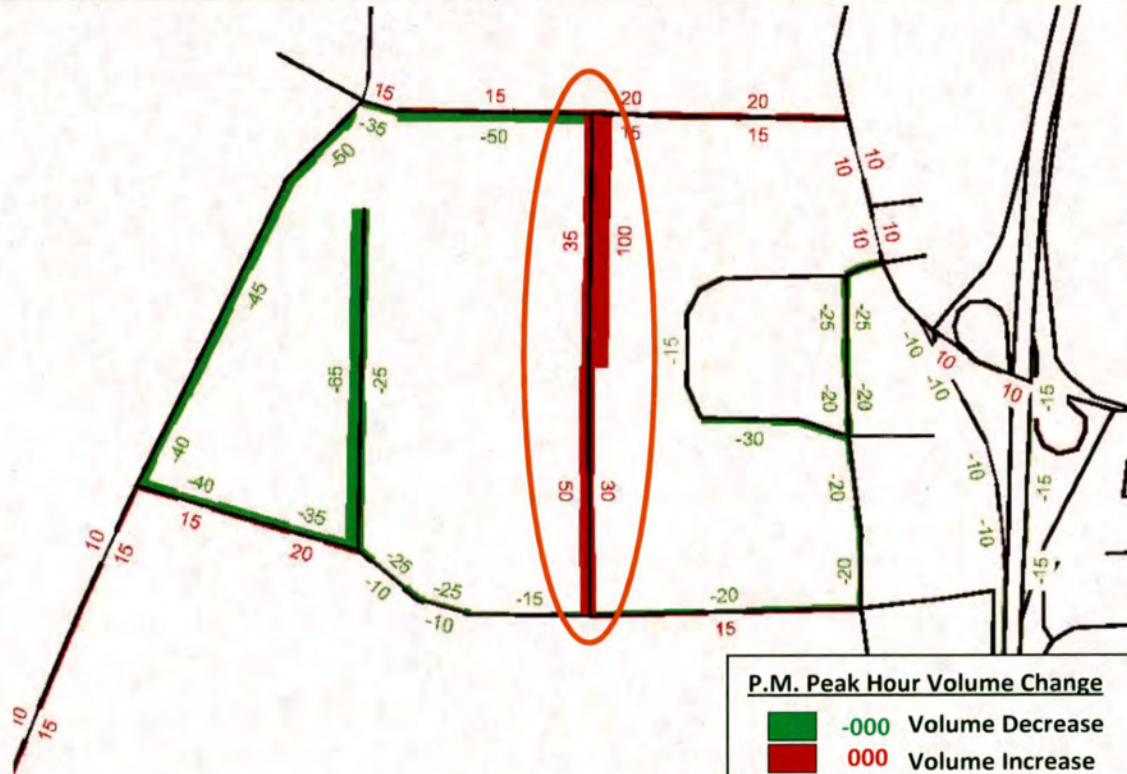
The overall impact is relatively small and limited to local access trips. The extension would provide more direct connections for local traffic, removing up to 500 vehicles per day from Grahams Ferry Road. and 95th Avenue.

The project was included in future Baseline. It is also included in the RTP as Project 10853. Bike lanes and sidewalks shall be constructed with the roadway.

Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)



**Kinsman Road Extension
(Boeckman Road to Ridder Road)**

Evaluation Score: 55
Cost Estimate: \$12.0 M*

Advantages/Disadvantages

Building this segment of Kinsman Road could connect the two other proposed extensions to result in a continuous route between Wilsonville Road and Day Road. The extension would result in reduced vehicle demand on Grahams Ferry Road, 95th Avenue and Boones Ferry. Demand would increase on the south segment of the Kinsmen Extension (south of Boeckman Road), Barber Street, and Ridder Road (west of Kinsman Road). Travel demand model results indicate 2,500-3,500 vehicles per day would use the extension.

Proposed alignment must consider environmental impacts (to Coffee Lake Wetlands) and a new railroad crossing.

The project was NOT included in future Baseline. Bike lanes and sidewalks shall be constructed with the roadway.

*Assumes a \$7.0 M grade separated crossing. If at-grade crossing can be achieved, intersection price would drop from \$7.0 M to \$1.5 M

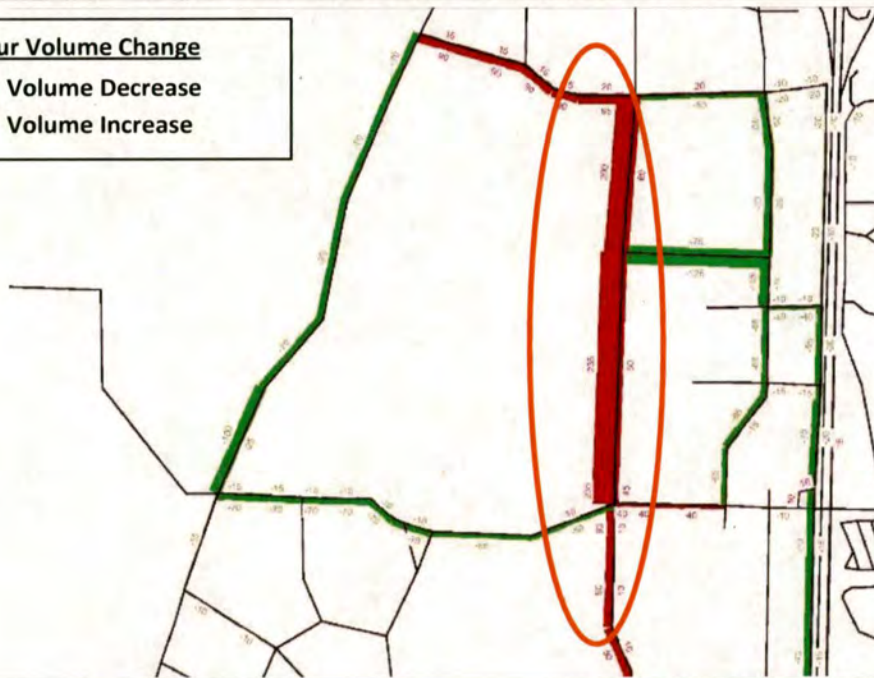
Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)

P.M. Peak Hour Volume Change

- 000 Volume Decrease
- 000 Volume Increase



**Canyon Creek Road Extension
(to Town Center Loop/Vlahos Drive)**

Evaluation Score: 55
Cost Estimate: \$3.5 M

Advantages/Disadvantages

The extension would complete the short gap between the end of Canyon Creek Road and Vlahos Drive to improve connectivity in east Wilsonville. The extension would attract a significant volume of between 2,000-5,000 vehicles per day, reducing demand primarily on Parkway Avenue (north of Town Center Loop) and also on Wilsonville Road.

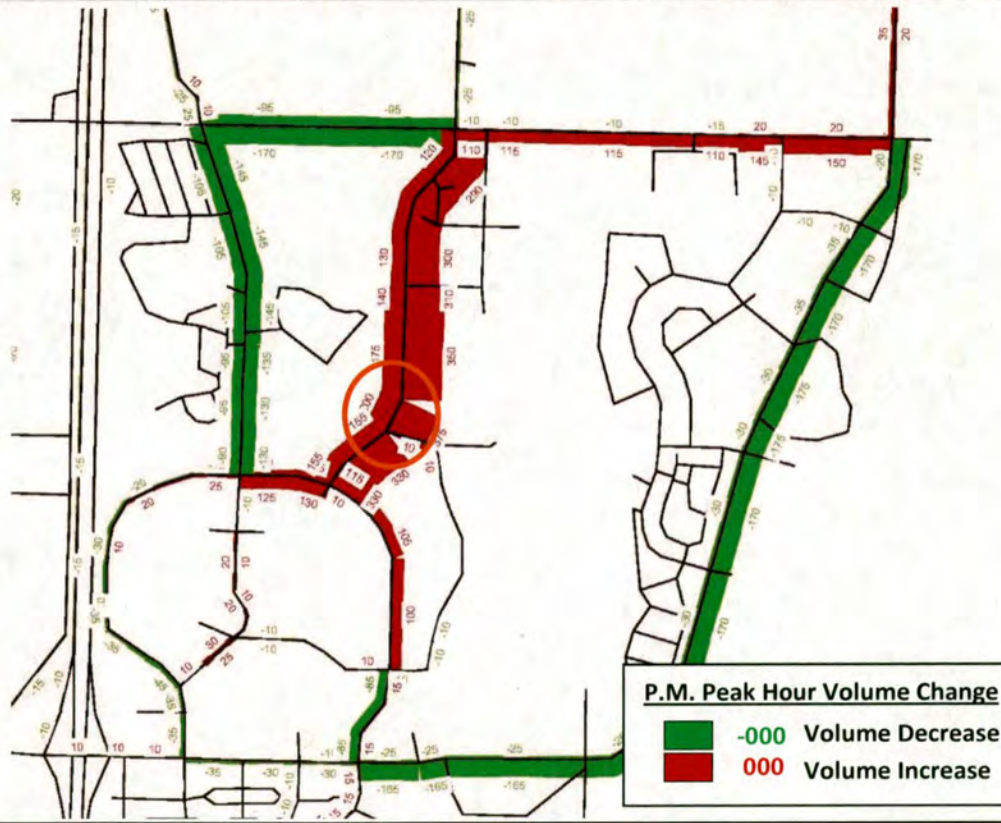
The project assumes reconstruction of Vlahos Drive as a "T-intersection" (i.e., through movements from/to Town Center Loop would travel north/south via Canyon Creek Road, while traffic to/from Vlahos Drive would turn).

The project was included in future Baseline. Bike lanes and sidewalks shall be constructed with the roadway.

Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)



Brown Road Extension – 5th Street Connection (to Boones Ferry Road)

Evaluation Score: 50
Cost Estimate: \$15.15 M

Advantages/Disadvantages

The Brown Road Extension via 5th Street would provide improved connectivity south of Wilsonville RD, between Boones Ferry Road and Brown Road. The project is assumed to also include a new connection to Kinsman Road.

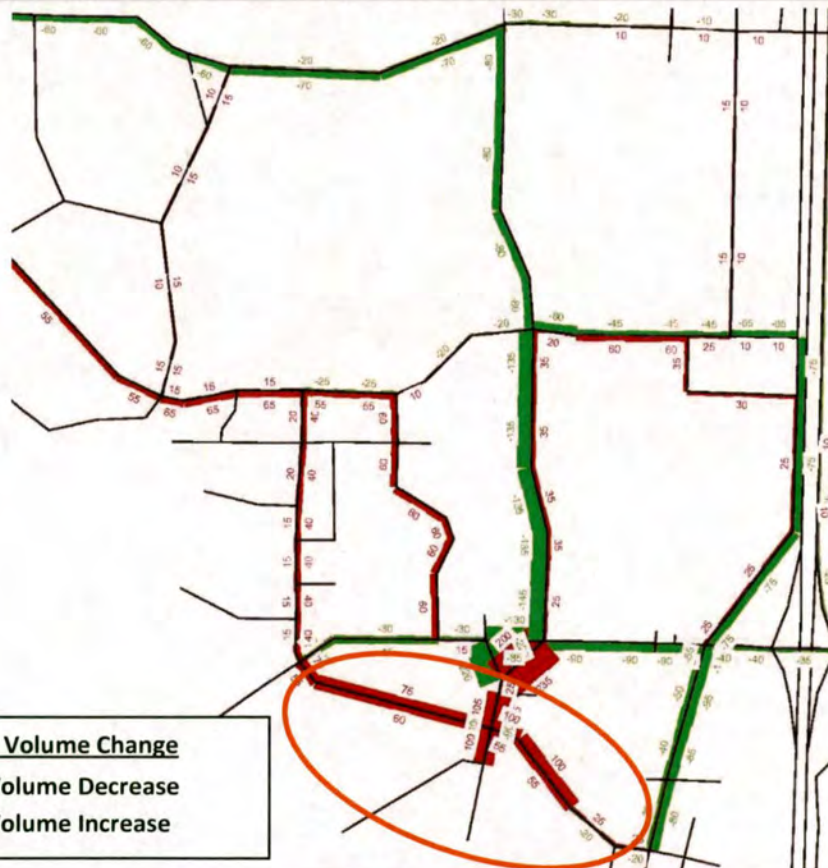
As a result of the project, a more direct travel alternative would remove 1,000-1,500 local access vehicles per day from Wilsonville Road. The alignment would attract slightly fewer vehicles compared to the Bailey Road alignment. It would also require traffic to travel through the Old Town residential area.

The project was NOT included in future Baseline. Bike lanes and sidewalks shall be constructed with the roadway.

Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)



**Wiedeman Road Extension – West Connection
(Parkway Avenue to Canyon Creek Road)**

Evaluation Score: 45
Cost Estimate: \$4.3 M

Advantages/Disadvantages

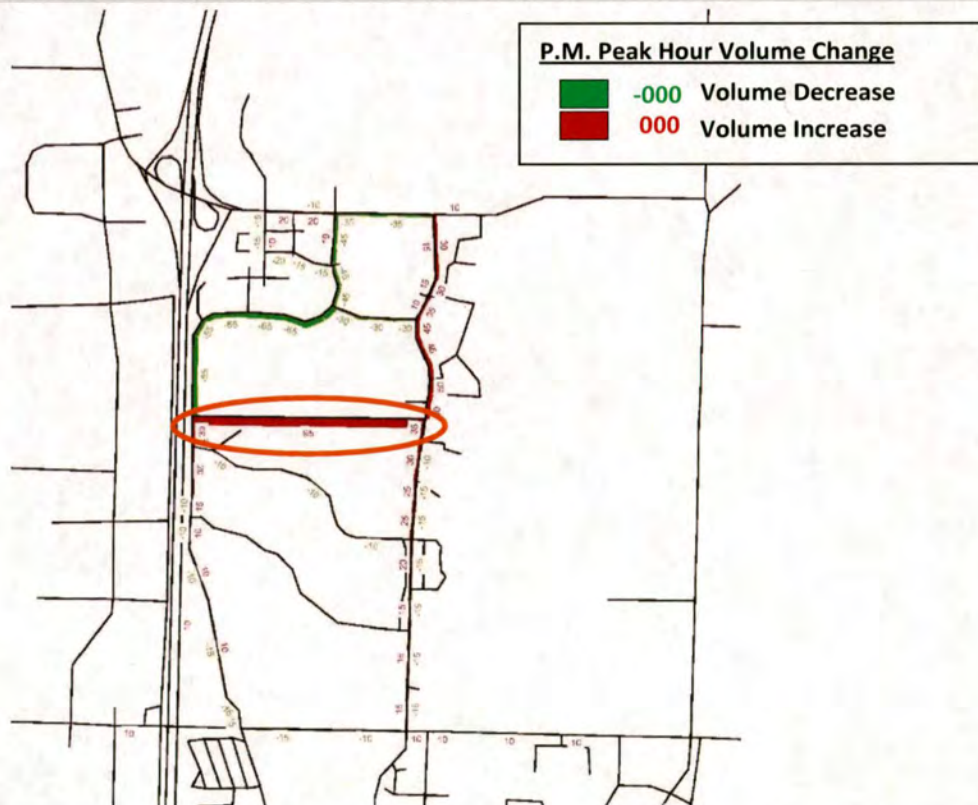
The western portion of the proposed Wiedeman Road extension would provide a more direct connection between Canyon Creek Road and Parkway Avenue south of Parkway Center Drive. The extension would primarily affect local access traffic. Construction of the extension may shift approximately 500 vehicles per day from Parkway Avenue to Canyon Creek (north of the proposed extension).

The project was NOT included in future Baseline. Bike lanes and sidewalks shall be constructed with the roadway.

Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)



**Boones Ferry Road Extension
(Commerce Circle to Ridder Road)**

Evaluation Score: 35
Cost Estimate: \$2.1 M

Advantages/Disadvantages

The extension would improve roadway connectivity in northwest Wilsonville. Access and circulation would be improved in the area surrounding Ridder Road and 95th Avenue. Approximately 250-350 additional vehicles would use Boones Ferry Road, north of Boeckman Road. Traffic would shift primarily from 95th Avenue, but also 25-50 vehicles from I-5.

The project was NOT included in future Baseline. Bike lanes and sidewalks shall be constructed with the roadway.

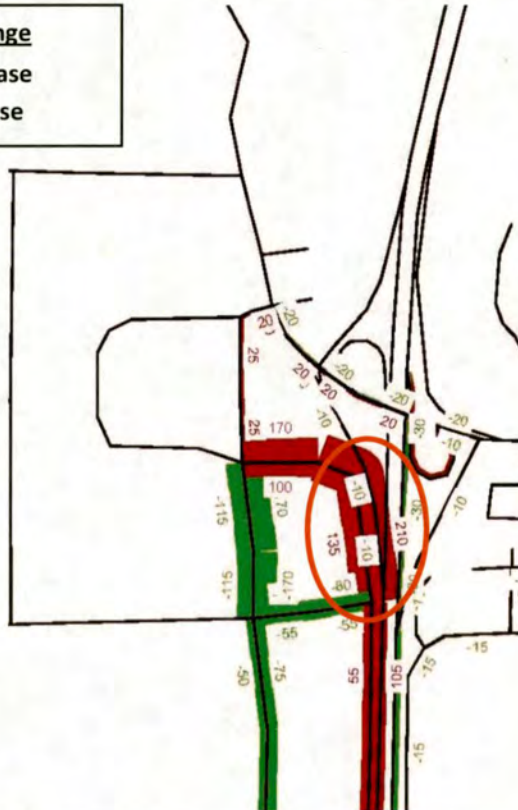
Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)

P.M. Peak Hour Volume Change

- █ -000 Volume Decrease
- █ 000 Volume Increase



**Wiedeman Road Extension – East Connection
(Canyon Creek Road to Stafford Road)**

Evaluation Score: 30
Cost Estimate: \$8.8 M

Advantages/Disadvantages

Roadway network connectivity in Northeast Wilsonville would be significantly improved with construction of the full Wiedeman Road extension (assuming both the east and west connections are constructed). The east extension demonstrates significant potential to shift traffic away Boeckman Road and Elligsen Road, east of Canyon Creek Road.

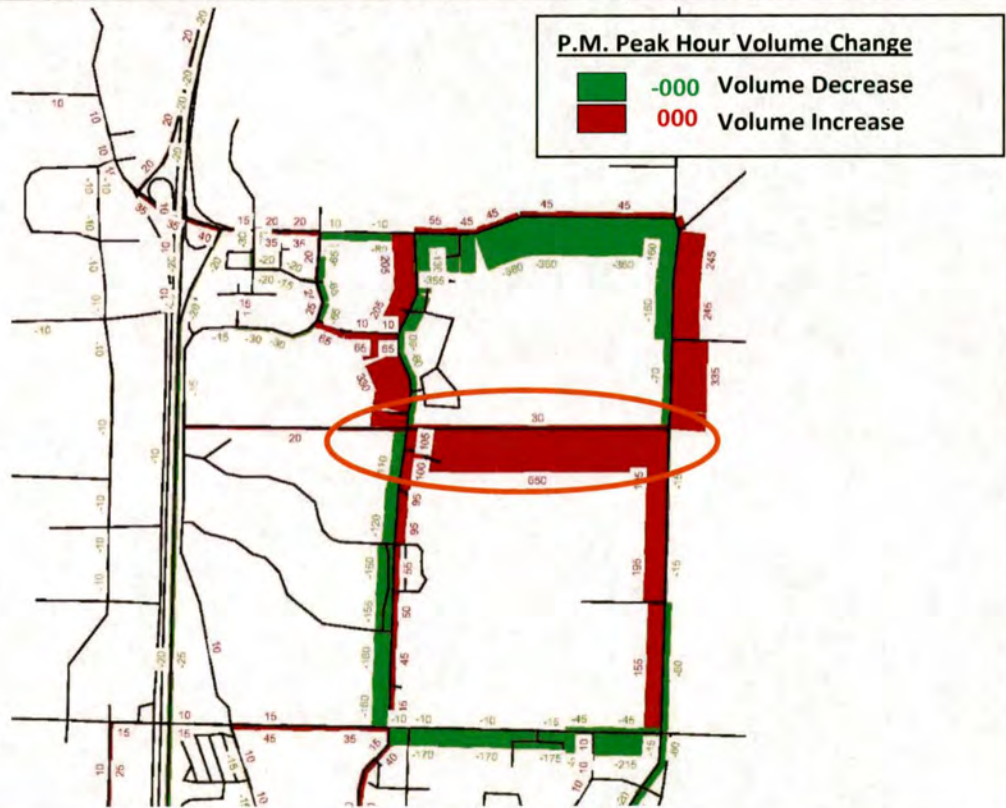
Approximately 6,000-9,000 vehicles per day would use the extension, with volume being somewhat sensitive to improvements made at the congested intersection at Stafford Road/Wilsonville Road/Boeckman Road.

The project was NOT included in future Baseline. Bike lanes and sidewalks shall be constructed with the roadway.

Alternative Schematic



System Circulation Changes Due to Roadway Extension (2035 P.M. Peak Hour)



Intersection Improvements

There are multiple intersections throughout the City where improvements are needed in order to meet applicable operating standards through the year 2035. These intersections are documented previously in the *Transportation System Gaps and Deficiencies* memorandum.³⁰ The City's current Transportation System Plan (TSP) already identified improvement project at most of these intersections. However, improvement needs were reevaluated to determine expected project changes.

To understand the specific contributions that the intersection improvements provide to the City's roadway network, each improvement was evaluated using the TSP evaluation criteria documented in the prior *Goals and Evaluation Criteria* memorandum.³¹ Planning level cost estimates were also prepared. Table 7 lists the intersection improvements along with the evaluation score and estimated cost.

Table 7: Intersection Improvement Project Evaluation

Intersection (Reference Number)	Project Type	Evaluation Score	Cost
(5) Boones Ferry Rd/95th Ave	Intersection Improvements	80	\$1,400,000
(1A) Boeckman Rd/Kinsman Rd	Intersection Improvements	80	^a
(3) Grahams Ferry Rd/Clutter Rd	Intersection Improvements	70	\$500,000
(13) Boeckman Rd/Villebois Dr	Intersection Improvements	65	\$500,000
(32) Miley Rd/I-5 SB Ramps	Intersection Improvements	60	\$750,000
(34) Miley Rd/NE Airport Rd	Intersection Improvements	60	\$750,000
(11) Stafford Rd/65th Ave	Intersection Improvements	55	\$1,500,000
(1) Grahams Ferry Rd/Tonquin Rd	Intersection Improvements	50	\$250,000
(2) Grahams Ferry Rd/Day Rd	Intersection Improvements	50	\$250,000
(4) Boones Ferry Rd/Day Rd	Intersection Improvements	50	\$750,000
(17) Boeckman Rd/Parkway Ave	Intersection Improvements	50	\$900,000
(19) Boeckman Rd/Stafford Rd	Intersection Improvements	45	\$1,000,000
(12) Grahams Ferry Rd/Tooze Rd	Intersection Improvements	35	\$1,000,000
(15) Boeckman Rd/Boberg Rd	Intersection Improvements	25	\$250,000
(23) Town Center Lp/Vlahos Dr	Intersection Improvements	25	\$250,000
(29) Wilsonville Rd/Town Center Lp W	Intersection Improvements	25	\$400,000

Table 7 continued on next page.

³⁰ *Wilsonville Transportation System Plan Update – Transportation System Gaps and Deficiencies (Task 4.1)*, technical memorandum #6 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, February 9, 2012.

³¹ *Wilsonville Transportation System Plan Update – Goals and Evaluation Criteria (Task 2.3)*, technical memorandum #3 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, April 11, 2012 (Draft).

(Continued) Table 7: Intersection Improvement Project Evaluation

Intersection (Number)	Project Type	Evaluation Score	Cost
(18) Boeckman Rd/Canyon Cr Rd	Intersection Improvements	15	\$250,000
(16) Boeckman Rd/Boones Ferry Rd Access Lp	Intersection Improvements	N/A ^b	^a
Total Cost of Intersection Improvement Projects			\$10,700,000
^a Intersection improvement cost already included in a corresponding roadway improvement project. ^b Boeckman Road/Boones Ferry Road Access Loop intersection improvements were not scored because they include basic improvements that would be built as part of the Boeckman Road widening between Boberg Road and Parkway Avenue.			

More specific project details for each intersection improvement are described in the tables on the pages that follow. Each page corresponds with a separate intersection improvement. Operations analysis was not performed at this time for these intersections but will be performed as part of the preferred solutions package. At that time, project refinement may be performed based on potential traffic rerouting on the improved transportation system network.

As a solutions package is prepared for the entire transportation system, it is important to consider the impact that each of these intersection improvement projects would have on the bicycle, pedestrian, and transit network. For example, double turn lanes often are accompanied by the removal of the conflicting crosswalk to improve motor vehicle efficiency of the turn movement. Double turn lanes also impact the ease with which bicyclists are able to perform their needed turn movements. In addition, whenever lanes are added to an intersection approach, the crosswalk becomes longer and requires additional crossing time and exposure for pedestrians. It is important for the system to have a balanced approach that considers bicycle, pedestrian, transit, freight, and other motor vehicle needs as appropriate. This does not mean that every location will be the same, but instead the system planning process should identify locations where added preference may be more appropriate to give to one mode over another.

(5) Boones Ferry Road/95th Avenue Intersection Improvements

Evaluation Score: 80
Cost Estimate: \$1.4 M

Background Information

Jurisdiction: Oregon Department of Transportation

Improvement Need: Approach capacity and queue storage (in addition to Boones Ferry Road expansion); Metro RTP Mobility Corridor #3 identifies intersection spacing issue that causes delay on Boones Ferry Road

Previously Identified Improvement Projects to Reconsider: Add NB right-turn lane (dual rights), EB through pocket, and SB left-turn lane) (TSP Project S-11). Add EB right-turn lane (dual rights), WB left-turn lane, and NB left-turn lane (dual lefts) with associated widening of 95th Avenue; also install median on 95th Avenue to modify the Commerce Circle approach to right-in/right-out movements (see TSP Project S-22) (Coffee Creek Master Plan). Construct dual left-turn and right-turn lanes; improve signal synchronization, access management, and sight-distance (RTP Project 10852)

Applicable Standards: $V/C \leq 0.99$

Existing Operations: LOS D, 0.74 V/C

2035 Future Operations: Shown at right

2035 Baseline Analysis



LEGEND

- ← - Existing Lane Configuration
- 000 - 2035 Baseline PM Peak Hour Traffic Volume
- - Roadway Segment Exceeds Capacity
- LOS/VIC - Level of Service (LOS) and Volume-to-Capacity (V/C) of Traffic Signal
- Ⓜ - Existing Traffic Signal

Intersection Improvements



LEGEND

- ← - Existing Lane
- - Install New Lane
- Ⓜ - Existing Traffic Signal (Change Timing to Include Right-Turn Overlap)

Comments

This project is funded and was recently bid. Construction will be under way in 2012.

(1A) Boeckman Road/Kinsman Road Intersection Improvements		Evaluation Score: 80 Cost Estimate: \$0.0 M*
<p style="text-align: center;">Background Information</p> <p>Jurisdiction: City of Wilsonville</p> <p>Improvement Need: Traffic Control Upgrade</p> <p>Previously Identified Improvement Projects to Reconsider: Kinsman Extension project identified a new roundabout needed.</p> <p>Applicable Standards: LOS D</p> <p>Existing Operations: LOS A, 0.41 V/C</p> <p>2035 Future Operations: Shown at right</p>	<p style="text-align: center;">2035 Baseline Analysis</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane Configuration 000 - 2035 Baseline PM Peak Hour Traffic Volume LOS / V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Worst Approach - Planned Roundabout </div>	
<p style="text-align: center;">Intersection Improvements</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane ↪ - New Roundabout Approach Lane - Install New Roundabout </div>	<p style="text-align: center;">Comments</p> <p>A traffic signal is not an option due to overhead BPA power lines. If a single-lane roundabout is initially constructed, then a westbound slip lane may be needed to meet future 2035 operations.</p> <p>*Cost for this roundabout is included in the Kinsman Road Extension project</p>	

(3) Grahams Ferry Road/Clutter Road Intersection Improvements

Evaluation Score: 70
Cost Estimate: \$0.5 M*

Background Information

Jurisdiction: City of Wilsonville

Improvement Need: Traffic control upgrade and approach capacity expansion

Previously Identified Improvement Projects to Reconsider: Add WB and SB left-turn lanes and install signal; realign Clutter Road approximately 500 feet to the north (Coffee Creek Master Plan Projects T-5, T-6, and T-7)

Applicable Standards: LOS D

Existing Operations: LOS A/B, 0.31 V/C for stopped approach

2035 Future Operations: Shown at right

2035 Baseline Analysis



LEGEND

- ← - Existing Lane Configuration
- 000 - 2035 Baseline PM Peak Hour Traffic Volume
- - Roadway Segment Exceeds Capacity
- LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Stopped Approach
- STOP - Existing Stop Sign

Intersection Improvements



LEGEND

- ← - Existing Lane
- - Install New Lane
- 🚦 - Install New Traffic Signal

Comments

See Grahams Ferry/Clutter Road intersection safety project, which identifies a roadway realignment due to sight distance concerns.

*Includes traffic signal only. Intersection widening is covered under the appropriate roadway widening project.

(13) Boeckman Road/Villebois Drive Intersection Improvements

Evaluation Score: 65
Cost Estimate: \$0.5 M

Background Information

Jurisdiction: City of Wilsonville

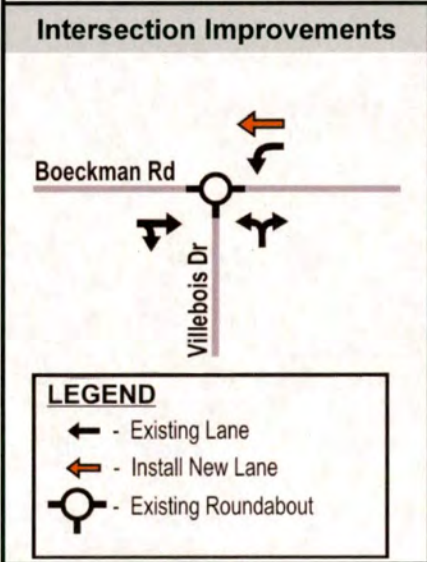
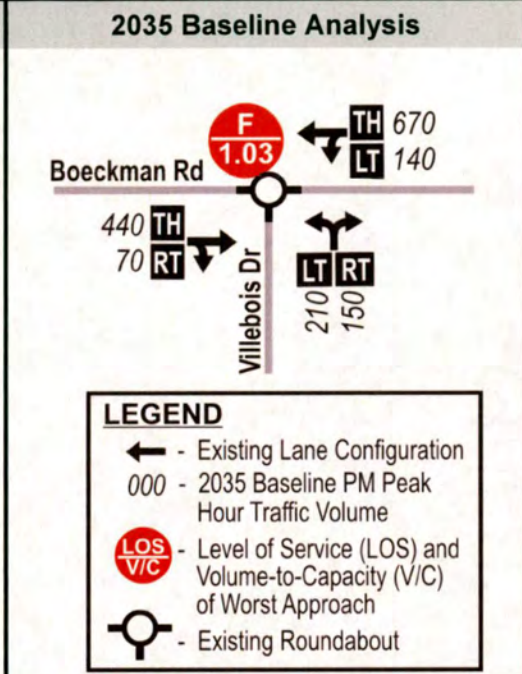
Improvement Need: Roundabout expansion or slip lanes

Previously Identified Improvement Projects to Reconsider: N/A

Applicable Standards: LOS D

Existing Operations: LOS A/B, 0.20 V/C for stopped approach

2035 Future Operations: Shown at right



Comments

The existing roundabout requires the addition of a new westbound slip lane to meet future 2035 operations.

Environmental impacts may exist with wetlands to the north.

(32) Miley Road/I-5 SB Ramps Intersection Improvements

Evaluation Score: 60
Cost Estimate: \$0.75 M

Background Information

Jurisdiction: ODOT

Improvement Need: Traffic control upgrade and/or approach capacity

Previously Identified Improvement Projects to Reconsider: Add SB left-turn lane and install signal; also adjust lane geometry consistent with widening Miley Road to four-lanes (see TSP Project W-11) (TSP Project S-19)

Applicable Standards: $V/C \leq 0.85$

Existing Operations: LOS A/D, 0.86 V/C for stopped approach

2035 Future Operations: Shown at right

2035 Baseline Analysis



LEGEND

- ← - Existing Lane Configuration
- 000 - 2035 Baseline PM Peak Hour Traffic Volume
- LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Stopped Approach
- STOP - Existing Stop Sign

Intersection Improvements





LEGEND

- ← - Existing Lane
- ← - Install New Lane
- 🚦 - Install New Traffic Signal

Comments

Traffic signal warrants are likely trigger for improvement needs. Before a signal can be installed, the intersection must meet signal warrants and be approved by the State Traffic Engineer.

<p>(34) Miley Road/NE Airport Road Intersection Improvements</p>		<p>Evaluation Score: 60 Cost Estimate: \$0.75 M</p>
<p>Background Information</p> <p>Jurisdiction: Clackamas County</p> <p>Improvement Need: Traffic control upgrade</p> <p>Previously Identified Improvement Projects to Reconsider: Install signal; adjust lane geometry consistent with widening Miley Road to four-lanes (see TSP Project W-11) (TSP Project S-34)</p> <p>Applicable Standards: LOS D</p> <p>Existing Operations: LOS A/E, 0.70 V/C for stopped approach</p> <p>2035 Future Operations: Shown at right</p>	<p>2035 Baseline Analysis</p>  <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane Configuration 000 - 2035 Baseline PM Peak Hour Traffic Volume LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Stopped Approach STOP - Existing Stop Sign 	
<p>Intersection Improvements</p>  <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane → - Install New Lane 🚦 - Install New Traffic Signal 	<p>Comments</p> <p>Traffic signal warrants are likely trigger for improvement needs</p>	

(11) Stafford Road/65th Avenue Intersection Improvements

Evaluation Score: 55
Cost Estimate: \$1.5 M

Background Information

Jurisdiction: Clackamas County

Improvement Need: Traffic control upgrade

Previously Identified Improvement Projects to Reconsider:
Add NB left-turn and EB right-turn lanes and install signal; also install signal at the 65th Avenue/Elligsen Road intersection (see TSP Project S-35) (TSP Project S-2). Improve turn radii, sight distance, and grade differential by combining 65th, Elligsen, and Stafford Road intersections (RTP Project 10134)

Applicable Standards: LOS D

Existing Operations: LOS A/F, 1.25 V/C for stopped approach

2035 Future Operations: Shown at right

2035 Baseline Analysis



LEGEND

- ← - Existing Lane Configuration
- 000 - 2035 Baseline PM Peak Hour Traffic Volume
- LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Stopped Approach
- STOP - Existing Stop Sign

Intersection Improvements



LEGEND

- ← - Existing Lane
- ↔ - New Roundabout Approach Lanes
- - Install New Roundabout

LEGEND

- ← - Existing Lane
- ↔ - Install New Lane
- ⏏ - Install New Traffic Signal

Comments

This improvement includes roadway realignment and the combination of the 65th Avenue/Elligsen Road and Stafford Road/65th Avenue intersections.

The new intersection could be improved with either a traffic signal and turn lane improvements or the installation of a dual lane roundabout.

(1) Grahams Ferry Road/Tonquin Road Intersection Improvements

Evaluation Score: 50
Cost Estimate: \$0.25 M*

Background Information

Jurisdiction: Washington County

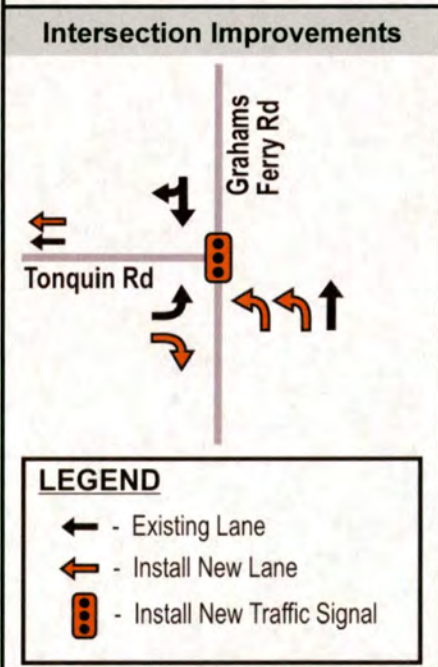
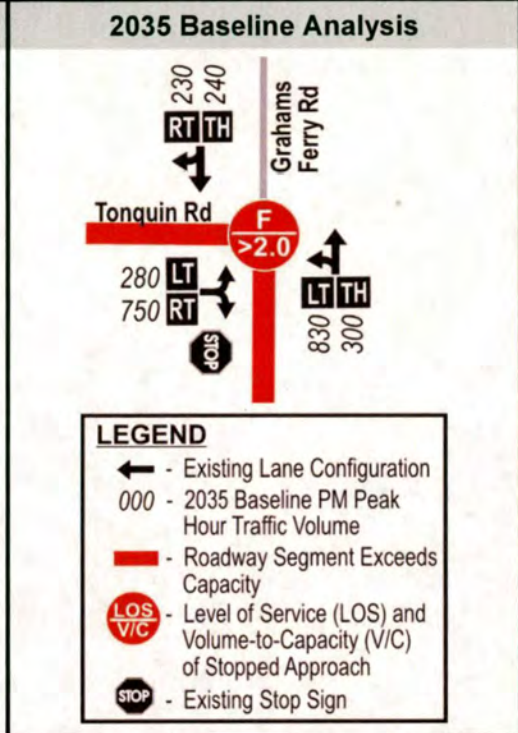
Improvement Need: Traffic control upgrade and additional approach capacity

Previously Identified Improvement Projects to Reconsider: Add eastbound and northbound left-turn lanes and install traffic signal (Coffee Creek Master Plan Projects T-10, T-11, and T-12)

Applicable Standard: $V/C \leq 0.99$

Existing Operations: LOS A/D, 0.70 V/C for stopped approach

2035 Future Operations: Shown at right



Comments

Dual Northbound Left Turns (included in Grahams Ferry Widening Project) will require two westbound receiving lanes at the intersection.

See Grahams Ferry (5-lane) and Tonquin roadway widening projects for south and west legs.

*Includes traffic signal only. Intersection widening is covered under the appropriate roadway widening project.

(2) Grahams Ferry Road/Day Road Intersection Improvements

Evaluation Score: 50
Cost Estimate: \$0.25 M*

Background Information

Jurisdiction: City of Wilsonville

Improvement Need: Approach capacity (in addition to Day Road expansion)

Previously Identified Improvement Projects to Reconsider: Add SB left-turn lane (dual lanes); additional eastbound travel lane needed on Day Road (Coffee Creek Master Plan)

Applicable Standard: LOS D

Existing Operations: LOS B, 0.54 V/C

2035 Future Operations: Shown at right

2035 Baseline Analysis



LEGEND

- ← - Existing Lane Configuration
- 000 - 2035 Baseline PM Peak Hour Traffic Volume
- (Red) - Roadway Segment Exceeds Capacity
- LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Traffic Signal
- Ⓜ - Existing Traffic Signal

Intersection Improvements



LEGEND

- ← - Existing Lane
- ← (Orange) - Install New Lane
- Ⓜ - Existing Traffic Signal

Comments

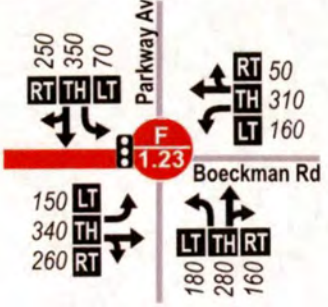
See Grahams Ferry (5-lane) and Day Road widening projects for north and east legs.

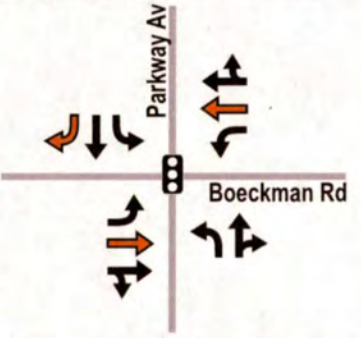
*Includes traffic signal only. Intersection widening is covered under the appropriate roadway widening project.

(4) Boones Ferry Road/Day Road Intersection Improvements		Evaluation Score: 50 Cost Estimate: \$0.75 M
Background Information	2035 Baseline Analysis	
<p>Jurisdiction: Washington County</p> <p>Improvement Need: Approach capacity (in addition to Boones Ferry Road and Day Road expansion)</p> <p>Previously Identified Improvement Projects to Reconsider: N/A</p> <p>Applicable Standards: $V/C \leq 0.99$</p> <p>Existing Operations: LOS C, 0.71 V/C</p> <p>2035 Future Operations: Shown at right</p>	<div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane Configuration 000 - 2035 Baseline PM Peak Hour Traffic Volume — (red) - Roadway Segment Exceeds Capacity LOS/V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Traffic Signal Ⓜ - Existing Traffic Signal </div>	
Intersection Improvements	Comments	
<div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane ← (orange) - Install New Lane Ⓜ - Existing Traffic Signal <p>* Convert existing through lane to a left-turn if Day Road continues to be main connection to Tonquin Road as volumes increase.</p> </div>	<p>See Day Road (5-lane) widening project for west leg.</p>	

(17) Boeckman Road/Parkway Avenue Intersection Improvements

Evaluation Score: 50
Cost Estimate: \$0.9 M*

Background Information	2035 Baseline Analysis
<p>Jurisdiction: City of Wilsonville</p> <p>Improvement Need: Approach capacity (in addition to Boeckman Road expansion)</p> <p>Previously Identified Improvement Projects to Reconsider: Add EB and SB right-turn lanes (TSP Project S-28)</p> <p>Applicable Standards: LOS D</p> <p>Existing Operations: LOS C, 0.77 V/C</p> <p>2035 Future Operations: Shown at right</p>	 <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane Configuration 000 - 2035 Baseline PM Peak Hour Traffic Volume — - Roadway Segment Exceeds Capacity LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Traffic Signal Ⓜ - Existing Traffic Signal

Intersection Improvements	Comments
 <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane → - Install New Lane Ⓜ - Existing Traffic Signal 	<p>Boeckman Road widening improvement alone will improve west leg of this intersection. Additional approach lane also needed on east leg.</p> <p>*Cost includes new traffic signal and widening as shown on the east and north legs (west leg cost included in Boeckman Road widening improvement).</p>

(19) Boeckman Road/Stafford Road Intersection Improvements

Evaluation Score:45
Cost Estimate: \$1.0 M

Background Information

Jurisdiction: City of Wilsonville
Improvement Need: Traffic control upgrade
Previously Identified Improvement Projects to Reconsider: Install signal (TSP Project S-41)
Applicable Standards: LOS D
Existing Operations: LOS C, 0.67 V/C
2035 Future Operations: Shown at right

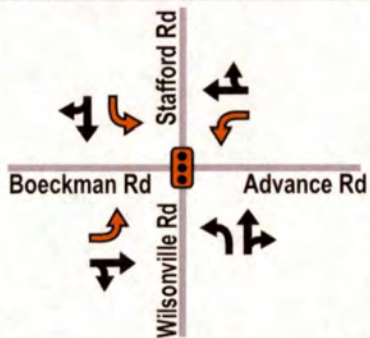
2035 Baseline Analysis



LEGEND

- ← - Existing Lane Configuration
- 000 - 2035 Baseline PM Peak Hour Traffic Volume
- LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Worst Approach
- STOP - Existing Stop Sign

Intersection Improvements



LEGEND

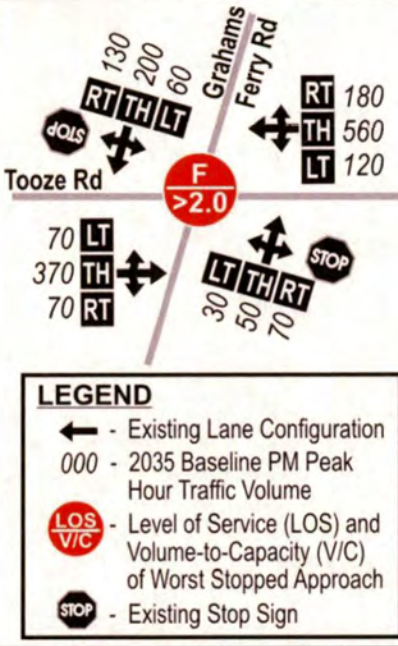
- ← - Existing Lane
- - Install New Lane
- 🚦 - Install New Traffic Signal

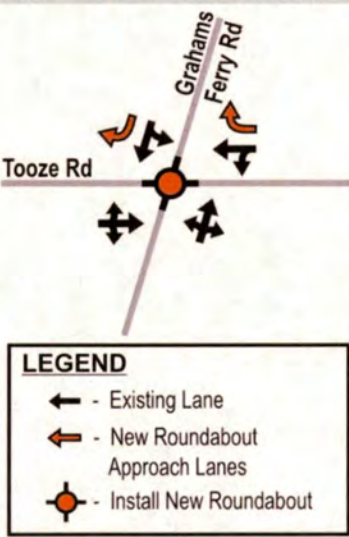
Comments

Both a traffic signal and intersection improvements as well as a new roundabout were considered for this intersection. The traffic signal was determined to be the preferred intersection improvement due to adjacent buildings on the southwest and southeast corners of the intersection.

(12) Grahams Ferry Road/Tooze Road Intersection Improvements

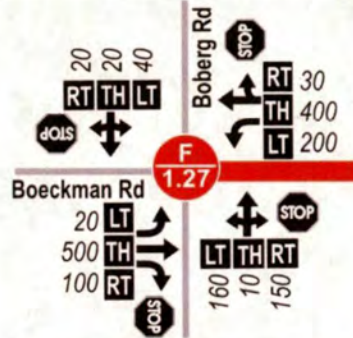
Evaluation Score: 35
Cost Estimate: \$1.0 M

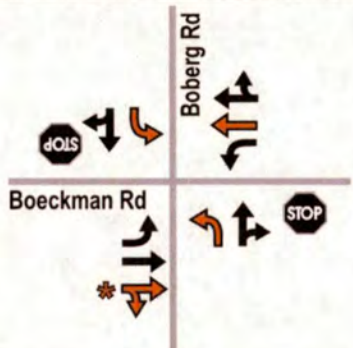
Background Information	2035 Baseline Analysis
<p>Jurisdiction: City of Wilsonville</p> <p>Improvement Need: Traffic control upgrade</p> <p>Previously Identified Improvement Projects to Reconsider: Install signal (TSP Project S-9)</p> <p>Applicable Standards: LOS D</p> <p>Existing Operations: LOS A/C, 0.33 V/C for stopped approach</p> <p>2035 Future Operations: Shown at right</p>	 <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane Configuration 000 - 2035 Baseline PM Peak Hour Traffic Volume LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Worst Stopped Approach STOP - Existing Stop Sign

Intersection Improvements	Comments
 <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane ↪ - New Roundabout Approach Lanes ⊙ - Install New Roundabout 	<p>A roundabout is recommended instead of a traffic signal to maintain consistency with adjacent intersections (including Boeckman Road/Villebois Drive, Boeckman Road/Kinsman Road, and the potential installation of a roundabout at the future Grahams Ferry Road/Barber Street intersection).</p> <p>See Tooze Road widening project for east leg.</p>

(15) Boeckman Road/Boberg Road Intersection Improvements

Evaluation Score: 25
Cost Estimate: \$0.25 M*

Background Information	2035 Baseline Analysis
<p>Jurisdiction: City of Wilsonville</p> <p>Improvement Need: Intersection turn lanes and Boeckman Road widening.</p> <p>Previously Identified Improvement Projects to Reconsider: Install single-lane roundabout and acquire right-of-way for future multi-lane roundabout (Barber Street and Kinsman Road Extensions Transportation Analysis)</p> <p>Applicable Standards: LOS D</p> <p>Existing Operations: LOS B, 0.52 V/C</p> <p>2035 Future Operations: Shown at right</p>	 <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane Configuration 000 - 2035 Baseline PM Peak Hour Traffic Volume — (Red) - Roadway Segment Exceeds Capacity LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Worst Approach STOP - Existing Stop Sign

Intersection Improvements	Comments
 <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane → - Install New Lane * Convert existing right-turn lane to a through-right lane and remove stops signs on Boeckman Road. 	<p>All way stop will be removed at this intersection when the Kinsman Road extension is completed.</p> <p>*Only cost included in this project is for the south leg (northbound left turn lane). All other work included in the Boeckman Road widening project, which includes the bridge over I-5.</p>

(23) Town Center Loop/Vlahos Drive Intersection Improvements

Evaluation Score: 25
Cost Estimate: \$0.25 M*

Background Information

Jurisdiction: City of Wilsonville

Improvement Need: Traffic control upgrade

Previously Identified Improvement Projects to Reconsider: Install signal (TSP Project S-4)

Applicable Standards: LOS D

Existing Operations: LOS A/C, 0.30 V/C for stopped approach

2035 Future Operations: Shown at right

2035 Baseline Analysis



LEGEND

- ← - Existing Lane Configuration
- 000 - 2035 Baseline PM Peak Hour Traffic Volume
- LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Worst Stopped Approach
- STOP - Existing Stop Sign

Intersection Improvements



LEGEND

- ← - Existing Lane
- ← - Install New Lane
- ⬮ - Install New Traffic Signal

Comments

Canyon Creek extension improvement will improve north leg of this intersection

*Cost includes a new traffic signal only

(29) Wilsonville Road/Town Center Loop W Intersection Improvements

Evaluation Score: 25
Cost Estimate: \$0.4 M

Background Information

Jurisdiction: City of Wilsonville

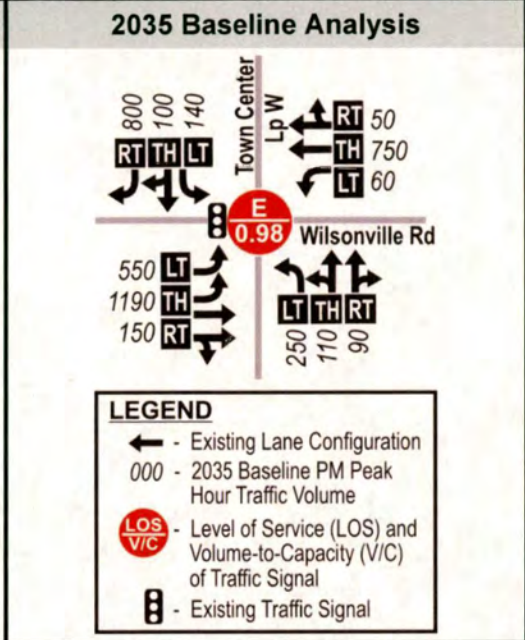
Improvement Need: Approach capacity

Previously Identified Improvement Projects to Reconsider: Change NB left-through to left only (TSP Project S-29). Dual SB right-turns (I-5/Wilsonville Road IAMP)

Applicable Standards: LOS D

Existing Operations: LOS D, 0.81 V/C

2035 Future Operations: Shown at right



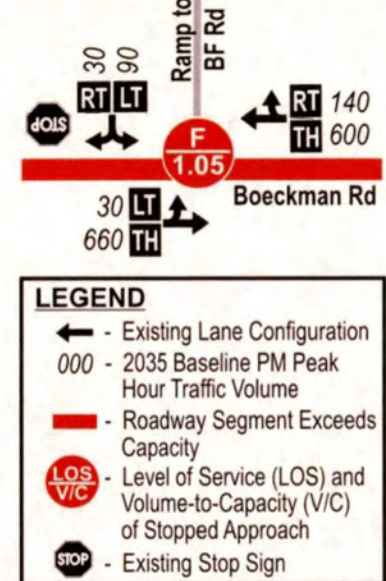
Comments


This improvement likely to take place as part of redevelopment of adjacent parcel due to building impacts.

(18) Boeckman Road/Canyon Creek Road Intersection Improvements		Evaluation Score: 15 Cost Estimate: \$0.25 M*
Background Information	2035 Baseline Analysis	
<p>Jurisdiction: City of Wilsonville</p> <p>Improvement Need: Traffic control upgrade</p> <p>Previously Identified Improvement Projects to Reconsider: Install signal (TSP Project S-13)</p> <p>Applicable Standards: LOS D</p> <p>Existing Operations: LOS B, 0.49 V/C</p> <p>2035 Future Operations: Shown at right</p>	<div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane Configuration 000 - 2035 Baseline PM Peak Hour Traffic Volume ● LOS/V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Worst Approach STOP - Existing Stop Sign </div>	
Intersection Improvements	Comments	
<div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane → - Install New Lane ● - Install New Traffic Signal </div>	<p>Boeckman Road safety/widening improvement will improve east leg of this intersection</p> <p>*Cost includes a new traffic signal only</p>	

(16) Boeckman Road/Boones Ferry Road Access Loop Intersection Improvements

Evaluation Score: 00*
Cost Estimate: \$0.0 M*

Background Information	2035 Baseline Analysis
<p>Jurisdiction: City of Wilsonville</p> <p>Improvement Need: None other than Boeckman Road widening.</p> <p>Previously Identified Improvement Projects to Reconsider: Add EB right-turn lane and install signal (TSP Project S-24)</p> <p>Applicable Standards: LOS D</p> <p>Existing Operations: LOS A/C, 0.31 V/C for stopped approach</p> <p>2035 Future Operations: Shown at right</p>	 <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane Configuration 000 - 2035 Baseline PM Peak Hour Traffic Volume — (Red) - Roadway Segment Exceeds Capacity LOS V/C - Level of Service (LOS) and Volume-to-Capacity (V/C) of Stopped Approach STOP - Existing Stop Sign

Intersection Improvements	Comments
 <p>LEGEND</p> <ul style="list-style-type: none"> ← - Existing Lane → (Orange) - Install New Lane 	<p>Boeckman Road widening improvement alone will improve this intersection. No other improvements have been identified.</p> <p>*Cost included in Boeckman Road over I-5 project. Not evaluated as separate project.</p>

Regional Needs and Improvements

There are four regional needs and improvements on the outskirts of Wilsonville City Limits that are expected to affect transportation needs within the City. These include:

- I-5 Boones Bridge Congestion
- Boones Ferry Road (Norwood to Day)
- 124th Avenue Extension (Tualatin-Sherwood to Tonquin)
- Basalt Creek Planning Area

I-5 Boones Bridge Congestion

At a prior City Council/Planning Commission Work Session, concerns were raised about congestion on the I-5 Boones Bridge just south of the Wilsonville Road interchange. The Oregon Department of Transportation (ODOT) expects the current work on the Wilsonville Road interchange, including the southbound ramp meter, to reduce congestion in this area. ODOT will be monitoring any future needs that may arise on I-5 south of Wilsonville; therefore, the TSP's primary concern along this portion of I-5 is accommodating bicycle and pedestrian travel across the Willamette River. Otherwise, no improvements are expected beyond the current I-5/Wilsonville Road interchange improvement project.

Boones Ferry Road (Norwood to Day)

Washington County currently is in the design phase of a roadway improvement project for the section of Boones Ferry Road between Norwood Road and Day Road. This roadway is a two-lane arterial with minimal shoulders and no bike or pedestrian facilities. It is hilly, has substandard curves just north of Day, and sight distance concerns at existing intersections and driveways. This project falls within the Basalt Creek Planning Area.

The purpose of the project is to improve the roadway's safety and capacity for motorists, bicyclists and pedestrians. The improved roadway will include one travel lane in each direction, an intermittent center turn lane, bike lanes on both sides, and pedestrian facilities (including sidewalks on both sides of the road between Iowa Drive and Norwood Road and on one side of the road between Iowa Drive and Day road). The roadway will also be realigned to flatten the existing curves and meet 45 mile per hour arterial standards.

124th Avenue Extension (Tualatin-Sherwood to Tonquin)

Washington County currently is in the planning phase of a project that will extend 124th Avenue from Tualatin-Sherwood Road to Tonquin Road. This extension will include one travel lane in each direction and is intended to provide access to future commercial and industrial land between the cities of Tualatin and Sherwood. Due to its impact on circulation patterns in northwest Wilsonville, this roadway extension was included in the 2035 Baseline scenario analyzed in the *Transportation System Gaps and Deficiencies* memorandum. Once it is constructed and additional development occurs in the nearby area, this connection is expected to trigger additional capacity needs in Northwest Wilsonville.

Basalt Creek Planning Area

The Basalt Creek and West Railroad Planning Areas, which are located between Wilsonville and Tualatin (as shown in Figure 5), are currently in the concept planning stage. Currently, work is being performed to consider alternative land use densities and transportation facilities.



Figure 5: Basalt Creek, West Railroad, and Coffee Creek Planning Areas³²

³² Figure prepared by City of Wilsonville GIS department and obtained from Basalt Creek project website on April 4, 2012: <http://www.basaltcreek.com>

At this time, it is not clear what the project findings or recommended solutions will be from the Basalt Creek Planning Area. Therefore, the 2035 traffic forecasts that were prepared for the Wilsonville TSP's Baseline scenario are based on the completion of the 124th Avenue extension and development levels consistent with Metro's 2035 population and employment forecasts.

Many of the improvement needs in Northwest Wilsonville are related to the 124th Avenue extension and the Basalt Creek and Coffee Creek development areas. Following the completion of the Wilsonville TSP update, additional refinement to projects in northwest Wilsonville (i.e., primarily along Boones Ferry Road, Day Road, and Grahams Ferry Road) will be needed as additional findings about the Basalt Creek and West Railroad Planning Areas become available.

Funding Outlook

The City of Wilsonville uses multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services. Detailed discussion of these sources and the City's future funding outlook by transportation expenditure are documented in the prior *Existing Funding* memorandum, dated October 5, 2011. The funding analysis documented below is intended to provide a very general idea of what the City might expect regarding available funding through the year 2035. More specific funding analysis and recommendations will be developed as part of the Financially-Constrained Solutions Package.

In general, the City observes the following funding practices for its improvement projects:

- Improvements driven by new development are principally paid for using transportation system development charges (SDCs) and developer contributions.
- Improvements made to reduce blight and attract development within the City's Urban Renewal Districts (URDs) are paid for by the corresponding district (i.e., Year 2000 Plan or West Side Plan).
- Other improvements undertaken by the City are paid for using a combination of various City funds depending on project components (e.g., maintenance, operations, capital improvements, etc.).
- Transit costs are paid for by the Transit Fund, which primarily receives revenue from payroll taxes.
- Pedestrian and bicycle facilities are constructed as part of roadway projects or paid for using Park SDS funds.
- Staff time (i.e., planning, engineering, and other administration) and supply costs are paid for through the Community Development Fund, which receives transfers from other revenue sources depending on the type of project staff works on.

Based on the past ten years of projects funded by Street SDCs, developer contributions, and the East Side Urban Renewal District, the City of Wilsonville may expect approximately \$77.7 million to be available for future roadway improvement projects through the year 2035 based on existing funding streams (including related overhead costs). After more development occurs within the West Side Urban Renewal District, then additional funds are also expected to be available for

related west side improvements. Additional State and Federal funding contributions can be expected for projects with regional significance, but no estimates have been performed at this time.

Table 8 lists the total cost by project type for the transportation projects identified in this memorandum. The \$168.1 million total cost exceeds the City’s expected revenues by \$90.4 million. Therefore, based on the funding projections and project cost estimates, it is expected that more than double the amount of additional funding would be needed if the City decided to construct every single project identified in this memorandum. However, not all projects should be included in the recommended solutions package. Once a solutions package has been developed, a detailed analysis of new funding recommendations will be provided. A list of potential new funding sources was provided previously in the appendix of the prior *Existing Funding* memorandum.

Table 8: Total Transportation Improvement Costs by Project Type

Project Type	Cost
Safety Projects	\$10,800,000
High Priority Stand-Alone Pedestrian and Bicycle Projects	\$28,296,000
Safe Routes to School Projects	\$780,000
Additional Pedestrian and Bicycle Projects (Walkways/Bikeways) ^a	\$8,849,000
Additional Pedestrian and Bicycle Projects (Regional/Local Trails) ^a	\$7,007,000
Roadway Widening Projects	\$41,500,000
Roadway Extension Projects ^b	\$60,200,000
Intersection Improvement Projects ^c	\$10,700,000
TOTAL	\$168,132,000
^a Additional pedestrian and bicycle projects include the remaining projects that are not expected to be built as part of a roadway improvement project or an adjacent development. ^b Assumes the Brown Road extension connects to Boones Ferry Road at Bailey Street instead of at 5 th Street. ^c Improvement costs for the Boeckman Road/Kinsman Road and Boeckman Road/Boones Ferry Road Access loop intersections are already included in the corresponding roadway improvement projects.	

The projects costs identified in Table 8 do not include the additional costs that would be needed for transit-related needs, such as the recommended SMART Options Program recommendations, bus replacements, or transit facilities and capital (e.g., buses and drivers) to serve new growth areas—especially in the Coffee Creek and Basalt Creek Planning Areas. While the Transit Fund has a strong revenue source (i.e., payroll tax) to fund ongoing transit service. SMART will still face real funding challenges. Depending on the future course of the economy, the payroll tax (along with grants, which have been obtained in the past but are becoming less promising in this economic and political environment) may or may not be able to fund some of the significant upcoming transit-related needs. It is possible that to fund additional needs, SMART may need to enact some modest cuts and streamlining of existing programs.

City of Wilsonville
**Drinking Water Week:
Celebrate the Essential**

WHEREAS, water is our most valuable natural resource; and

WHEREAS, water is an essential element of our everyday lives; and

WHEREAS, only tap water delivers public health protection, fire protection, support for our economy and the quality of life we enjoy; and

WHEREAS, any measure of a successful society – economic growth and diversity, productivity, and public safety – are in some way related to access to safe water; and

WHEREAS, we are all stewards of the water infrastructure upon which future generations depend; and

WHEREAS, each citizen of our community is called upon to help protect our source waters from pollution, to practice water conservation, and to get involved in local water issues;

NOW, THEREFORE, be it resolved that by virtue of the authority vested in me as Mayor of Wilsonville, I do hereby proclaim, May 6 – 12, 2012 as Drinking Water Week and encourage our citizens to celebrate what is essential, celebrate water.

Tim Knapp, Mayor
Dated: May 7, 2012

**CITY OF WILSONVILLE
2012 TRANSPORTATION SAFETY MONTH
PROCLAMATION**

WHEREAS: Motor vehicle traffic injuries are one of the leading causes of death and hospitalization in Oregon, and are the second leading cause of injury – related death for all Oregonians, and

WHEREAS: The City of Wilsonville and State of Oregon, through the Oregon Department of Transportation and its various Divisions, strives to provide a safe, efficient transportation system that supports economic opportunity and a livable community for Wilsonville residents, and

WHEREAS: The City of Wilsonville seeks to enhance the safety of the traveling public, property owners, city employees and the workers who build, operate and maintain our transportation system, by delivering programs through partners in education, enforcement, engineering and emergency medical services,

NOW THEREFORE, I, Tim Knapp, Mayor of Wilsonville hereby proclaim the month of May 2012 as Transportation Safety Awareness Month in Wilsonville and encourage all citizens to join in this observance.

Dated this 7th day of May 2012

Tim Knapp, Mayor



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Office of the Director
1158 Chemeketa St. NE
Salem, OR 97301-2528

DATE: March 7, 2012

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: Agenda E – Transportation Safety Programs – Proclamation for “Transportation Safety Awareness Month”

Requested Action:

Approve the proposed proclamation that designates May 2012 as Transportation Safety Awareness Month for Governor Kitzhaber’s signature.

Background:

Highway safety efforts in 2010 and 2011 made a difference, resulting in the fewest number of lives lost per year in more than 60 years. This represents the lowest loss of lives since 1944.

Each year Oregon emphasizes the importance of transportation safety to its citizens during the month of May. One of the ways we do this is by declaring May as Transportation Safety Awareness Month.

Popular activities typically held during the month include:

- National Safe Kids Week
- Bicycle Safety Month
- Pedestrian Safety Day
- Oregon Motorcycle Safety Awareness Day and Awareness Month
- “Click It or Ticket” enforcement campaign
- “Sober Grad” events
- Safety Fun Fairs
- Work Zone Safety Emphasis

ODOT regions and districts participate with transportation safety events and displays on an individual basis.

Attachment:

Agenda E_May Awareness Proc Letter.doc
3/7/2012



- Proclamation

Copies (w/attachment) to:

Jerri Bohard
Troy Costales

Patrick Cooney

Dale Hormann

Clyde Saiki

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: May 7, 2012	Subject: Library Board Vacancy Staff Member: Sandra C. King, City Recorder Department: Administration	
Action Required	Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1st Reading Date: <input type="checkbox"/> Ordinance 2nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: 	
Staff Recommendation: Appoint to the Library Board.		
Recommended Language for Motion: I move to appoint [insert applicant name] to the Library Board.		
PROJECT / ISSUE RELATES TO:		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Fill an upcoming vacancy on the Library Board with the expiration of Mr. Steiger's term on June 30, 2012

EXECUTIVE SUMMARY:

Mr. Steiger's first term on the Library Board will expire June 30, 2012; he is eligible for reappointment and would like to be reappointed. Notice of the vacancy has been advertised on the City's web site, given to the press, posted in City Hall, the Community Center, the Boones

Ferry Messenger, and the Library. The deadline for submitting applications is Friday, April 6, 2012. The applications that have been received are attached.

EXPECTED RESULTS:

The Library Board will have a full board.

TIMELINE:

Notice of the vacancy has been advertised on the City's web site beginning March 7, 2012, given to the press, posted in City Hall, the Community Center, and the Library. The deadline for submitting applications is Friday, April 6, 2012.

CURRENT YEAR BUDGET IMPACTS: N/A

FINANCIAL REVIEW / COMMENTS:

Reviewed by: GW Date: 4/6/12

No direct financial impacts on FY 2011-12 budget.

LEGAL REVIEW / COMMENT:

Reviewed by: _____ Date: _____

COMMUNITY INVOLVEMENT PROCESS: N/A

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): N/A

ALTERNATIVES:

1. Council may advertise for an additional length of time.
2. Council may appoint their selected applicant.
3. Council may leave the vacancy open (not recommended).

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Library Board Applications



29799 Town Center Loop East
Wilsonville, OR 97070
503-682-1011 - Phone
503-682-1015 - Fax

APPLICATION FOR APPOINTMENT TO BOARD/COMMISSION

Name: Case Ted J. Date: April 3, 2012
Last First Middle

Home Address: 29264 SW San Remo Court

City/State/Zip: Wilsonville, OR 97070

Is this address within the City? Yes I've lived in Wilsonville since: 2008

Telephone No.: 503-910-9590 503-585-9988 503-910-9590
Home Work Cell/Mobile

E-Mail Address: tcase@oreca.org

Are you a registered Voter with the State of Oregon? Yes

Present Occupation: Executive Director, Oregon Rural Electric Co-ops

Which Committee(s) would you like to be appointed to:

*Dates of meetings are listed at the end of this application.
Please make sure those dates work with your schedule before you apply.*

- Budget Committee
- Parks and Recreation Advisory Board
- Library Advisory Board
- Development Review Board
- Planning Commission

Employment, professional, and volunteer background:

See attached sheet

Previous City appointments, offices or activities:

See attached sheet

As additional background for the Mayor and City Council, please answer the following questions.
Feel free to add additional pages.

Employment, professional and volunteer background:

Currently, Executive Director of the Oregon Rural Electric Cooperative Association, Salem

Former positions include:

Legislative Director, National Rural Electric Cooperative Association, 1997-2008, Washington D.C.

Congressional speechwriter and Staff Director of a U.S. House of Representatives Subcommittee, 1989-1997, Washington D.C.

Volunteer tutor, Northern Virginia Literacy Council, (Volunteer of the Year 2003)

Previous City Appointments, offices or activities:

None in Wilsonville.

Served as congressional liaison with City of Medford as a congressional staff member – 1987-89

1. What experience/training/qualifications do you have for this particular board or commission?

I have a Masters in Writing from Johns Hopkins University. I worked closely with the Library of Congress and the Congressional Research Service as a legislative aide on Capitol Hill. I also managed a \$6 million budget for a National trade association in Washington D.C.

2. What specific contribution do you hope to make?

I am at the Wilsonville library three times a week, either doing research on my upcoming book or with my family in the children's section. The facility, staff and services are exemplary. I am committed to keeping this level of service to the Wilsonville community.

3. What community topics concern you that relate to this board or commission? Why do you want to become a member?

Maintaining adequate funding and providing a diverse range of programs is my primary concern, particularly in tough budget times. I want to use my skills sets and work collaboratively with the Board on maintaining the culture of excellence and to provide guidance on how to meet the needs of the community.

4. Describe your involvement in relevant community groups and activities.

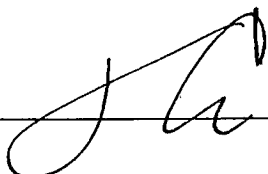
Board Member, Oregon Heat (provides low-income weatherization)

Sunday school teacher, Community of Hope Lutheran Church, Wilsonville

See attached sheet for answers
to four questions

1. What experience/training/qualifications do you have for this particular board or commission? You may attach a resume.
2. What specific contribution do you hope to make?
3. What community topics concern you that relate to this board or commission? Why do you want to become a member?
4. Describe your involvement in relevant community groups and activities. (Lack of previous involvement will not disqualify you from consideration.)

Signature: _____



Date: _____

April 6, 2012

Meeting dates (all meeting dates are subject to change or additions)

- Budget Committee – typically meets in April-May to consider City budget for new fiscal year
- Development Review Board – Second and fourth Mondays of the month
- Library Board – Fourth Wednesday of the month
- Parks & Recreation Advisory Board – Second Thursday of the month
- Planning Commission – Second Wednesday of the month

Please be advised members of the City Council, the Planning Commission and Development Review Board are required to file an annual **Statement Of Economic Interest** with the State of Oregon. A sample reporting form is available from the City Records Office at 29799 SW Town Center Loop East indicating the type of information you will be required to disclose if you are appointed.

For office use only:

Date Received: _____

4/6/12 4:14 PM *ack*

Date Considered: _____

4/16/12

Action by Council: _____

Term Expires: _____

Please return this form to:

City Recorder

29799 SW Town Center Loop E., Wilsonville, OR 97070

(503) 570-1506 FAX (503) 682-1015

E-mail: king@ci.wilsonville.or.us

City of Wilsonville in Oregon
29799 Town Center Loop East
Wilsonville, OR 97070
503-682-1011 – Phone
503-682-1015 - Fax

*Rec'd 3/22/12
3:57 pm ACK*

APPLICATION FOR APPOINTMENT TO BOARD/COMMISSION

Name: Steiger, Alan Lee

Home Address: 7054 SW Cedar Pointe Drive

City/State/Zip: Wilsonville, OR 97070

Is this address within the City? Yes. I've lived in Wilsonville since 2005

Telephone No. 503.685.9202

E-Mail Address: alsteiger@comcast.net

Are you a registered Voter with the State of Oregon? Y

Present Occupation: Retired

Which Committee(s) would you like to be appointed to:

*Dates of meetings are listed at the end of this application.
Please make sure those dates work with your schedule before you apply.*

- Budget Committee
- Parks and Recreation Advisory Board
- Library Advisory Board
- Development Review Board
- Planning Commission

Employment, professional, and volunteer background:

- 10+ years with an International CPA firm (Deloitte).
- Four years Treasurer of a publicly held company in Portland.
- 26 years as CFO of a privately held company in Newberg, 1000+ employees
- Active in Oregon Society of CPA's, including President
- Active involvement in American Institute of CPA's, including Board Member
- Citizen of the Year in Newberg
- Newberg Area Chamber of Commerce
- Providence Newberg Health Foundation
- Please see resume for additional information

Previous City appointments, offices or activities:

- . Library Advisory Board
- . Wilsonville city Budget Committee

As additional background for the Mayor and City Council, please answer the following questions.

1. What experience/training/qualifications do you have for this particular board or commission?

As a current Library Board member, I am familiar with all of the policies and procedures that have been established. During my time on the Board, we have critically reviewed and revised many of them.

2. What specific contribution do you hope to make?

As a CPA, I am able to review and comment on the budgets submitted by the Library Director.

3. What community topics concern you that relate to this board or commission? Why do you want to become a member?

The library is a critical element of our community. We have an excellent library, an important resource for all of Wilsonville. My goal, if appointed, is to do all that I can to preserve and expand the opportunities the library offers our citizens.

4. Describe your involvement in relevant community groups and activities.

I am currently finishing my first term on this Library Board. I am the Treasurer and a Board member on the Wilsonville Public Library Foundation. I have recently been appointed to the Wilsonville City Budget Committee.

Please see attached resume.

Signature

Alan L Steiger

Date

March 20, 2012

ALAN L. STEIGER, CPA

Professional Experience

Austin Industries

General Manager, 2008 – 2010

Austin Industries is a Family Office for a three generation family business in Newberg, OR

A-dec, Inc.

Vice President of Information, 1982 – 2008

Principal Accountabilities: Accounting, tax and audit; cost accounting; treasury and finance; facilities and property functions; regulatory services; insurance risk management; chairman of profit sharing administrative committee; legal liaison; strategic planning

Touche Ross & Co. (now Deloitte & Touche)

Sr. Manager – Audit Staff and Professional Standards Reviewer Supervisor – National Audit Staff

Education

Washington State University

Bachelor of Science in Business Administration with emphasis in Accounting

Professional Organizations

American Institute of CPA's

AICPA PEEC – 2008 - present

AICPA Board of Directors – 2005 - 2007

AICPA Business and Industry Executive Committee – 1999 – 2001

AICPA Council Member – 1994 – 1998

Oregon Board of Accountancy 2000 - 2005 Chair – 2002 – 2003

Other Information

My primary professional position, with A-dec, Inc., was as CFO of a family-owned, privately held dental equipment manufacturing company, which is one of the three largest in the world with sales approaching \$300 million.

I was Chairman of the Administrative Committee of the \$156 million Profit Sharing Retirement Plan and handled all administrative and legal aspects for the Plan and its 950 participants.

ALAN L. STEIGER, CPA
7054 SW Cedar Pointe Drive, Wilsonville, OR

Professional Experience

Austin Industries

General Manager, 2008 – 2010

Austin Industries is a Family Office for a three generation family business in Newberg, OR

A-dec, Inc.

Vice President of Information, 1982 – 2008

Principal Accountabilities: Accounting, tax and audit; cost accounting; treasury and finance; facilities and property functions; regulatory services; insurance risk management; chairman of profit sharing administrative committee; legal liaison; strategic planning

Touche Ross & Co. (now Deloitte & Touche)

Sr. Manager – Audit Staff and Professional Standards Reviewer Supervisor – National Audit Staff

Education

Washington State University

Bachelor of Science in Business Administration with emphasis in Accounting

Professional Organizations

American Institute of CPA's

AICPA PEEC – 2008 - present

AICPA Board of Directors – 2005 - 2007

AICPA Business and Industry Executive Committee – 1999 – 2001

AICPA Council Member – 1994 – 1998

Oregon Board of Accountancy 2000 – 2005, Chair – 2002 – 2003

Other Information

My primary professional position, with A-dec, Inc., was as CFO of a family-owned, privately held dental equipment manufacturing company, which is one of the three largest in the world with sales approaching \$300 million.

I was Chairman of the Administrative Committee of the \$156 million Profit Sharing Retirement Plan and handled all administrative and legal aspects for the Plan and its 950 participants.

King, Sandy

From: Jim Sandlin <jsandlin@mackaysposito.com>
Sent: Monday, April 16, 2012 10:38 AM
To: White, Shelley; City Council Members; Edmonds, Blaise
Cc: Andrew Karr; Cheryl Dorman; Dianne Knight; Monica Keenan; Bryan Cole; Lisa Schauer; Carroll, Pat
Subject: Wilsonville DRB Panel B Resignation

All,

It is with regret that I am informing you of my need to resign my position on the Development Review Board.

No longer having an office in Wilsonville for over a year now and working out of my Vancouver office, coupled with my increasing work obligations and time constraints, I have found it impractical to continue to serve on the board. Furthermore, I think the City would be better served by replacing my seat with someone who is either working or living within your community.

I have thoroughly enjoyed working with you all in the common goal of thoughtfully guiding the growth and development of your City and making your community such a wonderful place to live and work. I commend you all for your efforts to date and wish you all the best as you continue into the future.

Understanding that this is short notice, I can be available for the upcoming board meeting if need be. Also, if there are any outstanding loose ends that I need to tie up to make this transition go smoother for you, please let me know. Finally, if I have missed anyone that should be included in this email, please forward it along to them.

Thank you,

Jim Sandlin
Landscape Architect Technical Manager

MacKay & Sposito, Inc.
1325 SE Tech Center Drive, Suite 140
Vancouver, WA 98683

Ph: [\(360\) 695-3411](tel:(360)695-3411)
Fax: [\(360\) 695-0833](tel:(360)695-0833)
Mobile: [\(503\) 381-2386](tel:(503)381-2386)

www.mackaysposito.com <<http://www.mackaysposito.com/>>

King, Sandy

From: Brown, Martin
Sent: Wednesday, April 18, 2012 3:56 PM
To: City Hall
Subject: Eden award
Attachments: DSC_2972.JPG

I'm proud to announce that Becky White, Permit Technician in the Building Division, received the Public Sector Excellence Award at the Eden Conference held in Dallas, Texas last week. Becky received the award on behalf of the City of Wilsonville for her innovative proposal to create a special "end of the day" inspection report for building permit customers. The report allows contractors and other customers quick access to their daily inspection status without having to visit the job site or call inspection staff for their inspection results.

Becky has worked very hard to make the Eden operating system successful for the Community Development Department and I am very proud to have her as a part of our Building Division Team.

Martin

Tyler Technologies Announces Winners of the 2012 Tyler Public Sector Excellence Awards for ERP and School Solutions

Local government entities awarded for excellence with Munis®, Eden and Versatrans® solutions

DALLAS – April 12, 2012 – Tyler Technologies, Inc. (NYSE: TYL) today announced the recipients of its 2012 Tyler Public Sector Excellence Awards for its Munis® and Eden enterprise resource planning (ERP) solutions and its Versatrans® school transportation solution. Tyler’s Munis 2012 Excellence Award winners are the town of Foxborough, Mass., village of Bensenville, Ill., and Springfield Public Schools of Missouri. School District 18, in New Brunswick, Canada, won a 2012 Excellence Award for its use of Versatrans. Tyler’s Eden 2012 Excellence Award winners are the cities of Wilsonville, Ore., and Walla Walla, Wash.

The Tyler Public Sector Excellence Awards program is open to all Tyler clients using Munis, Eden or Versatrans solutions. The awards were created to recognize organizations that have demonstrated excellence in best practices for developing, deploying and maintaining Tyler’s solutions in new and successful ways. The awards honor innovation in organizational efficiency, productivity and responsiveness.

Award submissions were evaluated by a panel of Tyler leadership and an advisory board of judges — professional colleagues with extensive public sector and Tyler product experience. Entries were judged on business value, innovation and relevance to other public sector organizations. Additional criteria met by award winners include:

- Creating a unique process utilizing a Tyler application
- Realizing significant savings after implementing a Tyler product
- Increasing staffing productivity by implementing a Tyler product
- Empowering employees, citizens or vendors through their website’s self service modules

All six Tyler Excellence Award winners were honored Wednesday, April 11, at the Tyler Connect 2012 User Conference in Grapevine, Texas, where they were presented with the award and given the opportunity to share their best practices and lessons learned with their public-sector peers. Winners also received an expense paid trip for one to the conference.

“Tyler’s Public Sector Excellence Awards program is our chance to publicly recognize clients who embrace our technology and expertise to meet their constituents’ needs while creating value for taxpayers in the form of operating and financial improvements,” said Richard E. Peterson Jr., president of Tyler’s ERP & School Division. “Feedback from our most pioneering clients further enhances the power of Tyler product suites, and we’re proud to offer a forum like Tyler’s Connect User conference where our clients can share real-world successes with their peers. Congratulations to all the winners of Tyler’s Excellence Awards.”

**Tyler Technologies Announces Winners of the 2012 Tyler
Public Sector Excellence Awards for ERP and School Solutions**

April 12, 2012

Page 2

About Tyler Technologies, Inc.

Tyler Technologies (NYSE: TYL) is a leading provider of end-to-end information management solutions and services for local governments. Tyler partners with clients to empower the public sector — cities, counties, schools and other government entities — to become more efficient, more accessible and more responsive to the needs of citizens. Tyler's client base includes more than 10,000 local government offices in all 50 states, Canada, the Caribbean and the United Kingdom. *Forbes* has named Tyler one of "America's Best Small Companies" four times in the last five years. More information about Dallas-based Tyler Technologies can be found at www.tylertech.com.

###

Contact: Tony Katsulos
Jetstream PR for Tyler Technologies
972-788-9456, ext. 301
katsulos@jetstreampr.com

12-22

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: May 7, 2012		Subject: City Council Compensation Resolution Staff Member: Michael Kohlhoff Department: Legal	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable . Comments: Council directed City Attorney to prepare City Council Compensation Resolution from previous work session discussion after reviewing appointed Task Force recommendation regarding Mayor's compensation.	
Staff Recommendation: N/A			
Recommended Language for Motion: I move to adopt Resolution No. 2359.			
PROJECT / ISSUE RELATES TO:			
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL

- 1) In addition to the City's group health benefit available to the City Council, should a monthly stipend of \$375 Council effective January 1, 2013 be adopted for each Council member in recognition of the time Councilor's currently are asked to spend on City Business?

EXECUTIVE SUMMARY:

See comment section above

EXPECTED RESULTS:

See issue discussion above

TIMELINE:

The additional compensation for the position of City councilor is scheduled to go into effect January 1, 2013 after the current term ends for Councilors Hurst and Nunez and for Mayor Knapp.

CURRENT YEAR BUDGET IMPACT:

None.

FINANCIAL REVIEW / COMMENT:

Reviewed by: _____ G.W. _____ Date: _____ 4/23/2012 _____

See attached table. If all elected officials opted for stipends and insurance coverage the cost to the City would be significantly higher than what is budgeted and paid in the current fiscal year.

LEGAL REVIEW / COMMENT:

Reviewed by: _MEK _____ Date: _4/19/12_____

Author of report. Resolution drafted based on minutes of Council work session discussion and provided to City Manager for comment. Since Councilors Starr and Goddard terms are not ending, should either determine to vote for the Resolution they would be seen to be using their office for monetary gain in violation of the Oregon ethics laws. A councilor, who is present, but abstains on a vote, is still counted toward a quorum.

COMMUNITY INVOLVEMENT PROCESS: No public outreach on this issue was accomplished, but it arose out of discussion regarding the Mayoral compensation and the report from the Mayoral Compensation Task Force.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):
See policy issues above.

ALTERNATIVES:

Council directed the Resolution per work session discussion.

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Resolution No. 2359
- B. Finance table

Actual Current Impact- March 2012					
Annual Costs: \$54,109					
	Mayor	Councilors			
	Knapp	Goddard	Hurst	Nunez	Starr
Stipend	\$ 15,924.00	\$ -	\$ -	\$ -	\$ -
Car Allowance	\$ 4,800.00	\$ -	\$ -	\$ -	\$ -
Insurance (family)	\$ -	\$ -	\$ -	\$ 16,692.48	\$ 16,692.48
Total	\$ 20,724.00	\$ -	\$ -	\$ 16,692.48	\$ 16,692.48
Proposal – Possible Maximum Impact					
Annual Costs: \$110,462					
	Mayor	Councilors			
	Knapp	Goddard	TBD	TBD	Starr
Stipend	\$ 9,000.00	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00
Car Allowance	\$ -	\$ -	\$ -	\$ -	\$ -
Insurance (family)	\$ 16,692.48	\$ 16,692.48	\$ 16,692.48	\$ 16,692.48	\$ 16,692.48
Total	\$ 25,692.48	\$ 21,192.48	\$ 21,192.48	\$ 21,192.48	\$ 21,192.48
<u>Insurance coverage</u>	<u>rates 2012</u>				
Family	\$ 1,391.04				
Married	\$ 1,006.12				
Single	\$ 490.37				
(all net of 8%)					

TBD = To be determined after fall election.

RESOLUTION NO. 2359

A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING CITY COUNCIL STIPEND EFFECTIVE JANUARY 1, 2013.

WHEREAS, at its Work Session of April 9, 2012, the Council discussed the respective equities of Mayor Compensation, and that of Councilors; equities involved in City group health insurance benefits being available to elected officials, but that for those who have comparable health benefits through their employer electing to waive the benefit; the fact the health plan policies only provide across the board in lieu of payment of \$50.00 thereby eliminating the ability to provide an equivalent to the cost of health benefits to Council members who elect not to take the benefit; the greater demands of time currently for elected officials, the current recession climate; and what other officials in comparable regional cities receive; and

WHEREAS, the Council gave consensus direction to staff to prepare a resolution that provided a stipend to each Councilor, exclusive of the Mayor, of \$375.00 per month.

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1. Effective January 1, 2013, excluding the Mayor, each City Council member shall receive a stipend of \$350.00 a month.

Section 2. Notwithstanding Section 1 of this Resolution, City Council members may continue to receive reimbursement for business expenses incurred in the necessary and customary performance of their Councilor duties on behalf of the City of Wilsonville.

Section 3. The stipend set forth in Section 1 of this resolution is considered to be in addition to and not in lieu of each Councilor's eligibility to elect the City's group health insurance benefit coverage. Therefore, an individual Council member could elect both the stipend and health coverage, waive the stipend and elect the health coverage, or elect the stipend and waive the health coverage.

Section 4. This Resolution shall take effect upon adoption and the Councilor Stipend shall go into effect January 1, 2013.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof
this ____ day of _____, 2012, and filed with the Wilsonville City Recorder this date.

Tim Knapp, Mayor

ATTEST:

Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Núñez

Councilor Hurst

Councilor Goddard

Councilor Starr

King, Sandy

From: Alan Kirk <akirk@orepac.com>
Sent: Monday, May 07, 2012 3:03 PM
To: Cosgrove, Bryan; King, Sandy; Wallis, Gary; Kohlhoff, Mike
Subject: resolutions 2359 and 2360
Attachments: 5-7-12 letter regarding council compensation.docx

Good afternoon one and all

Hopefully you are having a great day

I am out of town this evening, but would one of you please read "into the record" the attached comments; I don't know if you are having a public hearing, or if this needs to be read during citizen comments.

Thank you for your assistance

May 7, 2012
Wilsonville City Council
Resolutions #2359 and #2360

Good evening

While I was on the City Council for 13 plus years, I did not receive a stipend nor did I elect to receive health insurance coverage, or cash payment in lieu of coverage. I do not believe that Councilors should receive either. That is why it is called "public service"

Currently, the Mayor receives an annual stipend of \$15,924 and both Councilor Nunez and Councilor Starr receive health insurance coverage with an annual value of \$16,692.48 each, which is more than the Mayor's current stipend.

This is a current total annual cost of \$54,109

The proposed resolutions reduce the Mayor's stipend by 43%, while at the same time, paying a stipend to Councilors for the first time, with a total annual cost of \$18,000 for Councilors for just the stipend.

The proposed resolutions could cost the City \$110,462 annually if all elect to be covered by the City's health insurance.

What started as a process to review the Mayor's annual stipend of \$15,924, has now evolved into a combined Council annual cost of \$110,462.

This is way out of line with other cities our size, as well as flying in the face of "public service."

I would request that effective 6-30-2012, that you modify these resolutions and terminate the health insurance option for the Council. This would reduce your proposed annual stipend cost to \$27,000 instead of \$110,462. How better to show your commitment to cost containment. "walk the talk"

And also allow the Council to elect out of any stipend payment.

Thank you

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: May 7, 2012	Subject: Mayoral Compensation Resolution Staff Member: Michael Kohlhoff Department: Legal	
Action Required <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: Council directed City Attorney to prepare Mayoral Compensation Resolution from previous work session discussion after reviewing appointed Task Force recommendation to reduce compensation.	
Staff Recommendation: N/A		
Recommended Language for Motion: I move to adopt Resolution No. 2360.		
PROJECT / ISSUE RELATES TO:		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

- 1) By the Council effectively reducing the base compensation for the position of Mayor to \$750 a month, together with the other benefits provided, is an appropriate financial incentive provided to attract small business persons to the candidate pool for the greater time involved in regional issues commensurate with that provided for comparable mayoral duties in other cities and the present economic times?
- 2) By the Council effectively reducing the base compensation for the position of Mayor to \$750 a month, together with other benefits provided, deter the position from over involvement with administrative affairs?

EXECUTIVE SUMMARY:

See comment section above

EXPECTED RESULTS:

See issue discussion above

TIMELINE:

The reduction in compensation for the position is scheduled to go into effect January 1, 2013 after the current term ends. The election for a new term for the position of Mayor is scheduled for November 2012.

CURRENT YEAR BUDGET IMPACTS:

None.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Gary Wallis Date: April 23, 2012

See attached table. If all elected officials opted for stipends and insurance coverage the cost to the city would be significantly higher than what is budgeted and paid in the current fiscal year.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 4/19/12

Author of report. Resolution drafted based on minutes of Council work session discussion and discussion modifications to Task Force Report and provided to City Manager for comment.

COMMUNITY INVOLVEMENT PROCESS:

Task Force Appointed by Council.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

See policy issues above.

ALTERNATIVES:

Council directed the Resolution per work session discussion.

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Resolution No. 2360
- B. Finance table

Actual Current Impact- March 2012					
Annual Costs: \$54,109					
Mayor	Councilors				
Knapp	Goddard	Hurst	Nunez	Starr	
Stipend	\$ 15,924.00	\$ -	\$ -	\$ -	\$ -
Car Allowance	\$ 4,800.00	\$ -	\$ -	\$ -	\$ -
Insurance (family)	\$ -	\$ -	\$ -	\$ 16,692.48	\$ 16,692.48
Total	\$ 20,724.00	\$ -	\$ -	\$ 16,692.48	\$ 16,692.48
Proposal – Possible Maximum Impact					
Annual Costs: \$110,462					
Mayor	Councilors				
Knapp	Goddard	TBD	TBD	Starr	
Stipend	\$ 9,000.00	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00
Car Allowance	\$ -	\$ -	\$ -	\$ -	\$ -
Insurance (family)	\$ 16,692.48	\$ 16,692.48	\$ 16,692.48	\$ 16,692.48	\$ 16,692.48
Total	\$ 25,692.48	\$ 21,192.48	\$ 21,192.48	\$ 21,192.48	\$ 21,192.48
<u>Insurance coverage</u>	<u>rates 2012</u>				
Family	\$ 1,391.04				
Married	\$ 1,006.12				
Single	\$ 490.37				
(all net of 8%)					

TBD = To be determined after fall election.

RESOLUTION NO. 2360

A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING MODIFIED MAYORAL COMPENSATION EFFECTIVE JANUARY 1, 2013.

WHEREAS, at its Work Session of April 9, 2012, the City council reviewed the recommendation of the Mayoral Compensation Task Force to modify the current Mayoral compensation and reviewed reports and survey by staff concerning Mayoral compensation in other Oregon cities and the City of Wilsonville group insurance plan requirements; and

WHEREAS, a discussion occurred with concerns being expressed about increasing time needs for meeting among regional public officials, including the Mayor; attracting a greater candidate pool; not having the compensation reach a level that encourages a Mayor to assume administrative status; greater involvement of councilors and staff in regional concerns; and a concern that other cities, especially in the Portland metropolitan area have increased demands of their mayors, but have lower compensation packages, and while this may historically come about from different times with less time demand, the current economic times are also reflective of a recession with many constituents having less income; and

WHEREAS, the Council provided consensus guidance to staff to provide a modified Mayoral compensation resolution effective January 1, 2013 to reduce the Mayoral stipend to \$750.00 per month; change reimbursement for car expenses from a set monthly rate of \$400.00 to a mileage reimbursement based on the applicable IRS mileage rate; the Mayor be provided use of a City cell phone and lap top computer through the City's IS division at City expense for City business conducted in connection with Mayoral duties; continuation of the ability to elect to be on the City's group health insurance plan, consistent with the applicable administrative rules governing the plan; and reimbursement of business expenses in connection with performing Mayoral duties in keeping with City expense reimbursement policies.

NOW THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1. A modification of the current Mayoral compensation shall go into effect January 1, 2013 as follows:

1.1 The Mayoral stipend shall be \$750.00 per month.

1.2 The Mayor shall be entitled to be reimbursed for use of his personal motor vehicle in connection with conducting City business as may be necessary and/or customary in performing Mayoral duties on behalf of the City of Wilsonville and such reimbursement shall be based on mileage multiplied by the applicable prevailing Internal Revenue Service rate at the time incurred. In no case shall reimbursement during the time of office be requested later than 30 days after the applicable term ends.

1.3 The Mayor shall be provided the use of a City cell phone and lap top computer through the City's IS department at City expense for City business in connection with the performance of the necessary and/or customary Mayoral duties on behalf of the City of Wilsonville.

1.4 The City group health insurance plan includes public elected officials, and the Mayor may elect to receive the City's health insurance benefits in accordance with the Plan's administrative policies.

1.5 The Mayor shall be entitled to be reimbursed for business expenses incurred as may be necessary and/or customary in performing the Mayoral duties on behalf of the City of Wilsonville.

Section 2. This resolution shall take effect upon adoption and the modifications of compensation as set forth above shall go into effect January 1, 2013.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this ____ day of _____, 2012, and filed with the Wilsonville City Recorder this date.

Tim Knapp, Mayor

ATTEST:

Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp
Council President Núñez
Councilor Hurst
Councilor Goddard
Councilor Starr

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: May 7, 2012	Subject: 2012 Street Maintenance Contract Staff Member: Mike Ward, P.E. Department: Engineering	
Action Required <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: 	
Staff Recommendation: Recommend approval of Resolution No. 2361 awarding the 2012 Street Maintenance Contract including alternates 2, 3, & 4 to Brix Paving, the lowest responsible bidder.		
Recommended Language for Motion: 2012 Street Maintenance with Alternates 2, 3, & 4		
PROJECT / ISSUE RELATES TO:		
<input checked="" type="checkbox"/> Council Goals/Priorities Ensuring efficient, cost-effective and sustainable development and infrastructure	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

City Council's approval of the 2012 Street Maintenance contract is required in order to proceed with the work.

EXECUTIVE SUMMARY:

This Contract is required to continue the City's policy of maintaining City streets based on a rotating schedule and visual inspection. Work is scheduled to take place in the summer paving window, and will include the Renaissance at Canyon Creek, Villebois, and Charbonneau

neighborhoods, along with other locations. Work will include crack repair, slurry sealing, pavement overlay, and pavement removal and patching, as identified in the Scope of Work.

EXPECTED RESULTS:

Preventative maintenance is performed to lengthen the useful life of the City's streets, thereby reducing the amount of street reconstruction and long range maintenance costs.

TIMELINE:

Staff intends to issue a Notice to Proceed on or about June 1, 2012, with substantial completion by September 15, 2012. Neighborhoods will be notified prior to work commencing once the Contractor has established a schedule to perform work in each neighborhood. Information will be posted weekly on the City's website and Facebook page.

CURRENT YEAR BUDGET IMPACTS:

Brix Paving's bid for the base Contract and Alternates 2, 3, & 4 is \$502,527.18. This work will be paid for by funding from capital projects #4014 which has a current balance of \$224,224.00 and will fund work completed in FY11-12. The FY12-13 budget proposal contains \$650,000.00, which will cover the remaining costs for the 2012 Street Maintenance Program, the balance will be used to fund work for the 2013 Street Maintenance Program. The funding sources are Road Maintenance Fees.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: GW Date: 4/25/12
Concur with above budget impact statement.

LEGAL REVIEW / COMMENT:

Reviewed by: _____ Date: _____

COMMUNITY INVOLVEMENT PROCESS:

Upon visual inspection, staff determined that 4th Street, 5th Street, and the block of Magnolia between 4th and 5th needed dig out and repair work over nearly all areas previously unrepaired, which amounts to between 50% and 85% of those streets. Staff developed three options for whole street replacement, each including a form of concrete edge for structural purposes. At an open house, citizens of the Old Town neighborhood have expressed that they view concrete placement to be inconsistent with the neighborhood's Master Plan. Therefore, until some resolution is agreed upon, maintenance of streets in Old Town has been deferred to 2013.

POTENTIAL IMPACTS/ BENEFIT TO THE COMMUNITY:

Certain residents will be impacted on the day(s) street maintenance is performed on streets within their neighborhoods or on other roadways they may need to travel on within the community. Staff will work with the contractor to minimize disruptions to the extent reasonable, and provide notifications to residents in impacted neighborhoods prior to work occurring in those neighborhoods.

Benefits to the City include longer lasting streets and reduced long-range cost for major reconstruction.

ALTERNATIVES:

For the reasons stated above, work in Old Town (Bid Alternate #1) will not be done this year. Work shown in the Charbonneau area (Bid Alternate #2) bringing certain catch basins located within the bike lane to existing grade, between Barber and Boones Ferry (Bid Alternative #3) and conversion of certain catch basins to curb inlets (Bid Alternative #4) will be performed this year

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Resolution 2361
- B. Bid Summary

RESOLUTION NO. 2361

A RESOLUTION OF THE CITY OF WILSONVILLE ACTING AS THE LOCAL CONTRACT REVIEW BOARD APPROVING THE BID PROCESS; ACCEPTING THE LOWEST RESPONSIBLE BID; AWARDING A CONSTRUCTION CONTRACT TO BRIX PAVING, THE LOWEST RESPONSIBLE BIDDER; AND VERIFYING FUND AVAILABILITY FOR THE PROJECT TITLED 2012 STREET MAINTENANCE.

WHEREAS, the City Council serves as the City's Contract Review Board, in accordance with the provisions of Oregon Revised Statutes, Chapter 279, Public Bids and Contracting; Wilsonville Code 2.3.14, Contracts with the City; and the Attorney General's Model Rules which the City has adopted as its contracting rules; and

WHEREAS, the Street Maintenance Program for road repair work for the 2012-2013 construction season was duly advertised for pre-qualification to competitively bid in the Daily Journal of Commerce on February 23 and March 1, 2012; and

WHEREAS, the foregoing bid advertisement and invitation to bid included a Request for Qualifications that established a qualification process under which prospective bidders must be qualified in order to be considered a responsive bidder and six potential bidders were deemed pre-qualified; and

WHEREAS, a complete Specifications and Contract Documents for the 2012 Street Maintenance Program ("Contract Documents") was assembled and mailed by staff to all prequalified bidders on or about April 11, 2012 and notice of the same was published in the Daily Journal of Commerce on April 11, 2011; and

WHEREAS, from the qualified bidders, four sealed bids were received prior to 2 p.m. local time, April 24, 2012, at the City Hall, 29799 SW Town Center Loop East, Wilsonville, OR, 97070 (the deadline time and place set for bid submission); and

WHEREAS, the four bids were then opened individually, and separately read aloud at 4:00 p.m., local time, April 24, 2012. The Summary of Bids is marked Exhibit "A", attached hereto and incorporated herein; and

WHEREAS, the four bids were found to be from pre-qualified responsive bidders, as defined under the Request for Qualifications; and

WHEREAS, the Brix Paying bid of \$502,527.18, which includes the base contract and Alternates 2, 3, & 4 was the low bid; and

WHEREAS, the City therefore desires to execute a contract to perform the work described in the Contract Documents in a timely manner; and

WHEREAS, the City's FY11-12 budget includes a \$615,000 appropriation, which has a balance of \$224,224, for the Street Maintenance, which is Project #4014 in the budget; and

WHEREAS, the currently proposed FY12-13 budget includes \$650,000 for Street Maintenance.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The City Council acting as the Local Contract Review Board finds and concludes:
 - a. The Recitals set forth above are incorporated by reference herein.
 - b. The bid from Brix Paving, in the amount of a \$502,527.18 for the Contract, including and Alternates 2, 3, & 4, is deemed responsive and is the lowest bid received from the pre-qualified responsive bidders..
2. Subject to the final review and approval of the Contract Documents by Brix and City staff, and in accordance with the provisions of Oregon Revised Statutes, Chapter 279, Public Bids and Contracting; Wilsonville Code 2.3.14, Contracts with the City; and the Attorney General's Model Rules which the City has adopted as its contracting rules; the City Council acting as the Contract Review Board hereby awards the contract for construction to Brix Paving in the amount of \$502,527.18 ("Contract Amount").
3. Should Brix Paving fail to execute the Contract Documents in a timely manner, City staff is hereby authorized to negotiate with the next lowest bidder and come back to City Council for approval of an award to the next lowest bidder.
4. Subject to final completion of all improvements specified in the Contract Documents and any supplementary changes, the City staff person designated as the Project Manager is authorized to certify the required improvements complete and make final payment, including release of retainage once the Project Manager is satisfied that all work has been satisfactorily completed.
5. The Project Manager is authorized to approve change orders to the Contract Documents, as reasonably required provided, however, that the total cost of all Change Orders does not exceed 15% of the Contract Amount, which 15% is referred to herein as the Contingency..
6. The City Council hereby authorizes an expenditure not to exceed the Contract

Amount bid plus a 15% Contingency:

RESOLUTION NO. 2361

N:\City Recorder\Resolutions\Res2361.docx

PAGE 2 of 3

<u>Project</u>	<u>Amount (including Contingency)</u>
.4014-30-40	\$577,906.26

7. This Resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a special meeting thereof this 7th day of May 2012, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Sandra C. King, MMC, City Recorder

SUMMARY of Votes:

Mayor Knapp	_____
Council President Núñez	_____
Councilor Hurst	_____
Councilor Goddard	_____
Councilor Starr	_____

BID SUMMARY					
2012 STREET MAINTENANCE					
OWNER: CITY OF WILSONVILLE					
OPENING DATE: APRIL 24, 2012 4:00PM					
Order Opened	Bidder	Bid Amount	Base + Alternate #1, 3, & 4	Base + Alternate #2, 3, & 4	Base + All Alternates
1	BRIX PAVING				
	Base Bid	\$299,376.50	\$607,475.98	\$502,527.18	\$775,251.06
	Alternate #1	\$272,723.88			
	Alternate #2	\$167,775.08			
	Alternate #3	\$7,038.60			
	Alternate #4	\$28,337.00			
2	EAGLE-ELSNER				
	Base Bid	\$340,166.20	\$609,739.60	\$561,927.00	\$800,000.40
	Alternate #1	\$238,073.40			
	Alternate #2	\$190,260.80			
	Alternate #3	\$15,000.00			
	Alternate #4	\$16,500.00			
3	KNIFE RIVER				
	Base Bid	\$325,626.01	\$575,162.01	\$541,293.61	\$730,829.61
	Alternate #1	\$189,536.00			
	Alternate #2	\$155,667.60			
	Alternate #3	\$18,000.00			
	Alternate #4	\$42,000.00			
4	S-2 CONTRACTORS				
	Base Bid	\$365,645.30	\$721,333.02	\$544,988.80	\$872,676.52
	Alternate #1	\$327,687.72			
	Alternate #2	\$151,343.50			
	Alternate #3	\$6,000.00			
	Alternate #4	\$22,000.00			

City of

WILSONVILLE
in OREGON



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: April 16, 2012		Subject: Ordinance #703, Zone Map Amendment from RA-H to PDR-4, Brenchley Estates – North.	
		Staff Member: Blaise Edmonds, Manager of Current Planning Department: Planning Division	
Action Required		Development Review Board Recommendation	
<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: <input checked="" type="checkbox"/> Ordinance 1st Reading Date: April 16th <input checked="" type="checkbox"/> Ordinance 2nd Reading Date: May 7th <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comment: Following their review at the March 26th meeting, the Development Review Board, Panel B recommends approval of the Zone Map Amendment.	
Staff Recommendation: Staff recommends that the City Council adopt Ordinance #703 approving a Zone Map Amendment from RA-H to PDR-4. The State statutory 120-day time limit applies to this application. The City must render a final decision for the request by June 21, 2012.			
Recommended Language for Motion: I Move to Adopt Ordinance No. 703 on the 1st reading.			
PROJECT / ISSUE RELATES TO: Comprehensive Plan, Zone Code and Brenchley Estates Master Plan.			
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: Approve or Deny Ordinance #703 for a Zone Map Amendment from the Residential Agricultural – Holding (RA-H) zone to the Planned Development Residential - 4 (PDR-4) zone on 19.962 - acres comprising the northerly portion of the former Thunderbird Mobile Club along SW Parkway Avenue. Conforming the PDR zones to the established densities on the Comprehensive Plan map is a routine item, for which the City Council is the final local authority. Holland Partner Group, Applicant.

EXECUTIVE SUMMARY: The proposed Zone Map Amendment is being forwarded to the City Council by Development Review Board Panel 'B' with a recommendation of approval. The Board approved a companion application to modify the Stage I Preliminary Plan for Brenchley Estates (re-named Jory Trail at the Grove) to combine it with Brenchley Estates - North. The combined master planned area is 59.96 acres comprising 71 single-family detached homes and 683 multi-family units. The approved Jory Trail at the Grove project is 32.06 acres and proposed Brenchley Estates - North is approximately 28 gross acres. The proposed zone change will enable phased development of Brenchley Estates - North which will comprise of 359 market rate apartment units, a 39 lot subdivision for detached single-family houses (for sale), a 1.4 acre future development parcel (use to be determined through a future application), a 1.07 acre private park and a community center/swimming pool. No change to Comprehensive Plan densities is proposed. The DRB approved several companion applications including a Stage II Final Plan, waivers, Site Design Plan, Type 'C' Tree Plan for Lot 1, and 5-Lot Tentative Subdivision Plat. Those approvals are contingent on Council approval of the subject Zone Map Amendment. Three citizens testified in opposition; two had concerns about traffic congestion and one about electrical code violations.

EXPECTED RESULTS: Adoption of Ordinance No. 703 will enable development of 359 apartment units in 14 buildings, a community center/swimming pool and 39 single family detached houses in Brenchley Estates – North.

TIMELINE: Lot 1 (Phase 1): Construction of 288 apartments would begin this summer and would take approximately one year to complete. Development of 39 - lots and homes on Lots 2 and 3 of Brenchley Estates - North would begin in the fall of 2012. The proposed 4-story, 71 units on Lot 4 (Phase 2) will be submitted to the City within 1 to 5 years for final Stage II approval.

CURRENT YEAR BUDGET IMPACTS: Proposed Brenchley Estates – North is a private development so the Applicant is responsible to make all public and private improvements, pay City application fees and systems development charges for parks, storm sewer and streets.

Reviewed by: Gary Wallis Date: March 19, 2012

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Gary Wallis, Date: March 19, 2012

Property tax impacts for the city, fire district and school are noted in a section below. The development is not within an urban renewal district so all tax increases flow to the taxing entities. Combined water and sewer sales are estimated to be \$300,000 per year.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK, Date: March 16, 2012

A zone change hearing is a quasi-judicial land use hearing. Any ex parte contact must be disclosed when asked by the Mayor at the time he provides the introduction. Any conflict of interest must likewise be disclosed and recusal announced from participation as a hearing officer in the matter. The decision making involves the application of discrete facts to the applicable standards. E.g. does the proposed density for the zone change comply with that of the Comprehensive Plan and Map densities? Approval of the first reading on April 16, 2012,

scheduled second reading and approval on May 7, 2012, and 30 day time period for the Ordinance to become effective, is within 120 day time legal time period to act on the application.

COMMUNITY INVOLVEMENT PROCESS: The required public hearing notices have been sent. Last Fall the Applicant conducted a neighborhood meeting with residents from Ash Meadows Condominiums. Staff requested the Applicant to contact the West Linn/Wilsonville School District about potential school enrollment impacts. The Applicant also contacted Mentor Graphics, the largest adjacent property owner.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): Ordinance No. 703 will provide:

- Brenchley Estates – North will add approximately \$33 million dollars in new assessed value to the community resulting in approximately \$80,000 to the City's general fund; \$50,000 to the TVFR and at least \$165,000 to the school district. These are annual future revenues.
- \$341,960.00 Construction Excise Tax dollars generated for capital school development.
- 359 new apartment units and 39 houses to help balance jobs and housing within the City.
- Attract new businesses for employees looking for closer work commutes.
- Increased shopping, dining, dental and medical, professional services within the City and walking distance of Wilsonville Town Center.
- 12 four-bedroom apartment units to attract students from OIT and Pioneer Pacific College.
- Increased transit ridership generated by the project next to a major transit route along SW Parkway Avenue.
- *SMART* pull-out at SW Parkway Avenue.
- Improved 8 to 10 foot wide bicycle and pedestrian pathway along west side of SW Parkway Avenue.
- Hundreds of construction jobs for several years.

ALTERNATIVES: Any proposal to create lower housing or higher density housing would require a Comprehensive Plan Map Amendment. The Applicant seeks to develop Brenchley Estates – North within the allowed PDR-4 and PDR-5 zoning densities and does not seek a Comprehensive Plan Map Amendment.

CITY MANAGER COMMENT:

ATTACHMENTS:

Exhibit A - Zoning Order DB12-0012

Attachment 1: Map depicting Zone Map Amendment

Attachment 2: Legal Description and Map

Exhibit B – Planning Staff Report, Zone Change Findings, and Recommendation to City Council, April 16th

Exhibit C - DRB Panel B Notice of Decision and Resolution No. 226.

Exhibit D - Adopted Staff Report and DRB Recommendation (Exhibit A1), March, 19th and Brenchley Estates application dated February 24th on compact disk.

Exhibit E – March 26th DRB Minutes

Exhibit D
BEFORE THE CITY COUNCIL OF THE
CITY OF WILSONVILLE, OREGON
Brenchley Estates - North

In the Matter of the Application of)
Mr. Jerry Offer of OTAK, Inc.,)
Agent for the Applicant,)
Holland Partner Group, for a)
Rezoning of Land and Amendment)
of the City of Wilsonville)
Zoning Map Incorporated in Section 4.102)
of the Wilsonville Code.)

ZONING ORDER DB12-0012

The above-entitled matter is before the Council to consider the application of DB12-0012, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property ("Property"), legally described and shown on the attached Exhibits 1 and 2; has heretofore appeared on the City of Wilsonville Zoning Map as Residential Agriculture - Holding (RA-H).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that The Property, consisting of approximately 19.962 acres of the northerly portions of Tax Lot 200, 103 and 105 as more particularly shown in the Zone Map Amendment Map, Exhibit 1 and described in Exhibit 2 is hereby rezoned to Planned Development Residential - 4 (PDR-4), subject to conditions detailed in this Order's adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This day of 2012.

TIM KNAPP, MAYOR

APPROVED AS TO FORM:

Michael E. Kohlhoff, City Attorney

ATTEST:

Sandra C. King, CMC, City Recorder

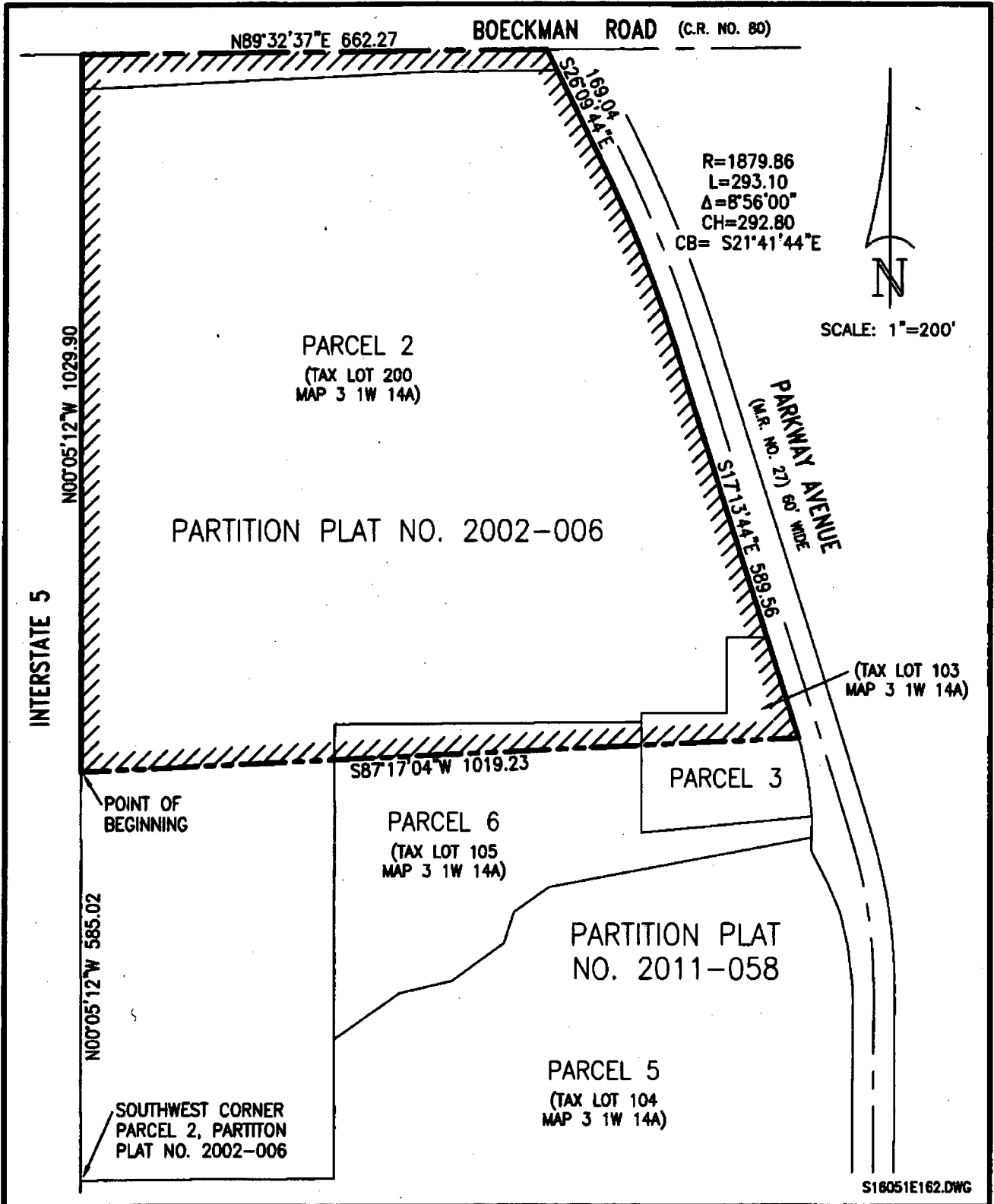
Exhibit A: Legal Description
Exhibit B: Map depicting Zone Map Amendment
Exhibit E: Zone Map Amendment Findings

**RA-H ZONE AREA
BRENCHLEY PROJECT
Description
March 12, 2012**

A tract of land in the northeast one-quarter of Section 14, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, and being described as follows:

Beginning at a point on the west line of Parcel 2 (Tax Lot 200), Partition Plat No. 2002-006, Clackamas County Plat Records, said point bearing North $00^{\circ}05'12''$ West, a distance of 585.02 feet from the southwest corner of said Parcel 2 (Tax Lot 200); thence North $00^{\circ}05'12''$ West along said west line and its northerly extension, a distance of 1,029.90 feet to the centerline of Boeckman Road (C.R. No. 80); thence North $89^{\circ}32'37''$ East along said centerline, a distance of 662.27 feet to the northerly extension of the westerly right of way line of Parkway Avenue (M.R. No. 27); thence South $26^{\circ}09'44''$ East along said northerly extension and westerly right of way line, a distance of 169.04 feet to the point of curve right of a 1,879.86 foot radius curve; thence continuing along said westerly right of way line on the arc of said curve right through a central angle of $8^{\circ}56'00''$, a distance of 293.10 feet (chord bears South $21^{\circ}41'44''$ East, a distance of 292.80 feet); thence continuing along said westerly right of way line South $17^{\circ}13'44''$ East, a distance of 589.56 feet to a point on the easterly line of Parcel 3 (Tax Lot 103), said Partition Plat No. 2002-006; thence leaving said westerly right of way line and running through said Parcel 3 (Tax Lot 103), Parcel 6 (Tax Lot 105), Partition Plat No. 2011-058, Clackamas County Plat Records, and said Parcel 2 (Tax Lot 200) South $87^{\circ}17'04''$ West, a distance of 1,019.23 feet to the Point of Beginning.

Contains 19.962 acres, more or less.



**RA-H ZONE AREA
 BRENCHLEY PROJECT
 NE1/4 SECTION 14, T.3S., R.1W., W.M.
 CITY OF WILSONVILLE
 CLACKAMAS COUNTY, OREGON
 MARCH 12, 2012**

otak
 Incorporated

surveyors
 engineers
 planners

17355 S.W. BOONES FERRY ROAD
 LAKE OSWEGO, OREGON 97035
 (503)635-3618 FAX (503)635-5395

FINDINGS OF FACT

1. Existing Site Conditions:

The subject site for the proposed Zone Map Amendment is the former Thunderbird Mobile Club (TMC). In Resolution 226, DRB Panel B approved modification to the Stage I Preliminary Plan combines Jory Trail at the Grove (under construction) with proposed Brenchley Estates - North. Brenchley Estates - North and Jory Trail at the Grove comprise Tax Lots 100, 103, 104, 105 and 200. The subject northerly property proposed for Brenchley Estates - North is currently zoned RA-H and PDR-5. Jory Trail at the Grove is zoned PDR-5.

Surrounding Development: The adjacent land uses are as follows:

Compass Direction	Existing Use(s)
North	PGE substation and an auto body repair shop zoned PDI.
East	Ash Meadows condos and vacant industrial land owned by Mentor Graphics.
South	Wilsonville Family Fun Center and the NAPA store
West	Interstate-5

Natural Characteristics: Brenchley Estates - North and Jory Trail at the Grove contains 59.96 acres of approximately 7.79 acres is forested open space in the Significant Resource Overlay Zone (SROZ) and including a drainage-way designated in SROZ. A significant number and variety of trees are scattered throughout the property.

Streets: The subject site abuts SW Parkway Avenue on the east, SW Boeckman Road at the north and Interstate-5 at the west.

Previous Planning Applications Relevant to the subject property:

2. Ordinance No. 509 which revised Wilsonville's Development Code, effective Nov. 15, 2000, included a citywide change from PDR zone to a range of PDR -1 through PDR-7.

73RZ04: PDR Zone

81PC26: Stage II Final Plan – Addition of 21 units/spaces.

82DR04: Final Site Plan- 12 additional units

Ordinance No. 270 and Resolution 84PC01: Amendment to the Comprehensive Plan Map from Primary Open Space to Secondary Open Space to allow tree removal. Added - 8 mobile home sites.

DB11-0006 Stage I Preliminary Plan – Brenchley Estates - South

DB11-0007 Three Waivers – Parcel 1
DB11-0010 Stage II Final Plan – Parcel 1
DB11-0011 Site Design Review – Parcel 1
DB11-0009 Type ‘C’ Tree Plan – Parcel 1
DR11-0005 Tentative Partition Plat
DB11-0012 Monument Sign
SI11-0001 SROZ Map and SRIR – Parcel 1
DB11-0029 Stage II Final Plan – Phase II, Brenchley Estates South
DB11-0032 Stage II Waivers – Phase II
DB11-0030 Site Design Review – Phase II
DB11-0033 Type ‘C’ Tree Plan – Phase II
DB11-0031 Tentative Subdivision Plat – Phase II
SI11-0002 – SROZ Map Verification and SRIR - Phase II
01AR02 Partition Plat.

3. The Applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.
4. Notice of the proposed project has been sent to the appropriate agencies involved in the review of public improvements. Comments and conditions of approval from the Building and Engineering Divisions, and Natural Resources Program Manager were received and were incorporated into the staff report for the companion applications.
5. The statutory 120-day time limit applies to this application. The application was initially received on January 31, 2012. Staff conducted a completeness review within the statutorily allowed 30-day review period, and advised the Applicant by letter on February 6, 2012, of missing items. On February 21, 2012, the Applicant submitted additional materials intended to complete the application. For procedural reasons, On February 24, 2012 the application was deemed complete. The City must render a final decision for the request, including any appeals, by June 21, 2012.

CONCLUSIONARY FINDINGS

The Applicant's compliance findings to the applicable land development criteria and Comprehensive Plan goals, policies and implementation measures are found in Section II, Exhibit B1 of the digital e-mail sent to the City Council members and are hereby incorporated into this staff report as findings.

DB12-0012: ZONE MAP AMENDMENT

This request is for approval of a Zone Map Amendment from Residential Agricultural – Holding (RA-H) to Planned Development Residential – 4 (PDR-4) for 19.962 acres (includes southerly rights-of-way of SW Boeckman Road) involving the upper portions of Tax Lots 103, 105 and 200. The purpose of the RA-H Zone is set forth in the 4.120 of the Code. 19.38 acres comprises the property outside of the public ROW. The proposed Zone Map Amendment from RA-H to PDR-4 is intended to serve as a procedure to evaluate the conversion of urbanizable land to urban land consistent with the Comprehensive Plan. Because the service levels vary throughout the City, the zoning process allows for a case-by-case analysis of the availability of public facilities and services and to determine specific conditions related to needed public facilities improvements. All land development proposals are reviewed for conformity with the Comprehensive Plan and specific standards set forth in the zoning ordinance.

As set forth in Subsection 4.197(.02) of the Wilsonville Code, in recommending approval or denial of a proposed zone map amendment, the Board must at a minimum, adopt findings addressing Criteria A-G, below.

Criterion 'A'

“That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008 or, in the case of a Planned Development, Section 4.140.”

- A1.** The Applicant has provided findings in Section II of Exhibit B1 addressing the Zone Map Amendment criteria, which are included in this staff report as findings for approval. Approval of the proposed Zoning Map Amendment is contingent on approval by the City Council by a City Ordinance.

Criterion 'B'

“That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text.”

Comprehensive Plan Designation: Residential 6 - 7 dwelling units per acre.

- A2.** The subject property in this application for re-zoning is designated on the Comprehensive Plan as Residential 6-7 du/acre. The combined gross site area for

the Stage I Preliminary Plan comprising Jory Trail at the Grove and Brenchley Estates - North is 59.96 acres and is designated on the Comprehensive Plan Map as Residential 6 – 7 dwelling units per acre. So the gross Comprehensive Plan Map density of the subject property for rezoning is 136.7 (137 rounded off) dwelling units. However, the 6 – 7 du/ac density on the subject property for rezoning is intended to be implemented by the PDR – 4 Zone of Table 1 of Section 4.124(.05) and Section 4.124.4(.03)WDC (4,000 sq. ft. minimum lot size at build-out). Thus the maximum density is 19.38 acres x 43,560 sq. ft. per acre = 844,192.8 sq. ft. /4,00 sq. ft. = 211 dwelling units allowed meeting the Comprehensive Plan and the Planning and Land Development Code.

The gross Comprehensive Plan Map density of the revised 59.96 acre Stage I Preliminary Plan at 6 - 7 du/ac is approximately 420 maximum dwelling units. However, again the 6 – 7 du/ac density on the subject property for re-zoning is intended to be implemented by the PDR – 4 and PDR-5 Zones of Table 1 of Section 4.124(.05), Section 4.124.4(.03)WDC (4,000 sq. ft. minimum lot size at build-out) and Section 4.124.5(.03)WDC (2,500 sq. ft. minimum lot size at build-out). Thus the actual allowed maximum number of housing units for the entire master planned area is 725 dwelling units (724 total units are proposed). The revised Stage I Preliminary Development Plan was reviewed and approved in case-file DB12-0013 (Resolution 226). The DRB found that the revised Stage I Preliminary Plan meets the Comprehensive Plan Map density of 6-7 du/ac. Refer to the Applicant's findings in Section I of Exhibit B1 for detailed analysis of the allowed housing density, which is applicable to Criterion B.

Comprehensive Plan – Residential Variety/Diversity of Housing

Implementation Measures 4.1.4.c, 4.1.4.g, 4.1.4.j, 4.1.4.k, 4.1.4.l, and 4.1.4.p speak to the City's desire to plan for and establish a variety and diversity of housing types that meet the social and economic needs of the residents, including the need for affordable housing and a balance of housing with jobs.

A3. The Applicant's zone change proposal would enable 359 multi-family apartment units dispersed in 14 buildings and 39 single-family detached houses on the Brenchley Estates – North site. The Applicant's response findings in Section II, Exhibit B1 to 4.198.01(A) speak to the providing for additional single-family and attached housing in the City, meeting these measures.

Implementation Measures 4.1.1.j, 4.1.4.i, 4.1.4.o, and 4.1.4.r speak to the City's desire to approve new residential development concurrent with the availability of public facilities.

A4. Water, sanitary sewer, and storm sewer are either available to the proposed Brenchley Estates - North site (with appropriate connections) or can be supplied to the project. The Applicant will also be responsible for constructing a public street system internal to the site to serve the proposed apartment buildings and for the 39-single-family lot subdivision.

Implementation Measure 4.1.4.h: “Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.”

A5. The Applicant will be required to pay the equitable share (as determined by the Community Development Director) of the capital improvement costs for public services.

A6. The subject Brenchley Estates - North site is currently zoned Residential Agricultural – Holding (RA-H) and PDR-5. The Applicant proposes to change the RA-H Zone to the Planned Development Residential - 4 (PDR-4) Zone on 19.962 acres (19.38 acres excluding SW Boeckman Road ROW) to enable development of 39 single-family detached houses and 359 multi-family units. On the basis of Section 4.124.05 (Table 1) the Applicant is seeking the appropriate PDR-4 zone based on the 6 - 7 d.u. per acre Comprehensive Plan Density.

(.05) Appropriate PDR zone based on Comprehensive Plan Density:

Comprehensive Plan Density	Zoning District
0-1 u/acre	PDR-1
2-3 u/acre	PDR-2
4-5 u/acre	PDR-3
6-7 u/acre	PDR-4
10-12 u/acre	PDR-5
16-20 u/acre	PDR-6
20 + u/acre	PDR-7

420 Max. units Comp. Plan @ 7 units per gross acre

755 Max. units
754 Proposed

Table 1: PDR Zone based on Comprehensive Plan Density

[Section 4.124(.05) amended by Ordinance No. 538, 2/21/02.]

Significant Natural Resources

A7. On the basis of the Applicant’s material submitted, the Significant Resource Overlay Zone (SROZ) is currently located on the .64 acres of the southerly boundary of proposed Brenchley Estates - North site which is a forested drainage-way which is not part of the 19.962 acres involved in the proposed Zone Map Amendment.

Area of Special Concern

- A8.** The northwestern corner of TMC (Tax Lot 200) is located in “Area of Special Concern ‘J’”. According to the Comprehensive Plan it “has long viewed the Boeckman Road crossing of I-5 as a suitable location for construction of an interchange with I-5.” However, the City also recognizes that I-5, being an interstate freeway, has state and national functions which may have to be balanced with local interests. Such is the case here. ODOT has authority along with FHA for the design, construction, and operation of I-5. In response, the DKS Traffic Study in Section II of Exhibit B1 indicates that Brenchley Estates – North site’s northerly frontage is along SW Boeckman Road, which is one of the City’s primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City Transportation Master Plan (TSP) identified an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication.
- A9.** On February 27, 2012, the Planning Division has sent ODOT a Development Review packet and ODOT has provided comments found in Exhibit C7 of the Amended and Adopted staff report, Exhibit A1.

Implementation Measure 4.1.4.b – Variety in Housing Type “Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.”

- A10.** Implementation Measures 4.1.4.b, d, and o declares the City’s desire to see a diversity of housing types and affordability. The Applicant’s proposal would add to the City’s housing diversity 39 single-family detached houses and 359 apartment units. With regard to traffic, through the conditions of approval recommended by staff, the project can be adequately served with urban services designed to minimize off-site impacts the project.
- A11.** Because of the staggering economy and the national home mortgage crisis, there are high foreclosures but low vacancy rates in multi-family housing in the Metro area. See Exhibit A4, Oregonian Article dated March 1, 2012, Metro area’s rental vacancy 2nd-lowest in U.S. This provides circumstantial evidence that there is a demand for the addition of more multi-family housing in proposed Brenchley Estates – North. The proposed Zone Map Amendment is to implement the residential objectives of the Comprehensive Plan by providing diversity in housing types. Changing the RA-H Zone to the proposed PDR-4 Zone meets IM

4.1.4b. Adequate public services can be made available to the site. Thus, the Zone Map Amendment together with the proposed Brenchely Estates - North project meets IM 4.1.4.b.

- A12.** Metro's Urban Growth Management Functional Plan Title 1 of the Urban Growth Management Functional Plan (UGMFP) and the Comprehensive Plan requires 80% maximum density at build-out of any particular parcel. With the revision of the City's Development Code in November 2000, the lower end of the planned density range was increased to reflect this 80% requirement. The Applicant is requesting a Zone Map Amendment to Planned Development Residential - 4 (PDR-4) which corresponds to a Comprehensive Plan Map density of 6 - 7 dwelling units per acre.

Furthermore, the Applicant's proposal will fully achieve compliance with the minimum density required at build-out. Metro's Functional Plan provides that this deficiency is justified, in order to approximate the density of adjacent, surrounding neighborhoods. See the Applicants' response findings found on pages 1 through 14 of Section IIA of Exhibit B1.

- A13. Section 4.140.09(J)(2) Traffic:** The DKS Associates traffic study completed for Brenchley Estates - North indicates the proposed streets will provide sufficient access for emergency vehicles and comply with the traffic level of service requirements of the Development Code and the Transportation Systems Plan. 88 PM hour trips through the I-5/Wilsonville interchange area are vested from the previous TMC use. The location, design, size and residential uses are such for proposed Brenchley Estates - North that traffic generated by the development can be accommodated safely for up to 267 (173 in 93 out) p.m. peak hour trips of which 40 p.m. peak hour trips through the and I-5/Wilsonville interchange area, 40 p.m. peak hour trips through the I5/Elligsen Road interchange area, and without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2).

- A14. SW Boeckman Road Needs:** The DKS Traffic Study in Section II of Exhibit B1 indicates that the Brenchley Estates - North site's northerly frontage is along SW Boeckman Road, which is one of the City's primary east-west arterials. DKS is recommending that in order to serve future travel demand, the City Transportation Master Plan (TSP) identified an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot

setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication.

Implementation Measure 4.1.4.d – Diversity of Housing Types “Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms,” and;

Implementation Measure 4.1.4.e “Targets are to be set in order to meet the City’s Goals for housing and to assure compliance with State and regional standards.”

A15. The original, adopted City of Wilsonville Comprehensive Plan Map in 1980, geographically distributed housing density for the purpose of maintaining the balance of housing types and to not concentrate higher density for multi-family housing in a few areas of the City. Historically, with the exception of adding Villebois Village, there have been a few amendments to the Comprehensive Plan Map relative to the geographic distribution of housing density. Over the years Comprehensive Plan Amendments changed Residential to Industrial to enable the development of Canyon Creek Business Park – North, and changed Residential to Industrial on Mentor Graphics property south of SW Boeckman Road (formally part of the Ash Meadows Master Plan residential area). The Mentor Graphics property is opposite east, of the site for Brenchley Estates - North. Those Comprehensive Plan Amendments reduced residential housing density in the City. Otherwise, residential projects that were approved within the City correspond with the Comprehensive Plan Map and with PDR minimum and maximum densities allowed by Land Use and Development Code. This is the case for the proposed Brenchley Estates - North and Jory Trail at the Grove projects; however, there will be a substantial reduction in the number of manufactured houses (approx. 281 units) as a result of the proposed Brenchley Estates - North and the approved Jory Trail at the Grove projects.

A16. Pages 2 and 3 of the Comprehensive Plan: “Wilsonville’s planning programs are required to support Metro’s 2040 Regional Framework Plan, and any Functional Plans that are formally adopted by Metro Council. Such Metro plans are intended to direct the region’s urban growth and development.” “The residential designations include planned density ranges which have been changed to reflect Metro’s requirement that minimum densities be at least 80% of maximums. In order to meet that requirement, the lower end of the planned density range has been increased and the higher end left unchanged.” This in effect increases residential density with new development and is expected with the proposed Brenchely Estates - North project. Thus, the Zone Map Amendment together with the proposed Brenchely Estates - North project meets IM 4.1.4.d and 4.1.4.e.

A17. The DRB approved Brenchley Estates –North project shows a variety of apartment units (1 to 4 bedroom units) and single-family detached houses. Specifically, proposed are 39 single-family detached houses and 359 apartment units meeting IM 4.1.4.d. The City has historically sought to achieve 50 percent in single-family houses, 40 percent in multi-family units and 10 percent in manufactured houses at mobile home parks. The December 31, 2011 City Housing Unit Summary indicates 9,060 dwelling units:

City Wide Housing Units

Type	New	YTD	Total
Apartment	324	376	4591
Condominium	0	0	563
Duplex	0	0	68
Mobile Homes	0	0	20
Mobile Home/park	0	0	143
Single Family	10	77	3675
Totals	334	453	9060

On the basis of the inventory there are 56.9% multi-family (including 563 condominiums), 41.3% single-family (including 68 duplexes) and 1.8 percent mobile homes. Adjusting the housing units to include Brenchley Estates - North the housing unit split will be 58.3% multi-family, 40% single family and 1.7% mobile homes.

A18. The “Residential Development” portion of the Comprehensive Plan (Policy 4.1.4) identifies the need for additional housing within the City to serve housing and economic needs of residents and employees working within the City. The national trend is to provide multi-family housing which according to the U.S. Commerce Department; *“fewer people bought new homes in December, 2011. The decline made 2011 the worst year for new - homes sales on records dating back nearly half a century to 1963. New-home sales fell 2.2 percent last December to a seasonally adjusted annual pace of 307,000. The pace is less than half the 700,000 that economists say must be sold in a healthy economy. The median sales prices for new homes dropped in December to \$210,300. Builders continued to slash price to stay competitive in the depressed market. A key reason for the dismal 2011 sales is that builders must compete with foreclosures and short sales, when lenders accept less for a house than what is owed on the mortgage. Furthermore, the wave of foreclosures is pushing many families out of their homes and into the rental market. For those increasing numbers of residents and employees that do not qualify to purchase a house, multi-family housing helps fill their housing need.”* Also, attached to this staff report labeled Exhibit A3 is an article titled: Tsunami of Rental Housing Demand is on the Way by Leslie Braunstein that also speaks to the need for more multi-family housing. Thus the proposed Zone Map Amendment meets a public need that has been identified for rental housing.

A19. In terms of the 6 – 7 d.u. per acre Comprehensive Plan map designation for the proposed Brenchley Estates – North project is considered medium density. With the adjacent proximity to Interstate-5, multi-family housing is effective site planning that will buffer the proposed 39 – lot single-family subdivision. Thus, the Comprehensive Plan Map is correct to designate the subject property for medium density for multi-family housing given its location to Town Center for shopping and recreation, close proximity to industrial employment and the Oregon Institute Technology campus for reasonably affordable housing, it is along a major transit route to help decrease vehicle trips and to buffer I-5 noise impacts.

Implementation Measure 4.1.4.q “The City will continue to allow for mobile homes and manufactured dwellings, subject to development review processes that are similar to those used for other forms of housing. Individual units will continue to be allowed on individual lots, subject to design standards. Mobile home parks and subdivisions shall be subject to the same procedures as other forms of planned developments.”

A20. The Applicant is not proposing to site mobile (manufactured) homes in this application so this criterion is not applicable.

Criterion ‘D’ – Public Facilities: “That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized.”

A21. The Deputy City Engineer’s recommended Public Facility (PF) conditions impose further performance upon the Tentative Subdivision Plat and Stage II Final Plan applications, which require the Applicant to provide adequate road improvement to the proposed interior street, water, drainage and sanitary sewer infrastructure to serve the proposed Brenchley Estates – North project. As currently configured, the project satisfies all design requirements regarding needed infrastructure improvements.

Criterion ‘E’ – Significant Resource Overlay Zone: “That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone.”

A22. The area designated Significant Resource Overlay Zone (SROZ) (i.e., southerly area of the Brenchley Estates - North site) is the south tributary to Coffee Lake Creek (Site ID Number 2.13S). This area is not part of the 19.962 acres proposed in the Zone Map Amendment.

Criterion 'F' "That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change."

A23. The Applicant's submittal documents for Brenchely Estates - North indicate the intent to develop 39 single-family detached houses and 359 market rate apartment units after final approvals is obtained from the City within the next 2 to 3 years. The Applicant suggests that construction is planned for 288 apartment units early this summer and the balance of the project in 2013 -2014 meeting Code.

Criterion 'G' "That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards."

A24. The Applicant's proposal, together with conditions of approval for the proposed Brenchley Estates – North project will bring it into compliance with all applicable development standards.

Subsection 4.197(.03) provides that "If affirmative findings cannot be made for all applicable criteria listed above the Planning Commission or Development Review Board shall recommend that the proposed text or map amendment, as the case may be, be denied."

A25. The Applicant has made affirmative findings in Section II of Exhibit B1 to Subsection 4.197.02(A)-(G) meeting Subsection 4.197(.03). Recommended conditions of approval will ensure compliance with the subject code criteria.

Subsection 4.197(.04) stipulates that the "City Council action approving a change in zoning shall be in the form of a Zoning Order."

A26. Staff recommends approval of the proposed Zone Map Amendment, together with appropriate conditions of approval. A City Council Zoning Order and Ordinance regarding the proposed Zone Map Amendment is required subsequent to contingent approval of the requested companion applications.

Subsection 4.197(.05) provides "In cases where a property owner or other applicant has requested a change in zoning and the City Council has approved the change subject to conditions, the owner or applicant shall sign a statement accepting, and agreeing to complete the conditions of approval before the zoning shall be changed."

A27. Staff recommends adoption of these findings, and recommended conditions, to the Development Review Board in review of the application to modify the Zone Map

designation from RA-H to PDR-4. Upon recommendation of approval by the Board, these will be forwarded to the City Council for final action.

SUMMARY FINDINGS FOR REQUEST A:

- A28.** The Applicant has demonstrated that the proposed Zone Map Amendment will meet all applicable requirements. Its approval may be recommended to the City Council by the Development Review Board, as all matters of the Comprehensive Plan and Code compliance have been resolved.

ORDINANCE NO. 703

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT from the *RESIDENTIAL AGRICULTURAL - HOLDING (RA-H) ZONE* to the *PLANNED DEVELOPMENT RESIDENTIAL - 4 (PDR-4) ZONE* ON 19.962 - ACRES COMPRISING THE NORTHERLY PORTIONS OF TAX LOTS 103, 105 AND 200 OF SECTION 14A, T3S, R1W, CLACKAMAS COUNTY, OREGON. HOLLAND PARTNER GROUP, APPLICANT.

WHEREAS, HOLLAND PARTNER GROUP has made certain development application requests, among which it has requested a Zone Map Amendment of certain property described in Attachments 1 and 2 of this ordinance; and

WHEREAS, the Wilsonville Planning Staff analyzed the request and prepared a staff report, with conditions, to the Development Review Board dated March 19, 2012, wherein it reported that the request is consistent with and meets requirements for approval of a Zone Map Amendment; and

WHEREAS, the Development Review Board Panel 'B' held a public hearing on this request on March 26, 2012, and after taking testimony, gave full consideration to the matter and recommended approval of the request to the City Council which has final approval authority over Zone Map Amendments; and

WHEREAS, on April 16, 2012, the Wilsonville City Council held a public hearing regarding the above described matter, considered the record before the Development Review Board and the staff report, took testimony, and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City's land development code,

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council adopts as findings and conclusions the forgoing recitals and the staff reports in this matter labeled Exhibits B and D, and incorporated herein as if fully set forth.

Section 2. Order. The official City of Wilsonville Zone Map is hereby amended in Zoning Order DB12-0012 attached hereto as Exhibit A, from Residential Agricultural - Holding (RA-H) Zone to Planned Development Residential - 4 (PDR-4) Zone on the upper portions of Tax Lots 103, 105 and 200 Section 14A, T3S-R1W, Clackamas County, Oregon, depicted in the attached Legal Description (Zoning Order, Attachment 2), Clackamas County, Wilsonville, Oregon.

SUBMITTED to the Wilsonville City Council and read the first time at a meeting thereof on the 16th day of April 2012, and scheduled the second reading on May 7, 2012 commencing at the hour of 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, OR.

ENACTED by the City Council on the ___ day of, 2012, by the following votes:
Yes: ___ No: ___

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this ___ day of _____, 2012.

Tim Knapp, MAYOR

SUMMARY OF VOTES:

Mayor Knapp
Council President Núñez
Councilor Hurst
Councilor Starr
Councilor Goddard

Attachments:

- Exhibit A - Zoning Order DB12-0012
 - Attachment 1: Map depicting Zone Map Amendment
 - Attachment 2: Legal Description
- Exhibit B - Planning Division Staff Report, Zone Change findings, and Recommendation to City Council, April 16, 2012
- Exhibit C - DRB Panel B Notice of Decision and Resolution No. 226.
- Exhibit D - Adopted Staff Report and DRB Recommendation (Exhibit A1), March 26, 2012 and Brenchley Estates application dated February 24, 2012 on compact disk.

**BEFORE THE CITY COUNCIL OF THE
CITY OF WILSONVILLE, OREGON
Brenchley Estates - North**

In the matter of the application of)
Mr. Jerry Offer of OTAK, Inc,)
acting as agent for the Applicant,)
Holland Partner Group, for a) **ZONING ORDER DB12-0012**
rezoning of land and amendment)
of the City of Wilsonville)
Zoning Map incorporated in Section 4.102)
of the Wilsonville Code.)

The above-entitled matter is before the Council to consider the application of DB12-0012, for a Zone Map Amendment and an order amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the property, which is the subject of this application, is described as follows: Northerly portions of Tax Lot 200, 103 and 105 in Section 14A, T3S-R1W, Clackamas County, Wilsonville, Oregon, including adjacent right-of-ways, and such property has heretofore appeared on the City of Wilsonville Zoning Map as Residential Agriculture - Holding (RA-H).

The Council having heard and considered all matters relevant to the application, including the Development Review Board record and recommendation, finds and determines that the application should be approved, and it is therefore,

ORDERED that approximately 19.962 acres of the northerly portions of Tax Lot 200, 103 and 105, Section 14A, T3S-R1W, Wilsonville, Clackamas County, Oregon, more particularly shown in the Zone Map Amendment Map, Attachment 1 and described in Attachment 2 to this order, is hereby rezoned to Planned Development Residential - 4 (PDR-4), subject to conditions detailed in the Order's adopting ordinance and such rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This ____ day of _____, 2012.

TIM KNAPP, MAYOR

APPROVED AS TO FORM:

Michael E. Kohlhoff, City Attorney

ATTEST:

Sandra C. King, MMC, City Recorder

Attachment 1: Legal Description

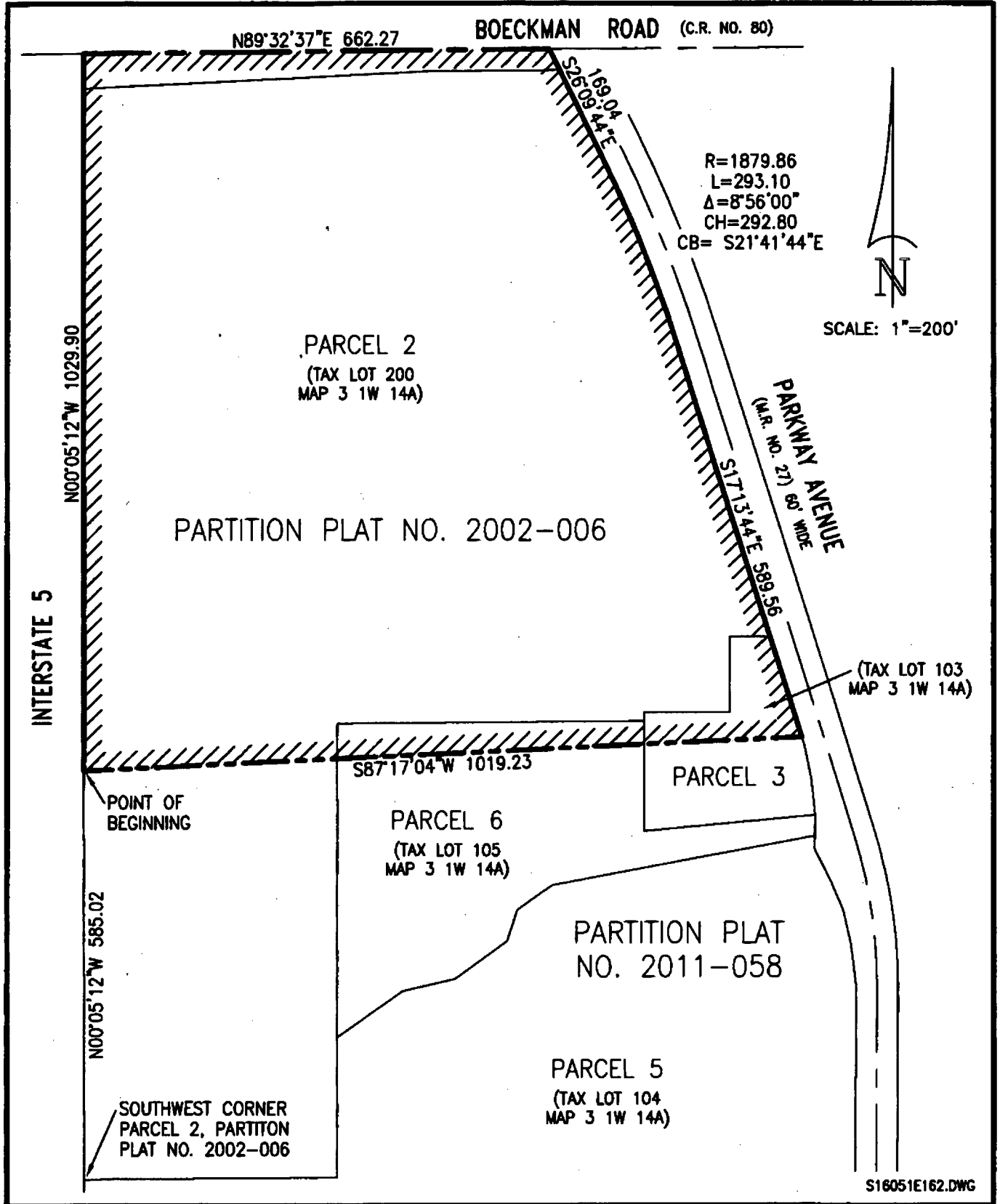
Attachment 2: Map depicting Zone Map Amendment

**RA-H ZONE AREA
BRENCHLEY PROJECT
Description
March 12, 2012**

A tract of land in the northeast one-quarter of Section 14, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, and being described as follows:

Beginning at a point on the west line of Parcel 2 (Tax Lot 200), Partition Plat No. 2002-006, Clackamas County Plat Records, said point bearing North $00^{\circ}05'12''$ West, a distance of 585.02 feet from the southwest corner of said Parcel 2 (Tax Lot 200); thence North $00^{\circ}05'12''$ West along said west line and its northerly extension, a distance of 1,029.90 feet to the centerline of Boeckman Road (C.R. No. 80); thence North $89^{\circ}32'37''$ East along said centerline, a distance of 662.27 feet to the northerly extension of the westerly right of way line of Parkway Avenue (M.R. No. 27); thence South $26^{\circ}09'44''$ East along said northerly extension and westerly right of way line, a distance of 169.04 feet to the point of curve right of a 1,879.86 foot radius curve; thence continuing along said westerly right of way line on the arc of said curve right through a central angle of $8^{\circ}56'00''$, a distance of 293.10 feet (chord bears South $21^{\circ}41'44''$ East, a distance of 292.80 feet); thence continuing along said westerly right of way line South $17^{\circ}13'44''$ East, a distance of 589.56 feet to a point on the easterly line of Parcel 3 (Tax Lot 103), said Partition Plat No. 2002-006; thence leaving said westerly right of way line and running through said Parcel 3 (Tax Lot 103), Parcel 6 (Tax Lot 105), Partition Plat No. 2011-058, Clackamas County Plat Records, and said Parcel 2 (Tax Lot 200) South $87^{\circ}17'04''$ West, a distance of 1,019.23 feet to the Point of Beginning.

Contains 19.962 acres, more or less.



**RA-H ZONE AREA
 BRENCHLEY PROJECT
 NE1/4 SECTION 14, T.3S., R.1W., W.M.
 CITY OF WILSONVILLE
 CLACKAMAS COUNTY, OREGON
 MARCH 12, 2012**

otak
 Incorporated

surveyors
 engineers
 planners

17355 S.W. BOONES FERRY ROAD
 LAKE OSWEGO, OREGON 97035
 (503)635-3618 FAX (503)635-5395

Please note: The background Material for this project is extremely large. It is available in the Admin. office for viewing.

**ZONE MAP AMENDMENT
Zoning Order DB12-0012**

INDEX of RECORD

1. Ordinance No. 703 approving and adopting Zoning Order DB12-0012
2. Exhibit A: Legal Description
3. Exhibit B: Map Depicting Zone Amendment
4. Exhibit C: DRB Resolution No. 226
5. Exhibit D: Zoning Order DB12-0012
6. Exhibit E: Staff Report to City Council, dated April 16, 2012

Development Review Board Record:

7. Development Review Board's Notice of Decision and Recommendation to City Council
8. DRB adopted staff report (Exhibit A1) digital sent and on compact disk.
9. Minutes/transcript from March 26, 2012 DRB Panel B meeting
10. New exhibits entered into the record at the March 26, 2012 DRB Panel B meeting
 - Exhibit A6: Memorandum from Blaise Edmonds, dated March 26, 2012, highlighting proposed changes from Staff and the Applicant, including amendments to conditions of approval.
 - Engineering Staff corrected that the language struck through on Conditions PFC 29, PFC 35, and PFC 52 on Pages 14 and 15 of Exhibit A6 was still in force and that the added language shown for Conditions PFC 29, PFC 35 and PFC 52 was supplemental to these conditions. Only PFC 48 should be deleted.
 - Exhibit B6. Revised Color and Materials Board and renderings showing the new color palette on the building elevations for Brenchley Estates – North. (Attached to Exhibit A6)
 - New Exhibit B7. Memorandum from OTAK, Tree Removal – Brenchley Estates North, dated March 23, 2012 (Attached to Exhibit A6). The replacement Exhibit B7 was provided by the Applicant and simply corrected a street name from “B” to “D.”

- Exhibit B8: Map received from the Applicant with green lines identified existing private roads on the property. The map indicated the construction access road to SW Parkway Ave, staging areas on Lot 3 and a wheel wash, and tree removal.
 - Exhibit B9: Paper copy of the Applicant's PowerPoint presentation.
 - Exhibit C5: Public Works Plan Review Comment Form.
11. Packet items for the March 26, 2012 DRB Panel B meeting, including staff report and exhibits, and Brenchley Estates Planned Development North and South (date stamped February 28, 2012) will be made available at the City Council public hearing, digital sent and on compact disk.

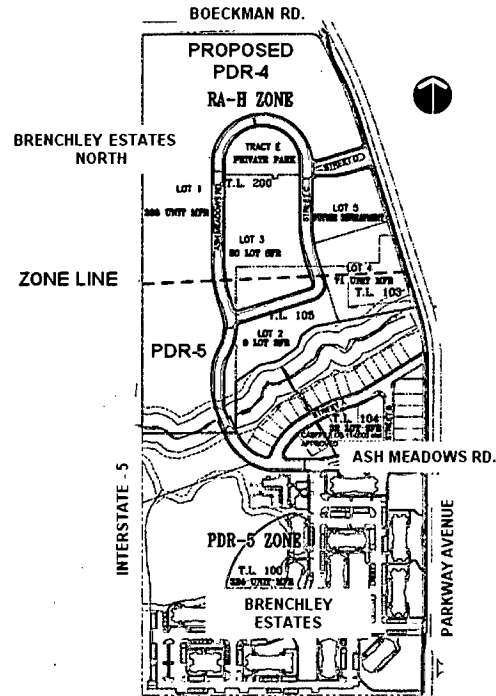
CITY COUNCIL - EXHIBIT E

WILSONVILLE PLANNING DIVISION
CITY COUNCIL
QUASI-JUDICIAL PUBLIC HEARING
BRECHLEY ESTATES - NORTH RESIDENTIAL PLANNED DEVELOPMENT

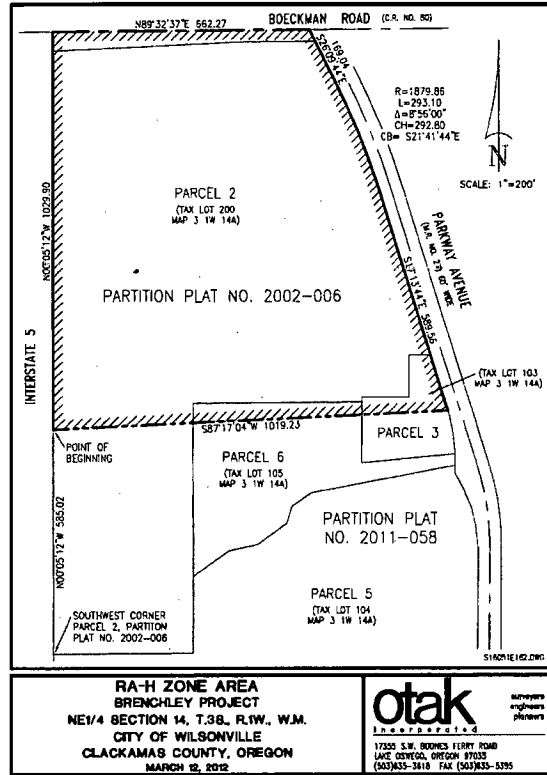
Public Hearing Date: April 16, 2012
Application Number: DB12-0012 Zone Map Amendment
Property Owner/Applicant: Holland Partner Group

REQUEST: Zone Map Amendment

Mr. Jerry Offer, acting as agent for the Applicant, Holland Partner Group, Applicant proposes to amend the zoning map, removing a 19.962 acre site from the Residential Agricultural - Holding Zone (RA-H), and placing it in a Planned Development Residential (PDR-4) zone. The March 26th Development Review Board decision to approve the proposed Zone Map Amendment in Resolution No. 226 is a recommendation to the City Council. The companion applications for a Stage II Final Plan, Final Design Plan, Type 'C' Tree Removal and Preservation Plan for Lot 1 and the Tentative Subdivision Plat are also subject to Council approving the Zone Map Amendment.



PROPOSED ZONE MAP AMENDMENT



Council Exhibit A, Attachment 1

Comprehensive Plan Designation: Residential 6 - 7 du/ac

Current Zone Map Designation: Residential Agricultural - Holding Zone (RA-H)

STAFF AND DEVELOPMENT REVIEW BOARD RECOMMENDATION:
Approve the Zone Map Amendment with no conditions of approval.

APPLICABLE REVIEW CRITERIA:

Wilsonville Code Section(s)	Description
Sections 4.008-4.015	Application Process – Findings and Conditions
Section 4.100	Zoning - Purpose
Section 4.113 (as applicable)	Standards for Residential Development in Any Zone
Section 4.118 (as applicable)	Standards for All Planned Development Zones
Section 4.124.4	Planned Development Residential – 4 (PDR-4) Zone
Section 4.197.02	Zone Map Amendment
Section 4.120	RA-H Zone

Other Planning Documents:
Storm Water Master Plan
Transportation Systems Plan
Bicycle And Pedestrian Master Plan
Comprehensive Plan

Staff Reviewer: Blaise Edmonds, Manager of Current Planning

PROJECT SUMMARY

A detailed project narrative is provided by the Applicant, found in Sections II of Exhibit B1 of the application that was submitted to the DRB. This narrative adequately describes the proposed Zone Map Amendment, the requested application components, and proposed findings regarding applicable review criteria. Except where necessary to examine issues identified in this report, staff has relied upon the Applicant’s submittal documents, rather than repeat their contents again here.

ZONE MAP AMENDMENT EXHIBIT LIST

The following exhibits are hereby entered into the public record by the Development Review Board in consideration of the application as submitted:

- E. This staff report, findings, recommendations and conditions.
- E1. Staff PowerPoint presentation to the City Council.

Applicant’s Written and Graphic Materials:

- B1. The Applicant’s complete application was digitally sent by Staff to the City Council including:** Revised Land Use application in large binder notebook, date received January 31, 2012 including; Code compliance/findings, First American Title report, application, mailing list, introduction/project narrative, compliance reports to requests A through H, DKS Traffic Report, all plan sheets, storm-water report, building elevations, letter, draft

CC&R's, Allied Waste of Washington and Clackamas Counties, arborist's report for
Brenchley Estates - North.

Public Testimony

Letters (neither for nor Against):

Letters (In Favor): None submitted

Letters (Opposed): None submitted

SR. EX. C.

March 29, 2012

DEVELOPMENT REVIEW BOARD PANEL B

**DEVELOPMENT REVIEW BOARD NOTICE OF DECISION AND
RECOMMENDATION TO CITY COUNCIL**

Project Name: Brenchley Estates - North

Case Files: Request A: DB12-0012 – Zone Map Amendment
Request B: DB12-0013 – Revised Stage I Preliminary Plan, Brenchley
Estates-North and Jory Trail at the Grove
Request C: DB12-0014 – Waivers
Request D: DB12-0015 – Stage II Final Plan – Lot 1
Request E: DB12-0016 – Site Design Review – Lot 1
Request F: DB12-0017 – Type ‘C’ Tree Plan – Lot 1
Request G: DB12-0018 – 5-Lot Tentative Subdivision Plat and Waiver to
block size standards

Applicant / Owner: Holland Partner Group

**Applicant
Representative:** Otak, Inc.

Property Description: Tax Lots 100, 103, 104, 105 and 200 Section 14A, T3S-R1W,
Clackamas, County, Wilsonville, Oregon

Location: 28305 and 28375 SW Parkway Avenue

On March 26, 2012, at the meeting of the Development Review Board Panel B, the following
action was taken on the above-referenced proposed development applications:

Request A: The DRB has forwarded a recommendation of approval to the City
Council. *A Council hearing date is scheduled for Monday, April 16,
2012 to hear this item.*

Requests B, C, D, E, F and G: Approved with conditions of approval. *These approvals are
contingent upon City Council's approval of Request A.*

An appeal of Requests B, C, D, E, F and G to the City Council by anyone who is adversely
affected or aggrieved, and who has participated in this hearing, orally or in writing, must be filed
with the City Recorder within fourteen (14) calendar days of the mailing of this Notice of

Decision. *WC Sec. 4.022(.02)*. A person who has been mailed this written notice of decision cannot appeal the decision directly to the Land Use Board of Appeals under *ORS 197.830*.

This decision has been finalized in written form and placed on file in the City records at the Wilsonville City Hall this 29th day of March 2012 and is available for public inspection. The decision regarding Requests B, C, D, E, F and G shall become final and effective on the fifteenth (15th) calendar day after the postmarked date of this written Notice of Decision, unless appealed or called up for review by the Council in accordance with *WC Sec. 4.022(.09)*

Written decision is attached

For further information, please contact the Wilsonville Planning Division at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon 97070 or phone 503-682-4960

Attachments: DRB Resolution No. 226, including adopted staff report with conditions of approval.

March 29, 2012

DEVELOPMENT REVIEW BOARD PANEL B

**DEVELOPMENT REVIEW BOARD NOTICE OF DECISION AND
RECOMMENDATION TO CITY COUNCIL**

Project Name: Brenchley Estates - North

Case Files: Request A: DB12-0012 – Zone Map Amendment
Request B: DB12-0013 – Revised Stage I Preliminary Plan, Brenchley
Estates-North and Jory Trail at the Grove
Request C: DB12-0014 – Waivers
Request D: DB12-0015 – Stage II Final Plan – Lot 1
Request E: DB12-0016 – Site Design Review – Lot 1
Request F: DB12-0017 – Type ‘C’ Tree Plan – Lot 1
Request G: DB12-0018 – 5-Lot Tentative Subdivision Plat and Waiver to
block size standards

Applicant / Owner: Holland Partner Group

**Applicant
Representative:** Otak, Inc.

Property Description: Tax Lots 100, 103, 104, 105 and 200 Section 14A, T3S-R1W,
Clackamas, County, Wilsonville, Oregon

Location: 28305 and 28375 SW Parkway Avenue

On March 26, 2012, at the meeting of the Development Review Board Panel B, the following
action was taken on the above-referenced proposed development applications:

Request A: The DRB has forwarded a recommendation of approval to the City
Council. *A Council hearing date is scheduled for Monday, April 16,
2012 to hear this item.*

Requests B, C, D, E, F and G: Approved with conditions of approval. *These approvals are
contingent upon City Council's approval of Request A.*

An appeal of Requests B, C, D, E, F and G to the City Council by anyone who is adversely
affected or aggrieved, and who has participated in this hearing, orally or in writing, must be filed
with the City Recorder within fourteen (14) calendar days of the mailing of this Notice of

Decision. *WC Sec. 4.022(.02)*. A person who has been mailed this written notice of decision cannot appeal the decision directly to the Land Use Board of Appeals under *ORS 197.830*.

This decision has been finalized in written form and placed on file in the City records at the Wilsonville City Hall this 29th day of March 2012 and is available for public inspection. The decision regarding Requests B, C, D, E, F and G shall become final and effective on the fifteenth (15th) calendar day after the postmarked date of this written Notice of Decision, unless appealed or called up for review by the Council in accordance with *WC Sec. 4.022(.09)*

Written decision is attached

For further information, please contact the Wilsonville Planning Division at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon 97070 or phone 503-682-4960

Attachments: DRB Resolution No. 226, including adopted staff report with conditions of approval.

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 226**

A RESOLUTION ADOPTING FINDINGS AND CONDITIONS APPROVING A ZONE MAP AMENDMENT FROM RA-H TO PDP-4, REVISED STAGE I PRELIMINARY DEVELOPMENT PLAN FOR JORY TRAIL AT THE GROVE AND BRENCHLEY ESTATES - NORTH, WAIVERS, STAGE II FINAL PLAN FOR LOT 1, SITE DESIGN PLANS FOR LOT 1, TYPE 'C' TREE PLAN FOR LOT 1, AND A TENTATIVE SUBDIVISION PLAT TO CREATE FIVE (5) LOTS FOR BRENCHLEY ESTATES - NORTH, WHICH IS A RESIDENTIAL PLANNED COMMUNITY. THE SUBJECT PROPERTY IS LOCATED ON TAX LOTS 100, 103, 104, 105 and 200 OF SECTION 14A, T3S, R1W, CLACKAMAS COUNTY, OREGON. HOLLAND PARTNER GROUP, APPLICANT.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the Planning Staff has prepared a staff report on the above-captioned subject dated March 19, 2012, and

WHEREAS, said planning exhibits and staff reports were duly considered by the Development Review Board at a regularly scheduled meeting conducted on March 26, 2012, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

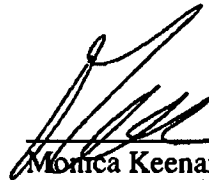
WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board Panel B of the City of Wilsonville recommends that the City Council approve a request for a Zone Map Amendment (Case File DB12-0012) and does hereby adopt the staff report attached hereto as Exhibit A1 with modified findings, recommendations and conditions placed on the record herein and authorizes the Planning Director to issue approvals consistent with said recommendations for Case File(s):

DB12-0012 Zone Map Amendment
DB12-0013 Revised Stage I Preliminary Plan
DB12-0014 Waivers
DB12-0015 Stage II Final Plan - Lot 1
DB12-0016 Site Design Review - Lot 1
DB12-0017 Type 'C' Tree Plan - Lot 1
DB12-0018 5-Lot Tentative Subdivision Plat and Waiver to block size standards.

RESOLUTION NO. 226

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 26th day of March 2012 and filed with the Planning Administrative Assistant on March 27, 2012. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.



Monica Keenan, Chair
Development Review Board, Panel B

Attest:



Shelley White, Planning Administrative Assistant

EXHIBIT A1

**WILSONVILLE PLANNING DIVISION
DEVELOPMENT REVIEW BOARD PANEL 'B'
QUASI - JUDICIAL PUBLIC HEARING
STAFF REPORT
(AMENDED AND ADOPTED MARCH 26, 2012)
*Brenchely Estates - North***

Public Hearing Date: March 26, 2012
Date of Report: March 19, 2012

Application Numbers: Request A: DB12-0012 Zone Map Amendment
Request B: DB12-0013 Revised Stage I Preliminary
Plan Brenchley Estates - North and Jory Trail at the
Grove
Request C: DB12-0014 Waivers
Request D: DB12-0015 Stage II Final Plan – Lot 1
Request E: DB12-0016 Site Design Review - Lot 1
Request F: DB12-0017 Type 'C' Tree Plan – Lot 1
Request G: DB12-0018 5- Lot Tentative Sub. Plat
and Waiver to block size standards.

Bold/Italic: Replaced words or new words

Strike through:-Deleted words

Property Owner: Holland Partner Group
Applicant: Holland Partner Group

REQUEST: Mr. Jerry Offer, acting as agent for the Applicant, Holland Partner Group, proposes a mixed residential use planned development on the northerly property of the vacated Thunderbird Mobile Club (TMC). This was the older portion of TMC built in 1963.

On May 23, 2011, the Development Review Board approved Brenchley Estates (renamed Jory Trail at the Grove) which is a three (3) phase, Stage I Preliminary Plan (Master Plan) for Tax Lots 100 and 104 (Resolution No. 210). The approved master plan comprises of 356 residential units on Parcels 1 and 2 of the partition plat, divided among 14 apartment buildings (324 units), a community building/swimming pool in Phase I, and 32 detached single-family dwellings in Phase II. Approved is a significant amount of permanent, private open space within SROZ - designated lands, and other open space areas. That project is fully under construction. On June 27, 2011, (Resolution No. 212) the Board approved Phase II of Brenchley Estates comprising 32 lots for single-family detached houses. The Applicant has submitted grading and public works plans to begin construction.

The Applicant is now proposing to modify the Brenchley Estates Stage I Preliminary Plan (Master Plan) to combine it with Brenchley Estates - North. The combined master planned area is 59.96 acres for development of 71 single-family detached homes and 683 multi-family units. The approved Brenchley Estates project (re-named Jory Trail at the Grove) that is under construction is 32.06 acres and proposed Brenchley Estates - North is approximately 28 gross acres. The proposed zone change will enable phased development of Brenchley Estates - North comprising 359 market rate apartment units on two different lots, 39 lot subdivision for detached single-family houses (for sale), 1.4 acre future development parcel (use to be determined through a future application), a 1.07 acre private park and a community center/swimming pool. Also proposed is 26,298 sq. ft. of permanent, private open space identified as SROZ lands. The Applicant's project introduction is found on pages 1, 2 and 3 of Exhibit B1. Approvals of Requests B through G are contingent on City Council approval of the request for a Zone Change in case file DB12-0012 (Request A).



Comprehensive Plan Designation: Residential 6-7 du/ac.

Current Zone Map Designations: Residential Agricultural - Holding (RA-H), Planned Development Residential - 5 (PDR-5) and SROZ.

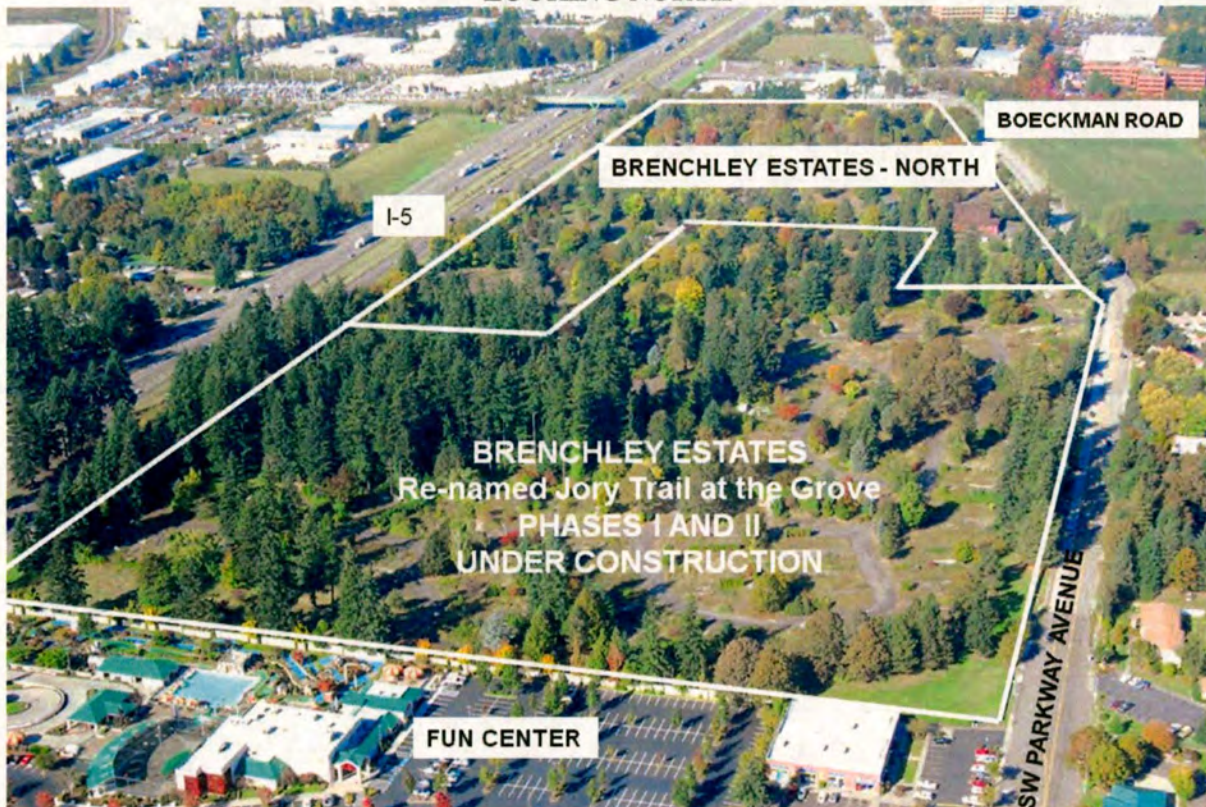
STAFF RECOMMENDATION APPROVED: *The DRB Approved* the applications with conditions of approval.

Project Location: 28305 and 28375 SW Parkway Avenue. The subject site is the vacated Thunderbird Mobile Club which is adjacent to Interstate-5, SW Boeckman Road, SW Parkway Avenue, the Wilsonville Family Fun Center and the NAPA store. The property is more particularly described as being Tax Lots 100, 103, 104, 105 and 200 of Section 14A; Township 3S, Range 1W; Clackamas County; Wilsonville, Oregon.

The subject site contains slightly sloping terrain with significant number of deciduous and coniferous trees.

VICINITY MAP

COMBINED BRENCHLEY ESTATES - NORTH AND JORY TRAIL AT THE GROVE LOOKING NORTH





BRECHLEY ESTATES - NORTH SITE LOOKING EAST

APPLICABLE REVIEW CRITERIA:

Wilsonville Code Section(s)	Description
Sections 4.008-4.015	Application Process – Findings and Conditions
Section 4.100	Zoning - Purpose
Section 4.113 (as applicable)	Standards for Residential Development in Any Zone
Section 4.118 (as applicable)	Standards for All Planned Development Zones
Section 4.124.4	Planned Development Residential – 4 (PDR-4) Zone
Section 4.124.5	Planned Development Residential – 5 (PDR-5) Zone
Sections 4.139.00 – 4.139.10	Significant Resource Overlay Zone (SROZ)
Section 4.140	Planned Development Regulations
Section 4.140.07	Stage I Preliminary Plan
Section 4.140.09	Stage II Final Plan
Section 4.155	Parking
Section 4.167	Access, Ingress and Egress
Section 4.171	Protection of Natural Features and Other Resources
Section 4.175	Public Safety and Crime Prevention
Section 4.176 (as applicable)	Landscaping, Screening and Buffering
Section 4.177 (as applicable)	Street Improvement Standards
Section 4.178	Sidewalk and Pathway Standards
Section 4.179	Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings

Section 4.199	Outdoor Lighting
Sections 4.210 – 4.270	Land Division
Sections 4.300 – 4.320	Underground Utilities
Sections 4.400 through 4.450	Site Design Review
Section 4.600 – 4.600.50	Tree Removal
Section 4.620.00 – 4.620.10	Mitigation, Tree Protection
Section 4.197.02	Zone Map Amendment
Section 4.120	RA-H Zone
Section 4.171.09	Historic Protection

Other Planning Documents:
Storm Water Master Plan
Transportation Systems Plan
Bicycle And Pedestrian Master Plan
Comprehensive Plan
Approved Brenchley Estates Preliminary Development Plan

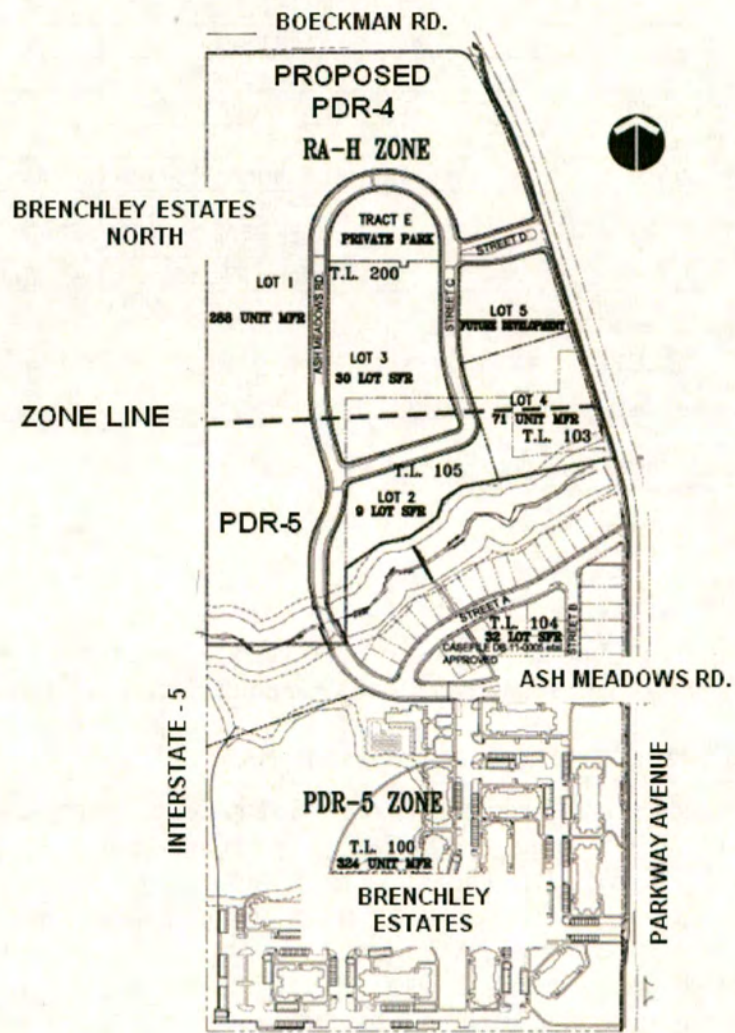
Staff Reviewers: Blaise Edmonds, Manager of Current Planning, Mike Ward, City Civil Engineer, Don Walters, Plans Examiner, and Kerry Rappold, Natural Resources Director.

PROJECT SUMMARY AND RECOMMENDATIONS:

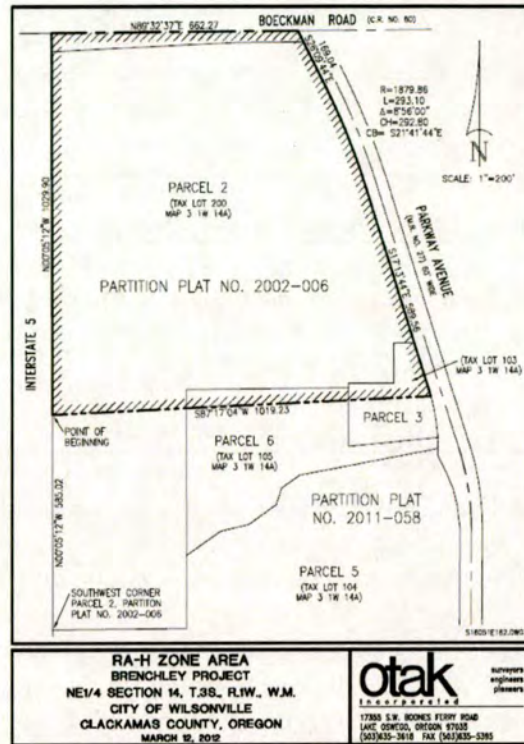
A detailed project introduction and compliance report in support of the application is provided by the Applicant found in the Brenchley Estates – North and South Planned Development Application notebook - Exhibit B1. The Applicant’s introduction in Section I of Exhibit B1 adequately describes the project, the requested application components, and compliance findings regarding applicable review criteria. Except where necessary to examine issues identified in this report, Staff has relied upon the Applicant’s submittal documents and compliance findings, rather than repeat their contents again here. The application components are described briefly, below:

Request A – Zone Map Amendment – Brenchley Estates - North

The proposal is to change the Residential Agricultural – Holding (RA-H) Zone on approximately 19.962 acres (upper portions of Tax Lot 200, 103 and 105) to the Planned Development Residential - 4 (PDR-4) Zone. The proposed apartment residential use is permitted under Wilsonville Code Section 4.124. The proposed Zone Map Amendment would enable the development permitting process.



PROPOSED ZONE MAP AMENDMENT



As demonstrated in findings A1 through A28, the proposed Zone Map Amendment meets all applicable requirements in Section 4.197 subject to compliance with proposed conditions of approval.

Request B – Revised Stage I Preliminary Plan - Brenchley Estates (Renamed Jory Trail at the Grove) and Brenchley Estates - North

Approved in Brenchley Estates (re-named Jory Trail at the Grove) is a three (3) parcel or phase development plan of Tax Lot 100 and 105. The proposed revised Stage I Preliminary Plan adds Tax Lots 103 and 200 which is the northerly area of the former Thunderbird Mobile Club (TMC). This will expand the master plan area for purpose of meeting outdoor living requirements and to transfer surplus housing units to proposed Brenchley Estates - North within the allowable maximum density of the Comprehensive Plan together and the Wilsonville Development Code. As stated in the “Request” statement for the proposed Zone Map Amendment and the proposed revised Stage I Preliminary Plan, combining Jory Trail at the Grove with Brenchley Estates - North will enable a phased development plan of 288 new multiple-family residential units divided among 13 apartment buildings (Lot 1, Phase 1), 39 new single-family lots on proposed Lots 2 and 3, 71 new apartment units (4 - story building) on proposed Lot 4 and future development on Lot 5. Proposed is a significant amount of permanent, private open space within SROZ lands, and other open space tracts. The 6 - 7 du/ac density is intended to be implemented by the PDR-4 Zone 4,000 sq. ft. minimum lot size standard and PDR-5 Zone 2,500 sq. ft. minimum lot size standard. The required minimum and maximum densities are achieved through the proposed Zone Map Amendment and the revised Stage I

Preliminary Plan.

As demonstrated in findings B1 through B73, the proposed revised Stage I Preliminary Plan meets all applicable requirements in Section 4.140.01 through .07 subject to compliance with proposed conditions of approval.

Request C, Requested Waivers – Brenchley Estates - North

See Request C of this report for the detailed discussion of the proposed waivers from the PDR residential development standards. As demonstrated in findings C1 through C10, Staff is recommending that the proposed waivers be approved.

Request D – Stage II Final Plan – Brenchley Estates - North, Lot 1

Section 4.140.09(J)(1) Land Use: The location, design, size and residential uses of the proposed project, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.

Section 4.140.09(J)(2) Traffic: 88 PM hour trips through the I-5/Wilsonville interchange area are vested from the previous TMC use. The location, design, size and residential uses are such that traffic generated by the development can be accommodated safely for up to 267 (173 in 93 out) p.m. peak hour trips of which 40 p.m. peak hour trips through the and I-5/Wilsonville interchange area, 40 p.m. peak hour trips through the I-5/SW Elligsen Road interchange area, and without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2). See finding D41.

SW Boeckman Road Needs: The DKS Traffic Study in Section II of Exhibit B1 indicates that the Brenchley Estates - North site's northerly frontage is along SW Boeckman Road, which is one of the City's primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City Transportation Master Plan (TSP) identified an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the subject site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication.

Section 4.140.09(J)(3) Public Facilities and Services: The location, design, size and uses of the proposed Brenchley Estates – North project are such that the residents to be accommodated will be adequately served by existing or immediately planned facilities and services. The existing TMC water tank on proposed Tract E will be protected and well water will be used for landscape irrigation.

Emergency Access: Tualatin Valley Fire and Rescue and the Building Division have reviewed the proposed project and have concluded that adequate emergency service can be provided.

Recreational Amenities: The proposed open space and parks associated with Branchley Estates – North’s Stage II Final Plan (288 apartments) for Lot 1 together with the open space approved in Branchley Estates (Phases I and II, re-named Jory Trail at the Grove) will provide the requisite ‘usable’ open space necessary to satisfy the minimum acreage requirement for a project of this size.

Approved Branchley Estates (Jory Trail at the Grove) includes 4,103 sq. ft. within two playground areas; 9,573 sq. ft. of pool and pool deck area; 57,726 sq. ft. of larger mostly-lawn areas (i.e. larger than 2,500 sq. ft.) for unstructured recreation; and 36,033 sq. ft. of preserved and enhanced wooded area and walkways to the southeast of apartment building #6. This totals approximately 107,435 sq. ft. of outdoor recreational area, or over 331 sq. ft. of outdoor recreation area per each of the 324 dwelling units - in excess of applicable minimum 300 sq. ft. per unit requirement.

Approved Branchley Estates Phase 2 (Jory Trail at the Grove) includes 32 single-family detached houses with requisite ‘usable’ open space necessary to satisfy the minimum acreage requirement for this phase. Approved is 18,806 sq. ft. within lawn areas (i.e. larger than 2,500 sq. ft.) for unstructured recreation; and 173,804 sq. ft. of preserved and enhanced wooded area and walkways. This totals approximately 195,148 sq. ft. of outdoor recreational area.

Proposed Branchley Estates - North – Lot 1, 288 apartment units includes 5,919 sq. ft. of pool and pool deck area; 54,597 sq. ft. of larger mostly-lawn areas (i.e. larger than 15,000 sq. ft.) for unstructured recreation; over 45,000 sq. ft. of scattered smaller lawn areas and landscaped beds adjacent to and including sidewalks; and 26,298 sq. ft. of preserved open space in SROZ area on the southern portion of the lots south of proposed apartment building 13. In addition, 25,844 sq. ft. of preserved trees and developed recreation area within private park tract E. This totals approximately 86,400 sq. ft. of outdoor recreational area, or 300 sq. ft. of outdoor recreation area per each of the 288 dwelling units - in excess of applicable Code minimum 300 sq. ft. per unit requirement. The overall Branchley Estates - North site totals 157,000 sq. ft. of shared recreation area or slightly over 25 percent of the 14.3 acre site for the project required by Code. This also includes the outdoor space for 39 single family detached houses on Lots 2 and 3, and 71 apartments (4-story apartment building) on Lot 4.

As demonstrated in findings D1 through D56, with conditions of approval referenced therein, the proposed Stage II Final Plan should be approved subject to compliance with proposed conditions of approval.

Request E – Site Design Review, Branchley Estates - North - Lot 1

The project design includes architectural, landscape and pedestrian pathway improvements, which are evaluated later in this report and meets Sections 4.400 through 4.421 WC.

As demonstrated in findings E1 through E47, with conditions of approval referenced therein, the proposed Site Design Plan should be approved subject to compliance with proposed conditions of approval.

Request F – Type ‘C’ Tree Plan – Brenchley Estates - North – Lot 1

The proposed Type ‘C’ Tree Removal Plan for the project is in compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00. The Applicant has provided a tree inventory in Section 4 of Exhibit B1 and has evaluated the project’s impact upon tree removal, and proposed tree mitigation. The Board may approve the Type ‘C’ Tree Removal Plan based upon this inventory, together with recommended conditions of approval.

The City requires mitigation planting when live trees are removed. Two hundred and four (204) trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal. The landscaping plan (Sheets L2.0 and L2.3) shows 205 replacement trees intended to mitigate the loss of existing trees. However many of those trees are proposed at 1 3/4” d.b.h and shall be minimum 2” d.b.h. Also per Subsection 4.176.06(4) the proposed Grand firs and Western Hemlocks at 3’ to 4’ height must be increased to 8 foot minimum height. The Applicant must revise the Landscape Plan Sheets L2.0 and L2.3 to show larger trees.

As demonstrated in findings F1 through F5, with conditions of approval referenced therein, the proposed Type C Tree Plan should be approved subject to compliance with proposed conditions of approval.

Request G – Tentative Subdivision Plat – Brenchley Estates - North, 5 Lots

From the standpoint of the Engineering Division staff, the configuration of a proposed Tentative Subdivision Plat can be made to meet all applicable Public Works Code requirements regarding access drives at SW Parkway Avenue and public utilities improvements through the imposition of related Public Facilities (PF) conditions of approval.

As demonstrated in findings G1 through G13, with conditions of approval referenced therein, the proposed Tentative Subdivision Plat should be approved.

DISCUSSION TOPICS

Need For Multi-family Housing: The “Residential Development” portion of the Comprehensive Plan (Policy 4.1.4) identifies the need for additional housing within the City to serve housing and economic needs of residents and employees working within the City. The national trend is to provide more multi-family housing which according to the U.S. Commerce Department; *“fewer people bought new homes in December, 2011. The decline made 2011 the worst year for new - homes sales on records dating back nearly half a century to 1963. New-home sales fell 2.2 percent last December to a seasonally adjusted annual pace of 307,000. The pace is less than half the 700,000 that economists say must be sold in a healthy economy. The median sales prices for new homes dropped in December to \$210,300. Builders continued to slash price to stay competitive in the depressed market. A key reason for the dismal 2011 sales is that builders must compete with foreclosures and short sales, when lenders accept less for a house than what is owed on the mortgage. Furthermore, the wave of foreclosures is pushing many families out of their homes and into the rental market. For those increasing numbers of residents and employees that do not qualify to purchase a house, multi-family housing helps fill their housing need.”*

Also, attached to this staff report are two articles fostering multi-family housing;

- 1) Labeled Exhibit A3 is an article titled: Tsunami of Rental Housing Demand is on the Way by Leslie Braunstein.
- 2) Labeled Exhibit A4. March 1, 2012 Oregonian article, Metro area's rental vacancy 2nd-lowest in U.S. indicates that rental and home-owner vacancy fell in the Portland area in 2011.

Finally, in the March 4th, Sunday Oregonian Business section, Jobs Spur Wilsonville Building Boom boasts that Wilsonville recorded its second highest number of new homes in at least 10-years, totaling 52 million in value. See Exhibit A5.

Staff was unable to find publications or articles that would provide an alternative point of view of multi-family housing in the Portland Metro area. Cascade Policy Institute has printed articles relative to Transit Orientated Development (TOD's) in Gresham, which is not a comparable situation with proposed Brenchley Estates – North because the project is not next to rail transit.

Project Phasing: The Applicant on page 16 of Section III of Exhibit B1 indicates that he *“intends on beginning construction of the 288 apartments on Lot 1 (Phase 1) in the summer of 2012.”* *“Development of lots and homes on Lots 2 and 3 of Brenchley Estates - North is intended to begin in the fall of 2012 after Stage II Final Plan approval and Tentative Plat approval for re-division of those lots have been granted. Stage II Planned Development preliminary and final plans for development of proposed Lot 4 (Phase 2) will be submitted to the City within 1 to 5 years, with development to occur shortly thereafter.”*

This application does not include a Stage II Final Plan, Site Design Plan (street trees and landscaping for open space/parks) and a Preliminary Development Plat for the proposed 39 single family lots on Lots 2 and 3, and the 4-story apartment building on Lot 5 which requires separate applications.

Waivers: Applicant: *“Two waivers which applied to the lots created for detached single-family homes in Brenchley Estates (Jory Trail at the Grove). It is requested that these waivers be extended to also cover Brenchley Estates – North.*

1. A waiver to allow 4 - foot side yard setbacks for the detached single-family lots whereas Code Section 4.113(.03)(B)(2) requires 5-foot minimum side yard setbacks for one-story buildings and 7-foot setbacks for two story or taller buildings.
2. A waiver to allow 8-foot side yard setbacks for corner lots, whereas Code Section 4.113(.03)(B)(2) typically requires 10-foot corner side yard setbacks.

In addition, the following additional waivers are requested for Brenchley Estates - North only:

1. A waiver to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow several multi-family residential buildings and a community building on proposed Lot 1 to be located as close as 15 feet to the front property line.

2. A waiver to the 5,000 square foot average for lot size and 4,000 square foot minimum lot size standards of the PDR-4 Zone so that all lots in the split zoned Brenchley Estates - North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet, as long as overall density standards for the subdivision are satisfied. Waivers to the 5,000 square foot average lot size and 4,000 square foot minimum lot size standards of the PDR-4 zone so that all lots in the split-zoned Brenchley Estates North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet and an average area per unit size of 3,000 square feet, as long as overall density standards for the subdivision are satisfied. The justification for these waivers for the lots within Brenchley Estates North will be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested for the single-family lots in Brenchley Estates – North.
3. A waiver to the maximum 35-foot building height of the PDR-5 zoning district to allow a multi-family building of four stories and up to 50-feet in height on proposed lot 4 of Brenchley Estates - North. *The Applicant withdrew the request for the 50-ft waiver for the four-story apartment building, noted in the Applicant's Finding C2 on Page 75 of the Staff report.*
4. A waiver is proposed to Section 4.177 and the block size standards of the PDR-4 and PDR-5 zones to allow large 5-lot subdivision in two phases. Phase 1 call for the creation of Lot 1, open space Tract E, and an extension of Ash Meadows Road. Lot 1 will enable the development of Brenchley Estates - North – 288 apartment units and a community center/swimming pool. Phase 2 will include proposed Street C and four additional lots. The waiver will also benefit Lots 1, 2 and 4 which will ultimately be re-plated to create 39 lots for attached single family houses and a 4-story apartment building. Thus, the large lots set the framework for future land divisions.

Tree Mitigation: A Tree Report has been prepared by Teragen and Associates for impacted by development, addressing existing trees within the proposed project site. Mr. Teragen had also prepared the tree report for Brenchley Estates (Jory Trail at the Grove). The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6" DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 288 apartments on Lot 1 and Tract E designates 204 regulated trees for removal *including trees identified in Exhibits B7 and B8*. Seven (7) of those trees may be preserved during on-site construction. Seventy (70) existing trees are planned to be retained on Lot 1 and Tract E. Tree mitigation is proposed in the form of Sheet L2.0 – Preliminary Landscape Plan. The largest and most significant Oregon white oaks will be preserved in Tract E.

Fencing: Proposed is a 16' high sound wall along the entire length of the west property line of the Brenchley Estates - North project. The sound wall must match the design of the sound wall that was built for Jory Trail at the Grove. The Applicant intends to remove the existing green slatted chain link fence along SW Parkway Avenue.

Freeway Noise: ODOT has advised the Applicant in the review of Brenchley Estates (re-named Jory Trail at the Grove) that the proposed development will likely be exposed to traffic noise

levels that exceed federal guidelines. The Applicant is proposing to construct a sound wall along Brenchley Estates - North facing Interstate-5 to help mitigate the noise. This pre-cast concrete wall will match the sound wall built at Jory Trail at the Grove. See Exhibit D1 for ODOT requesting the Applicant to disclose on property deeds potential impacts from traffic noise from Interstate-5. Also See Exhibit C7 relative to traffic impacts on Interstate-5. Proposed Condition PFC30 addresses the ODOT concern.

Bicycle Network: In the review of Jory Estates at the Grove several alternative bike lane designs were considered by the Engineering Division. Currently SW Parkway Avenue fronting the subject property does not have on-street bike lanes or dedicated and separated pedestrian/bicycle paths. The alternative designs showed a bike lane on the west and east sides of SW Parkway by narrowing the vehicle travel lanes or providing for a pedestrian/bicycle path fronting the project site. A 10 foot wide pedestrian/bike path will some impact significant trees and require additional right-of-way. In Brenchley Estates (Jory Trail at the Grove) the Board approved a dedicated and separated pedestrian/bicycle path and staff is recommending this facility be continued north through the frontage of the proposed Brenchley Estates - North.

Existing Old Barn: Old or historic barns form a vital part of our nation's heritage. Barns are preserved for a number of reasons. Some are so well built that they remain useful even after a hundred years or more. Many others are intimately connected with the families who built them and the surrounding communities. Others reflect developments in agricultural science or regional building types. However, not every old barn can be saved from encroaching development, or easily brought back into productive use. In this application, there is a late 19th century barn on proposed Lot 4 which is next to the future site of a proposed 4-story apartment building. It is conflicting with the site plan of that future apartment building. The barn is not registered on county, state or federal listings as a historic structure. Thus, there is little evidence to suggest that the barn has important historic significance. The Applicant does not choose to preserve or restore the barn for a new use, but he has indicated to staff that he may salvage key structural components and incorporate them into park structures or other architectural features. Thus an approval of the proposed revised Stage I Preliminary Plan would impress removing the barn.

Rental/Leasing Office: The Applicant is proposing a rental/leasing office within a proposed community center/swimming pool facility. The facility will be located next to the main driveway entrance to the project along SW Parkway Avenue. Outdoor advertising displays, advertising signs, or advertising structures are prohibited except as provided in Section 4.156WDC for temporary signs.

Comprehensive Plan Special Concern 'J': The northwestern corner of TMC (Tax Lot 200) is in "Area of Special Concern 'J' which according to the Comprehensive Plan "has long viewed the Boeckman Road crossing of I-5 as a suitable location for construction of an interchange with I-5." However, the City also recognizes that I-5 has state and national functions which may have to be balanced with local interests. Such is the case here. ODOT has authority along with FHA for the design, construction, and operation of I-5. On February 27, 2012, the Planning Division has sent ODOT a Development Review packet and ODOT has provided comment found in Exhibit C6.

Bus Turnout/Pull-out: On page 5 of the DKS Traffic Impact Analysis Report, Section IIB of DB12-0012 et seq • Planned Development • Staff Report – Amended and Adopted • Exhibits A1
Development Review Board Panel B • March 26, 2012

Exhibit B1, DKS traffic consultants indicate that *“The southbound South Metro Area Regional Transit (SMART) stop located along the project frontage should be relocated to a new location and a bus pull-out must be provided. The location should be chosen such there is convenient access to the site and that the ingress and egress needs of the site driveways are duly considered. The precise location and design of the transit stop location should be coordinated with City and SMART staff.”*

Because of the amount of residential units (754 units) being created by Brenchley Estates-North and Jory Trail at the Grove, SMART transit agency is seeking a bus turnout along SW Parkway Avenue. The Applicant has indicated to Staff that he has been in contact with SMART regarding the possible bus turnout. The Applicant has indicated the general location of a bus turnout from Parkway Avenue south of proposed Street D onto frontages of lots 4 and 5 on Plan Sheet P3.3. The Applicant would like to *“defer possible right-of-way dedication or easement granting and construction of the turnout until such time as of those lots receives Stage II final development plan approval.”* (Lots 4 and 5). However, SMART is proposing conditions *that would require the Applicant* to build ~~the~~ a bus turnout and a bus shelter with Phase 1 development on Lot 1. See Exhibit C6 *and conditions TR1 and TR2.*

PROPOSED ADOPTED CONDITIONS OF APPROVAL FOR REQUESTS 'A' – 'H'

The applications and supporting documents are hereby adopted for approval with the following conditions:

PD = Planning Division conditions BD – Building Division Conditions PF = Engineering Conditions. NR = Natural Resources Conditions TR = SMART/Transit Conditions FD = Tualatin Valley Fire and Rescue Conditions PW = Public Works	Request A: DB12-0012 Zone Map Amendment Request B: DB12-0013 Stage I Preliminary Plan Request C: DB12-0014 Waivers Request D: DB12-0015 Stage II Final Plan, Lot 1 Request E: DB12-0016 Site Design Review, Lot 1 Request F: DB12-0017 Type 'C Tree Plan, Lot 1 Request G: DB12-0018 Tentative Sub. Plat.
--	---

Request A: DB12-0012: Zone Map Amendment – Brenchley Estates - North

On the basis of findings A1 through A28 this action approves the Zone Map Amendment from RA-H to PDR-4, and forwards this recommendation to the City Council with no proposed conditions of approval.

Request B: DB12-0013: Revised Stage I Preliminary Plan - Brenchley Estates (renamed Jory Trail at the Grove) and Brenchley Estates - North

On the basis of findings B1 through B73. This action approves the Stage I Preliminary Plan submitted with this application labeled Exhibit B1, approved by the Development Review Board, and stamped "Approved Planning Division." Approval of the Stage I preliminary Plan is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

PDB1. The Applicant/Owner shall disclose on property deeds potential impacts from traffic noise from Interstate-5. See ODOT Exhibit D1.

Request C: DB12-0014: Waivers – Brenchley Estates - North

On the basis of findings C1 through C10, this action approves the waivers identified in Request C with no conditions of approval being proposed. Approval of the requested waivers is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

Request D: DB12-0015: Stage II Final Plan – Brenchley Estates - North, Lot 1

On the basis of findings D1 through D56, This action approves the Stage II Final Plan with this application, approved by the Development Review Board, and stamped "Approved Planning Division" unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process. Approval of the requested Stage II Final Plan is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012

(Request A).

PDD1. Construction and site development shall be carried out in substantial accord with the plans, drawings, sketches, and other documents approved by the Board. The Applicant/Owner shall develop the site as approved by the Board unless altered by a subsequent Board approval, or minor revisions are approved by the Planning Director under a Class I administrative review process.

PDD2. The Applicant/Owner shall provide the general contractor for the project with a copy of the approved plans and conditions of approval adopted by the City.

PDD4. The Applicant/Owner shall provide a minimum of 291 bicycle parking spaces to be dispersed throughout the project site by providing racks for lockable space for nine or fewer bikes apiece for a total 81 bikes; 114 bikes at a ratio of one bike parking space per garage parking space per garage, and covered bicycle parking storage for a minimum of 96 additional bicycles to be available within the 96 first floor dwelling units. Of the 291 bicycle parking spaces, a bicycle rack shall be installed at Tract E for minimum 4 bicycle parking spaces and a bicycle rack installed within close proximity of the main building entrance of the community center. Bicycle racks shall be designed so that both wheels and bike frame can be secured.

PDD5. Prior to the Start of Construction, the Applicant/Owner shall:

Assure that the natural areas with the Significant Resource Overlay Zone (SROZ) shall not be disturbed, except for approved utilities, subject to final approval of the construction drawings by the City Engineer and the Natural Resources Manager. During construction (i.e. streets, installing utilities, excavation), the developer shall install temporary six (6) foot high chain link fencing along the SROZ boundary facing Lot 1 so that it is not disturbed. In addition to Building Division Review, final grading plans for the water quality/detention facilities and outfalls shall be reviewed and approved by the City Environmental Services Division and Natural Resources Manager, to ensure inclusion of a soil erosion control treatment plan that will minimize impact to the resources in the SROZ.

PDD6. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks. See Findings D8 and D13.

PDD7. The final design and number of ADA parking shall be reviewed by the Building Division at the time of building permit. This may cause a slight reduction in the number of parking spaces.

PDD8. The Applicant/Owner shall obtain a Class I administrative review for any equipment parking, vehicle parking, storage of any type of materials and fill within Lots 2 through 5 from the Planning Division and Building Division.

PDD9. The Applicant/Owner shall disclose on property deeds potential impacts from traffic noise from Interstate-5. See Exhibit D1.

Exhibit C1, Engineering Division Conditions:

CONDITIONS OF APPROVAL:

The following conditions of approval are based on the material submitted by the applicant. Any subsequent revisions to the submitted plans may require conditions of approval to be modified by staff.

Standard Comments:

- PFC 1.** All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.
- PFC 2.** No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.
- PFC 3.** All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the latest edition of the City of Wilsonville Public Work's Standards.
- PFC 4.** Plans submitted for review shall meet the following general criteria:
- a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms.
 - b. Design of any public/private utility improvement shall be approved at the time of the issuance of a Public Works Permit.
 - c. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
 - d. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
 - e. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area.

- f. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible.
- g. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- h. An Erosion Control Plan shall be prepared that conforms to City of Wilsonville Ordinance No. 482.
- i. Existing and proposed public and private rights-of-way, easements and adjacent driveways shall be identified.
- j. All engineering plans shall be stamped by a Professional Engineer registered in the State of Oregon.

PFC 5. Submit plans in the following format and order:

- a. Cover sheet
- b. General note sheet
- c. Existing conditions plan.
- d. Erosion control and tree protection plan.
- e. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
- f. Grading plan, with 1-foot contours.
- g. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
- h. Detailed utility plans; show plan view and either profile view or provide invert elevations (i.e.) at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
- i. Street Plans, profiles, and sections.
- j. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference.
- k. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
- l. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details and i.e.'s of drain inlets, structures, and piping for outfall structure.
- m. Composite franchise utility plan.
- n. City of Wilsonville detail drawings.
- o. Illumination plan.
- p. Striping and signage plan.
- q. Landscape plan.

- PFC 6.** Prior to manhole and sewer line testing, design engineer shall coordinate with the City and update the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to the updated numbering system. Design engineer shall also show the updated numbering system on As-Built drawings submitted to the City.
- PFC 7.** The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.
- PFC 8.** Applicant shall work with City's Natural Resources office before disturbing any soil on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a 1200-CN permit from the City of Wilsonville is required.
- PFC 9.** To lessen the impact of the proposed project on the downstream storm drain system, and adjacent properties, project run-off from the site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm. The detention and outfall facilities shall be designed and constructed in conformance with the Public Works Standards – 2006.
- PFC 10.** A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City to address appropriate pipe and detention facility sizing.
- PFC 11.** The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system (e.g., catch basin storm filter) is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.
- PFC 12.** The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained.
- PFC 13.** Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.
- PFC 14.** The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any

existing wells, they shall be properly abandoned in conformance with State standards.

- PFC 15.** All survey monuments on the subject site or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.
- PFC 16.** Sidewalks and pedestrian linkages shall be in compliance with the Department of Justice's ADA Standards for Accessible Design (2010).
- PFC 17.** No surcharging of sanitary or storm water manholes is allowed.
- PFC 18.** The project shall connect to an existing manhole or install a manhole at each connection point to the public storm system and sanitary sewer system.
- PFC 19.** A City approved energy dissipation device shall be installed at all proposed storm system outfalls. Storm outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 20.** The applicant shall provide a 'stamped' engineering plan and supporting information showing that proposed street light locations meet the appropriate AASHTO lighting standards for all proposed streets and pedestrian alleyways.
- PFC 21.** At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version as of the date of application.
- PFC 22.** Applicant shall be required to provide the City with a copy of the plat after recording with the county on 3 mil. Mylar.
- PFC 23.** All required pavement markings, in conformance with the Transportation Systems Plan and the Bike and Pedestrian Master Plan, shall be completed in conjunction with any conditioned street improvements.
- PFC 24.** The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and

approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.

- PFC 25.** Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer.
- PFC 26.** Applicant shall design interior (e.g., private) streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles, and provide documentation of approvals thereof.
- PFC 27.** Applicant shall provide a minimum 6-foot Public Utility Easement on lot frontages to all public right-of-ways. An 8-foot PUE shall be provided along Minor and Major Collectors, and a 10-ft PUE along Minor and Major Arterials.
- PFC 28.** Landscape trees located in the right-of-way, parks, and open spaces shall be situated so that they are in compliance with City of Wilsonville Standard Detail No. R-1157. All proposed storm and sanitary laterals, water services, fire hydrants, street lights, signage, and driveways shall be clearly shown on the landscape plans so that potential conflicts can be noted and adjustments made.
- PFC 29.** The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Applicant shall maintain all LID storm water components and private conventional storm water facilities located within medians and from the back of curb onto and including the project site.

All LID storm water components within the right of way will be maintained by the applicant as stated in the Stormwater Maintenance and Access Easement.

Specific Comments:

- PFC 30.** At the request of Staff, DKS Associates completed a Transportation Impact Study dated January 27, 2012. The TIS was based on 400 total residential units with a mix of 80 single family units, 120 townhomes, and 200 apartments. The assumed mix may change slightly at final development plan application, but is consistent with current zoning and the findings of the TIS will remain valid. The project is hereby limited to no more than the following impacts.

Estimated Net New PM Peak Hour Trips	267
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	40
Estimate Weekday PM Peak Hour Trips Through Elligsen Road Interchange Area	40

Planning Staff note: Development on proposed Lot 5 (Future Development) will require a separate DKS TIS at Stage II Final Plan review to determine traffic impacts.

- PFC 31.** For the purpose of calculating Transportation System Development Charges (TSDC's), trip credits are available to the developer for the historic trips generated by the Thunderbird Mobile Club which previously occupied the site. Credits for Phase 1 were calculated based on land area, as follows: 88 p.m. historic peak trips for the entire site (based on 2005 counts), times the area of Phase 1 (35.46 acres) divided by the total area of the site (59.96 acres) = 52 credited trips. Credits for Brenchley North include trips for the remaining acreage (24.50 acres) = 36 credited trips. For interchange trip credits, the TIS assigns 15% as the applicable percentage, therefore, trip credits at each interchange are $0.15 \times 88 = 13$ trips. Credit for 8 trips at each interchange was given for Phase 1, leaving 5 trips through the interchange allocated to Brenchley North.
- PFC 32.** Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required half - ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as $38.5' - 30' \text{ existing} = 8.5'$. See also PFC 27 for required Public Utility Easement requirements.
- PFC 33.** Boeckman Road adjacent to the proposed site is classified in the City TSP as a Major Arterial, with a required Right of Way of 99' to 101', yielding a required half - ROW adjacent to the project of 49.5' to 50.5'. The current half - ROW is less than that in locations, thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 101' ROW is needed, therefore, the additional ROW dedication from the project is 50.5' from the centerline of Boeckman Road. See also PFC 27 for required Public Utility Easement requirements.
- PFC 34.** Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of Parkway Avenue envisions a multi modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of Parkway includes curb and 5' of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in PFC 32 above. To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the developer's representatives, and is acceptable to the City: Developer shall construct a minimum of five additional feet of sidewalk along the Brenchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk shall abut the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way

for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width shall be 8 feet. If necessary, a wall shall be constructed from the back of walk to the finished grade. In conjunction with the new pathway construction, Parkway Avenue between Town Center Loop and Boeckman Avenue shall be re-striped to create a continuous on-street bike lane on the east side of Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. Left turn pockets shall also be striped at Street D as shown in the Preliminary Site Development Plans.

- PFC 35.** At this time the City is not prepared to move forward with the design and construction of Boeckman Road as a major arterial. In lieu of design and construction of street improvements on Boeckman Road adjacent to the site, applicant shall be required to deposit with the City the engineer's estimate (approved by the City's Authorized Representative) for half street improvements on Boeckman Road. The City views half street improvements to be 24-ft from face of curb plus landscape and pedestrian improvements from curb to edge of right-of-way. Improvements to be estimated shall include, at a minimum, street improvements, curb & gutter, storm system including curb inlets, pipe and manholes, striping, signage, street lighting, sidewalks, landscaping and irrigation. Applicant shall submit 130% of the engineers estimate (to include anticipated cost of design and engineering) to the City prior to project acceptance.

The Applicant is required to pay to the City the sum of ½ of the total identified in the condition at the time the first building permit is requested, and the remainder at the time the first Temporary Certificate of Occupancy is requested.

- PFC 36.** All sidewalk and concrete paths addressed in PFC 34 above, plus any landscape areas within the ROW that become islands as a result of the pathway construction, shall be maintained by the development. See PFC 28.
- PFC 37.** Conditions PFC 31, 32, and 33 above shall apply for the full length of Parkway Avenue from the north edge of Parcels 2 to Boeckman Road. Any changes in the site plan layout, proposed plat, or ROW dedication needed to accommodate future construction of a continuous pathway from Town Center Loop to Boeckman Road on the east side of Parkway Avenue shall be incorporated into the this plan set.

- PFC 38.** The Public Works Standards (Table 2.4) requires a curb radius of 25 feet where a residential street meets a minor arterial. As long as the width of ROW is sufficient to allow placement of the sidewalk and curb with 25' curb radii per Table 2.4 of the Public Works Standards, ROW allocation is acceptable. Otherwise, the ROW will need to be increased.
- PFC 39.** The Right of Way width for Street D varies to accommodate a center landscaped median. The City will not accept responsibility for landscape maintenance for the median area, even though it is within the ROW. Provisions placing maintenance responsibility on the development for all the area between the median curbs shall be included in the required Ownership and Maintenance Agreement (see PFC 28).
- PFC 40.** The City TSP identifies Parkway Avenue as having a functional classification of Minor Arterial. The minimum access spacing along Minor Arterials is 600 feet. Street D shall be located a minimum of 600 feet from Boeckman Road.
- PFC 41.** Access points to the public right-of-way from the development shall be limited to the full movement intersection at Parkway Avenue and Street D and the proposed extension of Ash Meadows Road. This plan is acceptable. No access to the public right-of-way shall be allowed from Boeckman Road.
- PFC 42.** If Street C is not built during Phase 1 of Brenchley North, a one foot wide Non-Vehicular Access and Shoulder Maintenance strip shall be established at the terminus on the west side of the intersection of Street C and Ash Meadows, and at the southern terminus at the intersection of Street C, Ash Meadows, and Street D.
- PFC 43.** If Street C is not built during Phase 1 of Brenchley North, Type Three barricades and "No Parking" signage shall be installed at the terminus on the west side of the intersection of Street C and Ash Meadows, and at the southern terminus at the intersection of Street C, Ash Meadows, and Street D.
- PFC 44.** If Street C is not built during Phase 1 of Brenchley North, At the terminus of Ash Meadows Road, the southwest curb return shall be fully constructed – e.g., continue the curbing and pavement the full length of the radius such that future construction of curbing to the west begins with a straight section, at the terminus on the west side of the intersection of Street C and Ash Meadows, and at the southern terminus at the intersection of Street C, Ash Meadows, and Street D..
- PFC 45.** Two spare 4-inch PVC electrical conduits shall be installed (north-south) across the Street D / Parkway intersection to accommodate future upgrades to the City of Wilsonville and Clackamas County telecommunications network. Conduit ends shall be placed such that they terminate within the Public Utility Easement paralleling Parkway Avenue and shall be labeled as "property of the City of Wilsonville".
- PFC 46.** The storm water quality facility (planter) located east of Ash Meadows Road is located in the area to be developed with Phase 2 of Brenchley North, but provides

treatment for stormwater originating on a public street to be constructed during Phase 1 of Brenchley North. This facility shall be constructed by the development in Phase 1 of Brenchley North, shall be covered by a specific easement from the owner of Lot 2, an access easement to the City (see PFC 12) and an ownership and maintenance agreement. (See PFC 28)

- PFC 47.** Applicant shall provide energy dissipation and flow spreading devices for treated storm water being discharge to the receiving channel/ditch at the SW corner of the development, and shall provide protection against undermining and erosion where the storm water passes under the sound barrier wall.
- PFC 48.** ~~The pre-existing private sewer manhole that is proposed as the terminus of the private sewage force main also has a second pre-existing gravity input from the east. This second pre-existing pipe connection shall be plugged prior to placing the new pump station in service.~~
- PFC 49.** The Preliminary Site Development Plan set does not include a proposed demolition plan. Our understanding is that the scope of demolition to be conducted will be addressed in a separate Demolition Permit. For that permit, the Engineering Department will require a plan view drawing specifically identifying all utilities, pavements, and other facilities and appurtenances that will be abandoned, grouted or buried in place, and shall also identify stockpile areas and associated environmental controls where materials will be stored prior to reuse on the site.
- PFC 50.** Pre-existing sewer lines, garbage pits, sewage pumps, and other facilities potentially used to store, pump, or transport sewage and domestic wastes will generally not be approved to be abandoned in place unless assurances are provided through mitigation activities that the facilities to be abandoned in place do not present a future hazard to human health or the environment.
- PFC 51.** A separate signage and striping plan shall be provided with the final design set of drawings.
- PFC 52.** The plans indicate that the public water system will connect to Parkway Avenue at Street D, as well as with the line in Ash Meadows constructed during Brenchley Phase 1, which connects to Parkway Avenue. To provide redundancy of operations, the public water system shall also connect to the water line along Boeckman Road at the northwestern corner of the site.

The water system will receive the benefit of redundancy at any location along Boeckman Road, and is not necessary to be located at the northeast corner of the property. Waterline identified on sheet P5.0 of Stage 1 dated December 23, 2011 that is identified as public shall be public.

PFC 53. Plan P6.0 indicates that the existing water tower and well are to be retained and utilized. The applicant shall coordinate with Building Department and Public Works to ensure that the public water system is protected from cross-contamination.

Exhibit C2, Natural Resources Conditions:

The following conditions of approval are based on the material submitted by the applicant. Any subsequent revisions to the submitted plans may require conditions of approval to be modified by staff.

Significant Resource Overlay Zone

NR1. All landscaping, including herbicides used to eradicate invasive plant species and existing vegetation, in the Significant Resource Overlay Zone (SROZ) and the Impact Area shall be reviewed and approved by the Natural Resources Program Manager.

NR2. Prior to any site grading or ground disturbance, the applicant is required to delineate the boundary of the SROZ. Six-foot (6') tall cyclone fences with metal posts pounded into the ground at 6'-8' centers shall be used to protect the significant natural resource area where development encroaches into the Impact Area.

NR3. Pursuant to Section 4.139.03 (.05) of the Wilsonville Code, the applicant is required to use habitat-friendly development practices (Table NR-2) to the extent practicable for any encroachment into the SROZ and the Impact Area.

NR4. The applicant shall minimize the impact to the SROZ and the Impact Area during construction of Ash Meadows Road and the stormwater outfall.

Stormwater Management

NR5. Submit a final drainage report and drainage plans. The report and plans shall demonstrate the proposed stormwater facilities satisfy the requirements of the City of Wilsonville's Public Works Standards.

NR6. Provide profiles, plan views and specifications for the proposed stormwater facilities consistent with the requirements of the City of Wilsonville's Public Works Standards.

NR7. Pursuant to the Public Works Standards, the applicant shall submit a maintenance plan (including the City's stormwater maintenance covenant and access easement) for the proposed stormwater facilities prior to approval for occupancy of the associated development.

NR8. Pursuant to the City of Wilsonville’s Public Works Standards, access shall be provided to all areas of the proposed stormwater facilities. At a minimum, at least one access shall be provided for maintenance and inspection.

Other

NR9. Pursuant to the City of Wilsonville’s Ordinance No. 482, the applicant shall submit an erosion and sedimentation control plan. The following techniques and methods shall be incorporated, where necessary:

- a. Gravel construction entrance;
- b. Stockpiles and plastic sheeting;
- c. Sediment fence;
- d. Inlet protection (Silt sacks are recommended);
- e. Dust control;
- f. Temporary/permanent seeding or wet weather measures (e.g. mulch);
- g. Limits of construction; and
- h. Other appropriate erosion and sedimentation control methods.

NR10. The applicant shall comply with all applicable state and federal requirements for the proposed construction activities (e.g. DEQ NPDES #1200–C permit).

<u>Exhibit C3, Building Division Conditions and Advisories:</u>	
BD 1.	CONDITION. SITE CONDITIONS. It is the responsibility of the applicant to insure that all existing underground utilities, piping, drain systems, significant slopes and easements of any kind are shown correctly on all submitted drawings.
BD 2.	CONDITION. WATER METERS: Each building shall be provided with a separate water meter and an approved back flow prevention device unless otherwise approved by the community Development Director. The sizing of the water meters shall be based on the current edition of the Oregon State Plumbing Specialty Code <i>or AWWA</i> .
BD 3.	ADVISORY. ALL RETAINING WALLS over 4 feet in height, measured from the bottom of the footing to the top of the wall, or retaining walls of any height that support a surcharge, such as a structure or driving surface at the top of the wall, require a building permit. (OSSC 105.2)
BD 4.	ACCESSIBILITY. On March 3, 2012, the State of Oregon adapted a new Chapter 11 for the Oregon Structural Specialty Code. Chapter 11 defines almost all accessibility requirements in the code. The new chapter reflects multiple changes to the accessibility requirements for building sites and building interiors. Except for the plans for the new 1 and 2 family homes, which are not required to be accessible, plans when submitted will be reviewed to the new code requirements.

BD 5.	ADVISORY. ADA PARKING shown on the plans is assumed to be shown for reference only. Approval of the proposed handicap parking entails extensive review of the building usage, site slopes, accessible walkways, and other factors beyond the scope of this development review. ADA parking will be reviewed as part of the building permit process. The additional information available at plan review may require changes to the number and location of accessible parking spaces shown on these preliminary plans. See especially OSSC 1106.1 and 1106.3.
BD 6.	ADVISORY. EXTERIOR ROUTES OF TRAVEL. At least one accessible route shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones and public streets or sidewalks to an accessible entry. See the code for exceptions. (OSSC Sec. 1104.1, 1110.4.2)
BD 7.	ADVISORY. A separate water service shall be supplied for fire service lines. (Wilsonville Municipal Code Chapter 3)
BD 8.	ADVISORY. VAULT. It is recommended - <i>not required</i> - that backflow devices for fire lines be placed inside buildings and not in underground vaults. This eliminates the continuing maintenance problems with sump pumps and valve monitoring, and saves the project the cost of a vault installation, about \$10000. Where the backflow device is placed in a vault a public utility waterline easement will be required that extends to the upstream edge of the vault. Without a vault the waterline easement will extend to the exterior wall of the building.
BD 9.	ADVISORY. CARPORTS. For tracking and inspection purposes, carports shall be individually identified similar to the garages. This identification shall be on the site plans. (OSSC 107.2.1)
BD 10.	ADVISORY. ACCESS FOR FIRE FIGHTING. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus roads are available. (OFC 1410.1)
BD 11.	CONDITION. HYDRANT OBSTRUCTIONS DURING CONSTRUCTION. Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred from gaining immediate access to fire protection equipment or fire hydrants. (OFC 507.5.4) When required by the code official, approved signage shall be placed at hydrant locations in the construction zone to locate hydrants and maintain hydrant access. The following is an example of an approved sign. Sign shall be approximately 2 feet square mounted no less than 6 feet above grade, red in color with contrasting letters stating FIRE HYDRANT – NO PARKING OR STORAGE WITHIN 10’.

Exhibit C4, TVFR Conditions:

FD1. FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS: Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150

feet. (OFC 503.1.1) **Waived through the benefit of full NFPA 13 fire sprinkler systems buildings # 1 thru # 13. Consistent with Phase 1 of this development.**

FD2. FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION: When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the fire code official. (OFC 503.1.1) **Consistent with phase 1 of this development, full NFPA 13 fire sprinkler systems at buildings # 1 thru # 13 will be considered an alternate means of protection to both full access and aerial apparatus access. Consistent with Phase 1 of this development.**

FD3. AERIAL FIRE APPARATUS ACCESS: Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. (OFC D105) **Waived through the benefit of full NFPA 13 fire sprinkler systems at buildings # 1 thru # 13. Consistent with Phase 1 of this development.**

FD4. FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE: Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (12 feet for up to two dwelling units and accessory buildings), and an unobstructed vertical clearance of not less than 13 feet 6 inches. Where fire apparatus roadways are less than 26 feet wide, "NO PARKING" signs shall be installed on both sides of the roadway and in turnarounds as needed. Where fire apparatus roadways are more than 28 feet wide but less than 32 feet wide, "NO PARKING" signs shall be installed on one side of the roadway and in turnarounds as needed. Where fire apparatus roadways are 32 feet wide or more, parking is not restricted. (OFC 503.2.)

FD5. NO PARKING SIGNS: Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Roads 26 feet wide or less shall be posted on both sides as a fire lane. Roads more than 26 feet wide to 32 feet wide shall be posted on one side as a fire lane. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6) **Please provide two single sheets reflecting access and circulation for fire district review, fire lane signage and curb lane striping designation. Completed document will be returned to both city staff and the design team.**

FD6. TURNING RADIUS: The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & 103.3)

FD7. PAINTED CURBS: Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3)

FD8. GATES: Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) **A gate is not shown or otherwise endorsed.**

FD9. COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW: The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (OFC B105.3) **Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as the City of Wilsonville Building Services. Fire flow calculation worksheets as well as instructions are available on our web site at www.tvfr.com.**

FD10. SINGLE FAMILY DWELLINGS - REQUIRED FIRE FLOW: The minimum available fire flow for single family dwellings and duplexes served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to IFC Appendix B. (OFC B105.2) **Prior to issuance of a building permit, provide evidence of a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 PSI residual pressure.**

FD11. FIRE HYDRANTS – COMMERCIAL BUILDINGS: Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system. (OFC 507.5.1) **Please provide a fire hydrant in the landscape median across from garage # 2.**

FD12. FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES: Where a portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (OFC 507.5.1) **~~Please provide a fire hydrant distribution plan serving the single family dwellings at lots # 1 thru # 32.~~**

FD13. FIRE HYDRANT NUMBER AND DISTRIBUTION: The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Appendix C, Table C 105.1.

Considerations for placing fire hydrants may be as follows:

- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants.
- Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the fire code official.
- Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets only as approved by the fire code official.
- Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the fire code official.

FD14. FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD: Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (OFC C102.1)

FD15. REFLECTIVE HYDRANT MARKERS: Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (OFC 510.1)

FD16. PHYSICAL PROTECTION: Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6)

FD17. CLEAR SPACE AROUND FIRE HYDRANTS: A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

FD18. FIRE HYDRANT/FIRE DEPARTMENT CONNECTION: A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDCs shall be located on the same side of the fire apparatus access roadway and or drive aisle. FDCs shall normally be remote except when approved by the fire code official. Fire sprinkler FDCs shall be plumbed to the fire sprinkler riser downstream of all control valves. Each FDC shall be equipped with a metal sign with 1 inch raised letters and shall read, "AUTOMATIC SPRINKLERS OR STANDPIPES" or a combination there of as applicable. (OFC 912.2)
Please show-clarify the location of the fire department connections serving buildings # 1 thru # 13. Recommend using methodology consistent with Phase 1 of this development.

FD19. ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION: Approved fire apparatus access roadways and fire-fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 1410.1 & 1412.1)

FD20. KNOX BOX: A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation

and placement. (OFC 506.1) **A Knox box is required at the clubhouse and outside of each fire sprinkler control room.**

FD21. PREMISES IDENTIFICATION: Buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 4 inches high with a ½ inch stroke. (OFC 505.1) **Provide 8” high with 1” stroke characters mounted along the face of the building facing each access-circulation drive aisle (may result in multiple applications on some buildings) Please mount characters at the highest elevation possible. Consistent with Phase 1 of this development.**

FD22. FIRE DEPARTMENT ACCESS TO EQUIPMENT: Fire protection equipment shall be identified in an approved manner. Rooms containing controls for HVAC, fire sprinklers risers and valves or other fire detection, suppression or control features shall be identified with approved signs. (OFC 509.1) **Label each room housing fire sprinkler controls as “Fire Control Room”. NFPA 704M placarding may be required at the clubhouse predicated on chemicals used in the pool and spa treatment maintenance.**

Exhibit C5, Public Works Department:

PW1	Use of the existing well on the subject property will require coordination with the Building and Public Works Departments to protect the public water system from cross contamination.
PW2	A water service connection to the Boeckman Rd water main adjoining the property would provide / allow for redundancy, improved flow and water quality in addition to the Parkway Ave connection.
PW3	All privately owned parks and open spaces are to be privately maintained.

Request E – DB12-0016: Site Design Review - Apartments, Community Center, Tract E and Open Space – Lot 1.

On the basis of findings E1 through E47, this action approves the Site Design Plan submitted with this application, approved by the Development Review Board, and stamped “Approved Planning Division” unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process. Approval of the Site Design Plan is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

PDE1. The Applicant/Owner shall provide the general contractor for the project with a copy of the approved plans and conditions of approval adopted by the City.

PDE2. All HVAC equipment shall be inconspicuous and designed to be screened from off-site view. Roof top HVAC equipment and including window mounted air conditioning units shall be painted so as to de-emphasize the units. The City reserves the right to

require further screening of the equipment and utilities if they should be visible from off-site view after occupancy is granted. See Finding E13.

PDE3. All exterior lighting must be fully shielded consistent with Section 4.199. This condition also restricts the amount of lighting within the SROZ areas. See Finding E22.

PDE4. The Applicant/Owner shall obtain a Class 1 permit from the Planning Division for the installation of any fence exceeding six (6) feet high.

PDE5. Irrigation: Planning Division staff is hereby granted approval authority of the irrigation plan for the project to be submitted with the Building or Engineering Permit Set. This plan shall meet the requirements of Subsection 4.179(.09)(A-D). Landscaping shall be professionally maintained by weeding, pruning and replacing dead plant material as necessary. A permanent underground irrigation system must be provided for all lawn, shrub and tree plantings at the time building permits are issued for projects except within the drip line areas of significant, existing trees.

PDE6. Prior to installing plantings and trees the Applicant/Owner shall provide the Planning Division a revised landscape plan that will be going out for bid demonstrating that the plantings meet the minimum size requirements of Section 4.176.06(A)(1 through 5)WDC. See Finding E14. Prior to installation of required landscape materials, the Applicant/Owner shall:

- a. Assure that construction and site development shall be carried out in substantial accord with the Site Design Review plans as approved by the Development Review Board, except as may be subsequently altered by Board approval, or by minor revisions approved by the Planning Director under a Class I administrative review process.
- b. Assure that all shrubs shall be well branched and typical of their type as described in current AAN Standards and shall be equal to or better than 2-gallon cans when available. The landscaping plan shall be planted at such a density so as to provide a minimum of 95% coverage of landscape areas with vegetation, within a 3 year time period. See Finding D14.
- c. Plant materials, once approved by the DRB, shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this Code, or any condition of approval established by City decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless the City approves appropriate substitute species.
- d. Plan Sheet A113 shows a mail room within the proposed community building. The Applicant/Owner shall coordinate with the U.S. Postal Service regarding the mail room design and with any other mailbox stations. The U.S.

Postmaster has specific standards for locating mail rooms so as to provide convenient mail delivery and pickup and not obstruct handicapped accessibility. Furthermore, the mail rooms shall be located so as to not diminish required sidewalk or pathway widths, nor obstruct pedestrian movement, nor interfere with fire hydrants or public and private utilities.

PDE7. All Patio and stair railings shall be aluminum construction. See Finding E40.

PDE8. Proposed is a 16' high sound wall along the entire length of the west property line of the Brenchley Estates - North project. The sound wall must match the design and construction of the sound wall built for Brenchley Estates (Jory Trail at the Grove).

PDE9. Plantings within the median of Street 'D' shall be low variety not to exceed 24" in height and be reviewed by the City Public Works Department prior to planting. See Finding E14.

Exhibit C6, SMART Transit Conditions:

The construction of the proposed bus pull-out will allow for the removal of an existing bus stop on SW Parkway Avenue, adjacent to the Brenchley development. Recommended conditions of approval:

TR1. Applicant shall provide an easement or additional right-of-way along the frontage of SW Parkway Avenue, south of the proposed Street 'D', sufficient to allow for the construction of a 10 foot by 100 foot bus pull-out, to the satisfaction of the City Engineer. If needed, based on road geometry, additional right-of-way or easement shall be provided for a covered bus shelter per City Public Works Standards.

TR2. Applicant shall be responsible for the construction of the bus pull-out and bus shelter noted in Condition #1, above, to City Public Works Standards. *The bus pull-out and bus shelter shall be constructed prior to or at final occupancy of the last apartment building in Phase 1 of Lot 1.*

Request F: DB12-0017: Type 'C' Tree Removal – Plan – Brenchley Estates - North - Lot 1, tract E, adjacent rights-of-way in Phase One and Street C in Phase Two, other trees in Phase Two found necessary by the Planning Department to construct needed erosion control measures and/or construction activities related to Phase One, and as necessary to respond to conditions of approval.

On the basis of findings F1 through F5, this action approves the Type 'C' tree Plan submitted with this application, approved by the Development Review Board, and stamped "Approved Planning Division" for Lot 1. Approval of the Type C Tree Plan is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

PDF1. The Applicant/Owner shall provide the City's Planning Division with an accounting of DB12-0012 et seq • Planned Development • Staff Report – Amended and Adopted • Exhibits A1
Development Review Board Panel B • March 26, 2012

trees to be removed in the required Type 'C' tree removal plan per the approval of the Development Review Board for Lot 1, *tract E, the public rights-of way for Ash Meadows Road, Street D and Street C, and other trees in Phase Two found necessary by the Planning Division to construct needed erosion control measures and/or construction activities related to Phase One, and as necessary to respond to conditions of approval.*

PDF2. The Applicant/Owner shall submit an application and fee for a Type 'C' tree removal permit, including a final tree removal plan for Lot 1, *tract E, the public rights-of-way for Ash Meadows Road, Street D and Street C and other trees in Phase Two found necessary by the Planning Department to construct needed erosion control measures and/or construction activities related to Phase One, and as necessary to respond to conditions of approval* prior to the issuance of a grading permit by the City's Building Division.

PDF3. *Does not exist.*

PDF4. In the event that preservation of a listed retained tree is not feasible, the project arborist shall provide City staff with a written explanation of the measures considered to preserve the trees along with the line of reasoning that makes the preservation of the tree not feasible. Prior to further construction within the tree protection zone, the City will verify the validity of the report through review by an independent arborist to ensure that the tree cannot be preserved. If it is ultimately decided that the tree cannot be preserved by both arborists, then the developer may remove the tree through a Class I permit, and will be required to plant another tree somewhere else on the property.

PDF5. The Applicant/Owner shall implement the tree mitigation plan as recommended in the arborist report for Lot 1, *tract E, the public rights-of-way for Ash Meadows Road, Street D and Street C, and other trees in Phase Two found necessary by the Planning Department to construct needed erosion control measures and/or construction activities related to Phase One, and as necessary to respond to conditions of approval:* The City requires mitigation planting when live trees are removed. Two hundred and four (204) trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal *at a ratio of at least one tree to be planted for mitigation for each tree to be removed.* The landscaping plan (Sheets L2.0 and L2.3) shows 205 replacement trees intended to mitigate the loss of existing trees. However many of those trees are proposed at 1 3/4" d.b.h and shall be minimum 2" caliper size, d.b.h. Also per Subsection 4.176.06(4) the proposed Grand firs and Western Hemlocks at 3' to 4' size must be increased to 8 foot minimum height. The Applicant/Owner shall provide revised Landscape Plan Sheets L2.0 and L2.3 showing larger trees. See Finding F4.

PDF6. Trees to be planted will meet the requirements of the American Association of Nurseryman (AAN) American Standards for Nursery Stock (ANSI Z60.1) for Grade No. 1 or better.

PDF7. All trees needing further on-site analysis and retained trees from site development in Lot 1 shall be protected with a 6' tall chain link fence with metal posts pounded into the ground at 6'-8' centers. Such fences shall be placed at or beyond the drip line of the trees to be protected and shall remain in place until such time as substantial construction is complete or city approval is obtained to remove the trees.

PDF8. The Applicant/Owner shall provide an instrument guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property. See Finding G8.

Request G: DB12-0018: 5-Lot Tentative Subdivision Plat – Brenchley Estates - North

On the basis of findings G1 through G13, this action approves the Tentative Subdivision Plat' submitted with this application, approved by the Development Review Board, and stamped "Approved Planning Division". This action also approves a waiver to Section 4.177 and the block size standards of the PDR-4 and PDR-5 zones to allow a 5-lot subdivision. Approval of the Tentative Subdivision Plat is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

PDG1. Assure that construction and site development shall be carried out in substantial conformance with the Tentative Subdivision Plat as approved by the Development Review Board, and as amended by these conditions, except as may be subsequently altered by Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process.

PDG2. Prior to approval of the Final Partition Plat, the Applicant/Owner shall:

- a. Assure that the lots shall not be sold or conveyed until such time as the final plat is recorded with Clackamas County.
- b. Submit an application for Final Plat review and approval on the Planning Division Site Development Application and Permit form. The Applicant/Owner shall also provide materials for review by the City's Planning Division in accordance with Section 4.220 of City's Development Code. Prepare the Final Plat in substantial accord with the Tentative Partition Plat as approved by the Development Review Board and as amended by these conditions, except as may be subsequently altered by Board approval, or by minor revisions approved by the Planning Director.
- c. Submit final construction plans, to be reviewed and approved by the Planning Director, City Engineer, the Tualatin Valley Fire and Rescue District, Natural Resources Manager, and the City Building Official, prior to the project's construction.
- d. Submit final drawings and construction plans for the water quality/detention facilities and their outfalls for review and approval of the City Engineer, the Natural Resources Manager and the Environmental Services Division. These plans shall show the SROZ boundary over the development proposal.

- e. Supply the City with a performance bond, or other security acceptable to the Community Development Director, for any capital improvement required by the project. See Finding G13.
- f. Illustrate existing and proposed easements, on the Final Plat.
- g. Dedicate all rights-of-way and easements necessary to construct all private and public improvements required for the project.
- h. The extent of City mapped Significant Resource Overlay Zone (SROZ) on the subject property shall be placed in a conservation easement on the final plat. The purpose of the conservation easement is to conserve and protect resources as well as to prohibit certain activities that are inconsistent with the City's Natural Resources Plan. This conservation easement to be shown on the final plat will replace the existing SROZ line (the County Surveyor will not allow the SROZ demarcation on the plat). Additionally, a plat note, with language similar to the following, will be required on the final plat: "This plat is subject to a conservation easement, as recorded in document no. _____, Clackamas County Records, over its entirety, for the benefit of the City of Wilsonville, to preserve the City's mapped significant resources."
- i. The Applicant/Owner shall submit to the City Attorney a waiver of the right of remonstrance against any local improvement district that may be formed to provide public improvements to serve the subject site. The application for the waiver is available at the City Attorney's office.
- j. Provide the City with a recordable instrument guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property.

MASTER EXHIBIT LIST

The following exhibits are hereby entered into the public record by the Development Review Board in consideration of the application as submitted:

- A1.** Staff Report, findings, recommendations and conditions. *Delete pages 144 through 165 of the Staff report, Exhibit A1, that were carried over from an early draft report of the project.*
- A2.** Staff PowerPoint presentation.
- A3.** Article, Tsunami of Rental Housing demand is on the Way by Leslie Branstein.
- A4.** Article, March 1, 2012 Oregonian, Metro area's rental vacancy 2nd-lowest in U.S.
- A5.** Article, March 4th, Sunday Business section of the Oregonian, Jobs Spur Wilsonville Building Boom
- A6.** *New Exhibit numbers, Dolan Findings, corrected findings text, new conditions correction to reinsert the language shown as deleted on PFC 29, PFC 35, and PFC 52.*

Applicant's Written and Graphic Materials:

- B1.** Revised Land Use application in large binder notebook and on compact disk -, date received January 31, 2012 including; Code compliance/findings, First American Title report, application, mailing list, introduction/project narrative, compliance reports to requests A through H, DKS Traffic Report, plan sheets, stormwater report, building elevations, letter, draft CC&R's, Allied Waste of Washington and Clackamas Counties, arborist's report for Brenchley Estates - North.
- B2.** Full Size Drawings/Plan Sheets, B&W and Color.
- B3.** Photo copy of colors and materials board and hard copy to be presented at the public hearing.
- B4.** Jerry Offer, OTAK. Letter dated February 21, 2012.
- B5.** Zone Map Amendment Metes and Bounds description and map, Dated March 12, 2012.
- B6.** *Revised color materials board and renderings showing the new exterior building color schemes.*
- B7.** *Memo, OTAK, dated March 26, 2012 regarding tree removal with corrected street names, replacing the original Exhibit B7 attached to Exhibit A6.*
- B8.** *Map identifying construction access, truck wash, staging area for construction materials and affecting tree removal.*
- B9.** *Paper copy of the Applicant's PowerPoint presentation at the March 26th DRB meeting.*

Sheet Number Sheet title

- P1.0: Cover Sheet
- P1.0A: Cover Sheet – North Only
- Sheet P2.0: Existing Conditions
- P2.1: Existing Conditions Overall (December 2011)
- P3.0: Preliminary Development Plan - Brenchley Estates North and South. The Applicant has also labeled a separate sheet P3.0 – Preliminary Site Plan.
- P3.1: Approved Site Plan, parcel 1
- P3.2: Approved Site Plan parcel 2
- P3.3: Preliminary Development Plan - Brenchley Estates – North
- P3.3A: Preliminary Site Plan – North Land Division
- P4.0: Approved Tentative Partition Plat (TL 100). The Applicant has also a labeled a separate sheet P4.0 – Preliminary Grading Plan.
- P4.1: Approved Tentative Subdivision Parcel 2 (TL 104)
- P4.2: Tentative Subdivision Plat – North

P5.0: Composite Grading Plan Overall
 P5.1: Approved Grading Plan south
 P5.2: Preliminary Grading Plan – North
 P6.0: Composite Utility Plan Overall
 P6.1: Approved Utility Plan – South
 P6.2: Preliminary Utility Plan – North
 L1.0: Preliminary Tree Preservation Plan
 L1.0A: Preliminary Tree Preservation Plan
 L1.1: Preliminary Tree Preservation Details
 L2.0: Preliminary Landscape Plan
 L2.1: Preliminary Landscape Details
 L2.2: Preliminary Landscape Details
 L2.3: Preliminary landscape Details
 E3.0: Preliminary Site Lighting Plan - North
 E3.3: Preliminary Street Lighting Plan – North
 ESL3.0: Preliminary Site Lighting Photometric - North
 ESL3.3: Preliminary Street Lighting Photometric
 A117: Lot 4 Apartments Concept Plan
 A101: Apartment Floor Plans
 A102: Apartment Exterior Elevations
 A103: Apartment Floor Plans
 A104: Apartment Exterior Elevations
 A104: Apartment Floor Plans
 A105: Apartment Floor Plans
 A106: Apartment Exterior Elevations
 A107: Apartment Floor Plans
 A108: Apartment Exterior Elevations
 A109: Apartment Floor Plans
 A110: Apartment Exterior Elevations
 A111: Apartment Floor Plans
 A112: Apartment Exterior Elevations
 A113: Community Center Floor Plans
 A114: Community Center Elevations
 A115: Community Center Elevations
 A116: Garage Elevations
 Air Photo of Preliminary Development Plan

Development Review Team

- C1. Engineering Division Conditions, Dated March 15, 2012. Included in this staff report in the Conditions of Approval.
- C2. Natural Resources Program Director Conditions, Dated March 14, 2012. Included in this staff report in the Conditions of Approval.
- C3. Building Division Conditions, Dated March 7, 2012. Included in this staff report in the Conditions of Approval.
- C4. TVFR Conditions, Dated March 13, 2012. Included in this staff report in the Conditions of Approval.
- C5. Public Works Department, e-mailed Dated March 14, 2012. Included in this staff report in the Conditions of Approval.
- C6. *SMART* transit conditions Dated March 15, 2012. Included in this staff report in the Conditions of Approval.
- C7. Letter, ODOT Dated March 14, 2012.

Public Testimony:

Letters (neither for nor Against):

D1. ODOT, Gail Curtis, Dated May 9, 2011

Letters (In Favor): None submitted

Letters (Opposed): None submitted

Three citizens testified at the public hearing.

FINDINGS OF FACT

1. Existing Site Conditions:

The subject site is the former Thunderbird Mobile Club (TMC). The proposed modification to the Stage I Preliminary Plan combines Jory Trail at the Grove (under construction) with proposed Brenchley Estates - North. Brenchley Estates - North and Jory Trail at the Grove comprise Tax Lots 100, 103, 104, 105 and 200. The Applicant has provided a full project description in Section I of Exhibit B1. The subject northerly property proposed for Brenchley Estates - North is currently zoned RA-H and PDR-5. Jory Trail at the Grove is zoned PDR-5.

Surrounding Development: The adjacent land uses are as follows:

Compass Direction	Existing Use(s)
North	PGE substation and an auto body repair shop zoned PDI.
East	Ash Meadows condos and vacant industrial land owned by Mentor Graphics.
South	Wilsonville Family Fun Center and the NAPA store
West	Interstate-5

Natural Characteristics: Brenchley Estates - North and Jory Trail at the Grove contains 59.96 acres of approximately 7.79 acres is forested open space in the Significant Resource Overlay Zone (SROZ) and including a drainage-way designated in SROZ. A significant number and variety of trees are scattered throughout the property.

Streets: The subject site abuts SW Parkway Avenue on the east, SW Boeckman Road at the north and Interstate-5 at the west.

Previous Planning Applications Relevant to the subject property:

- 2. Ordinance No. 509 which revised Wilsonville's Development Code, effective Nov. 15, 2000, included a citywide change from PDR zone to a range of PDR -1 through PDR-7.

73RZ04: PDR Zone

81PC26: Stage II Final Plan – Addition of 21 units/spaces.

82DR04: Final Site Plan- 12 additional units

Ordinance No. 270 and Resolution 84PC01: Amendment to the Comprehensive Plan Map from Primary Open Space to Secondary Open Space to allow tree removal. Added - 8 mobile home sites.

DB11-0006 Stage I Preliminary Plan – Brenchley Estates - South

DB11-0007 Three Waivers – Parcel 1

DB11-0010 Stage II Final Plan – Parcel 1

DB11-0011 Site Design Review – Parcel 1

DB11-0009 Type ‘C’ Tree Plan – Parcel 1

DR11-0005 Tentative Partition Plat

DB11-0012 Monument Sign

SI11-0001 SROZ Map and SRIR – Parcel 1

DB11-0029 Stage II Final Plan – Phase II, Brenchley Estates South

DB11-0032 Stage II Waivers – Phase II

DB11-0030 Site Design Review – Phase II

DB11-0033 Type ‘C’ Tree Plan – Phase II

DB11-0031 Tentative Subdivision Plat – Phase II

SI11-0002 – SROZ Map Verification and SRIR - Phase II

01AR02 Partition Plat.

3. The Applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.
4. Notice of the proposed project has been sent to the appropriate agencies involved in the review of public improvements. Comments and conditions of approval from the Building and Engineering Divisions, and Natural Resources Program Manager were received and are incorporated into this staff report.
5. The statutory 120-day time limit applies to this application. The application was initially received on January 31, 2012. Staff conducted a completeness review within the statutorily allowed 30-day review period, and advised the Applicant by letter on February 6, 2012, of missing items. On February 21, 2012, the Applicant submitted additional materials intended to complete the application. For procedural reasons, On February 24, 2012 the application was deemed complete. The City must render a final decision for the request, including any appeals, by June 21, 2012.
6. On February 24, 2011 a settlement agreement was approved between Thunderbird Mobile Club, LLC and City Council that resulted from a court case. Council action allows the proposed applications to move forward through the land use review process.

CONCLUSIONARY FINDINGS

The Applicant's compliance findings to the applicable land development criteria and Comprehensive Plan goals, policies and implementation measures are found in Section II, Exhibit B1 and are hereby incorporated into this staff report as findings for approval.

REQUEST A DB12-0012: ZONE MAP AMENDMENT
--

This request is for approval of a Zone Map Amendment from Residential Agricultural – Holding (RA-H) to Planned Development Residential – 4 (PDR-4) for approximately 19.962 acres (including SW Boeckman Road right-of-way) involving upper portions of Tax Lots 103, 105 and 200. The purpose of the RA-H Zone is set forth in the 4.120 of the Code. The proposed Zone Map Amendment from RA-H to PDR-4 is intended to serve as a procedure to evaluate the conversion of urbanizable land to urban land consistent with the Comprehensive Plan. Because the service levels vary throughout the City, the zoning process allows for a case-by-case analysis of the availability of public facilities and services and to determine specific conditions related to needed public facilities improvements. All land development proposals are reviewed for conformity with the Comprehensive Plan and specific standards set forth in the zoning ordinance.

As set forth in Subsection 4.197(.02) of the Wilsonville Code, in recommending approval or denial of a proposed zone map amendment, the Board must at a minimum, adopt findings addressing Criteria A-G, below.

Criterion 'A'

“That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008 or, in the case of a Planned Development, Section 4.140.”

A1. The Applicant has provided findings in Section II of Exhibit B1 addressing the Zone Map Amendment criteria, which are included in this staff report as findings for approval. Approval of the proposed Zoning Map Amendment is contingent on approval by the City Council by a City Ordinance.

Criterion 'B'

“That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text.”

Comprehensive Plan Designation: Residential 6 - 7 dwelling units per acre.

A2. The gross site area for Jory Trail at the Grove and Brenchley Estates - North are 59.96 acres, making the gross density of the proposed project at approximately 420 maximum dwelling units. (Comprehensive Plan Map at 7 maximum dwelling units per acre). However, the 6 – 7 du/ac density is intended to be implemented by the PDR zones in Section 4.124WDC, so the actual allowed maximum number of housing units for the entire master planned area is 725 dwelling units (724 total units are proposed). Thus,

Brenchley Estates - North housing density is calculated on the standards of the implementing PDR-4 (proposed) and PDR-5 zones. An approval of the proposed revised Stage I Preliminary Development Plan is reviewed in Request B of this staff report. Refer to the Applicant's findings in Section I of Exhibit B1 for detailed analysis of the allowed housing density, which is applicable to Criterion B.

- A2.** The gross site area for Jory Trail at the Grove and Brenchley Estates - North are 59.96 acres, making the gross density of the proposed project at approximately 420 maximum dwelling units. (Comprehensive Plan Map at 7 maximum dwelling units per acre). However, the 6 – 7 du/ac density is intended to be implemented by the PDR zones in Section 4.124WDC, so the actual allowed maximum number of housing units for the entire master planned area is 725 dwelling units (724 total units are proposed). Thus, Brenchley Estates - North housing density is calculated on the standards of the implementing PDR-4 (proposed) and PDR-5 zones. An approval of the proposed revised Stage I Preliminary Development Plan is reviewed in Request B of this staff report. Refer to the Applicant's findings in Section I of Exhibit B1 for detailed analysis of the allowed housing density, which is applicable to Criterion B.

**Comprehensive Plan – Residential
Variety/Diversity of Housing**

Implementation Measures 4.1.4.c, 4.1.4.g, 4.1.4.j, 4.1.4.k, 4.1.4.l, and 4.1.4.p speak to the City's desire to plan for and establish a variety and diversity of housing types that meet the social and economic needs of the residents, including the need for affordable housing and a balance of housing with jobs.

- A3.** The Applicant's zone change proposal would enable 359 multi-family apartment units dispersed in 14 buildings and 39 single-family detached houses on the Brenchley Estates – North site. The Applicant's response findings in Section II, Exhibit B1 to 4.198.01(A) speak to the providing for additional single-family and attached housing in the City, meeting these measures.

Implementation Measures 4.1.1.j, 4.1.4.i, 4.1.4.o, and 4.1.4.r speak to the City's desire to approve new residential development concurrent with the availability of public facilities.

- A4.** Water, sanitary sewer, and storm sewer are either available to the proposed Brenchley Estates - North site (with appropriate connections) or can be supplied to the project. The Applicant will also be responsible for constructing a public street system internal to the site to serve the proposed apartment buildings and for the 39-single-family lot subdivision.

Implementation Measure 4.1.4.h: “Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.”

- A5. The Applicant will be required to pay the equitable share (as determined by the Community Development Director) of the capital improvement costs for public services.
- A6. The subject Brenchley Estates - North site is currently zoned Residential Agricultural – Holding (RA-H) and PDR-5. The Applicant proposes to change the RA-H Zone to the Planned Development Residential - 4 (PDR-4) Zone on 19.962 acres (*19.38 acres excluding SW Boeckman Road ROW*) to enable development of 39 single-family detached houses and 359 multi-family units. On the basis of Section 4.124.05 (Table 1) the Applicant is seeking the appropriate PDR-4 zone based on the 6 - 7 d.u. per acre Comprehensive Plan Density.

(.05) Appropriate PDR zone based on Comprehensive Plan Density:

Comprehensive Plan Density	Zoning District
0-1 u/acre	PDR-1
2-3 u/acre	PDR-2
4-5 u/acre	PDR-3
6-7 u/acre	PDR-4
10-12 u/acre	PDR-5
16-20 u/acre	PDR-6
20 + u/acre	PDR-7

420 Max. units Comp. Plan @ 7 units per gross acre

755 Max. units
764 Proposed

Table 1: PDR Zone based on Comprehensive Plan Density

[Section 4.124(.05) amended by Ordinance No. 538, 2/21/02.]

Significant Natural Resources

- A7. On the basis of the Applicant’s material submitted, the Significant Resource Overlay Zone (SROZ) is currently located on the .64 acres of the southerly boundary of proposed Brenchley Estates - North site which is a forested drainage-way which is not part of the 19.962 acres involved in the proposed Zone Map Amendment. The SROZ area is .64 acres of the site.

Area of Special Concern

- A8. The northwestern corner of TMC (Tax Lot 200) is located in “Area of Special Concern ‘J’”. According to the Comprehensive Plan it *“has long viewed the Boeckman Road crossing of I-5 as a suitable location for construction of an interchange with I-5.”* However, the City also recognizes that I-5, being an interstate freeway, has state and national functions which may have to be balanced with local interests. Such is the case here. ODOT has authority along with FHA for the design, construction, and operation of I-5. In response, the DKS Traffic Study in Section II of Exhibit B1 indicates that Brenchley Estates – North site’s northerly frontage is along SW Boeckman Road, which is one of the City’s primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City Transportation Master Plan (TSP) identified an improvement project that would widen SW Boeckman Road between SW Parkway

Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication. See proposed condition PFC33 for street dedication.

- A9. On February 27, 2012, the Planning Division has sent ODOT a Development Review packet and ODOT has provided comments found in Exhibit C6.

Implementation Measure 4.1.4.b – Variety in Housing Type “Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.”

- A10. Implementation Measures 4.1.4.b, d, and o declares the City's desire to see a diversity of housing types and affordability. The Applicant's proposal would add to the City's housing diversity 39 single-family detached houses and 359 apartment units. With regard to traffic, through the conditions of approval recommended by staff, the project can be adequately served with urban services designed to minimize off-site impacts the project.
- A11. Because of the staggering economy and the national home mortgage crisis, there are high foreclosures but low vacancy rates in multi-family housing in the Metro area. See Exhibit A4, Oregonian Article dated March 1, 2012, Metro area's rental vacancy 2nd-lowest in U.S. This provides circumstantial evidence that there is a demand for the addition of more multi-family housing in proposed Brenchley Estates – North. The proposed Zone Map Amendment is to implement the residential objectives of the Comprehensive Plan by providing diversity in housing types. Changing the RA-H Zone to the proposed PDR-4 Zone meets IM 4.1.4b. Adequate public services can be made available to the site. Thus, the Zone Map Amendment together with the proposed Brenchley Estates - North project meets IM 4.1.4.b.
- A12. Metro's Urban Growth Management Functional Plan Title 1 of the Urban Growth Management Functional Plan (UGMFP) and the Comprehensive Plan requires 80% maximum density at build-out of any particular parcel. With the revision of the City's Development Code in November 2000, the lower end of the planned density range was increased to reflect this 80% requirement. The Applicant is requesting a Zone Map Amendment to Planned Development Residential - 4 (PDR-4) which corresponds to a Comprehensive Plan Map density of 6 - 7 dwelling units per acre.

Furthermore, the Applicant's proposal will fully achieve compliance with the minimum density required at build-out. Metro's Functional Plan provides that this deficiency is justified, in order to approximate the density of adjacent, surrounding neighborhoods. See

the Applicants' response findings found on pages 1 through 14 of Section IIA of Exhibit B1.

A13. Section 4.140.09(J)(2) Traffic: The DKS Associates traffic study completed for Brenchley Estates - North indicates the proposed streets will provide sufficient access for emergency vehicles and comply with the traffic level of service requirements of the Development Code and the Transportation Systems Plan. 88 PM hour trips through the I-5/Wilsonville interchange area are vested from the previous TMC use. The location, design, size and residential uses are such for proposed Brenchley Estates – North that traffic generated by the development can be accommodated safely for up to 267 (173 in 93 out) p.m. peak hour trips of which 40 p.m. peak hour trips through the and I-5/Wilsonville interchange area, 40 p.m. peak hour trips through the I5/Elligsen Road interchange area, and without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2).

A14. SW Boeckman Road Needs: The DKS Traffic Study in Section II of Exhibit B1 indicates that the Brenchley Estates - North site's northerly frontage is along SW Boeckman Road, which is one of the City's primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City Transportation Master Plan (TSP) identified an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication. See proposed condition PFC33 for street dedication.

Implementation Measure 4.1.4.d – Diversity of Housing Types “Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms,” and;

Implementation Measure 4.1.4.e “Targets are to be set in order to meet the City’s Goals for housing and to assure compliance with State and regional standards.”

A15. The original, adopted City of Wilsonville Comprehensive Plan Map in 1980, geographically distributed housing density for the purpose of maintaining the balance of housing types and to not concentrate higher density for multi-family housing in a few areas of the City. Historically, with the exception of adding Villebois Village, there have been a few amendments to the Comprehensive Plan Map relative to the geographic distribution of housing density. Over the years Comprehensive Plan Amendments

changed Residential to Industrial to enable the development of Canyon Creek Business Park – North, and changed Residential to Industrial on Mentor Graphics property south of SW Boeckman Road (formally part of the Ash Meadows Master Plan residential area). The Mentor Graphics property is opposite east, of the site for Brenchley Estates - North. Those Comprehensive Plan Amendments reduced residential housing density in the City. Otherwise, residential projects that were approved within the City correspond with the Comprehensive Plan Map and with PDR minimum and maximum densities allowed by Land Use and Development Code. This is the case for the proposed Brenchley Estates - North and Jory Trail at the Grove projects; however, there will be a substantial reduction in the number of manufactured houses (approx. 281 units) as a result of the proposed Brenchley Estates - North and the approved Jory Trail at the Grove projects.

A16. Pages 2 and 3 of the Comprehensive Plan: *“Wilsonville’s planning programs are required to support Metro’s 2040 Regional Framework Plan, and any Functional Plans that are formally adopted by Metro Council. Such Metro plans are intended to direct the region’s urban growth and development.” “The residential designations include planned density ranges which have been changed to reflect Metro’s requirement that minimum densities be at least 80% of maximums. In order to meet that requirement, the lower end of the planned density range has been increased and the higher end left unchanged.”* This in effect increases residential density with new development and is expected with the proposed Brenchely Estates - North project. Thus, the Zone Map Amendment together with the proposed Brenchely Estates - North project meets IM 4.1.4.d and 4.1.4.e.

A17. The proposed Brenchley Estates –North project shows a variety of apartment units (1 to 4 bedroom units) and single-family detached houses. Specifically, proposed are 39 single-family detached houses and 359 apartment units meeting IM 4.1.4.d. The City has historically sought to achieve 50 percent in single-family houses, 40 percent in multi-family units and 10 percent in manufactured houses at mobile home parks. The December 31, 2011 City Housing Unit Summary indicates 9,060 dwelling units:

<u>City Wide Housing Units</u>			
Type	New	YTD	Total
Apartment	324	376	4591
Condominium	0	0	563
Duplex	0	0	68
Mobile Homes	0	0	20
Mobile Home/park	0	0	143
Single Family	10	77	3675
Totals	334	453	9060

On the basis of the inventory there are 56.9% multi-family (including 563 condominiums), 41.3% single-family (including 68 duplexes) and 1.8 percent mobile homes. Adjusting the housing units to include Brenchley Estates - North the housing unit split will be 58.3% multi-family, 40% single family and 1.7% mobile homes.

A18. The “Residential Development” portion of the Comprehensive Plan (Policy 4.1.4) identifies the need for additional housing within the City to serve housing and economic needs of residents and employees working within the City. The national trend is to provide multi-family housing which according to the U.S. Commerce Department; *“fewer people bought new homes in December, 2011. The decline made 2011 the worst year for new - homes sales on records dating back nearly half a century to 1963. New-home sales fell 2.2 percent last December to a seasonally adjusted annual pace of 307,000. The pace is less than half the 700,000 that economists say must be sold in a healthy economy. The median sales prices for new homes dropped in December to \$210,300. Builders continued to slash price to stay competitive in the depressed market. A key reason for the dismal 2011 sales is that builders must compete with foreclosures and short sales, when lenders accept less for a house than what is owed on the mortgage. Furthermore, the wave of foreclosures is pushing many families out of their homes and into the rental market. For those increasing numbers of residents and employees that do not qualify to purchase a house, multi-family housing helps fill their housing need.”* Also, attached to this staff report labeled Exhibit A3 is an article titled: Tsunami of Rental Housing Demand is on the Way by Leslie Braunstein that also speaks to the need for more multi-family housing. Thus the proposed Zone Map Amendment meets a public need that has been identified for rental housing.

A19. In terms of the 6 – 7 d.u. per acre Comprehensive Plan map designation for the proposed Brenchley Estates – North project is considered medium density. With the adjacent proximity to Interstate-5, multi-family housing is effective site planning that will buffer the proposed 39 – lot single-family subdivision. Thus, the Comprehensive Plan Map is correct to designate the subject property for medium density for multi-family housing given its location to Town Center for shopping and recreation, close proximity to industrial employment and the Oregon Institute Technology campus for reasonably affordable housing, it is along a major transit route to help decrease vehicle trips and to buffer I-5 noise impacts.

Implementation Measure 4.1.4.q “The City will continue to allow for mobile homes and manufactured dwellings, subject to development review processes that are similar to those used for other forms of housing. Individual units will continue to be allowed on individual lots, subject to design standards. Mobile home parks and subdivisions shall be subject to the same procedures as other forms of planned developments.”

A20. The Applicant is not proposing to site mobile (manufactured) homes in this application so this criterion is not applicable.

Criterion ‘D’ – Public Facilities: “That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized.”

A21. The Deputy City Engineer’s recommended Public Facility (PF) conditions impose further performance upon the Tentative Subdivision Plat and Stage II Final Plan applications, which require the Applicant to provide adequate road improvement to the proposed interior street, water, drainage and sanitary sewer infrastructure to serve the proposed

Brenchley Estates – North project. As currently configured, the project satisfies all design requirements regarding needed infrastructure improvements.

Criterion ‘E’ – Significant Resource Overlay Zone: “That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone.”

A22. The area designated Significant Resource Overlay Zone (SROZ) (i.e., southerly area of the Brenchley Estates - North site) is the south tributary to Coffee Lake Creek (Site ID Number 2.13S). This area is not part of the 19,962 acres proposed in the Zone Map Amendment.

Criterion ‘F’ “That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change.”

A23. The Applicant’s submittal documents for Brenchely Estates - North indicate the intent to develop 39 single-family detached houses and 359 market rate apartment units after final approvals is obtained from the City within the next 2 to 3 years. The Applicant suggests that construction is planned for 288 apartment units early this summer and the balance of the project in 2013 -2014 meeting Code.

Criterion ‘G’ “That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.”

A24. The Applicant’s proposal, together with conditions of approval for the proposed Brenchley Estates – North project will bring it into compliance with all applicable development standards.

Subsection 4.197(.03) provides that “If affirmative findings cannot be made for all applicable criteria listed above the Planning Commission or Development Review Board shall recommend that the proposed text or map amendment, as the case may be, be denied.”

A25. The Applicant has made affirmative findings in Section II of Exhibit B1 to Subsection 4.197.02(A)-(G) meeting Subsection 4.197(.03). Recommended conditions of approval will ensure compliance with the subject code criteria.

Subsection 4.197(.04) stipulates that the “City Council action approving a change in zoning shall be in the form of a Zoning Order.”

A26. Staff recommends approval of the proposed Zone Map Amendment, together with appropriate conditions of approval. A City Council Zoning Order and Ordinance regarding the proposed Zone Map Amendment is required subsequent to contingent approval of the requested companion applications.




Subsection 4.197(.05) provides “In cases where a property owner or other applicant has requested a change in zoning and the City Council has approved the change subject to conditions, the owner or applicant shall sign a statement accepting, and agreeing to complete the conditions of approval before the zoning shall be changed.”

A27. Staff recommends adoption of these findings, and recommended conditions, to the Development Review Board in review of the application to modify the Zone Map designation from RA-H to PDR-4. Upon recommendation of approval by the Board, these will be forwarded to the City Council for final action.

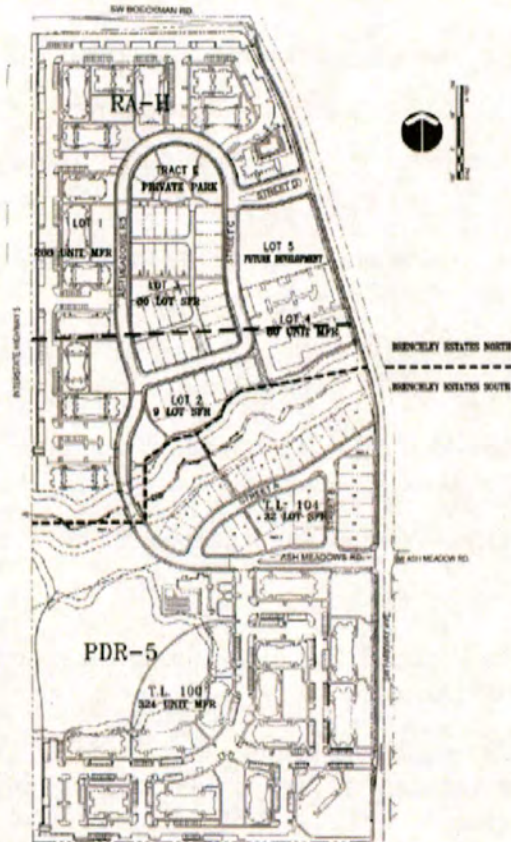
SUMMARY FINDINGS FOR REQUEST A:

A28. The Applicant has demonstrated that the proposed Zone Map Amendment will meet all applicable requirements. Its approval may be recommended to the City Council by the Development Review Board, as all matters of Code compliance have been resolved.

REQUEST B
DB12-0013: STAGE 1 PRELIMINARY PLAN
COMBINED BRENCHLEY ESTATES - NORTH AND JORY TRAIL AT THE GROVE

PRELIMINARY DEVELOPMENT PLAN OUTCALL
 P3.0
 Land Use Submittal 01/27/12 - Not for Construction



The Applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted.

- B1.** The Applicant is requesting approval of a revised Stage I Preliminary Plan (Master Plan) depicted in Section III of the application notebook (Exhibit B1) to combine Branchley Estates - North and Jory Trail at the Grove. The plan area of approximately 59.96 acres abuts SW Boeckman Road, SW Parkway Avenue, Interstate-5 and is north of Wilsonville Town Center. (See the Vicinity Map in the introductory section of this staff report). The Branchley Estates Master Plan was approved for three parcels or three phase development over time. Proposed is Branchley Estates - North including a 5-lot development plan. This request is being submitted concurrently with applications for a Stage II Final Plan for Branchley Estates - North; Lot 1, Site Design Review, Lot 1, Type

C Tree Plan, Tentative Subdivision Plat to create 5-lots. In particular, see the Stage II compliance (Section V), Site Design Review (Section V), Type 'C' Tree Plan (Section V), Tentative Subdivision Plat (Section IV) of Exhibit B1. The elements of the proposed revised Stage I Preliminary Plan can be made to meet all applicable development standards through required conditions of approval.

- B2.** The consolidated applications include the supporting Stormwater Report (Section III-D), and the Traffic Impact Analysis prepared by DKS and Associates (Section II-B) of Exhibit B1 meeting code.

Proposed Revised Stage I Preliminary Development Plan:

- B3.** The proposed revised Stage I Preliminary Plan is comprised of 754 residential units;

Approved – Brenchley Estates (Jory Trail at the Grove):

32.06 acres

Parcel 1: 21.25 net acres, 324 apartment units in 14 buildings, community center/swimming pool. 4.66 acres SROZ.

Parcel 2: 3.73 net acres. 32 single-family, detached houses.

Tract A: 54,398 sq. ft. and 19,277 sq. ft. SROZ; Tract B: 39,991 sq. ft., and 89,270 sq. ft. SROZ.

Parcel 3: North of a natural drainage-way is being folded into Brenchley Estates – North. The housing density was used in Brenchley Estates.

Proposed Brenchely Estates - North - Site Analysis:

27.9 gross acres.

See pages 12 through 15 of Section I, Exhibit B1 for detailed site analysis of Brenchley Estates - North. In general project comprises:

Phase 1, Lot 1: 14.32 acres - 288 apartment units in 13 buildings, community center/swimming pool and 46,440 Sq. ft. private park in Tract E. 148,506 sq. ft. of PDR-5 Zone and 20,407 sq. ft. of PDR-5 with SROZ overlay. 454,811 sq. ft. of proposed PDR-4 zoning.

Phase 2, Lot 2: 71,021 sq. ft. of net area proposed for future re-division with 9-lots for detached single family houses. Also includes 2,673 sq. ft. of SROZ area. All of Lot 2 is zoned PDR-5.

Phase 2, Lot 3: Proposed for future re-division with 32-lots for detached single family houses and 0.81 acres of private open space and alley access. Lot 3 includes 106,129 sq. ft. of proposed PDR-4 zone area; 24,440 sq. ft. of PDR-5 zoned area; and 17,478 sq. ft. of private ROW. The private ROW is not included in the net site area. No SROZ is included in Lot 3.

Phase 2, Lot 4: Proposed for the future development with a single, 4-story apartment building of up to 71 units and up to 50 feet in height. Lot 4 also includes 4,660 sq. ft. of SROA with the underlining PDR-5 Zone.

Future Development, Lot 5: 60,825 sq. ft. for future development. No use is proposed at this time. All Lot 5 is proposed PDR-4 zoning.

Land Uses:

- B4.** The original Thunderbird Mobile Club (TMC) Master Plan for the property was approved in case-file 73RZ4 (re-zoning) under the Planned Development Regulation provisions of Article 12 of Ordinance No. 23. The Stage II Final Plan approval in case-file 81PC26 added 21-additional units that resulted in 169 total mobile home sites. In Ordinance No. 270, eight (8) more mobile home sites were added. Request A seeks to modify the Stage I Preliminary Plan in 73RZ4 and the Stage II Final Plan in Resolution 81PC26.
- B5.** The northerly area (Tax Lot 200) of TMC zoned RA-H is part of the proposed revised (revising the Master Plan in Resolution 73RZ4) Stage I Preliminary Plan being considered in this application. Internal street circulation, pedestrian paths and on-site utilities proposed in this application are designed to connect to the northerly area of TMC or Tax Lot 200.
- B6.** The subject northerly property is identified in an “Area of Special Concern” on the Comprehensive Plan Map. See Finding A8.
- B7.** The proposed project is intended to maximize multi-family density for market rate rental housing. The Applicant’s submittal document indicates intent to develop Lot 1 shortly after final land use approvals are obtained from the City. The Applicant indicates that construction is planned in the spring of 2012.

Significant Resource Overlay Zone (SROZ):

- B8.** The area designated Significant Resource Overlay Zone (SROZ) (i.e., southerly area of the Brenchley Estates - North site) is the south tributary to Coffee Lake Creek (Site ID Number 2.13S). This area is not part of the 19.962 acres proposed in the Zone Map Amendment but is nest to proposed Lots 1, 2 and 3.

The creek has a required 50-foot Title 3 vegetated corridor. The SROZ land area also includes an upland forest (Site Number: 2.14U) wildlife habitat. This site has mature Douglas fir upland forest with approximately 10% deciduous trees. The City Natural Area Inventory indicates this site “Provides habitat for birds but not many small mammals.” (Site Number: 2.13S) includes a riparian stream (drainage-way), which was identified as part of the City’s Natural Resources Inventory.

Section 4.139WDC – The Significant Resource Overlay Zone code prescribes regulations for development within the SROZ and its associated 25 foot Impact Area. Setbacks from significant natural resources implement the requirements of Metro Title 3 Water Quality Resource Areas, Metro Title 13 Nature in Neighborhoods, and Statewide Planning Goal 5. Wetlands, streams and riparian corridors shall have at least a minimum 50-foot buffer, but buffers may extend to the top of the slope for riparian corridors. All significant natural resources have a 25 foot Impact Area. Development or other alteration activities may be permitted within the SROZ and its associated 25 foot Impact Area through the review of a Significant Resource Impact Report (SRIR).

The Applicant contends and staff agrees; *“The public roadway crossing utilizes the existing roadway and embankment slope and includes curb tight sidewalks on both sides. The street width narrows per section B-B on Sheet P3.3 to minimize grading within the crossing. Our understanding is that as long as the grading is confined to the existing culvert crossing (including the embankment slopes), no mitigation or SRIS is necessary. There was also some preliminary correspondence between Kerry Rappold and Randy Cunningham on December 8 regarding site plan impacts to the SROZ. At that time, Kerry stated there would be no need for an SRIR since the site impacts were limited to the 25-foot buffer and were minor.”*

Section 4.140. Planned Development Regulations.

(.01) Purpose.

- A.** The provisions of Section 4.140 shall be known as the Planned Development Regulations. The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.
- B9.** Staff finds the proposed revised Stage I Preliminary Plan is consistent with the stated purpose in this section of the Planned Development Regulations.
- B.** It is the further purpose of the following Section:
- 1.** To take advantage of advances in technology, architectural design, and functional land use design:
- B10.** The Applicant's compliance findings in Section III-A of the Compliance Report more than adequately addresses this criterion. The project is not designed to be LEED certified but will meet the energy code for building construction and kitchens will have energy efficient appliances.
- 2.** To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;
- B11.** The Applicant's compliance finding in Section III-A of the Compliance Report more than adequately addresses this criterion.
- 3.** To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.

B12. The integrated design and recreational amenities for the Stage I master plan assures an overall cohesive character and will result in a comprehensive development that is equal to or better than that resulting from individual lot land use development.

4. **To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;**

B13. The proposed revised Stage I Preliminary Plan is responsive to site characteristics such as topography, access and visibility and natural resources. The Stage I master plan layout conforms to the large natural forested area and a natural drainageway, which is found on the southern portion of the project site. Problems of flood hazard, severe soil limitations, or other hazards are not characteristics of the property.

5. **To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.**

B14. Proposed in Brenchley Estates - North is a 5-Lot subdivision comprising 359 apartment units and 39 single-family detached houses. The Applicant is seeking six (6) waivers to the development standards of the Code for Brenchley Estates - North. The Board approved five (5) waivers for Brenchley Estates (re-named Jory Trail at the Grove). See Request C for the detailed discussion of the proposed waivers, which in the professional opinion of staff the proposed waivers to building heights will provide the needed flexibility in the height of the buildings and setbacks while maintaining a ratio of the site areas to dwelling units that is consistent with the PDR-4 and PDR-5 zoning and of the Comprehensive Plan. Buffering of the proposed 39 single-family low-density development is achieved by transitioning the houses with the proposed Tract E/private park.

6. **To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.**

B15. The development will place moderate demands on public water, sanitary sewer, storm sewer facilities and streets. All public facilities and services are either available to the site or will be extended in compliance with City of Wilsonville standards. The Deputy City Engineer has reviewed the revised Stage I Preliminary Plan and has determined that adequate services and facilities are available or will become available with scheduled City facilities development projects.

7. **To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.**

B16. See findings A15 through A19.

8. **To allow flexibility and innovation in adapting to changes in the economic and technological climate.**

B17. The Applicant's compliance findings in Section III-A more than adequately addresses this criterion. The proposed Stage I Preliminary Plan responds to the economic changes by creating multi-family units and small single-family detached houses in the City. Also Finding A18 is applicable to this criterion.

(.02) Lot Qualification.

- A. **Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.**
- B. **Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD." All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code.**

B18. The Applicant has demonstrated consistency with the purposes and objectives of Section 4.140. The proposed revised Stage I Preliminary Plan comprises approximately 59.96 acres and is designated in the Comprehensive Plan for Residential use and is zoned PDR-5 and proposed in the PDR-4 Zone.

(.03) Ownership.

- A. **The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.**
- B. **Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.**

B19. The subject property is currently five tax lots all owned by Holland Partners Group. Holland Partners Group has authority to make land use and development applications meeting code.

(.04) Professional Design.

- A. **The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.**

- B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:**
- 1. An architect licensed by the State of Oregon;**
 - 2. A landscape architect registered by the State of Oregon;**
 - 3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the Development Review Board, Planning Commission, or City Council; or**
 - 4. A registered engineer or a land surveyor licensed by the State of Oregon.**
- C. One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.**
- D. The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.**

B20. All of the professional disciplines as required by (.04) above were used to prepare the plans and narrative for the consolidated land use applications. Individual firms are listed on the inside cover of the application and represent the following disciplines:

- Licensed architect (LRS Architects)
- Registered landscape architect (OTAK, Inc.)
- Land use planner with AICP certification (Jerry Offer, OTAK, Inc.)
- Registered engineers (OTAK, Inc.)
- Arborist, Teragan and Associates
- Lighting consultant, MFIA, Inc.

OTAK, Inc. has taken a lead role in conferring with staff with respect to the concept and details of the plans.

(.05) Planned Development Permit Process.

- A. All parcels of land exceeding two (2) acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:**
- 1. Be zoned for planned development;**
 - 2. Obtain a planned development permit; and**
 - 3. Obtain Development Review Board, or, on appeal, City Council approval.**

B21. The subject property encompasses more than 2 acres in area. The property within the Stage I and Stage II boundaries is designated 'Residential' on the Wilsonville Comprehensive Plan Map. Stage I and Stage II approvals for Brenchley Estates - North as well as Site Design Review are also being sought in the Applicant's consolidated application.

- D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:**
- 1. Pre-application conference with Planning Department;**
 - 2. Preliminary (Stage I) review by the Development Review Board. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval to the Board; and**
 - 3. Final (Stage II) review by the Development Review Board**
 - 4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan.**
- B22.** A formal pre-application conference was held on October 6, 2011. Additionally, the Applicant's project team has met with staff on a regular basis to refine components of the overall design. The Applicant has elected to combine numerous separate land use applications as allowed by the Wilsonville Code.
- B23.** The Stage II Final Plan application outlines the improvements included in the more detailed Site Design plans addressed in Section V of the consolidated application.
- (.06)(B)** The applicant may proceed to apply for Stage I – Preliminary Approval – upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan.
- B24.** The proposed residential uses contemplated with this request are consistent with the PDR-4 and PDR-5 zoning and with the Comprehensive Plan Map designation of Residential.
- (.07) Preliminary Approval (Stage One):**
- A. Applications for preliminary approval for planned developments shall:**
- 1. Be made by the owner of all affected property or the owner's authorized agent; and**
- B25.** As described in the findings addressing (.03) Ownership, the Stage I application was authorized by the property owner for Holland Partner Group, Applicant.
- 2. Be filed on a form prescribed by the City Planning Department and filed with said Department.**
- B26.** On January 31, 2012, the Applicant submitted the required application forms and the required fees were received by the City.
- 3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.**
- B27.** The professional design team is described in Finding B20 addressing (.04) above.

4. **State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.**

B28. The application introduction and the Stage I Preliminary Plan application describe and illustrate the land uses (apartments and single-family houses), the amount of land area devoted to each use, and their location. See Section IA of the submittal notebook for the complete site analysis.

B. **The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:**

B29. A checklist that provides cross-references to the information required by Section 4.035 (Site Development Permits) is included in Exhibit B1 and is included by reference herein. Staff has reviewed the application and has determined that it includes conceptual and quantitatively accurate representations of the entire Stage I Preliminary Plan sufficient to judge the scope, size, and impact of the development on the community.

1. **A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.**

B30. The Applicant has provided a boundary survey representing Brenchley Estates - North within the Stage I Preliminary Plan area. This requirement is met.

2. **Topographic information as set forth in Section 4.035**

B31. Topographic information is shown on the Grading, Drainage, and Erosion Control Plans of Section III (Exhibit B1) of the consolidated application (Plan Sheet P4.0). One (1)-foot contours are shown as required for sites with slopes up to 5%. This requirement is met.

3. **A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre.**

B32. The Comprehensive Plan and Development Code work together to encourage flexibility in the application of regulations to planned Developments. For example, Implementation Measure 4.1.4.v of the Comprehensive Plan notes that densities may be increased through the Planned Development process, and the Planned Development regulations permit the waiver of development standards such as minimum lot area, lot width and frontage; waivers that result in increased density. (Section 4.118(.03).4)

B33. Jory Trail at the Grove is zoned Planned Development Residential -5 (PDR-5). The southerly area of the proposed Brenchely Estates - North site is zoned Planned Development Residential - 5 (PDR-5) (southerly portions of Tax Lots 103, 105 and 200) and the balance zoned Residential Agricultural – Holding (RA-H). Proposed is to rezone RA-H to PDR-4. (See Request A) The PDR-5 zoning designation has an anticipated density range of 10-12 units/acre.

- B34.** The PDR-5 zoning on Tax Lots 100, 104 and the southerly portions of Tax Lots 103, 105 and 200 happened in 2000 when the City of Wilsonville conducted a major overhaul of the City's Development Code. (Ordinance No. 509). The Development Review Board in Resolution 210, Finding A32 of Exhibit A1, determined:

A32. "The Brenchley Estates site is zoned Planned Development Residential ("PDR-5"). The PDR-5 zoning designation, and anticipated density range of 10-12 units/acre, is consistent with the Wilsonville Comprehensive Plan."

"The Brenchley Estates site was zoned PDR-5 in 2000, when the City of Wilsonville conducted a major overhaul of the City's Development Code. (Ordinance No. 509). Among other things, the code re-write divided the existing Planned Development Residential ("PDR") zone into seven subcategories (PDR-1 through PDR-7) based upon density. The City then assigned the new PDR zones to properties across the City including the Brenchley Estates site. In the ordinance adopting the amendments, the City found that the rezoning complied with all of the applicable goals, policies and objectives set forth in the Comprehensive Plan. No appeal of the City's land use decision zoning the Brenchley Estates site PDR-5 was filed, so the decision is final."

"The City's Comprehensive Plan describes the density ranges of 6-7 units/acre and 10-12 units/acre as "medium density housing." The City Council is authorized to interpret the standards and requirements of the text and maps of the Comprehensive Plan, including assigning zoning designations that would "work out to" the medium density housing level of density¹. The PDR-5 development standards are intended to implement a density range of 10-12 units/acre, which is reflected by zone's average lot area, minimum lot size and minimum density standards. See Section 4.124.5 and 4.124(.05), Table 1. When the PDR-5 zone was created in 2000, the code explained that the anticipated density range was 7-12 units/acre. Section 4.124(.05), Table 1, Ord. No. 509. In 2002, the density range in the code for PDR-5 was amended to be 10-12 units/acre. Section 4.124(.05), Table 1, Ord. No. 538. The findings in support of Ordinance No.538 explain that the amendments in the ordinance are minor and do not make substantive changes to the Code. By applying the PDR-5 zoning designation to the Brenchley Estates site, the City Council interpreted the Comprehensive Plan's medium density housing standards and determined that the PDR-5 zoning designation was consistent with the Comprehensive Plan."

The Applicant contends and Staff agrees that the above Finding A32 affirms the proposed density calculations in Section I of Exhibit B1 to build out Brenchley Estates – North as proposed.

- B35.** In Section I of Exhibit B1 the Applicant has provided detailed analysis for housing density. The following tables prepared by Staff were based upon the Applicant's analysis but is an abbreviated version. On the basis of Findings B33 through B34 the allowable housing density is based upon the PDR-4 and PDR-5 Zones:

Allowed Housing Units under Sections 4.124.4 and 4.124.5:

Table 1: Approved Brencley Estates (Jory Trail) - Zoned PDR-5 324 Apartments, 32 Single-Family Houses			
Size (Gross Acres)	Net Acres minus Road ROW and SROZ	Total Housing 356 Units	<u>PDR-5</u> 2,500 SF, Maximum Units 4,000 SF, Minimum Units
32.07 acres (1,396,969 SF), gross site area	22.48 net acres		
7.2 acres (311,469 SF) SROZ land			50% SROZ Density Transfer Credit: $7.2 \text{ acres} \times .50 = 3.6 \text{ acres}$ or $155,735 \text{ SF}/2,500 \text{ SF} = 62$ transferable units
2.44 acres (106,070 SF) of public ROW.	22.48 acres or 979,421 SF @ 15.8 du per net acre		$979,421 \text{ SF}/2500 = 392$ units + 62 transferable units SROZ = $454 - 356 = 98$ units below maximum density $979,431 \text{ SF}/4000 = 245$ units $356 - 245 = 111$ units above minimum density
			$392 + 62 = 454$ Max. Units 245 Min. Units

Table 2: Proposed Branchley Estates - North - Zoned PDR-4 and PDR-5 359 Apartments, 39 Single-Family Houses			
Size (Acres)	Net Acres minus Road ROW and SROZ	Total Housing 398 Units	<u>PDR-4</u> 4,000 SF, Maximum Units 6,000 SF, Minimum Units <u>PDR-5</u> 2,500 SF, Maximum Units 4,000 SF, Minimum Units
27.9 acres (1,215,190 SF) gross site area.	23.1 net acres		
.63 acres (27,740 SF) SROZ land			PDR-5: 50% SROZ Density Transfer Credit: 27,740 acres x .50 = 13,870 SF/2,500 SF = 5.5 transferable units.
3.73 acres (162,539 SF) of public road ROW.	<u>PDR-4</u> 16.5 acres or 718,721 SF <u>PDR-5</u> 6.6 acres or 288,513 SF		<u>PDR-4</u> 718,721 SF/4000 = 179.7 Units 718,721 SF/6000 = 119.8 Units <u>PDR-5</u> 288,513 SF/2500 = 115.4 Units 288,513 SF/4000 = 72.12 Units
	@ 17.23 du per net acre		<u>PDR-4</u> 179.7 Max. Units 119.8 Min. Units <u>PDR-5</u> 115.4 Max. Units + 5.5 SROZ units = 120.9 units 72.12 Min. Units

Table 3: Combined Branchley Estates and Jory Trail - Zoned PDR-4 and PDR-5 683 Apartments, 71 Single-Family Houses			
59.96 Total Gross Acres	45.56 Net Acres	754 Total Proposed Housing Units	<u>Jory Trail</u> 391.8 + 62.3 SROZ = 454 maximum dwelling units <u>Branchley Estates - N</u> 179.7 + 115.4 + 5.5 = 300.6 or <u>301</u> maximum units 454 + 301 = <u>755</u> Total Maximum Units

(.05) Appropriate PDR zone based on Comprehensive Plan Density:

Comprehensive Plan Density	Zoning District
0-1 u/acre	PDR-1
2-3 u/acre	PDR-2
4-5 u/acre	PDR-3
6-7 u/acre	PDR-4
10-12 u/acre	PDR-5
16-20 u/acre	PDR-6
20 + u/acre	PDR-7

420 Max. units Comp. Plan @ 7 units per gross acre

755 Max. units
754 Proposed

Table 1: PDR Zone based on Comprehensive Plan Density

[Section 4.124(.05) amended by Ordinance No. 538, 2/21/02.]

- B36.** The site benefits from natural resource protections afforded by the Significant Resource Overlay Zone (SROZ) area. The provisions of Section 4.139.11(.02) 50% density transfer credit may supplement the preliminary project density calculated above, when applicable review criteria are satisfied. The Applicant is seeking to apply the provisions of Section 4.139.11(.02) based upon the calculations in Finding B35.
- B37.** Multi-family and single-family residential development is proposed. The "Parking Summary" on pages 14 and 15 Section I, Exhibit B1 for Lot 1 provides detailed analysis.
4. **A stage development schedule demonstrating that the developer intends to receive Stage II approval within two (2) years of receiving Stage I approval, and to commence construction within two (2) years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.**
- B38.** In request D, the Applicant is seeking approval of a Stage II Final Plan for Brenchley Estates - North, for Lot 1 development concurrently with the request for proposed revised Stage I Preliminary Plan. Section 1 project introduction of the consolidated application indicates construction of the 288 new apartments in the summer of 2012. A 5 lot development plan schedule is requested with this application. The Applicant intends to proceed diligently to completion of the improvements identified in the Stage II Final Plan and Site Design Plan for Lot 1.
5. **A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.**
- B39.** Capital improvements are anticipated along SW Parkway Avenue and the extension of Ash Meadows Road. The Engineering Division is requiring the appropriate bonds to complete the street improvements in the form of public facility conditions meeting code.

6. **If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.**

B40. Final development plans will be executed in 5 stages for proposed Brenchley Estates – North project meeting code.

7. **Statement of anticipated waivers from any of the applicable site development standards.**

B41. The Applicant is requesting six (6) waivers. For the detailed analysis for the three proposed waivers see the findings in Request C.

4. Land area within the Significant Resource Overlay Zone may be used to satisfy the requirements for outdoor recreation/open space area consistent with the provisions found in Section 4.113 of the Planning and Land Development Ordinance.

B42. See Findings B43 and B44. The Applicant is proposing useable outdoor living space that far exceeds the minimum 300 sq. ft. per dwelling unit requirement and exceeding the 15% minimum landscape coverage. In the professional opinion of staff the Applicant's evidence meets Subsection 4.139.10(A).

B43. The project site is outside the Boeckman Creek corridor - SROZ area and it is not within an identified natural hazard, or on an identified geologic hazard. Proposed Brenchley Estates - North will not impact the SROZ.

Section 4.113. Standards Applying To residential developments in any zone.

(.01) Outdoor Recreational Area in Residential Developments.

A. Purpose. The purposes of the following standards for outdoor recreational area are to provide adequate light, air, open space and usable recreational facilities to occupants of each residential development. Outdoor recreational area shall be:

1. **Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas. Such outdoor recreational area shall be provided consistent with the requirements of this Section.**
2. **Recreational areas shall be provided in keeping with the needs of the prospective tenants and shall not be located in required yards, parking, or maneuvering areas, or areas that are inaccessible. Standards for outdoor recreational areas may be waived by the Development Review Board upon finding that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area.**
3. **In mixed-use developments containing residential uses, the Development Review Board shall establish appropriate requirements for outdoor recreational area, consistent with this Section.**
4. **The Development Review Board may establish conditions of approval to alter the amount of required outdoor recreation area, based on findings of projected need for the development. Multi-family developments shall provide at least the following minimum recreational area:**
 - a. **For ten (10) or fewer dwelling units, 1000 square feet of usable recreation area;**
 - b. **For eleven (11) through nineteen (19) units, 200 square feet per unit;**

- c. For twenty (20) or more units, 300 square feet per unit.
5. Outdoor recreational area shall be considered to be part of the open space required in the following subsection.

B44. Brenchley Estates - North and Jory Trail at the Grove will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size. Approved in Brenchley Estates (Jory Trail at the Grove) is 4,103 sq. ft. within two playground areas; 9,573 sq. ft. of pool and pool deck area; 57,726 sq. ft. of larger mostly-lawn areas (i.e. larger than 2,500 sq. ft.) for unstructured recreation; and 36,033 sq. ft. of preserved and enhanced wooded area and walkways to the southeast of apartment building #6, 8,200 sq. ft. This totals approximately 107,435 sq. ft. of outdoor recreational area, or over 331 sq. ft. of outdoor recreation area per each of the 324 dwelling units - in excess of applicable minimum 300 sq. ft. per unit requirement. The area for the community center building was not included in the 'usable recreation' area by the Applicant.

Outdoor Recreation Areas/SROZ Areas

- Area around clubhouse (including pool)..... 16,082 square-foot total
 - Playground: 1,770 square feet
 - Lawn and sidewalks: 4,739 square feet
 - Pool/pool deck: 9,573 square feet
- Area east of building #14..... 15,086 square feet of lawn and sidewalks
- Area east of building #4..... 14,508 square feet of lawn and sidewalks
(excludes 1,200 square feet stormwater facilities)
- Triangle area northwest of building #6..... 2,526 square feet of lawn and sidewalks
- Area west of building #7..... 20,147 square-foot total
 - Playground: 2,333 square feet
 - Lawn and sidewalks: 17,814 square feet
- Area north of building #8..... 3,053 square feet of lawn and sidewalks
- Area southeast of building #6..... 36,033 square feet of existing trees and enhanced woodland plantings with sidewalks encircling wooded area

Proposed Brenchley Estates - North for Lot 1, 288 apartment units includes 5,919 sq. ft. of pool and pool deck area; 54,597 sq. ft. of larger mostly-lawn areas (i.e. larger than 15,000 sq. ft.) for unstructured recreation; over 45,000 sq. ft. of scattered smaller lawn areas and landscaped beds adjacent to and including sidewalks; and 26,298 sq. ft. of preserved open space in SROZ area on the southern portion of the lots south of proposed apartment building 13. In addition, 25,844 sq. ft. of preserved trees and developed recreation area within private park tract E. This totals approximately 86,400 sq. ft. of outdoor recreational area, or 300 sq. ft. of outdoor recreation area per each of the 288 dwelling units - in excess of applicable Code minimum 300 sq. ft. per unit requirement. The overall Brenchley Estates - North site totals 157,000 sq. ft. of shared recreation area or slightly over 25 percent of the 14.3 acre site for the project required by Code. This also

includes the outdoor space for Brenchely Estates – North, 39 single family detached houses on Lots 2 and 3, and 71 apartments (4-story apartment building) on Lot 4.

B45. In terms of future residents' access to recreational resources, the proposed on-site open space is supplemented by the approved a 5,400 sq. ft. and a proposed 5,919 sq. ft. community centers/swimming pool facilities, and the proposed community centers/swimming pool along a direct SMART transit route to public parks. The proposed on-site open space and other recreational amenities more than fulfill the intent and purpose of the requirement for outdoor recreational area meeting code.

(.02) Open Space Area shall be provided in the following manner:

A. In all residential subdivisions including subdivision portions of mixed use developments where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space. For subdivisions with less than 25% SROZ lands and those with no SROZ lands, the minimum requirement shall be ¼ acre of usable park area for 50 or less lots, ½ acre of usable park area for 51 to 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. Front, side and rear yards of individual residential lots shall not be counted towards the 25% open space.

Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide ¼ acre of usable park area for a development of less than 100 lots, and ½ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways. Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement.

Multi-family developments shall provide a minimum of 25% open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations, and outdoor recreational area as provided in 4.113(.01)(A)(1) through (5). [Amended by Ord. 589 8/15/05]

B46. The current Stage I Preliminary Plan for Brenchley Estates (Jory Trail at the Grove) was approved for 324 unit multiple-family units divided into 14 apartment buildings and 32 single family houses in two development phases. Open space was approved for this development in accordance with the requirements of this section. The 7.15 acre portion of the site in SROZ together with over 107,435 sq. ft. useable open space and recreational amenities on Parcel 1 represents approximately 27% exceeding the minimum 25% open space or ¼ acre requirement of the code. The Board found it consistent with the requirement of this criterion.

B47. The proposed revised Stage I Preliminary Plan for Brenchley Estates - North and Jory Trail at the Grove will add 359 multiple-family units divided into 14 apartment buildings and 39 single family detached houses. The Applicant contends and Staff agrees that according to the Applicant: *"The 288-unit multi-family portion will include 5,919 square feet of pool and pool deck area; 54,597 square feet of larger, mostly lawn areas (i.e., larger than 15,000 square feet) for unstructured recreation (includes adjacent walkways); over 45,000 square feet of scattered smaller lawn areas and landscape beds adjacent to and including walkways; and 26,298 square feet of preserved open space in the SROZ area on the southern portion of the lots south of building 13. In addition, 25,884 square feet of preserved trees and developed recreation area within private park tract E across Ash Meadows Road from the project is also being counted towards lot 1's shared recreation area and open space area. This totals over 157,000 square feet of shared recreation area, or slightly over 25 percent of the 14.3 acre site – in excess of the minimum recreation area for this project required by this standard. In addition, substantial other planting areas are included in Lot 1 that have not been included as open space area since they are not located close to walkways; are steep or isolated; or are relatively small planting beds."* This is consistent with the requirement of this criterion.

B. **Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.**

B48. The open space provided for the proposed Brenchley Estates – North residential units is intended to be owned and maintained by the property owner.

C. **The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance is the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.**

B49. The open space provided for all of the residential units in the master plan is intended to be owned and maintained by the owner. An appropriate maintenance mechanism will be provided for review by the City Attorney prior to recordation.

(.03) Building Setbacks (for Fence Setbacks, see subsection .08)

B50. See the response findings on pages 13, 14 and 15 in the Compliance Report of Section IV, Exhibit B1. The front yard setback of the underlying PDR-4 and PDR-5 zones is 20 feet, measured from property line for lots less than 10,000 square feet which is the case here.

- B51. Special Setback:** Section 4.177.01(C)(3) requires a 'special setback' of 55 feet from centerline. Except for the southern 264 feet of Parkway Avenue, the right-of-way width is uniformly 60 feet, or 30 feet from centerline. This width is less 30 feet, leaves 25 feet of special setback. Since this special setback is greater than the 20 foot setback of the underlying zone, the special setback that would apply along the SW Parkway Avenue street frontage.

To resolve the difference of the above requirement from the Transportation System Plan (TSP):

The TSP requires 71- to 76-feet of right-of-way for a Minor Arterial, which is the classification of SW Parkway Avenue. (Figures 4-8 and 4-20 in the TSP). Measuring these distances from centerline results in 35.5- to 38.5-feet. Since the existing right-of-way is only 30-feet-wide from centerline (except as noted above), an additional right-of-way dedication of at least 5.5 feet is required along the frontage. If the future improvement required the full width of 76 feet, an additional right-of-way dedication of 38.5 feet would be required.

If either of these widths is required to be dedicated, the front yard setback would be measured from the resulting property line. In the case of the 71-foot-wide TSP width, an additional 0.5 feet of front yard setback would be required beyond the 55-foot-wide special setback required by Section 4.177(.01)(C)(3). In the case of the 76-foot-wide TSP width, an additional 3.5 feet of front yard setback would be required beyond the 55-foot-wide special setback required by Section 4.177(.01)(C)(3).

An examination of the proposed revised Stage I Preliminary Plan indicates that proposed Brenchley Estates - North the building setbacks will be reviewed at the time of Stage II Final Plans for Lots 4 and 5. A waiver is proposed to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow a community center on proposed lot 1 to be located as close as 15 feet to the front property line. See request C for detailed analysis of the proposed setback waiver.

- B52. Waivers:** See Findings C1 through C10 for detailed analysis of six (6) proposed waivers. The Applicant's compliance findings found on pages 17 through 18 of Section III of Exhibit B1 provide the supportive evidence to approve the proposed waivers.

- (.04) Height Guidelines:** The Development Review Board may regulate heights as follows:
- A. Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.**
 - B. To provide buffering of low density developments by requiring the placement of buildings more than two (2) stories in height away from the property lines abutting a low density zone.**
 - C. To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River from greater encroachments than would occur if developed conventionally.**

- B53.** TVFR has reviewed the proposed plans and can provide fire protection and emergency services to the project. The project has been designed to comply with these criteria. The proposed 3 and 4-story apartment buildings are designed to be generously set back from SW Parkway Avenue and Interstate-5 with intervening landscaping or existing trees and open space to buffer the buildings meeting code.
- B54.** Property in PDR – 4 and PDR-5 zones are subject to a maximum 35 foot height limit. Proposed is 40' maximum building height for the apartment (multi-family) buildings and 4-story apartment building at approximately 50 feet in height. The proposed heights of the apartment buildings are driven by the need to have 3 and 4 story buildings to make the project financially feasible and to create more open space and the maximum number of affordable housing. See Request C for the detailed analysis for the proposed height waiver.
- (.05) Residential uses for treatment or training.**
- B55.** No residential treatment facility or residential home, as defined in Section 4.001.238 of the Wilsonville Development Code, is proposed as a part of this master plan. This section is not applicable.
- (.06) Off Street Parking: Off-street parking shall be provided as specified in Section 4.155.**
- B56.** Parking for the residential units is provided at grade next to all of the proposed apartment buildings and single family houses. (See Request D for the detailed parking analysis). Also see Section V of Exhibit B1.
- (.07) Signs: Signs shall be governed by the provisions of Section 4.156.**
- B57.** A monument sign was approved in association with Brenchley Estates (Jory Trail at the Grove). The Applicant will be submitting a separate application for a Master Sign Plan for the entire master planned area which is not part of this review.
- (.08) Fences:**
- B58.** Proposed is a 16 foot high concrete sound wall along the west of Brenchley Estates - North to tie in with the sound wall approved in Brenchley Estates (Jory Trail at the Grove) facing Interstate-5.
- (.09) Corner Vision: Vision clearance shall be provided as specified in Section 4.177, or such additional requirements as specified by the City Engineer.**
- B59.** The proposed buildings are set back from SW Parkway Avenue sufficient to allow appropriate vision clearance at the existing driveways meeting code.
- (.10) Prohibited Uses:**
- B60.** No prohibited uses are proposed.

(.11) Accessory Dwelling Units.

B61. Accessory dwelling units are not proposed but may be included in the preliminary subdivision plat for the proposed 39-lots in a separate application.

(.12) Reduced Setback Agreements.

B62. Subsection .09 provides an allowance for zero setbacks at the discretion of the neighboring landowner which is not being requested.

(.13) Bed and Breakfasts.

B63. A Bed and Breakfast is not proposed as a part of this development.

(.14) The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type. However, consideration of these factors shall not prevent the Board or Planning Director from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.

B64. This section provides procedural guidance to the Planning Director and Development Review Board, for which no finding of compliance is necessary at this time.

Subsection 4.140 (.07)B.: The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:

B65. The Applicant has submitted a boundary survey including topographic information completed by a licensed surveyor meeting code. See the Tentative Subdivision Plat in Section IV, Sheet P4.2.

B66. The Applicant has submitted a tabulation of the proposed land use (See Section I, Exhibit B1). A more detailed analysis of the proposed development will occur as a part of the Stage II Final Plan (Request D) application. The Applicant is proposing multi-family and single-family residential uses which are allowed in the PDR-4 and PDR-5 Zones.

B67. The Applicant is seeking Stage II Final Plan approval for Brenchley Estates - North concurrent with the request for a Stage I Preliminary Plan meeting code meeting code.

Section 4.118. Standards applying to all Planned Development Zones:

(.01) Height Guidelines: In "S" overlay zones...

The project site is not within an "S" overlay zone; therefore, this provision does not apply.

(.02) Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.

B68. Public Utilities were installed as part of SW Parkway Avenue development. Thus, the Applicant proposes to utilize existing utilities within the street. None of the proposed utilities will be located above ground.

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140 and based on findings of fact supported by the record may:

**A. Waive the following typical development standards:
3. Height and yard requirements;**

B69. The proposal includes a request for a waiver to the building height requirements to allow 40 foot and 50 foot building heights. Refer to Request C for the waiver analysis.

D. Locate individual building, accessory buildings, off-street parking and loading facilities, open space and landscaping and screening without reference to lot lines; and

B70. The site has been designed to comply with the regulations of Section 4.140. Open space and landscaping and screening are designed to respect lot lines.

Section 4.167. General Regulations - Access, Ingress and Egress.

B71. Approved for Brenchley Estates (Jory Trail at the Grove) are two vehicular access drives at SW Parkway Avenue. The approved southerly access drive is designed to be right-in/right-out. Proposed for Brenchely Estates - North is one full turning movement access drive at SW Parkway Avenue meeting code.

Section 4.171. General Regulations – Protection of Natural Features and Other Resources.

B72. All grading, filling and excavating on the project site will be done in accordance with the Uniform Building Code.

B73. A Tree Report has been prepared by Teragan and Associates for impacted by development, addressing existing trees within the proposed project site. Mr. Teragen had also prepared the tree report for Brenchley Estates (Jory Trail at the Grove). The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6" DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 288 apartments on Lot 1 and Tract E designates 204 regulated trees for removal. Seven (7) of those trees may be preserved during on-site

construction. Seventy (70) existing trees are planned to be retained on Lot 1 and Tract E, including a grove of oaks in Tract E. Tree mitigation is proposed in the form of Sheet L2.0 – Preliminary Landscape Plan.

REQUEST C
DB12-0014: WAIVERS

The Applicant has provided compliance findings to the applicable criteria (See Section VI in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Section 4.118.03 - The Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may approve waivers. The code requires that all waivers be specified at the time of Stage 1 Master Plan and Preliminary Plat approval.

Waivers - Subsection 4.118.03(B) as applicable to the proposed project: (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

- 1. minimum lot area;**
- 2. lot width and frontage;**
- 3. height and yard requirements;**
- 5. lot depth;**
- 8. height of buildings other than signs;**
- 12. fence height;**

Section 4.140. Planned Development Regulations.

(.01) Purpose .

A. The provisions of Section 4.140 shall be known as the Planned Development Regulations. The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.

B. It is the further purpose of the following Section:

- 1. To take advantage of advances in technology, architectural design, and functional land use design;**
- 2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;**
- 3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.**
- 4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;**

5. To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.

Section 4.140. Planned Development Regulations.

6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.

7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.

8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.

Standards for Residential Development In Any Zone. According to Section 4.113.03 the front and rear yard setback limitation are:

A.1. Minimum front yard setback: Twenty (20) feet.

A.6. Minimum rear yard setback: Twenty (20) feet.

Section 4.116.10(E). Standards Applying to Commercial Development, Commercial Developments Generally “Maximum Building Height: Thirty-five (35) feet, unless taller building are specifically allowed in the zone.”

C1. Approved Waivers, Brenchley Estates (re-named Jory Trail at the Grove) (Phase 1) 324 Apartments that the Applicant wishes to carry over to Brenchley Estates - North:

1. A waiver of the 20-foot front yard setback standard of Subsection 4.113(.03)(A)(.1) to allow apartment building 14 to be located 18 feet from the front property line and the building’s stair towers to be 12 feet from the front property line, and the recreation building to have a minimum 7-foot front yard setback.

Staff: This waiver is not applicable to Brenchley Estates – North.

2. A waiver to allow accessory garage buildings on Parcel 1 along the rear (southerly) property line to have a minimum 5-foot setback whereas a minimum 20-foot rear yard setback is required by Section 4.113(03)(A)(.6).

Staff: This waiver may not be necessary for Brenchley Estates – North because the proposed garages on Lot 1 appear to have the appropriate 20-foot setback from rear (I-5) and front yards (Boeckman Road - corner lot). The proposed sound wall at 16-foot height is proposed 17-feet from the property line requires a waiver.

3. A waiver to allow multi-family buildings on Parcel 1 to have a maximum building height of 40 feet instead of the PDR-5 maximum height standard of 35 feet.

Staff: This waiver ~~may~~ is not be necessary for Brenchley Estates – North because the architectural elevations indicate the tallest apartment building is 34’-6”, 6” below the 35-foot maximum height limit.

Approved Waivers, Brenchley Estates (Phase 2) 32 Single-Family Detached House Subdivision:

4. 4-foot side yard setbacks are requested in this phase, whereas Code Section 4.113(.03)(B)(2) requires 5-foot minimum side yard setbacks for one-story buildings and 7-foot side yard setbacks for two or more stories.
5. 8-foot side yard setbacks are requested for corner lots, whereas Code Section 4.113(.03)(B)(2) requires 10-foot minimum side yard setbacks.

The Applicant is requesting that these waivers be extended to also cover the single-family lots within Brenchley Estates North. The justification for these waivers for the lots within Brenchley Estates - North will be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested.

Requested Waivers – Brenchley Estates - North, Lot 1

Proposed Waivers: Regarding the proposed waivers the Applicant has met Section 4.118.03 by listing the following waivers:

In addition, the following additional waivers are requested for Brenchley Estates - North only:

1. A waiver to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow several multi-family residential buildings and a community center on proposed lot 1 to be located as close as 15 feet to the front property line; and
2. Waivers to the 5,000 square foot average lot size and 4,000 square foot minimum lot size standards of the PDR-4 zone so that all lots in the split-zoned Brenchley Estates North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet and an average area per unit size of 3,000 square feet, as long as overall density standards for the subdivision are satisfied. The justification for these waivers for the lots within Brenchley Estates - North will be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested for the single-family lots in Brenchley Estates – North.
3. A waiver to the maximum 35-foot building height of the PDR-5 zoning district to allow a multi-family building of four stories and up to 50-feet in height on proposed lot 4 of Brenchley Estates - North. *At the DRB public hearing the Applicant withdrew this waiver request but the This waiver will may be requested through the Stage II Final Development Plan and Site Design Review for development of lot 4.*
4. A waiver is proposed to Section 4.177 and the block size standards of the PDR-4 and PDR-5 zones to allow large 5-lot subdivision in two phases. Phase 1 call for the creation of Lot 1, open space Tract E, and an extension of Ash Meadows Road. Lot 1 will enable the development of Brenchely Estates - North – 288 apartment units and a community center/swimming pool. Phase 2 will include proposed Street C and four additional lots. The waiver will also benefit Lots 1, 2 and 4 which will ultimately be re-plated to create

39 lots for attached single family houses and a 4-story apartment building. Thus, the large lots set the framework for future land divisions.

The Applicant's compliance findings found on pages 17 through 18 of Section III of Exhibit B1 provide the supportive evidence to approve the proposed waivers.

~~C2. Property zoned PDR-4 and PDR-5 are subject to a maximum 35-foot height limit. Proposed is 40' maximum building height for the apartment (multi-family) buildings and 4-story apartment building at approximately 50 feet in height. The proposed heights of the apartment buildings are driven by the need to have 3 and 4-story buildings to make the project financially feasible and to create more open space and to obtain the maximum number of affordable housing. See Request C for the detailed analysis for the proposed height waiver. Staff: This waiver *may* is not be necessary for Brenchley Estates – North because the architectural elevations indicate the tallest apartment building is 34'-6", 6" below the 35-foot maximum height limit.~~

Section 4.140.05(C) states: Development Review Board approval is governed by Sections 4.400 to 4.450. Particularly Section 4.400.02 (A through J). In this case as it relates to the decision criteria for reviewing waivers.

Section 4.140(.04) B. It is the further purpose of the following Section:

1. To take advantage of advances in technology, architectural design, and functional land use design;

C3. The scarcity of land for development has necessitated the intensification of the use of available land to accommodate future housing needs. Compact development has become an attractive approach, especially in cities where services and transportation are most available. While the Applicant has sought to take advantage of advances in functional land use design, the applicant must balance the requirements of the Development Code, e.g. yard setback requirements and building height. In order to provide a residential component that is both walk-able and functional, the applicant has sought to reduce the front and rear yard setbacks of the proposed apartment buildings, the community center, garages and single-family houses. A waiver to increase the building heights from 35 feet to 40 feet on the proposed apartment buildings *is not necessary because the proposed buildings measure 34'-6" to the middle height gable, and the waiver from 35 feet to 50 feet on the proposed 4-story apartment building was withdrawn by the Applicant.* These requests are all in order to accommodate buildings, open space, parking and drives thereby necessitating the request for waivers.

2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;

C4. The Applicant is seeking to develop Lot 1 for apartment buildings and a community center. In supplying apartment-style housing, community center and garages the Applicant must not exceed the minimum yard setbacks for residential development in the PDR-4 and PDR-5 zones. ~~The Applicant is also requesting a waiver to increase the building heights from 35 feet to 40 feet on the proposed apartment buildings, and 35 feet~~

~~to 50 feet on the proposed 4-story apartment building.~~ The Applicant is requesting relief to provide a greater density of such vertical housing on the property. This will free up property to provide adequate parking, open space and to preserve more trees.

3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.

C5. The subject site is within the PDR-5 Zone. Proposed is PDR-4 for the portion of the project site that is zoned RA-H. Planned developments allow for non-traditional land use development. Planned developments also allow for traditional zoning rules to be waived in order to promote innovation and coordinated development. Rather than approaching development on a lot-by-lot basis, as typically occurs under traditional zoning, the entire parcel is planned in a comprehensive and integrated fashion. In this case it is being developed for apartments, single family houses and a community center.

4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;

C6. The very purpose of the Planned Development Regulations is to permit flexibility of site design. Staff finds that the proposed waivers would allow the Applicant the flexibility to utilize the site more efficiently meeting code.

5. To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.

C7. The southerly portion of the Brenchley Estates - North site is partially within the PDR-5 zone which has an established residential density ratio. Proposed is PDR-4 zoning for the balance of the site that is zoned RA-H. The residential development has been an integral part of the land use for the subject property since the City's first Comprehensive Plan was adopted in 1971. In keeping with the Comprehensive Plan the Applicant is proposing to construct 359-more apartment units and 39 more single family units. The proposed yard setbacks at front and rear yards and increased building heights would accommodate the apartment buildings, garages, community center and single family houses which are driven by the need to build the anticipated number of residential units to make the project financially feasible, and to fulfill the Applicant's desire of multi-family and single family housing at this site. Reducing yard setbacks enables the Applicant to integrate parking and drives, open space as well as the residential buildings, thus maintaining a ratio of site area to dwelling units. Staff concurs with the Applicant's findings that a waiver to the front and rear yard setback requirements and building height permits flexibility to construct such a development.

6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.

C8. Adequate facilities exist; therefore, this provision is satisfied regardless of building setbacks.

7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.

C9. Residential development has been an integral part of the land use for the subject property since the City's first Comprehensive Plan was adopted in 1971. In keeping with that vision, the Applicant is proposing to construct apartment buildings.

Standards for Residential Development In Any Zone. According to Section 4.113.04 the building height limitation is:

"Height Guidelines: The Development Review Board may regulate heights as follows:

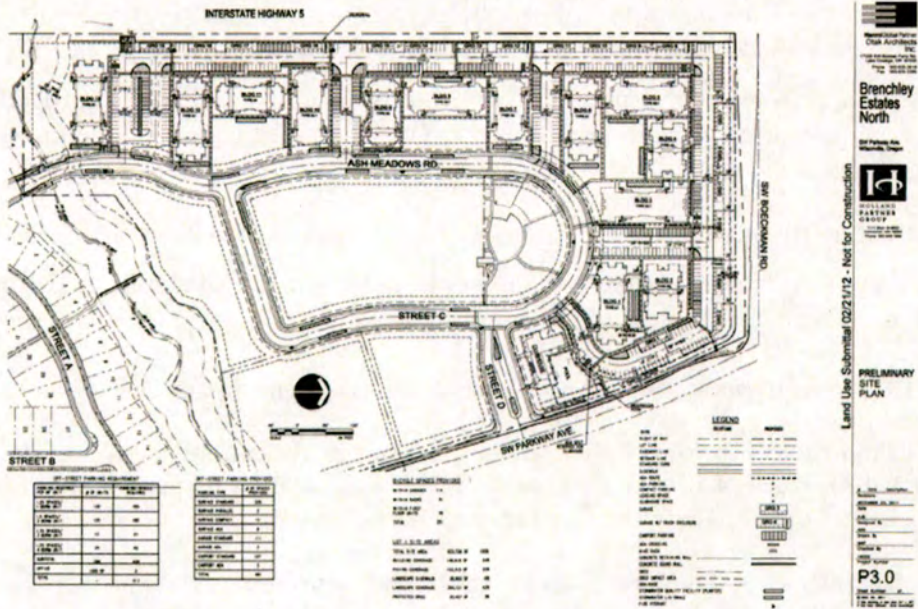
- A. Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.**
- B. To provide buffering of low density developments by requiring the placement of buildings more than two (2) stories in height away from the property lines abutting a low density zone."**

C10. TVFR has indicated that building designs for the apartment buildings, community center and single-family houses are consistent with adequate provision of fire protection and fire-fighting apparatus height limitations meeting this criterion.

REQUEST D
DB12-0015: BRENCHLEY ESTATES - NORTH
STAGE II FINAL PLAN, LOT 1

The Applicant has provided compliance findings to the applicable criteria (See Section IV in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Proposed Branchley Estates – North, Lot 1, Stage II Final Plan – 288 Apartment Units and a Community Center			
Area	Size (Sq. Ft.)	Size (Acres)	% of Total Site
Building Footprints Apartments, garages, rec. building and accessory buildings.	146,918 SF	3.38 Ac	24%
Paving Coverage	153,315 SF	3.52 Ac	25%
Landscape area (SROZ)	264,593 SF	6.07 Ac	42%
Landscape Sidewalks	20,407	.47 AC	3%
	38,493	.88 AC	6%
	623,726 SF	14.32	100%



The relevant Stage II Final Plan review standards are the following:

ZONING, Sections 4.100-4.141

Subsection 4.140.09(J): A planned development permit may be granted by the Development Review Board only if it is found that the development conforms to all the following criteria, as well as to the planned development regulations in Section 4.140.

Subsection 4.140.09(J) – Stage II Final Plan approval

Subsection 4.140.09(J)(1-3) stipulates the following criteria for Final Plan approval:

1. The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.
2. That the location, design, size and uses are such that traffic generated by the development can be accommodated safely and without congestion in excess of level service "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets.
3. That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.

Additionally, Subsection 4.140.09(J)(1) states: The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.'

Subsections 4.140.09(C-F): Stage II Final Plan

D1. The Applicant's submittal documents provide sufficient detail to satisfy the requirements of Section 4.140.09(C) & (D). These criteria are met.

Comprehensive Plan and Zoning: Planned Development Residential zone

D2. With an approval of the proposed Zone Map Amendment the subject property will have two zoning districts – PDR-4 and PDR-5. The Comprehensive Plan identifies the subject property as Residential 6-7 dwelling units per acre.

Subsection 4.118.03(B): Waivers.

D3. The Applicant is seeking six (6) waivers to the Planned Development Regulations. See Request C for the detailed analysis for each waiver.

Subsection 4.113: Standards Applying to Residential Developments in any Zone:

Subsection 4.113 provides for the required open space in new residential developments. In addition, Implementation Measures 4.1.5.d, 4.1.5.j, and 4.1.5.k speak to the Comprehensive Plan's desire to create and conserve open space in the City for specified objectives.

Subsection 4.113.02(A) – Outdoor Recreational Area - Standards Applying To Residential Developments In Any Zone.

(.01) Outdoor Recreational Area in Residential Developments.

A. Purpose. The purposes of the following standards for outdoor recreational area are to provide adequate light, air, open space and usable recreational facilities to occupants of each residential development. Outdoor recreational area shall be:

1. Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas. Such outdoor recreational area shall be provided consistent with the requirements of this Section.
2. Recreational areas shall be provided in keeping with the needs of the prospective tenants and shall not be located in required yards, parking, or maneuvering areas, or areas that are inaccessible. Standards for outdoor recreational areas may be waived by the Development Review Board upon finding that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area.
3. In mixed-use developments containing residential uses, the Development Review Board shall establish appropriate requirements for outdoor recreational area, consistent with this Section.
4. The Development Review Board may establish conditions of approval to alter the amount of required outdoor recreation area, based on findings of projected need for the development. Multi-family developments shall provide at least the following minimum recreational area:
 - a. For ten (10) or fewer dwelling units, 1000 square feet of usable recreation area;
 - b. For eleven (11) through nineteen (19) units, 200 square feet per unit;
 - c. For twenty (20) or more units, 300 square feet per unit.
5. Outdoor recreational area shall be considered to be part of the open space required in the following subsection.

(.02) Open Space Area shall be provided in the following manner:

A. In all residential subdivisions including subdivision portions of mixed use Development where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space. For subdivisions with less than 25% SROZ lands and those with no SROZ lands, the minimum requirement shall be ¼ acre of usable park area for 50 or less lots ½ acre of usable park area for 51 to 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. Front, side and rear yards of individual residential lots shall not be counted towards the 25% open space.

Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide ¼ acre of usable park area for a development of less than 100 lots, and ½ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in

alternative ways. Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement.

Multi-family developments shall provide a minimum of 25% open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations, and outdoor recreational area as provided in 4.113(.01)(A)(1) through (5) [Amended by Ord. 589 8/15/05]

- B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.
- C. The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.

D4. See findings B42 through B49 of this staff report. The Stage II Final Plan for Lot 1 will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size.

D5. Covenants, Conditions, and Restrictions of a Homeowner's Association are required for the proposed single-family subdivision. See the proposed CC&R's in Section IV-C meeting Code.

Subsection 4.113(.07) – Fences

D6. Proposed is a 16' high sound wall within the westerly boundary of the property to match the sound wall design built for Brenchley Estates.

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.

(.02) General Provisions:

G. The nearest portion of a parking area may be separated from the use or containing structure it serves by a distance not exceeding one hundred (100) feet.

D7. The proposed parking areas are located within one hundred (100) from each apartment building, thus this code criterion is satisfied.

J. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the

boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.

D8. The submitted plans indicate that concrete curbing will be provided, however the Applicant must install bumper guards to prevent any portion of a vehicle within a parking lot from extending over sidewalks. With proposed condition PDD6 this can be accomplished.

K. All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as "grasscrete" in lightly-used areas, that is found by the City Engineer to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City Engineer, shall be provided.

D9. Asphalt/concrete surface is proposed for parking and drives. This code criterion is satisfied.

L. Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.

D10. The City recently passed an outdoor lighting ordinance (Dark Sky), Ordinance #649, which implemented Section 4.199.50 into the Development Code. A more in depth discussion regarding Section 4.199.50 can be found in Request D.

N. Compact car spaces.

D12. Twelve (12) Compact spaces or 2.5% are proposed with this request meeting code.

O. Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.

D13. Preliminary Landscape Plan Sheet L2.0 shows the proposed planting areas are at least seven (7) feet in depth. This provision is therefore satisfied. In addition, consistent with Section 4.155(.02)J., the Applicant must provide wheel stops in those areas that don't. With proposed condition PDD6 bumper guards must be provided.

(.03) Minimum and Maximum Off-Street Parking Requirements:

A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:

D14. The subject site is the former Thunderbird Mobile Club. The vehicle access points to the site are at SW Parkway Avenue. On-site Circulation within the site was reviewed by the City's Traffic Consultant, DKS & Associates and there were no significant concerns. Staff further finds the site plan is designed with access and maneuvering areas adequate to serve the functional needs of the site.

D15. Pedestrian access to the site will be taken from the sidewalk on Parkway Avenue and via

internal walkways meeting code.

B. Parking and loading or delivery areas landscaping requirements

- D16. Parking Lot Landscaping as a Percentage:** Proposed is 10% of the parking lot will be landscaped meeting code.
- D17. Parking Areas Visible from the Right-of-Way:** The proposed landscape treatment will provide adequate screening of parking areas from SW Parkway Avenue and SW Boeckman Road, meeting code.
- D18. Parking Areas Visible from Adjacent Properties:** The proposed parking areas will be partially visible to adjacent properties. Adjacent is Brenchley Estates (Jory Trail at the Grove). At the east is Ash Meadows condominiums and apartments. SW Boeckman Road, which is much higher in elevation than the project site abuts the northerly property. The Applicant has provided Preliminary Landscape Plan L2.0 demonstrating landscaping will be provided around the perimeter of the project site with low to medium shrubs consistent with that standard.
- D19. Landscape Tree Planting Areas:** The Applicant has provided Preliminary Landscape Plan L2.0 demonstrating that most of the proposed planting areas are a minimum of eight (8) feet in width. The code further requires that the Applicant provide one (1) tree per (8) parking spaces. The Applicant is proposing 481 surface parking spaces, which at one tree per eight spaces would require sixty (60) trees. According to the submitted plans, the Applicant is proposing approximately sixty-six (66) trees, which in the aggregate meeting the required minimum.

Subsection 4.155(.03)B.4 Parking for ADA

- D20.** The Applicant is proposing to install 481 parking spaces. Based on the requirement of one ADA-accessible parking space for every fifty (50) standard spaces, the Applicant is required to provide minimum ten (10) ADA compliant parking space. Preliminary Site Plan P3.0 indicates eight (8) surface, three (3) carport and three (3) garage ADA compliant parking spaces; immediately next to the apartment buildings and two (2) spaces adjacent to the community building. Final design of ADA parking is reviewed by the Building Division.

Subsection 4.155(.03)B.5.: Connection of Parking Areas

- D21.** The subject site not part of complex of buildings envisioned for shared parking with adjacent properties. Thus, the Applicant is providing all of the needed parking on-site. This provision will be satisfied subject to the DRB approving the proposed parking plan.

Subsection 4.155.(03)B.6-8 and Table 5: Parking Standards.

D22. Section V in Exhibit B1 the applicant has provided compliance findings relative to this provision.

Proposed Bedrooms Count:

- 84 one-bedroom units
- 215 two bedroom units
- 12 three bedroom units
- 12 four bedroom units
- 288 total units; 600 total bedrooms

Vehicular Parking: The Applicant has submitted summary findings with regard to parking. Based upon the requirement of this section, the Applicant is required to provide a **minimum of 409 parking spaces**. The Applicant is proposing to **provide 481 spaces**, which is **72 spaces above the parking minimum meeting code**. This is approximately 1.20 parking spaces per unit.

Subsection 4.155.(03)B.6-8 and Table 5: Parking Standards.	OFF - STREET PARKING REQUIREMENT	Code minimum: Apartments of ten (10) or more units.
Parking Required Per MF Unit	# of units	Parking Spaces Required
1.25 spaces/1 BDR MF Unit	132	165
1.5 spaces/2 BDR MF Unit	120	180
1.75 spaces/3 BDR MF Unit	12	21
Code does not specify for 4 bedroom units so 1.75 spaces/4 BDR MF Unit.	24	42
Community Center Leasing Office (667 SF) @ 2.7 per 1,000 SF		1
TOTAL	288	409

Parking Maximum: No limit

OFF - STREET PARKING PROPOSED:	
SURFACE STANDARD	235
SURFACE PARALLEL	2
SURFACE COMPACT	12
SURFACE ADA	8
GARAGE STANDARD	111
GARAGE ADA	3
CARPORT STANDARD	107
CARPORT ADA	3
TOTAL	481

Community Center: The great room, workout room, library, business room, restrooms, storage room, pool equipment room and maintenance office do not require additional parking as those amenities will serve the residents having parking provisions. Residents can either walk or bike to

the center. The community center will be located next to the main driveway entrance to the project along SW Parkway Avenue. The leasing office and managers office caters to the public requires one (1) additional parking space. Proposed are two (2) parking spaces for the disabled adjacent to the north side of the community center.

D23. Bicycle Parking: Based upon the requirement of this section, the Applicant is required to provide a minimum of 291 bicycle parking spaces, one per residential unit. 291 spaces are proposed meeting code.

CODE: Bicycle Minimums 1 per D.U.; 291 Required	PROVIDED
WITHIN GARAGES	114
WITHIN RACKS	81
WITHIN 1ST FLOOR UNITS	96
TOTAL	291

Subsection 4.171. General Regulations – Protection of Natural Features and Other Resources

(.02) General Terrain Preparation:

D24. There are environmental features on the subject property (natural forest and drainage-way in SROZ) but the project will not impact those features. All terrain preparation will be done in accordance with the Uniform Building Code. These provisions will be further guaranteed through the review of the Grading and Erosion Control Permits meeting code.

(.03) Hillsides:

D25. The project-development site does not contain slopes greater than 25%; therefore, this provision is not applicable.

(.04) Trees and Wooded Areas.

D26. The proposed Type ‘C’ Tree Removal Plan is in compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00. The Applicant has provided a tree inventory in Section VI of Exhibit B1 and has evaluated the project’s impact upon tree removal, and proposed tree mitigation. The Board may approve the Type ‘C’ Tree Removal Plan based upon this inventory, together with recommended conditions of approval.

(.05) High Voltage Power Line Easements and Rights of Way and Petroleum Pipeline Easements:

D27. The subject site is not encumbered by high voltage power line easements and right-of-way or petroleum pipeline easement; therefore, this provision is not applicable.

(.06) Hazards to Safety:

- D28.** The project site is not located within a soil or geological hazard area. Review of the building plans and public works permit will ensure that best engineering practices are maintained.

Subsection 4.177 (.01)A-B. Street Improvement Standards.

- D29.** The project site abuts the north terminus of Ash Meadows Road at the southwest corner of the property which the road will be extended through the development meeting code.
- D30.** The project site fronts SW Parkway which is a Minor Arterial. Subsection (.01) C. 3, require a special setback for properties adjacent to all arterial streets. A minimum setback of 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater is required to allow for future widening. The current street section for SW Parkway Avenue meets Figure 4.21 of the 2003 Transportation System Plan provides a street section depicting two (2), 12 foot thru lanes, a 14 foot turn lane/median, 6 foot bike lanes, and 8.5 foot planter strip and 5 foot sidewalks. But the proposed 6 foot bike lanes were not installed. The proposed apartment buildings are more than 55 feet from the centerline and are not closer than 25 feet from the right-of-way meeting code. The City Engineer's Public Facilities conditions require that all right-of-way dedications, easements and street improvements are to be completed to the requirements of the City's 2003 Transportation System Plan. As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. The Applicant submittal includes plans for a five (5) lot preliminary subdivision plat. Any additional dedication of the SW Parkway Avenue right-of-way and SW Boeckman Road will occur with the recordation of the final plat. SW Parkway Avenue adjacent to the project site is classified in the City 2003 TSP as a Minor Arterial, with a required Right of Way of 71 to 77 feet, yielding a required half - ROW adjacent to the project of 35.5 to 38.5 feet. The current half - ROW is 30 feet, thereby requiring additional ROW dedication from the project.

SW Boeckman Road adjacent to the north side of the project site is classified in the City TSP as a Major Collector, with a required Right of Way of 71 to 77 feet, yielding a required half - ROW adjacent to the project of 35.5 to 38.5 feet. Staff has evaluated the long term needs for SW Parkway Avenue, and has determined a future 77 foot ROW is needed, therefore, the additional ROW dedication from the project is calculated as 38.5 - 30 feet existing = 8.5 feet. Staff has also evaluated the long term needs for SW Boeckman Road. See finding D31 for SW Boeckman Road ROW needs.

- D31. SW Boeckman Road Needs:** In response, the DKS Traffic Study in Section II of Exhibit B1 indicates that the project site's northerly frontage is along SW Boeckman Road, which is one of the City's primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City 2003 Transportation Master Plan (TSP) identified

an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the project site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication. See proposed condition PFC33 for street dedication.

- D32. Bicycle Network:** Regarding the bicycle network, due to its projects frontage with Parkway Avenue, the Applicant must contribute to the provision of a north-south bicycle facility along its frontage. Based on discussions with City staff, the Applicant will be asked to construct a multi-use path along the project frontage. See proposed condition PFC34 for street dedication.
- D33.** See Dolan Findings 1 through 14. Currently SW Parkway Avenue fronting the subject property does not have on-street bike lanes or dedicated and separated pedestrian/bicycle paths. In the approval of Brenchley Estates the Applicant was conditioned to construct a 10 foot wide pedestrian/bicycle path. It will impact significant trees and require additional right-of-way. The general consensus of staff is recommending a dedicated and separated pedestrian/bicycle path to front the project site.

Subsection 4.177.01(E): Access drives and lanes.

- D34.** Proposed is one and only one is allowed per the City's access management guidelines is full movement driveway at Ash Meadows Road that will serve the Brenchley Estates - North site. This northerly access must be located at least 600 feet south of the Parkway Avenue/Boeckman Road intersection. DKS indicates that *"The conceptual site plan provided by the project sponsor only shows a general location for the northern access, but it appears that the intent is to meet the access spacing requirement."*

Subsection 4.177.03(.01)I: Corner or clear vision area.

- D35.** This plan is acceptable but must maintain a minimum 445 feet sight distance based on SW Parkway's 40-mph speed limit. The final clear vision areas and vertical clearance will be reviewed by the City Engineering Division to assure compliance with the Section 4.177.

Section 4.175: Public Safety and Crime Prevention

- D36.** The Clackamas County Sheriff Department and Tualatin Valley Fire and Rescue provide emergency services for the City. Proposed housing is positioned for easy on-site surveillance and next to SW Parkway Avenue providing opportunity for clear on/off-site security views. Proposed parking lots can be easily viewed by patrolling law enforcement vehicles. On site lighting will be provided. The proposed apartment buildings will be

sprinkled. Curbs must be painted and/or signs installed for no parking near the hydrants. This provision is therefore satisfied.

- D37.** The proposed building lighting is sufficient to discourage on-site criminal activity after dark. This code criterion is met. A detailed review of site lighting can be found in Request E.

TRAFFIC

- D38.** Except for the extension of Ash Meadows Road and subdivision streets, proposed are private drives and pedestrian ways to access the apartment buildings.

Subsection 4.140(.09)(J)(2): Traffic Concurrency. “That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City’s adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.”

Additionally, Subsection 4.140(.09)(J)(2)(a)(ii) requires that the traffic study performed to determine whether a proposed project will generate traffic in excess of Level of Service D (LOS D) look at “what impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic.”

- D39.** The DKS traffic report estimated that the PM peak hour trips to and from this project would use the I-5/Wilsonville Road interchange (Wilsonville Road between SW Boones Ferry Road and Town Center Loop West). The DKS Traffic report further indicates that the proposed full driveway at SW Parkway Avenue will not warrant a traffic signal.

- D40.** At the request of Staff, DKS Associates completed a Transportation Impact Study dated January 27, 2012 that is included in Exhibit B1. The project is hereby limited to no more than the following impacts.

Estimated PM Peak Hour Trips:	267
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	40
Estimate Weekday PM Peak Hour Trips Through Elligsen Road Interchange Area	40

Though condition PF30 refers to 400 total residential units with a mix of 80 single-family units, 120 townhomes and 200 apartments the Project Background of the Traffic Impact Report takes into account the proposed Brenchley Estates – North project by stating: “The applicant has now refined the project site plan and land uses and is proposing 368 apartment units (in numerous buildings located throughout the site) and 39 single-family residences.”

- D41.** The location, design, size and residential use are such that traffic generated by the proposed project can be accommodated safely for up to 40 p.m. peak hour trips through the I-5/Wilsonville interchange area (net-new trips can be determined by subtracting 15% of Phase 1’s allocated historical trips), and without congestion in excess of level service “D” defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS ‘D’, which complies with Subsection 4.140.09(J)(2).

Subsection 4.177.01(B): Sidewalk Requirements

- D42.** The proposed pedestrian circulation plan is found on the Preliminary Site Plan Sheet P3.0 in Section IV of Exhibit B1 meeting this criterion.
- D43.** The proposed pedestrian paths and linkage are consistent with the City's pedestrian-friendly policies. There are no existing bike lanes along SW Parkway. Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of SW Parkway Avenue envisions a multi-modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of SW Parkway includes curb and 5’ of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in proposed condition PFC34.

To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the Applicant’s representatives in the approval of Brenchley Estates - South, and is acceptable to the City for Brenchley Estates - North: Applicant must construct a minimum of five additional

feet of sidewalk along the Brenchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk must be next to the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width would be 8 feet. In conjunction with the new pathway construction, SW Parkway Avenue between Town Center Loop and SW Boeckman Avenue shall be re-striped to create a continuous on-street bike lane on the east side of SW Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. See proposed Conditions PFC34.

Subsection 4.140.09(J)(3) Public Facilities stipulates, "That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services."

D44. The proposed project has available to it, or will be required to make available to it, adequate facilities to serve the project.

Sanitary Sewer

D45. The existing TMC development is served by a private sanitary sewer system connected to the City's 8" public system in SW Parkway Avenue. All sanitary sewer and storm sewer pipelines and appurtenances located within City ROW (specifically Ash Meadows Road and Parkway Avenue as applicable), including laterals and service lines to the edge of the ROW, should be owned and maintained by the City. Ownership transfer shall be in a form acceptable to the City and must be concurrent with final release of warranty on the improvements. All laterals and service lines beyond the ROW line must remain the ownership and maintenance responsibility of the development. All proposed water quality features should be owned and maintained by the development. See Condition PFC46.

Water

D46. The pre-existing TMC development was served by a private water system connected to the City's 12" public system in SW Parkway Avenue. Proposed Condition PFC52 states: *"The plans indicate that the public water system will connect to Parkway Avenue at Street D, as well as with the line in Ash Meadows constructed during Brenchley Phase 1, which connects to Parkway Avenue. To provide redundancy of operations, the public water system shall also connect to the water line along Boeckman Road at the northwestern corner of the site."*

D47. Stormdrainage: The existing TMC development is served by a private storm water system connected to the City's 12"-15" public system in SW Parkway Avenue and ODOT drainage at I-5. Three (3) massive below ground concrete vault detention facilities were installed together with rainwater/stormwater pre-treatment components in Jory Trail

at the Grove. The storm water quality facility (planter) located north of Ash Meadows Road provides treatment for stormwater originating on a public street inside the development. This facility was constructed by the development in Phase 1 of Jory Trail and will be covered by a specific easement from the owner of Parcel 2 (32 lots, Jory Trail), an access easement to the City and an ownership and maintenance agreement.

Regarding Brenchley Estates – North, Low Impact Development (LID) approaches are proposed for treatment of stormwater from buildings, pavements, and sidewalks. Jory Trail used LID approaches. See page 9 of Brenchley Estates – North Preliminary Drainage Report in Exhibit B1. As required for Wilsonville business Center and Old Town Square (including Fred Meyers) the maintenance of the water quality swales within public right-of-ways would be maintained by the City once or twice a year. The Applicant has the responsibility to fund and install all necessary storm water facilities to meet the requirements of the City's Storm Water Master Plan. The final design and installation of storm water facilities will require a public works permit from the City's Engineering Division.

Public Services

- D48.** Staff has requested comment with public service providers (e.g., Sheriff, Tualatin Valley Fire & Rescue, South Metro Area Rapid Transit (SMART), etc.) within the City about the potential of providing service to the subject project. Any comments received from those agencies will be embodied in the conditions of approval.

Semi-Public Utilities

- D49.** The Applicant will need to consult with the private utility providers (e.g., gas, electric, cable, waste collection, etc.) within the City about the potential of providing service to the subject project.
- D50. Schools:** By letter, staff requested the Applicant to contact the West Linn – Wilsonville School District about their development plans. Staff provided the school district numbers of residential dwelling units that will be built from the entire project. Within Wilsonville and the West Linn/Wilsonville School District there are two primary schools; Boones Ferry and Boeckman Primary; Inza Wood Middle school and Wilsonville High School. The new Lowrie Primary School in Villebois will be open in the fall of 2012. It is Staffs' understanding that the school district will create a new boundary to divide the primary school attendance between Jory Trail and Brenchley Estates – North.
- D51.** Prior to the issuance of building permits by the City, the Applicant shall be responsible for paying all applicable systems development charges (SDCs) for the proposed project including supplemental street SDCs for future improvements to Wilsonville Road/I-5 interchange.
- D52.** The Oregon Department of Transportation (ODOT) seeks to preserve traffic capacity on the freeway system, so ODOT was notified of this proposal. On February 27, 2012, the Planning Division has sent ODOT a Development Review packet and ODOT has provided comments found in Exhibit C6. Transportation Planning Rule (TPR) Mitigation.

On page 9 of the DKS Traffic Analysis in Section II of Exhibit B1, the report indicates: *"For the proposed zone change to not have a significant effect, as defined by the TPR, the developer should dedicate right-of-way and contribute funds to the City for the future construction of an additional eastbound lane (and associated half-street improvements) on Boeckman Road extending from I-5 bridge to the Parkway Avenue/Boeckman Road intersection. This improvement is located along the project's northerly frontage, would function as an eastbound right-turn lane at Parkway Avenue, and is part of the planned five-lane Boeckman Road cross-section (TSP Project W-4) that will be needed in the future for the Parkway Avenue/Boeckman Road intersection to meet operating standards through the year 2030. The project sponsor should coordinate this mitigation with City of Wilsonville staff."*

D53. Transit: On page 5 of the DKS Traffic Impact Analysis Report, Section IIB of Exhibit B1, DKS traffic consultants indicate that *"The southbound South Metro Area Regional Transit (SMART) stop located along the project frontage should be relocated to a new location and a bus pull-out must be provided. The location should be chosen such there is convenient access to the site and that the ingress and egress needs of the site driveways are duly considered. The precise location and design of the transit stop location should be coordinated with City and SMART staff."*

Because of the 754 residential units being created by Brenchley Estates-North and Jory Trail at the Grove, SMART transit agency is seeking a bus turnout along SW Parkway Avenue. The Applicant has indicated to Staff that he has been in contact with SMART regarding the possible bus turnout. The Applicant has indicated the general location of a bus turnout from Parkway Avenue south of proposed Street D onto frontages of lots 4 and 5 on Plan Sheet P3.3. The Applicant would like to *"defer possible right-of-way dedication or easement granting and construction of the turnout until such time as of those lots receives Stage II final development plan approval."*(Lots 4 and 5).

D54. Background – support for bus pull-out:

The subject property is located at the southeast corner of SW Boeckman Road and SW Parkway Avenue. Parkway and Boeckman are both designated arterial roads with increasing traffic anticipated into the future.

Site development anticipates a total of more than 650 residential units. Although the applicant is proposing the actual development of Lot 5 in a future phase, the need for a bus pull-out along SW Parkway will occur with the build-out of the other phases of the development, prior to Lot 5.

Immediately north and east of the subject property is the largest employment area of the community. Oregon Institute of Technology (OIT) will be opening there in fall, 2012, and anticipates growing to eventually serve approximately 1200 students.

SW Parkway is located on a "regional" transit line (SMART's 2X line) that carries passengers from TriMet's Barbur Boulevard Station in Portland into Wilsonville. Direct access to that bus line will be a substantial amenity for residents of the new development.

Buses also connect the subject property with the westside commuter rail line (WES), with 30-minute headways during weekday peak traffic periods and one-hour headways at off-peak times.

Given the three-lane design of SW Parkway (which is not planned to have additional lanes in the future) buses stopping to load and unload passengers in the southbound lane could quickly result in traffic backed up through the Boeckman Road intersection. Having a designated pull-out for buses will avoid such conflicts.

- D55.** Regarding that location there are two large Oregon white oaks. The City arborist, Floyd Peoples looked at two oaks close to the street and east of the TMC barn. Mr. Peoples indicated that: *"The oaks are quite large with an estimated DBH of 32 inches plus. Both trees have inventory/ survey tags from what appears to be an assessment by an Arborist. The tag numbers are 221 and 222. I will speak to the health of each tree as I examined them in a very basic cursory way;*

"Tree number 221 which is the tree closest to the street and what I believe is the tree your questions are based on has some definite health problems. I observed the tree grew over the years with three (3) dominant leaders reaching vertically to 40 plus feet. One of the leaders has failed and detached from the tree. It appears there was a included bark attachment with very poor connection which is typical with vertical dominate tree structures. All of the vertical leaders appear to be 14 to 16 inches in diameter. There is also several cavities at the base of the tree and voids I could stick my hand and arm into with rotting duff present. By this observation I would guess the heart of the tree wood is probably in some stage of rot and failure. The tree appears to have witches broom which is not atypical of oaks of this age but could signal health problems and probably caused by the heavy mistletoe load on this tree. Not only does mistletoe cause witches broom it can cause overall growth loss, branch dieback and in extreme cases tree killing."

"It is my opinion based on these observations this tree has seen better days and because of the addition of targets by the construction of this subdivision is an appropriate candidate for removal."

"Tree number 222 has some similar problems especially with mistletoe and witches broom but appears to be healthier overall with a better structure than tree number 221. If tree number 221 is removed tree number 222 will appear to have a flat undeveloped east side due to its present proximity to tree number 221. I would recommend this tree be saved if possible and a thorough cleaning of the mistletoe and deadwood removal take place with a follow up regimen of long term health care by an arboricultural firm. It is a significant Oregon White Oak."

"There is a grove of evergreen trees just to the north of these two oak trees that appear to be in excellent health although not significant nor historical in size."

Subsection 4.140(.09)(I): Duration of Stage II Approval

D56. Approval of the Stage II Final Plan will expire two years after the approval date, if substantial development has not occurred on the property in that time. The DRB may grant three (3) one-year extensions to this approval upon findings of good faith efforts to develop the property per this code criterion.

REQUEST E
DB12-0016: SITE DESIGN REVIEW – LOT 1
BRENCHLEY ESTATES - NORTH

Subsection 4.125.18(P)(1): An application for approval of a Site Design Plan shall be subject to the provisions of Section 4.421.

The Applicant has provided compliance findings to the applicable criteria (See Section V in Exhibit B1). Staff concurs with these findings except where otherwise noted. Three types of buildings are proposed:

1. Community Center/Swimming Pool
2. 13-Apartment buildings
3. Garages, carports and accessory buildings

See Section V for color plans, building elevations, photos of similar projects.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

(.01) The following standards shall be utilized by Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention or innovation. The specification of one or more particular architectural styles is not included in these standards.

A. Preservation of Landscape. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soils removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

- E1.** The request to remove trees is based upon the recommendation of the City Arborist, a certified arborist meeting code.
- E2.** The proposed Type 'C' Tree Plan requires the review and approval of the Development Review Board (DRB) and being processed concurrently with this request. See Request F for the detailed analysis of the Tree Preservation and Removal Plan.

B. Relation of Proposed Buildings to Environment. Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to avenues of approach, street access or relationships to natural features such as vegetation or topography.

E3. The purpose of this Site Design Plan is to provide more detailed architectural and landscaping information. This proposal also includes the review of landscaping and open space.

C. Drives, Parking and Circulation. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.

E4. The proposed project is large enough to provide an internal circulation system for transportation options (automobiles, bicyclists and pedestrians) meeting code.

Parking Analysis:

E5. See findings D20 through D23.

Subsection 4.155.02(O). Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

E6. See the Applicant’s compliance response in Section V. That response indicates approximately 42% of the site is set aside for landscaping and 3% in SROZ open space. The plan provides a diversified planting theme for the project site. The plan has also been designed to be aesthetically pleasing and functional. The proposed landscaping plan satisfies the purpose criteria of the landscaping section.

Proposed Lot 1, Stage II Final Plan			
Area	Size (Sq. Ft.)	Size (Acres)	% of Total Site
Landscape area	264,593 SF	6.07 Ac	42%
(SROZ)	20,407	.47 AC	3%
Landscape Sidewalks	38,493	.88 AC	6%

(.02) Landscaping and Screening Standards

C. General Landscaping Standard.

I. Intent

E7. The General Landscaping Standard is also intended to be utilized in areas that are generally open at the parking lot. The Applicant has provided a mix of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees. For those portions of the SW Parkway frontage that do not include building and or circulation the Applicant is proposing plantings consistent with the Low Screen Landscaping Standard.

2. Required Materials

a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.

E8. The proposal includes plans for linear planting strips along the all edges of the parking lots.

b. Where the landscaped area is 30 feet deep or greater, one tree is required for every 800 square feet and two high shrubs or three low shrubs are required for every 400 square feet.

E9: The subject site does not contain planting areas 30 feet deep or greater; therefore, this provision does not apply.

D. Low Screen Landscaping Standard

E10. The intent of the Low Screen Landscaping Standard is to provide a landscape treatment that uses a combination of distance and screening to separate uses or developments. This standard is intended to be applied in situations where low screening is adequate to soften the impact of one use or development on another, or where visibility between areas is more important than a total visual screen. The Low Screen Landscaping Standard is usually applied along street lot lines or in the area separating parking lots from street rights-of way. The Applicant is proposing to utilize low lying bushes, new and existing trees along SW Parkway Avenue. The Low Screen Landscaping Standard requires sufficient low shrubs to form a continuous screen three (3) feet high and 95% opaque, year-round which is proposed. In addition, one tree is required for every 30 linear feet or closer of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area, which is proposed with existing mature trees along SW Parkway Avenue, Red oaks and English oaks. Staff finds that the proposed plantings meet these requirements.

F. High Wall Standard.

E11. The intent of the Low Screen Landscaping Standard is a landscape treatment that relies primarily on screening to separate uses or developments. It is intended to be applied in situations where visual separation is required. The project is for multiple-family and single family residential that are adjacent to Interstate-5 and Ash Creek Condominiums that do not require visual separation. The proposal includes plans for the refuse storage containers to be internal next to the apartment buildings. Staff finds that the High Wall Standard is not applicable to this request.

4.176(.03) Landscape Area

E12. This section requires that not less than 15% of the total lot area be landscaped with plants. The Applicant has provided a tabulation of land area devoted to specific uses (See extrapolation below). According to the information submitted the proposal calls for 42% landscaping and 3% in SROZ, thereby exceeding this requirement.

(.04) Buffering and Screening

E13. The Buffering and Screening section requires that all intensive developments be screened and buffered from less intensive developments and that roof and ground mounted HVAC equipment and outdoor storage areas be adequately screened from off-site view. The apartment buildings will not have air conditioning so there is the possibility that residents may install window mounted units unless property management restricts them. To further ensure that the HVAC system is properly screened, Condition PDE2 requires that any roof top HVAC equipment, electric meters be painted so as to de-emphasize the equipment.

(.06) Plant Materials.

E14. Shrubs – 4.176(.06)(1): This code section specify the size of plant material required for new development as well as standards related to species selection, and growth rate. Shrubs are required to be equal or better than two-gallon containers, and shall have a 10"-12" spread. Plan Sheet L2.2 of Section V identifies the proposed plants or low shrubs but they are 1 gallon containers not meeting code. With proposed condition PDE6 this can be accomplished. In order to provide safe sight distance of pedestrians in crosswalks and vehicles plantings within the median of Street 'D' must be low variety not to exceed 24" in height and be reviewed by the City Public Works Department. See condition PDE9.

E15. Ground cover - Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2 ¼" pots are to be spaced at 18" centers. All ground covers are to be planted at a density so as to cover 80% of the planting area within 3-years of planting. Plan Sheet L2.1 and L2.2 provides a summary of proposed plants.

Trees are required to be well-branched and typical of their type as described in current American Association of Nurserymen (AAN) Standards and shall be balled and burlapped. The trees shall be grouped as follows:

- 1. Primary trees which define, outline or enclose major spaces, shall be a minimum of 2" caliper.**
- 2. Secondary trees which define, outline or enclose interior areas shall be a minimum of 1-3/4" to 2" caliper.**

3. Accent trees which, are used to add color, variation and accent to architectural features, shall be 1-3/4" minimum caliper. 4. Large conifer trees shall be installed at a minimum height of eight feet.

5. Medium-sized conifers shall be installed at a minimum height of five to six feet.

E16. Plan Sheets L1.1, L2.0, L2.1, L2.2 and L2.3 provide a summary of proposed plants meeting code. Proposed are Red Oak street trees at 3" d.b.h. along SW Parkway Avenue and Red Oak at 2" d.b.h. along Ash Meadow Road meeting code.

(.07) Installation and Maintenance.

E17. Plant materials, once approved by the DRB, shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this Code, or any condition of approval established by City decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless the City approves appropriate substitute species. Failure to maintain landscaping as required in this subsection shall constitute a violation of the City Code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.

(.08) Landscaping on Corner Lots

E18. The subject site is a "corner lot". Landscaping on this parcel will be required to meet the vision clearance requirements of Section 4.177. The Engineering Division, however, will examine vision clearance issues in more detail in the Public Works Permit.

(.10) Completion of Landscaping.

E19. The Applicant will be required to post a bond or other security acceptable to the Community Development Director for the installation of the approved landscaping, should the approved landscaping not be installed at the time of final occupancy of the proposed buildings.

Subsection 4.176(.07)(C)(1-3): Irrigation

E20. Staff is recommending a condition of approval requiring a permanent, built-in, irrigation system with an automatic controller located at the maintenance building. Either a spray or drip irrigation system, or a combination of the two, may be specified. Proposed is seeded lawn or other ground cover within the drip line of retained trees particularly Oaks within Tract E. The Applicant/Owner must not plant seeded grass or ground cover within the drip line of retained trees, particularly Oaks within Tract E. The project arborist must advise the Applicant and the City of the appropriate irrigation design so as to not over irrigate and kill trees. The planting of native plants and the use of some type of breathable

fabric with bark mulch is encouraged to keep the weeds down. Otherwise, staff finds that proposed ground covers meet the code requirement. See proposed condition PDE5.

Section 4.199 Outdoor Lighting

Section 4.199.40: Lighting Systems Standards for Approval

(.01) Non-Residential Uses and Common Residential Areas.

A. All outdoor lighting shall comply with either the Prescriptive Option or the Performance Option below.

- E21.** The proposal is for apartment buildings and a community building. The Applicant has provided drawings (Plan Sheets E3.0 and ESL3.0 and lighting cut sheets in Section V). See the compliance findings in Section V use the Prescriptive Option for Lighting Zone LZ-2. Lighting is not proposed in the private park (Tract E) as it would function like a City neighborhood park from dawn to dusk.
- E22.** Pursuant to the Lighting Overlay Zone Map the subject site is within Lighting Overlay Zone LZ-2. The Applicant is proposing two (2) lighting styles, a vertical pole mounted hook or clevis area lights intended for interior street lighting or parking areas and wall sconces intended for walkways. The cut sheets identify the proposed lighting as “full cutoff”. See condition PDE3.
- E23.** Pursuant to Table 3 of Section 4.199, the maximum pole or mounting height for lighting for private roads, driveways, parking, bus stops and other transit facilities is 40 feet and the maximum mounting height for lighting for walkways, bikeways, plazas and other pedestrian areas is 18 feet (See excerpt of Table 3, below).

Table 3: Maximum Lighting Mounting Height In Feet (Excerpt)			
Lighting Zone	Lighting for private roads, driveways, parking, bus stops and other transit facilities	Lighting for walkways, bikeways, plazas and other pedestrian areas	All other lighting
LZ 2	40	18	8

E24. The subject site is in the LZ-2 Zone and is adjacent to Ash Creek Condominiums and Interstate-5 so therefore, no special setback is required.

D. Curfew. All prescriptive or performance based exterior lighting systems shall be controlled by automatic device(s) or system(s) that:

- a) Initiate operation at dusk and either extinguish lighting one hour after close or at the curfew times according to Table 5; or
- b) Reduce lighting intensity one hour after close or at the curfew time to not more than 50% of the requirements set forth in Table 2 unless waived by the DRB due to special circumstances; and

c) Extinguish or reduce lighting consistent with a) and b) above on Holidays.

The following are exceptions to curfew:

- i. Exception 1: Building Code required lighting.
- ii. Exception 2: Lighting for pedestrian ramps, steps and stairs.
- iii. Exception 3: Businesses that operate continuously or periodically after curfew.

E25. Pursuant to Table 5 of Section 4.199, the curfew for the LZ-2 zone is 10 P.M. The Applicant indicates on page 74 of Section V that: *"The lighting plan utilizes the prescriptive option. All site lighting is intended to operate from dusk to dawn, either via photocell or a lighting control panel (type of control has yet to be decided). Because the property is proposed for multi-family use where tenants may come and go at all hours and, therefore, be in the lighted parking areas and walkways at any time, no curfew is proposed – consistent with Exception 3 above."*

Section 4.421. Criteria and Application of Design Standards.

(.01) The following standards shall be utilized by the Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention and innovation. The specifications of one or more particular architectural styles is not included in these standards. (Even in the Boones Ferry Overlay Zone, a range of architectural styles will be encouraged.)

A. Preservation of Landscape.

E26. The Applicant has provided findings to demonstrate that any soils removal will be kept to a minimal and there are numerous existing trees on this site. There are no major grade changes that will affect the neighboring sites. Plan Sheet P4.0 – Preliminary Grading Plan demonstrate that grading will be limited to preparation of the building pads and development of parking and drives.

B. Relation of Proposed Buildings to Environment.

E27. The southerly boundary of the project site is within a Significant Resource Overlay Zone (SROZ). Project development will not impact SROZ.

C. Drives, Parking and Circulation.

E28. Section V of Exhibit B1 provides compliance findings regarding drives, parking and circulation. The Preliminary development Plan further illustrates on-site and off-site pedestrian circulation paths meeting code.

D. Surface Water Drainage.

- E29.** Plan Sheet SW-2 (Preliminary Drainage Report) in Exhibit B1 proposes seven (7) on site drainage basins for Lot 1 development all of which eventually outfall south to the Coffee Lake Creek tributary. The report indicates that *“Multi-family buildings will include a roof drain collection system to be connected to an LID swale for water quality treatment. Parking lot, sidewalk, and street runoff will be routed to LID planters or swales for water quality treatment. Runoff from public rights-of-way will be collected in flow-through LID swales for water quality treatment. A detention pond will work in conjunction with LID facilities to provided flow control for the project site. A conventional pipe network will convey runoff from various stormwater management facilities to the project outfall, which is in the southwest corner of the site as shown on Figure SW-2.”*

Furthermore, the Applicant has the responsibility to fund and install all necessary storm water facilities to meet the requirements of the City’s Storm Water Master Plan. The final design and installation of storm water facilities will require a public works permit from the City’s Engineering Division.

E. Utility Service.

- E30.** Any utilities added to this site will to be underground. Engineering review of construction documents will ensure compliance with this provision.

F. Advertising Features.

- E31.** The Applicant is not proposing a Master Sign Plan (MSP) but it will be submitted in a separate application.

G. Special Features.

- E32.** The proposal includes the use of flow-through planter type stormwater facilities for pre-treatment of all stormwater. See Condition PFC46 for maintenance responsibilities.

(.02) **The standards of review outlined in Sections (a) through (g) above shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.**

- E33.** The Applicant is proposing nineteen (19) garage buildings with five (5 having enclosed trash collection centers including one trash compactor structure) at shown on the Preliminary Site Plan Sheet P3.0 of Section V. 15 - carport structures are proposed.

Section 4.430. Location, Design and Access Standards for mixed Solid Waste and Recycling Areas

(.01) **The following locations, design and access standards for mixed solid waste and recycling storage areas shall be applicable to the requirements of Section 4.179 of the Wilsonville City Code.**

(.02) Location Standards:

E34. Staff finds that the locations for combined solid waste and recycling centers have been designed in accordance with standards established by the Wilsonville Development Code. Allied Waste Management of Washington and Clackamas Counties is the city franchised solid waste hauler. The Applicant has provided staff with a copy of a letter from Frank J. Lonergan, Operations manager for Allied Waste Services of Washington and Clackamas Counties (Section V-D, Exhibit B1) indicating that the dimensions of the trash storage areas and trash compactor are consistent with their method of collection.

(.03) Design Standards.

E35. Staff finds that the proposed trash collection centers and the trash compactor facility exceed the design standards of this subsection.

(.04) Access Standards.

A. Access to storage areas can be limited for security reasons. However, the storage area shall be accessible to users at convenient times of the day and to collect service personnel on the day and approximate time they are scheduled to provide collection service.

E36. The proposed trash collection facilities will be accessible to the residents next to the proposed apartment buildings. The locations are conveniently dispersed and readily accessible to users and by Allied Waste. Management will collect the trash and process it at the trash compactor facility at the southwest corner of the project.

B. Storage areas shall be designed to be easily accessible to collection trucks and equipment, considering paving, grade and vehicle access. A minimum of ten (10) feet horizontal clearance and eight feet of vertical clearance is required if the storage area is covered.

E37. The proposed trash collection areas meet the minimum 8 foot vertical clearance meeting code.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

E38. As stated in Finding E33 the site is designed with several solid waste and recycling collection areas located in the parking lots within garage structures, convenient to all of the apartment and town home buildings. These are fully enclosed trash/recycling facilities/rooms of approximately 18' x 20' each, and with sight-obscuring gates for access meeting code.

- (.07) The applicant shall work with the City's franchised garbage hauler to ensure that site plans provide adequate access for the hauler's equipment and that storage area is adequate for the anticipated volumes, level of service and any other special circumstances which may result in the storage area exceeding its capacity. The hauler shall notify the City by letter of their review of site plans and make recommendations for changes in those plans pursuant to the other provisions of this section.

Architectural Review

- E39. The Applicant has provided compliance findings to the applicable criteria (See Section V in Exhibit B1). Staff concurs with these findings except where otherwise noted. Three types of buildings are proposed:

1. Community Center/ Swimming Pool
2. 13-Apartment buildings, garages, carports and compactor facility.
3. Landscaping and landscaping in Tract E (private park).

All the building Facades (Apartment Buildings and Community Building) – Building facades incorporate design features such as offsets, projections, reveals, and/or similar elements to preclude large expanses of uninterrupted building surfaces meeting Subsection 4.400.029(C).

Apartment Buildings, Garages, Carports and Compactor Facility.

- E40. Even though the proposed apartment buildings will have similar building foot prints and floor plans of the apartment buildings approved in Brenchley Estates (Jory Trail at the Grove), they are designed to have a different appearance with lower pitched roofs, application of stone masonry veneer on selected exterior wall sections and different exterior colors. Proposed exterior materials also include heavy grade architectural composition shingles and horizontal lap siding. The window sashes and frames are a neutral almond white color. For longer durability railings will be anodized aluminum. See condition PDE7.

- E41. The proposed garages are designed to match the building materials and exterior colors of the proposed apartments with gable roofs. The proposed trash compactor structure will be concrete masonry block with a slatted/chain link gate. Proposed carports are pre-fab galvanized steel structures which are similar to numerous carports installed at apartment complexes throughout the City. See Plan Sheet A116, Section V of Exhibit B1 for the garage elevations.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

B. Relation of Proposed Buildings to Environment. Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to

avenues of approach, street access or relationships to natural features such as vegetation or topography.

D42. The proposed apartment buildings would occupy most of the buildable site and facing Interstate-5 and SW Boeckman Road. Only the proposed sound wall, garages and carport structures will back up to Interstate-5 and SW Boeckman Road. The site does not contain areas of steep slopes. It is the professional opinion of staff that the proposed apartment buildings and accessory structures have been designed to interface with surrounding development.

C. Drives, Parking and Circulation. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.

E43. The Stage I Preliminary Plan in Request B is designed to provide a safe and efficient circulation system for a variety of transportation options including automobiles, bicyclists and pedestrians.

REQUEST F
DB12-0017: TYPE 'C' TREE PLAN – LOT 1
BRENCHLEY ESTATES - NORTH

The applicant has provided compliance findings to the applicable criteria (See Section VI in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Section 4.600 – Tree Preservation and Protection

(.50) Application for Tree Removal Permit

(.02) Time of Application: Application for a Tree Removal Permit shall be made before removing or transplanting trees, except in emergency situations as provided in WC 4.600.40 (1)(B) above. Where the site is proposed for development necessitating site plan or plat review, application for a Tree Removal Permit shall be made as part of the site development application as specified in this subchapter,

Also Subsection 4.610.40: Type C Permit

- F1.** The tree compliance findings and report are found in Sections VI of Exhibit B1. The Tree Report/Survey was provided by Terrence Flanagan, ISA Cert #PN-0120BMT. The Tree Report documents the condition, viability, and which trees will be retained on the site and which will be removed because of construction or condition on the project site. The survey that was provided by the arborist lists tree species, size, condition and recommended treatment. The recommended treatments were based on tree characteristics as well as location within the site. The report divides the inventoried trees into three categories: 1) those to be removed, 2) those to be preserved, and 3) those trees “likely to be retained” but disposition is uncertain pending further assessment. The Applicant has worked with the City to avoid and minimize impacts to the areas natural resources.
- F2.** The Applicant’s tree report all of the existing trees within the construction impact areas on the entire project site but the Applicant intends to develop Lot 1 comprising 288 apartment units, Tract E and the community center at this time. Jory Trail at the Grove has Type ‘C’ Tree Permit for tree removal.
- F3.** The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6” DBH or more must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. A Tree Report has been prepared by Teragan and Associates for impacted by development, addressing existing trees within the proposed project site. Mr. Teragan had also prepared the tree report for Jory Trail at the Grove. The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6” DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 288 apartments on Lot 1 and Tract E designates 204 regulated trees for removal. Seven (7) of those trees may be preserved during on-site construction. Seventy (70) existing trees are planned to be retained on Lot 1 and Tract E,

including a grove of oaks in Tract E. Tree mitigation is proposed in the form of Sheet L2.0 – Preliminary Landscape Plan.

Subsection 4.620.00: Tree Relocation, Mitigation, or Replacement

- F4. Lot 1:** The City requires mitigation planting when live trees are removed. Two hundred and four (204) trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal. The landscaping plan (Sheets L2.0 and L2.3) shows 205 replacement trees intended to mitigate the loss of existing trees. However many of those trees are proposed at 1 3/4" d.b.h. Also per Subsection 4.176.06(4) the proposed Grand firs and Western Hemlocks at 3' to 4' size must be increased to 8 foot minimum height. See condition PDF5.

Tree Protection During Construction: Tree protection specifications are proposed and are included in the Tree Report meeting code.

- F5.** Except for the proposed smaller trees for mitigation the proposed Type C Tree Plan is in substantial compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00 subject to compliance with the attached conditions of approval.

**REQUEST G
DB12-0018
5 LOT TENTATIVE SUBDIVISION PLAT
AND WAIVER
BRENCHLEY ESTATES - NORTH**

The Applicant has provided compliance findings to the applicable criteria (See Section IV in Exhibit B1). Staff concurs with these findings except where otherwise noted. A waiver to Section 4.177 and the block size standards of the PDR-4 and PDR-5 zones to allow 5-lot subdivision in two phases. Phase 1 call for the creation of Lot 1, open space Tract E, and an extension of Ash Meadows Road. Lot 1 will enable the development of Brenchley Estates - North – 288 apartment units and a community center/swimming pool. Phase 2 will include proposed Street C and four additional lots. The waiver will also benefit Lots 1, 2 and 4 which will ultimately be re-plated to create 39 lots for attached single family houses and a 4-story apartment building. Thus, the large lots set the framework for future land divisions.

Section 4.210(.01)(B) - Tentative Plat Submission

- G1.** The proposed tentative subdivision plat for five (5) lots show existing easements, meeting this criterion.

General Requirements – Streets

Section 4.236(.01) – Conformity to the Master Plan or Map

- G2.** SW Parkway Avenue abutting the site is listed in the City's 2003 Transportation System Plan as a minor arterial. See finding I4 below.

Section 4.236(.02)(A) - Relation to Adjoining Streets

- G3.** Ash Meadows Road will extend north from Jory Trail at the Grove, turn through Brenchley Estates – North and intersect with SW Parkway Avenue resulting in a loop configuration through the site meeting Code.

Section 4.236(.08) – Existing Streets

- G4.** The City Engineer's Public Facilities conditions require that all right-of-way dedications, easements and street improvements are to be completed to the requirements of the City's 2003 Transportation System Plan. As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. The Applicant's submittal includes plans for a 5 lot subdivision. Any additional dedication of the SW Parkway Avenue right-of-way will occur with the recordation of the final plat. Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required half – ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff

has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as $38.5' - 30' \text{ existing} = 8.5'$.

Subsection 4.177(.01)(G) – Dead End Streets

- G5.** This section requires that “new dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection.”

The proposed subdivision design provides a loop access route, originating at SW Parkway Avenue, traveling northerly through the project and intersecting with SW Parkway Avenue meeting code.

Section 4.237(.02) – Easements

- G6.** The Applicant’s submittal documents indicate appropriate easements will be provided as part of the final plat. The Engineering Division requires that all easements on the final plat shall be specified per the City’s Public Works Standards and should be approved by the City Engineer prior to the issuance of Engineering Division permits for the project.

Section 4.237(.03) – Pedestrian and bicycle pathways.

- G7.** The proposed Tentative Subdivision Plat specifies five (5) foot sidewalks along the both sides of the extension of Ash Meadow Road, and on the west side of SW Parkway Avenue meeting code. See proposed conditions PFC34 for improvement requirements for a bike path and sidewalk along SW Parkway Avenue.

Section 4.237(.04) – Tree Planting

- G8.** Plan Sheet L2.0 of Exhibit B1 identifies the location of proposed street trees, which are Red Oaks at 3” caliper d.b.h. along SW Parkway and 2” caliper d.b.h. along Ash Meadows Road meeting code. The Applicant will be required to provide an instrument guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property. See Condition PDF8.

Section 4.237(.05) – Lot Size and Shape

Subsection 4.125.4, PDR-4 specifies the following for lot size and shape:

- (.01) Average lot size: 5,000 square feet.**
- (.02) Minimum lot size: 4,000 square feet.**
- (.03) Minimum density at build-out: One unit per 6,000 square feet.**
- (.04) Other standards:**
 - A. Minimum lot width at building line: Thirty five (35) feet.**

- B. Minimum street frontage of lot: Thirty five (35) feet.
- C. Minimum lot depth: Sixty (60) feet.
- D. Setbacks: per Section 4.113(.03).
- E. Maximum building height: Thirty-five (35) feet.
- F. Maximum lot coverage: Seventy-five percent (75%) for all buildings.

Section 4.237(.05) – Lot Size and Shape

Subsection 4.125.5, PDR-5 specifies the following for lot size and shape:

- (.01) Average lot size: 3,000 square feet.
- (.02) Minimum lot size: 2,500 square feet.
- (.03) Minimum density at build-out: One unit per 4,000 square feet.
- (.04) Other standards:
 - A. Minimum lot width at building line: Thirty (30) feet.
 - B. Minimum street frontage of lot: Thirty (30) feet.
 - C. Minimum lot depth: Sixty (60) feet.
 - D. Setbacks: per Section 4.113(.03).
 - E. Maximum building height: Thirty-five (35) feet.
 - F. Maximum lot coverage: Seventy-five percent (75%) for all buildings.

Section 4.113.03(B):

- B. For lots not exceeding 10,000 square feet:
 1. Minimum front yard setback: Fifteen (15) feet, with open porches allowed to extend to within ten (10) feet of the property line.
 2. Minimum side yard setback: One story: five (5) feet; Two or more stories: seven (7) feet. In the case of a corner lot, abutting more than one street or tract with a private drive, the side yard on the street side of such lot shall be not less than ten (10) feet.
 3. In the case of a key lot, the front setback shall equal one-half (1/2) the sum of depth of the required yard on the adjacent corner lot along the street or tract with a private drive upon which the key lot faces and the setback required on the adjacent interior lot.
 4. No structure shall be erected within the required setback for any future street shown within the City's adopted Transportation Master Plan or Transportation Systems Plan.
 5. Minimum setback to garage door or carport entry: Twenty (20) feet. Wall above the garage door may project to within fifteen (15) feet of property line, provided that clearance to garage door is maintained. Where access is taken from an alley, garages or carports may be located no less than four (4) feet from the property line adjoining the alley.
 6. Minimum rear yard setback: One story: fifteen (15) feet. Two or more stories: Twenty (20) feet. Accessory buildings on corner lots must observe the same rear setbacks as the required side yard of the abutting lot.

G9. The Applicant is requesting six (6) waivers from the PDR-4 and PDR-5 standards. See Request C for the detailed analysis of the proposed waivers.

Section 4.237(.12) – Land for Public Purposes

G10. The Applicant will be required to dedicate all rights-of-way and public utility easements deemed necessary by the civil engineer for the project, prior to approval of any final inspection requested subsequent to this action, if approved.

Section 4.237(.13) – Corner Lots

G11. All radii within the proposed partition are in excess of 10 feet, which meet this criterion.

Section 4.262 – Improvements – Requirements

G12. The Deputy City Engineer's conditions require the installation of all public utilities to the City's Public Works standards.

4.264 – Improvements – Assurance

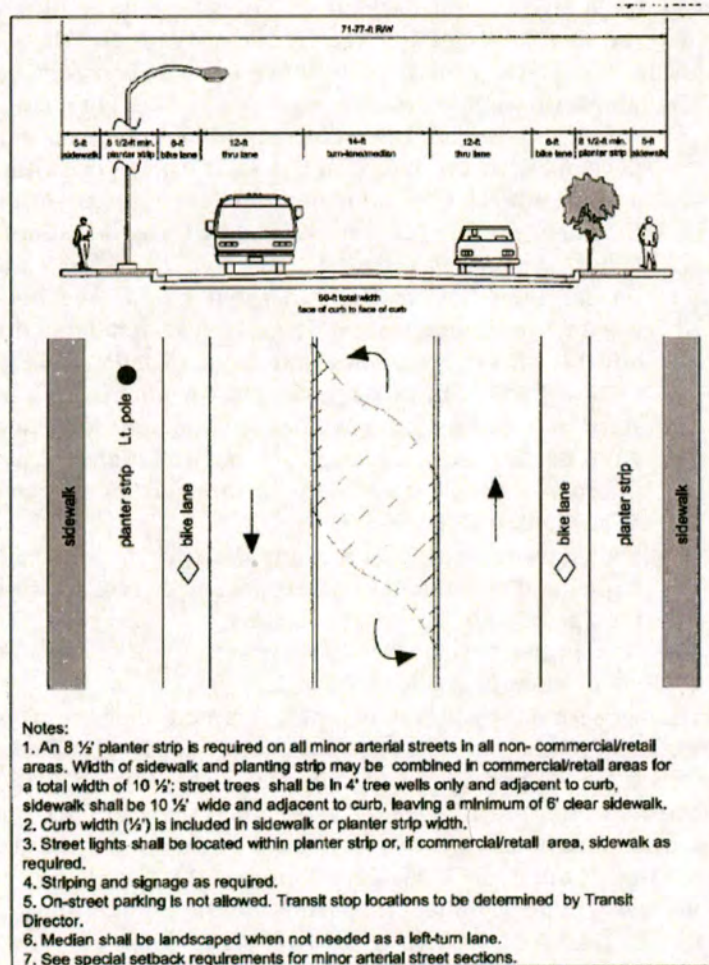
G13. The Applicant has not furnished an assurance to the City for the complete installation of all improvements. The Applicant will be required to provide a cost estimate and security acceptable to the City Engineer for the completion of all public improvements. With proposed condition PDG2(e) this can be accomplished.

DOLAN FINDINGS FOR RIGHT-OF-WAY EXACTION FOR SW PARKWAY AVENUE:

- 1.** The City is requesting additional easement or dedication of right-of-way to accommodate up to a ten (10) foot wide pedestrian/bicycle pathway along the east side of proposed Lots 1, 4 and 5 because there are no bicycle lanes within the current SW Parkway Avenue roadway. There is an existing five (5) foot wide, curbside sidewalk along the frontage of the Applicant's property which may be incorporated into the wider 8 to 10 foot pathway. See PF conditions for the more detailed requirements for development of the proposed pathway, a five (5) foot bike lane along the east side of SW Parkway and restriping of three vehicle lanes to accommodate the easterly bike lane.
- 2.** The PFC34 condition attached to the staff report require the pathway described in Finding 1 as being justified, which requirements are connected to; Request B: DB12-0013 Stage I Preliminary Plan and Request G: DB12-0018 Tentative Subdivision Plat.
- 3.** Specifically proposed in the proposed revised Stage I Preliminary Plan (Master Plan) will add to the approved 324 multi-family units and 32 single-family houses (for sale) with the development of 359 multi-family units, divided among 14 apartment buildings and 39 single-family detached units (for sale), (754 total units) which is substantially increases the residential density over the 270 to 280 mobile home units in the Thunderbird Mobile Club (TMC) for the entire 59 acre master plan site. This increase creates a much higher demand of

pedestrian and bicycle use on sidewalks and pathways. Since the Applicant is increasing the housing density there is need for wider pedestrian and bicycle facilities.

- The regulatory provisions of the Planning and Land Development Ordinance for requiring sidewalk and pathway improvements are found in Section 4.178WC. Figure 2.5 of the 2003 Transportation Systems Plan (TSP) identifies "Widening bicycle & pedestrian facilities needed." Along SW Parkway Avenue fronting the subject property. Figures 4.8 and 4-20) of the TSP identifies SW Parkway Avenue as a Minor Arterial. The TSP requires 71 to 76 feet of right-of-way for a Minor Arterial, which is the classification of SW Parkway Avenue. (Figures 4-8 and 4-20 in the TSP). Since the existing right-of-way is only 30-feet-wide from centerline, an additional right-of-way dedication of at least 5.5 feet is required along the frontage. See the TSP street profile below:



City of
WILSONVILLE
in OREGON
Transportation
Systems Plan

Figure 4.20
Minor Arterial Street Standards

Section 4.140 Planned Development Regulations

Section 4.140 (.09) Final Approval (Stage Two):

A planned development permit may be granted by the Development Review Board only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Section 4.140:

2. That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity Manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City's adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.
 - a. In determining levels of Service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Development Review Board:
 - i. An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source(s) of information of the estimate of the traffic generated and the likely routes of travel; [Added by Ord. 561, adopted 12/15/03.]
 - ii. What impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations. [Amended by Ord 561, adopted 12/15/03.]
 - b. The following are exempt from meeting the Level of Service D criteria standard:
 - i. A planned development or expansion thereof which generates three (3) new p.m. peak hour traffic trips or less;
 - ii. A planned development or expansion thereof which provides an essential governmental service.
 - c. Traffic generated by development exempted under this subsection on or after Ordinance No. 463 was enacted shall not be counted in determining levels of service for any future applicant. [Added by Ord 561, adopted 12/15/03.]
 - d. Exemptions under 'b' of this subsection shall not exempt the development or expansion from payment of system development charges or other applicable regulations. [Added by Ord 561, adopted 12/15/03.]
 - e. In no case will development be permitted that creates an aggregate level of traffic at LOS "F". ([Added by Ord 561, adopted 12/15/03.]
5. The Applicant contracted with through the City with DKS and Associates to perform a traffic study for the proposal (See Exhibit B1). The traffic study was conducted for the development of 398 residential units on proposed on Lots 1 through 4, divided among 14 apartment

buildings (359 units) and 39 single-family detached units. The traffic study conducted for the proposed Brenchley Estates – North project provides an estimate of the traffic trips based upon the development at full build-out. The traffic study estimates a total of 36 (Jory Trail at the Grove) and 40 (Brenchley Estates – North) total project trips through the I-5/Wilsonville interchange area (net-new trips can be determined by subtracting 15% of TMC's allocated historical trips) based on the ITE Trip Generation Manual.

3. That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.

6. **Sidewalks** – The subject site has frontage on SW Parkway Avenue. SW Parkway Avenue is identified in the Transportation System Plan as a Minor Arterial with limited access points. The proposal includes plans for 8 to 10 foot wide sidewalk/pathway next to the street curb and to meander through existing trees.

Area of Special Concern:

7. The subject property for the proposal is not in an identified Area of Special Concern.

Section 4.177. Street Improvement Standards.

(.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards:

A. All street improvements and intersections shall conform to the Public Works Standards and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.

8. The subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. Staff finds that SW Parkway Avenue is improved to current TSP and Public Works standards; therefore, additional street improvements are not warranted.
9. Pursuant to the TSP, Minor Arterials are required to provide 71 to 76 feet of right-of-way which includes 5 foot sidewalks, 8.5-foot planter strips, and 6 foot bike lanes. Two 12 foot travel lanes and 14' turn lane. Existing is a 60-foot right-of-way. Since the current roadway does not include 6-foot bike lanes the City Engineering Division is proposing two 12 foot travel lanes, 14 foot turn lane, one 5 foot bike lane along the east side of the street and 8 to 10 foot pathway. Condition of approval PFC34 will require that the Applicant provide a public sidewalk easement to accommodate those sections of the proposed pathway outside the public right-of-way.

All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.

- 1. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the**

street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.

10. As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. Staff finds that SW Parkway Avenue is improved to current TSP and Public Works standards; therefore, additional improvements are not warranted. Pursuant to the TSP, Minor Arterials are required to provide 71 to 76 feet of right-of-way which includes 5 foot sidewalks, 8.5-foot planter strips, and 6 foot bike lanes. Two 12-foot travel lanes and 14' turn lane. Existing is a 60-foot right-of-way. Since the current roadway does not include 6-foot bike lanes the City Engineering Division is proposing two 12 foot travel lanes, 14-foot turn lane, one 5 foot bike lane along the east side of the street and 8 to 10 foot pathway.

Conditions of approval PFC31 and PFC32 requires that the Applicant provide a public sidewalk easement to accommodate those sections of the proposed sidewalk outside the public right-of-way.

C. Rights-of-way.

1. **Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Street System Master Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.**
11. As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. The Applicant submittal includes plans for a 5-lot subdivision. Any additional dedication of the SW Parkway Avenue right-of-way will occur with the recordation of the final plat. Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required half - ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as 38.5' - 30' existing = 8.5'. See also PFC 26 for required Public Utility Easement requirements. See proposed condition PFC1.

Proportionality of public facility conditions to impact of the development – Dolan findings:

The Standard:

12. Conditions imposed under W.C. 4.140 (Planned Development Regulations) and W.C. 4.200 - 2.90 (Land Divisions), among other permits and approvals, must be consistent with State and Federal Constitutions. While no local code section requires it, *Dolan v. City of Tigard*, 512 US 374, (1994), construed the 5th Amendment of the US Constitution to require that when local governments impose, through "individualized determinations," property dedications as conditions of land use permit approval, it must demonstrate that

the requirements are related both in nature and extent to the impact of the proposed development.

Specifically the *Dolan* test states that exactions of property must have an "essential nexus," between the exactions and the harm created by the proposed development and that there be a reasonable relationship – a "rough proportionality" - between the impacts of the development and the exaction.

The Exaction:

13. PF conditions recommended by the City Engineering Division require that the Applicant provide an easement or dedicate Right-Of-Way (ROW) for a 8 to 10' wide sidewalk/bike path along the frontage of proposed lots 1, 4 and 5 next to SW Parkway Avenue. *Dolan* has been construed by the courts to be limited to dedications – exaction of property – and not to improvements to public facilities such as a road or a water line. It has also been limited to cases where requirements are imposed on a case by case basis, and not through generally applicable legislation. Under W.C. 3.294, the City adopted public works standards apply to all public improvements. Additionally, and importantly, the analysis does not apply to those exactions (or portions thereof) paid for by the city. Condition PFC34 go on to require an 8 to 10 foot wide sidewalk/bike path. In this connection, it must be noted that staff is recommending that Applicant and the City may enter into a Development Agreement that apportions the cost of this exaction such that the City will grant SDC credits or otherwise reimburse the Applicant for one half of the cost of dedication and design and construction of a sidewalk/path way.

The proposed pedestrian link is consistent with the City's pedestrian-friendly policies. There are no existing bike lanes along SW Parkway. Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of Parkway Avenue envisions a multi modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of SW Parkway includes curb and 5' of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in proposed condition PFC34. To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the developer's representatives, and is acceptable to the City: Developer should construct a minimum of five additional feet of sidewalk along the Brenchley Estates - North frontage onto SW Parkway Avenue. Where possible, the new sidewalk should abut the existing sidewalk creating a 10 foot wide pathway within the SW Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width shall be 8 feet. In conjunction with the new pathway construction, Parkway Avenue between Town Center Loop and SW Boeckman Avenue shall be re-stripped to create a continuous on-street bike lane on the east side of Parkway Avenue.

Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. Left turn pockets shall also be striped at Ash Meadows Road. See proposed Condition PFC34.

Nexus:

14. There is a nexus between the exactions and the City's legitimate interest in insuring adequate transportation (pedestrian and bicycle) connectivity. The findings elsewhere in this report and contained in the PF Conditions are referenced and incorporated herein. The city has determined that city requirement for connectivity is necessary for approval of the requested permits. Specifically, the primary problems the development would cause, without the exaction, and mitigate with them to involve the sidewalk/bicycle path. Its extension north and south along SW Parkway Avenue next to the site is provided in the Transportation System Plan (TSP), an element of the Comprehensive Plan. Without the requirement as planned will result in inadequate and safe pedestrian and bicycle route for the increased residential population that will be generated by the Brenchley Estates - North project (see Finding 3) and with pedestrians and cyclists from the new Oregon Institute of Technology campus north of the subject site expected to open in 2012. The City has a legitimate governmental interest in assuring that a development does not cause the public problem of inadequate, unsafe and inefficient public transportation facilities. Pursuant to the TSP policy of connectivity, this is done by ensuring that adequate sidewalks and bicycle facilities that logically follow and continue the city's street system are provided in order to avoid traffic generation that exceed the street system carrying capacity. The required sidewalk and bikeway route is also shown in the SW Parkway Avenue corridor in the TSP. Together, the city has a legitimate governmental interest in requiring the sidewalk/bike path and the associated exaction alleviate or avoid these problems.

Rough Proportionality:

15. From the above findings, we observe that the development is benefitted by the exaction and that the exaction to mitigate the impacts of the development. In particular, the improvement of an 8 to 10' wide sidewalk/bike path along the westerly ROW of SW Parkway Avenue would help alleviate the identified pedestrian/bicycle connectivity problem between SW Boeckman Road and Town Center Loop in a way that is "roughly proportional" to the project's increased residential population now as envisioned. There is a relationship between the lower existing pedestrian and bicycle traffic and expected development-generated pedestrian and bicycle traffic from a major residential project. DKS, a professional traffic consultant, conducted a Traffic Impact Study that considered the proposed project and uses on the property, (development of 363 residential units on proposed Parcels 1 and 2, divided among 14 apartment buildings (324 units) and 39 single-family detached units) recommending adding bike lanes and sidewalks. Staff is proposing a shared 8 to 10 foot wide pedestrian/bicycle path. It is certainly roughly proportional to the impacts of the development.

DOLAN FINDINGS FOR RIGHT-OF-WAY EXACTION FOR SW BOECKMAN ROAD:

1. *The City is requiring in Condition PFC33: Boeckman Road adjacent to the proposed site is classified in the City TSP as a Major Arterial, with a required Right of Way of 99' to 101', yielding a required half - ROW adjacent to the project of 49.5' to 50.5'. The current half - ROW is less than that in locations, thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 101' ROW is needed, therefore, the additional ROW dedication from the project is 50.5' from the centerline of Boeckman Road. See also PFC 27 for required Public Utility Easement requirements.*
2. *The PFC33 condition referenced in Dolan Finding 1, ROW dedication as being justified, which requirements are connected to; Request B: DB12-0013 Stage I Preliminary Plan, DB12-0015 Stage II Final Plan for Lot 1 and Request G: DB12-0018 Tentative Subdivision Plat.*
3. *Specifically proposed in the proposed revised Stage I Preliminary Plan (Master Plan) would combine the approved 324 multi-family units and 32 single-family houses (for sale) with the development of 359 multi-family units, divided among 14 apartment buildings and 39 single-family detached units (for sale), (754 total units) which is substantially increases the residential density over the 270 to 280 mobile home units in the Thunderbird Mobile Club (TMC) for the entire 59 acre master plan site. This increase creates a much higher demand of 276 new net p.m. vehicle trips. Since the Applicant is increasing the housing density there is need for wider right-of-way along SW Boeckman Road.*
4. *The regulatory provisions of the Planning and Land Development Ordinance for requiring street, sidewalk and pathway improvements are found in the 2003 Transportation Systems Plan (TSP), Figures 4.8 and 4-21) of the TSP identifies SW Boeckman Road as a Major Arterial. The TSP requires 99 to 101 feet of right-of-way for a Major Arterial, which is the classification of SW Boeckman Road. (Figures 4-8 and 4-21 in the TSP). Since the existing right-of-way is only 49.5' to 50'5', an additional right-of-way dedication from the project is 50.5' from the centerline of SW Boeckman Road is required along the frontage.*

Section 4.140 Planned Development Regulations

Section 4.140 (.09) Final Approval (Stage Two):

A planned development permit may be granted by the Development Review Board only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Section 4.140:

2. *That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity Manual published by the National Highway Research Board, on existing*

or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City's adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.

- f. In determining levels of Service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Development Review Board:
 - i. An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source(s) of information of the estimate of the traffic generated and the likely routes of travel; [Added by Ord. 561, adopted 12/15/03.]*
 - ii. What impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations. [Amended by Ord 561, adopted 12/15/03.]**
- g. The following are exempt from meeting the Level of Service D criteria standard:
 - i. A planned development or expansion thereof which generates three (3) new p.m. peak hour traffic trips or less;*
 - ii. A planned development or expansion thereof which provides an essential governmental service.**
- h. Traffic generated by development exempted under this subsection on or after Ordinance No. 463 was enacted shall not be counted in determining levels of service for any future applicant. [Added by Ord 561, adopted 12/15/03.]*
- i. Exemptions under 'b' of this subsection shall not exempt the development or expansion from payment of system development charges or other applicable regulations. [Added by Ord 561, adopted 12/15/03.]*
- j. In no case will development be permitted that creates an aggregate level of traffic at LOS "F". ([Added by Ord 561, adopted 12/15/03.]*

- 5. Through the City, the Applicant with DKS Associates to perform a traffic study for the proposal (See Exhibit B1). The traffic study was conducted for the development of 398 residential units on proposed on Lots 1 through 4, divided among 14 apartment buildings (359 units) and 39 single-family detached units. The traffic study conducted for the proposed Brenchley Estates – North project provides an estimate of the traffic trips based upon the development at full build-out. The traffic study estimates a total of 36 (Jory Trail at the Grove) and 40 (Brenchley Estates – North) total project trips through the I-5/Wilsonville interchange area (net-new trips can be determined by*

subtracting 15% of TMC's allocated historical trips) based on the ITE Trip Generation Manual.

3. That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.

6. *Streets and Sidewalks – The subject site has frontage on SW Boeckman Road. SW Boeckman Road is identified in the Transportation System Plan as a Major Arterial with no access points along the project frontage. The proposal includes plans for 5 foot wide sidewalk/pathway next to the street curb.*

Section 4.177. Street Improvement Standards.

(.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards:

- A. *All street improvements and intersections shall conform to the Public Works Standards and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.*

7. *The subject site fronts on SW Boeckman Road, which is identified in the Transportation System Plan (TSP) as a Major Arterial with no on-street parking. Staff finds that SW Boeckman Road is not improved to current TSP and Public Works standards; therefore, additional street improvements are warranted.*

8. *Pursuant to the TSP, Major Arterials are required to provide 99 to 101 feet of right-of-way which includes 5 foot sidewalks, 8.5-foot planter strips, and 6 foot bike lanes. Four 12 foot travel lanes and 14' turn lane. Existing is a 49.5' to 50'5' right-of-way.*

All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.

1. *Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.*

9. *As indicated previously, the subject site fronts on SW Boeckman Road, which is identified in the Transportation System Plan (TSP) as a Major Arterial with no on-street parking. Staff finds that SW Boeckman Road is not improved to current TSP and Public Works standards; therefore, additional improvements are warranted. Pursuant to the TSP, Major Arterials are required to provide 99 to 101 feet of right-of-way which includes 5 foot sidewalks, 8.5-foot planter strips, and 6 foot bike lanes. Four 12-foot travel lanes and 14' turn lane. Existing is a 49.5' to 50'5' right-of-way.*

Conditions of approval PFC27 and PFC33 requires that the Applicant provide a public sidewalk easement to accommodate those sections of the proposed sidewalk outside the public right-of-way.

C. Rights-of-way.

1. *Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Street System Master Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.*
10. *As indicated previously, the subject site fronts on SW Boeckman Road, which is identified in the Transportation System Plan (TSP) as a Major Arterial with no on-street parking. The Applicant submittal includes plans for a 5-lot subdivision. Any additional dedication of the SW Boeckman Road right-of-way will occur with the recordation of the final plat. Boeckman Road adjacent to the proposed site is classified in the City TSP as a Major Arterial, with a required Right of Way of 99' to 101', yielding a required half - ROW adjacent to the project. The current half - ROW is 49.5' to 50'5', thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Boeckman Road, and has determined a future 101' ROW is needed, Staff has evaluated the long term needs for Boeckman Road, and has determined a future 101' ROW is needed, therefore, the additional ROW dedication from the project is 50.5' from the centerline of Boeckman Road. See also PFC 27 for required Public Utility Easement requirements.*

Proportionality of public facility conditions to impact of the development – Dolan findings:

The Standard:

11. *Conditions imposed under W.C. 4.140 (Planned Development Regulations) and W.C. 4.200 – 2.90 (Land Divisions), among other permits and approvals, must be consistent with State and Federal Constitutions: While no local code section requires it, Dolan v. City of Tigard, 512 US 374, (1994), construed the 5th Amendment of the US Constitution to require that when local governments impose, through "individualized determinations," property dedications as conditions of land use permit approval, it must demonstrate that the requirements are related both in nature and extent to the impact of the proposed development.*

Specifically the Dolan test states that exactions of property must have an "essential nexus," between the exactions and the harm created by the proposed development and that there be a reasonable relationship – a "rough proportionality" - between the impacts of the development and the exaction.

The Exaction:

12. *PF conditions recommended by the City Engineering Division require that the Applicant dedicate ROW along the frontage of proposed lot 1 next to SW Boeckman*

Road. Dolan has been construed by the courts to be limited to dedications – exaction of property – and not to improvements to public facilities such as a road or a water line. It has also been limited to cases where requirements are imposed on a case by case basis, and not through generally applicable legislation. Under W.C. 3.294, the City adopted public works standards apply to all public improvements. Additionally, and importantly, the analysis does not apply to those exactions (or portions thereof) paid for by the City. Condition PFC33 and PFC35 goes on to require street dedication and cost reimbursement per PF35.

Nexus:

13. *There is a nexus between the exactions and the City's legitimate interest in insuring adequate transportation (street) connectivity. The findings elsewhere in this report and contained in the PF Conditions are referenced and incorporated herein. The City has determined that city requirement for connectivity is necessary for approval of the requested permits. Specifically, the primary problems the development would cause, without the exaction, and mitigate with them to involve the street, sidewalk and bicycle lane. Its extension east and west along SW Boeckman Road next to the site is provided in the Transportation System Plan (TSP), an element of the Comprehensive Plan. Without the requirement as planned will result in inadequate and safe vehicle, pedestrian and bicycle route for the increased residential population that will be generated by the Brenchley Estates - North project. The City has a legitimate governmental interest in assuring that a development does not cause the public problem of inadequate, unsafe and inefficient public transportation facilities. Pursuant to the TSP policy of connectivity, this is done by ensuring that adequate streets, sidewalks and bicycle facilities that logically follow and continue the City's street system are provided in order to avoid traffic generation that exceed the street system carrying capacity. The required street, sidewalk and bikeway route is also shown in the SW Boeckman Road corridor in the TSP. Together, the City has a legitimate governmental interest in requiring the street, sidewalk and bike lane and the associated exaction alleviate or avoid these problems.*

Rough Proportionality:

14. *From the above findings, we observe that the development is benefitted by the exaction and that the exaction to mitigate the impacts of the development. In particular, the improvement of a street along the southerly ROW of SW Boeckman Road would help alleviate the identified pedestrian/bicycle connectivity problem between SW Boeckman Road and Town Center Loop in a way that is "roughly proportional" to the project's increased residential population now as envisioned. There is a relationship between the lower existing pedestrian and bicycle traffic and expected development-generated pedestrian and bicycle traffic from a major residential project. DKS, a professional traffic consultant, conducted a Traffic Impact Study that considered the proposed project and uses on the property, (development of 363 residential units on proposed Parcels 1 and 2, divided among 14 apartment buildings (324 units) and 39 single-family detached units) recommending adding bike lanes and sidewalks. Staff is*

proposing a shared 8 to 10 foot wide pedestrian/bicycle path. It is certainly roughly proportional to the impacts of the development.

PFC35 states: At this time the City is not prepared to move forward with the design and construction of Boeckman Road as a major arterial. In lieu of design and construction of street improvements on Boeckman Road adjacent to the site, applicant shall be required to deposit with the City the engineer's estimate (approved by the City's Authorized Representative) for half street improvements on Boeckman Road. The City views half street improvements to be 24-ft from face of curb plus landscape and pedestrian improvements from curb to edge of right-of-way. Improvements to be estimated shall include, at a minimum, street improvements, curb & gutter, storm system including curb inlets, pipe and manholes, striping, signage, street lighting, sidewalks, landscaping and irrigation. Applicant shall submit 130% of the engineers estimate (to include anticipated cost of design and engineering) to the City prior to project acceptance.

DOLAN FINDINGS FOR BUS PULL-OUT SOUTH/TURN-OUT OF SW BOECKMAN ROAD:

The construction of the proposed bus pull-out will allow for the removal of an existing bus stop on SW Parkway Avenue, adjacent to the Brenchley development. Recommended conditions of approval:

1. *The City is requiring in Conditions TR1 and TR2:
TR1. Applicant shall provide an easement or additional right-of-way along the frontage of SW Parkway Avenue, south of the proposed Street 'D', sufficient to allow for the construction of a 10 foot by 100 foot bus pull-out, to the satisfaction of the City Engineer. If needed, based on road geometry, additional right-of-way or easement shall be provided for a covered bus shelter per City Public Works Standards.
TR2. Applicant shall be responsible for the construction of the bus pull-out and bus shelter noted in Condition #1, above, to City Public Works Standards.*
2. *The TR1 condition referenced in Dolan Finding 1, ROW dedication as being justified, which requirements are connected to; Request B: DB12-0013 Stage I Preliminary Plan, DB12-0015 Stage II Final Plan for Lot 1 and Request G: DB12-0018 Tentative Subdivision Plat.*
3. *Specifically proposed in the proposed revised Stage I Preliminary Plan (Master Plan) would combine the approved 324 multi-family units and 32 single-family houses (for sale) with the development of 359 multi-family units, divided among 14 apartment buildings and 39 single-family detached units (for sale), (754 total units) which are substantially increases the residential density over the 270 to 280 mobile home units in the Thunderbird Mobile Club (TMC) for the entire 59 acre master plan site. This increase creates a much higher demand of 276 new net p.m. vehicle trips. Since the*

Applicant is increasing the housing density there is need for wider right-of-way along SW Parkway Avenue for a bus turnout for SMART.

4. *The City's position for requiring a bus turnout improvement is found in Findings D53 and D54 of this staff report:*

D53. Transit: On page 5 of the DKS Traffic Impact Analysis Report, Section IIB of Exhibit B1, DKS traffic consultants indicate that "The southbound South Metro Area Regional Transit (SMART) stop located along the project frontage should be relocated to a new location and a bus pull-out must be provided. The location should be chosen such there is convenient access to the site and that the ingress and egress needs of the site driveways are duly considered. The precise location and design of the transit stop location should be coordinated with City and SMART staff."

Because of the 754 residential units being created by Brenchley Estates-North and Jory Trail at the Grove, SMART transit agency is seeking a bus turnout along SW Parkway Avenue. The Applicant has indicated to Staff that he has been in contact with SMART regarding the possible bus turnout. The Applicant has indicated the general location of a bus turnout from Parkway Avenue south of proposed Street D onto frontages of lots 4 and 5 on Plan Sheet P3.3. The Applicant would like to "defer possible right-of-way dedication or easement granting and construction of the turnout until such time as of those lots receives Stage II final development plan approval." (Lots 4 and 5).

D54. Background – support for bus pull-out:

The subject property is located at the southeast corner of SW Boeckman Road and SW Parkway Avenue. Parkway and Boeckman are both designated arterial roads with increasing traffic anticipated into the future.

Site development anticipates a total of more than 754 residential units. Although the applicant is proposing the actual development of Lot 5 in a future phase, the need for a bus pull-out along SW Parkway will occur with the build-out of the other phases of the development, prior to Lot 5.

Immediately north and east of the subject property is the largest employment area of the community. Oregon Institute of Technology (OIT) will be opening there in fall, 2012, and anticipates growing to eventually serve approximately 1200 students.

SW Parkway is located on a "regional" transit line (SMART's 2X line) that carries passengers from TriMet's Barbur Boulevard Station in Portland into Wilsonville. Direct access to that bus line will be a substantial amenity for residents of the new development.

Buses also connect the subject property with the westside commuter rail line (WES), with 30-minute headways during weekday peak traffic periods and one-hour headways at off-peak times.

Given the three-lane design of SW Parkway (which is not planned to have additional lanes in the future) buses stopping to load and unload passengers in the southbound lane could quickly result in traffic backed up through the Boeckman Road intersection. Having a designated bus pull-out will avoid such conflicts.

5. Section 4.140 Planned Development Regulations

Section 4.140 (.09) Final Approval (Stage Two):

A planned development permit may be granted by the Development Review Board only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Section 4.140:

2. That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity Manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City's adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.

k. In determining levels of Service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Development Review Board:

i. An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source(s) of information of the estimate of the traffic generated and the likely routes of travel; [Added by Ord. 561, adopted 12/15/03.]

ii. What impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations. [Amended by Ord 561, adopted 12/15/03.]

l. The following are exempt from meeting the Level of Service D criteria standard:

i. A planned development or expansion thereof which generates three (3) new p.m. peak hour traffic trips or less;

ii. A planned development or expansion thereof which provides an essential governmental service.

-
- m. *Traffic generated by development exempted under this subsection on or after Ordinance No. 463 was enacted shall not be counted in determining levels of service for any future applicant. [Added by Ord 561, adopted 12/15/03.]*
 - n. *Exemptions under 'b' of this subsection shall not exempt the development or expansion from payment of system development charges or other applicable regulations. [Added by Ord 561, adopted 12/15/03.]*
 - o. *In no case will development be permitted that creates an aggregate level of traffic at LOS "F". ([Added by Ord 561, adopted 12/15/03.]*
6. *The Applicant contracted with DKS and Associates to perform a traffic study for the proposal (See Exhibit B1). The traffic study was conducted for the development of 398 residential units on proposed on Lots 1 through 4, divided among 14 apartment buildings (359 units) and 39 single-family detached units. The traffic study conducted for the proposed Brenchley Estates – North project provides an estimate of the traffic trips based upon the development at full build-out. The traffic study estimates a total of 36 (Jory Trail at the Grove) and 40 (Brenchley Estates – North) total project trips through the I-5/Wilsonville interchange area (net-new trips can be determined by subtracting 15% of TMC's allocated historical trips) based on the ITE Trip Generation Manual.*
3. *That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.*
7. *Bus turnout – The subject site has frontage on SW Parkway Avenue. SW Parkway Avenue is identified in the Transportation System Plan as a Minor Arterial with access points along the project frontage. The proposal does not include plans for a bus turnout.*
8. *Figures 4.8 and 4-20) of the TSP identifies SW Parkway Avenue as a Minor Arterial. The TSP requires 71 to 76 feet of right-of-way for a Minor Arterial, which is the classification of SW Parkway Avenue. (Figures 4-8 and 4-20 in the TSP). Since the existing right-of-way is only 30-feet-wide from centerline, an additional right-of-way dedication of at least 5.5 feet is required along the frontage plus ROW to accommodate a bus turnout.*
9. *Conditions of approval TR1 and TR2 require that the Applicant provide a public transit turnout and construct a bus pull-out and bus shelter meeting City public works standards.*
10. *As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial. The Applicant submittal includes plans for a 5-lot subdivision. Any additional dedication of the SW Parkway Avenue right-of-way will occur with the recordation of the final plat.*

Proportionality of public facility conditions to impact of the development – Dolan findings:

The Standard:

11. ***Conditions imposed under W.C. 4.140 (Planned Development Regulations) and W.C. 4.200 – 2.90 (Land Divisions), among other permits and approvals, must be consistent with State and Federal Constitutions. While no local code section requires it, Dolan v. City of Tigard, 512 US 374, (1994), construed the 5th Amendment of the US Constitution to require that when local governments impose, through "individualized determinations," property dedications as conditions of land use permit approval, it must demonstrate that the requirements are related both in nature and extent to the impact of the proposed development.***

Specifically the Dolan test states that exactions of property must have an "essential nexus," between the exactions and the harm created by the proposed development and that there be a reasonable relationship – a "rough proportionality" - between the impacts of the development and the exaction.

The Exaction:

12. ***TR1 and TR2 conditions recommended by the SMART Transit Director require that the Applicant dedicate along the frontage of proposed lots 4 and 5 next to SW Parkway Avenue. Dolan has been construed by the courts to be limited to dedications – exaction of property – and not to improvements to public facilities such as a road or a water line. It has also been limited to cases where requirements are imposed on a case by case basis, and not through generally applicable legislation. Under W.C. 3.294, the City adopted public works standards apply to all public improvements. Additionally, and importantly, the analysis does not apply to those exactions (or portions thereof) paid for by the City. Conditions TR1 and TR2 go on to require dedication for a bus turnout.***

Nexus:

13. ***There is a nexus between the exactions and the City's legitimate interest in assuring adequate public transit facilities. The findings elsewhere in this report and contained in the TR Conditions are referenced and incorporated herein. The City has determined that City requirement for connectivity is necessary for approval of the requested permits. Specifically, the primary problems the development would cause, without the exaction, and mitigate with them to involve a public bus turnout. The major bus route along SW Parkway Avenue next to the site is identified in the Transportation System Plan (TSP), an element of the Comprehensive Plan. Without the requirement as planned will result in inadequate and safe public transit for the increased residential population that will be generated by the Brenchley Estates - North project. The City has a legitimate governmental interest in assuring that a development does not cause the public problem of inadequate, unsafe and inefficient public transportation facilities. Pursuant to the TSP policy of connectivity, this is done by ensuring that***

adequate public transit that logically follow and continue the City's street system are provided in order to avoid traffic congestion. Together, the City has a legitimate governmental interest in requiring the public transit facilities and the associated exaction alleviate or avoid these problems.

Rough Proportionality:

- 14. From the above findings, we observe that the development is benefitted by the exaction and that the exaction will mitigate the impacts of the development. In particular, the improvement of a bus turnout along the westerly ROW of SW Parkway Avenue would help alleviate the identified increased public transit connection need that is "roughly proportional" to the project's increased residential population now as envisioned. There is a relationship between the lower existing public transit use and expected development-generated transit use from a major residential project. DKS, a professional traffic consultant, conducted a Traffic Impact Study that considered the proposed project and uses on the property, (development of 363 residential units on proposed Parcels 1 and 2, divided among 14 apartment buildings (324 units) and 39 single-family detached units) recommending improving transit use. Staff is proposing a bus turnout. It is certainly roughly proportional to the impacts of the development.***
- 15. The increased density over the prior use has additional impacts on transportation infrastructure. The City considers transit provides an offset to what those impacts would otherwise be without transit. Given the Applicants statements of likely tenant mix including a number of students and the affordable housing being provide, transit at its doorstep is a benefit to their tenants and thus an additional benefit to the owner/developer, especially since the housing will not have a two or three car garage for any unit, thereby impacting public transit. A possible mitigation is an SDC credit for the bus shelter if one is proposed.***

Wilsonville City Hall
29799 SW Town Center Loop E
Wilsonville, Oregon 97070

**Development Review Board – Panel B
Minutes–March 26, 2012 6:30 PM**

I. Call to Order:

Chair Monica Keenan called the DRB-Panel B meeting to order at 6:28 p.m.

II. Chairman's Remarks:

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

III. Roll Call:

Present for roll call were: Monica Keenan, Jim Sandlin, Andrew Karr, Cheryl Dorman, and Bob Alexander (Panel A). Dianne Knight and City Council Liaison Richard Goddard were absent.

Staff present were: Blaise Edmonds, Barbara Jacobson, Steve Adams, and Mike Ward

IV. Citizens' Input: This is an opportunity for visitors to address the Development Review Board on items not on the agenda. There was none.

V. City Council Liaison Report:

No Council Liaison report was given due to Councilor Goddard's absence.

VI. Consent Agenda:

A. Approval of minutes of November 28, 2011 meeting

Chair Keenan moved to postpone approval of the November 28, 2011 DRB-Panel B meeting minutes to the next meeting due to lack of a quorum. Jim Sandlin seconded the motion, which passed unanimously.

B. Approval of minutes of February 27, 2012 meeting

Jim Sandlin moved approval of the February 27, 2012 meeting minutes as presented. Andrew Karr seconded the motion, which passed unanimously.

VII. Public Hearing:

A. A. Resolution 226. Brenchley Estates (Jory Trail at the Grove) and Brenchley Estates North: Holland Partner Group – applicant and owner. The applicant is requesting approval of Zone Map Amendment from RA-H to PDP-4, Revised Stage I Preliminary Development Plan for Jory Trail at the Grove and Brenchley Estates – North, Waivers, Stage II Final Plan for Lot 1, Site Design Plans for Lot 1, Type 'C' Tree Plan for Lot 1, and a Tentative Subdivision Plat to create five (5) lots for Brenchley Estates - North, which is a residential planned community. The subject property is located on Tax Lots 100, 103, 104, 105 and 200 of Section 14A, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds. **The DRB action on the Zone Map Amendment is a recommendation to the City Council.**

Case File: DB12-0012 – Zone Map Amendment
DB12-0013 – Revised Stage I Preliminary Plan
DB12-0014 – Waivers

DB12-0015 – Stage II Final Plan – Lot 1
DB12-0016 – Site Design Review – Lot 1
DB12-0017 – Type ‘C’ Tree Plan – Lot 1
DB12-0018 – Five (5) Lot Tentative Subdivision Plat

Chair Keenan called the public hearing to order at 6:32 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 pages 4 and 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 noted many last minute changes had been made to the applications, as well as the draft copies of several exhibits he had emailed to the Board over the weekend, so several new exhibits were distributed to the Board, which he reviewed with additional comments as noted.

- **Exhibit A6:** Memorandum from Blaise Edmonds, dated March 26, 2012, highlighting proposed changes from Staff and the Applicant. He highlighted the memorandum as follows:
 - As mentioned in the Staff report (Exhibit A1), he did not believe the Applicant needed a waiver to the maximum height restriction of 35 ft for the thirteen, three-story apartment buildings proposed. The Applicant had requested a waiver in their application, but it was not necessary. Page 1 of Exhibit A6 noted the deleted language needed in the Staff report to remove references to the height waiver.
 - Page 3 included clarifying language regarding density.
 - Dolan Findings were included for right-of-way exactions requested along SW Boeckman Rd and for a proposed bus pull out off SW Parkway Ave. Cities that request additional dedication, known as exactions, are required to prepare Dolan findings.
 - Changes to PF conditions submitted by City Civil Engineer Mike Ward were noted on Page 14.
 - **Mike Ward, City Civil Engineer**, clarified that the added language shown in Conditions PFC 29, PFC 35 and PFC 52 was actually supplemental to the conditions shown as struck through. The portions that were struck through should still be in force. Only PFC 48 should be deleted. Staff had met with Applicant and they were agreeable to the revised conditions.
 - Condition FD12 from Tualatin Valley Fire and Rescue was modified, deleting the last sentence, which did not apply to this project.
 - Conditions PDF1, PDF2 and PDF5 were proposed by the Applicant, and addressed in Exhibit B7.
- **Exhibit B6:** Revised Color and Materials Board and renderings showing the new color palette on the building elevations for Brenchley Estates – North; circulated and distributed, respectively, to the DRB members. (Attached to Exhibit A6)
- **Exhibit B7:** Memorandum from OTAK, Tree Removal – Brenchley Estates North, dated March 23, 2012 (Attached to Exhibit A6). The replacement Exhibit B7 was provided by the Applicant and that simply corrected a street name from “B” to “D.” Exhibit B was also distributed to the Board
- **Exhibit B8:** Map received just prior to the meeting from the Applicant; green lines identified existing private roads on the property. The map indicated the construction access road to SW Parkway Ave, staging areas on Lot 3, a wheel wash, and tree removal.
- **Exhibit C5:** Public Works Plan Review Comment Form. (Attached to Exhibit A6). This form was not included in the Staff report, but the public facility conditions in Exhibit C1 addressed the public works concerns in Conditions PW1, PW2, and PW3 of the Staff report (Exhibit A1).
- Delete page 144 of 165 (Exhibit C1- Engineering Division PF conditions) as it appears to be from an earlier draft staff report.

Barbara Jacobson, Assistant City Attorney, confirmed the changes made regarding Conditions PFC 29, PFC 35, PFC 52, and PFC 48, and noted that the future Boeckman Rd exaction was a monetary exaction, not a right-of-way exaction.

Mr. Edmonds presented the Staff report (Exhibit A1) via PowerPoint with the following key comments and additional remarks by Mr. Ward as noted:

- He directed the Board to disregard Pages 144 165 of the Staff report. The pages, identified as Exhibits C1, C2, C3 and C4, seemed to be an early draft report of the Brenchley Estates project, but should not be included in the subject Staff report.
- The Board's action regarding the proposed zone map amendment was a recommendation to City Council. Approval of the companion applications was contingent upon Council's approval of the zone map amendment.
- Aerial photos were shown depicting the entire Brenchley Estates project site, the subject 28-acre Brenchley Estates North site, and a slide comparing the site as seen in 2010 to its appearance as Thunderbird Mobile Home Club in 1963.
 - * The south part of Brenchley Estates was currently under construction and renamed Jory Trail at the Grove. The Applicant would provide updated pictures of the construction.
 - * Most of the trees on the site were planted by residents or natural occurrences after 1963. No trees were significant, other than the grove of Oregon White Oaks in the middle of the site.
 - * Other noted features included the community center, a barn, and a water tower shown in the middle of the site, which the Applicant intended to keep for irrigation.
 - * When Boeckman Rd. is widened, the Applicant would need to build a substantial retaining wall along the north end of the site that could be 24 ft high at its highest point.
- The Brenchley Estates Preliminary Plan depicted the entire project, including Jory Trail at the Grove under construction and the 32-lot subdivision to its south, which was currently in the process of a public work permit review so the Applicant could start excavating, grading and constructing utility streets. The proposed Brenchley Estates – North site was reviewed as follows:
 - * The first segment of Ash Meadows Rd was complete. The road would extend north through the site as a public street and turn east to intersect SW Parkway Ave. Other future public streets, proposed streets C and D on the site were indicated.
 - * A future 39-lot subdivision would contain small lots of approximately 2,500 sq ft in size, similar to the lots in the Canyon Creek subdivision adjacent to Xerox.
 - * Proposed Phase I of consists of thirteen, three-story apartment buildings totaling 288 units. Apartment buildings with four-bedroom units were at the north end of the site with the remaining buildings containing a mix of one-, two-, and three-bedroom units.
 - * The proposed community center would be smaller than the one at Jory Trail.
 - * The four-story apartment building of approximately 71 units could be under construction next summer.
 - * Also shown was a parcel labeled Future Development, for which the Applicant did not yet have a planned use.
 - * The protected Significant Resource Overlay Zone (SROZ) was shown in the middle of the plan.
- A 19th-century barn was located on proposed Lot 4, near the site proposed for the four-story apartment building and its parking. The barn is not registered on any county, state or federal listing as an historic structure and little evidence exists that the barn is of historical significance. The Applicant does not plan to restore it but may salvage components of the barn and incorporate them into the park structures, or other architectural features of the development. An approval of the proposed Revised Stage I Plan would likely result in the barn being removed at any time. The City could not prevent the Applicant from obtaining a demolition permit from the Building Division to remove the barn.
- There is an existing road crossing through the SROZ which will become Ash Meadows Rd, and Brenchley Estates North would not encroach the 25-ft impact zone and SROZ. The Jory Trail portion of the project included some encroachment into the 25-ft SROZ impact zone.

- Zone Map Amendment. The boundary line of the zone change area crosses into the Boeckman Rd right-of-way because Boeckman Rd is still zoned Residential Agricultural-Holding (RA-H). The proposed zone change boundary to Planned Development Residential-4 (PDR-4) designation goes to the center of the right-of-way of Boeckman Road so future rezoning of property north of Boeckman Rd would need to re-zoned out of RA-H.
 - * The zone boundary traverses Tax Lots 200, 105, 103, with the proposed zoning changed to PDR-4 north of the line and to PDR-5 south of the new zone boundary. ~~There was for the~~ Jory Trail was already zoned PDR-5, so no re-zoning was required.
 - He displayed and reviewed 2010 census data and noted Exhibits 3, 4, and 5 in the Staff report were provided in response to questioning about why the project would include apartments. Key factors include that 31% of the Wilsonville population lives alone; An article from the the Urban Land Institute indicates a high demand for rental housing; high employment and low vacancy rates for single-family homes and apartments (Exhibit A4).
 - The Portland metropolitan area has the second-lowest apartment vacancy rate in the United States at 3.4%. Rent levels have increased 8% because demand for apartments exceeds supply, often resulting in higher rents and leading to concerns about not having affordable rental housing in the Portland metropolitan area.
 - He reviewed Table 1 in Section 4.124(.05) of the Zoning Code (Slide 12), explaining how the maximum density calculation differed between the Comprehensive Plan and Zoning Code.
 - According to Comprehensive Plan densities, the area of the entire Brenchley Estates project is 6 to 7 units per acre, allowing for a maximum of 420 units using the maximum 7 units per acre density. However, the PDR designations of the Zoning Code calculates density based on minimum lot-size: net acres (gross acres minus public streets) are divided by 4,000 sq ft for PDR-4 and by 2,500 sq ft for PDR-5. The density transfer credit of up to 50% from the SROZ is then added, allowing approximately 754 units, an increase of 334 units over the maximum units dictated by the Comprehensive Plan. The City has used this same methodology for calculating maximum density for several projects over the years, including Jory Trail at the Grove in 2011 and the Renaissance development south of Canyon Creek Rd. Most subdivision development in the last 10 years has been developed in Villebois, which uses a different method for determining maximum density.
 - When adopted 30 years ago, the Comprehensive Plan goal was to achieve 50% multi-family housing units, 40% single-family units and 10% manufactured home/parks. Wilsonville has since lost 271 mobile home units with the closure of Thunderbird Mobile Park, dropping the percentage of manufactured homes to 1.7%.
 - The entire master planned project of Brenchley Estates North and Jory Trail at the Grove would include 683 multi-family units and 71 single-family homes. Approving the proposed project has the potential to increase multi-family including condominium units to ~~56%~~ 58.3%, resulting in a higher percentage of multi-family than single-family homes in the city.
 - The Applicant is trying to capture density transfer credits from the SROZ not used with Jory Trail at the Grove project. Approximately 63 units would be transferred to Brenchley Estates North to total 398 units for that part of the development. Density from one part of a project site can be transferred to another part of the site as long as the project has the same ownership and is part of a master plan.
 - He noted that City Council's approval of Ordinance 395, a Comprehensive Plan amendment that created a future expansion of the Mentor Graphics industrial park campus adjacent to the east, eliminated 226 residential units.
 - He reviewed the phasing plan, noting Phase I would include the apartment buildings, a community center, private-park, swimming pool, and 39 single-family homes. The use of Lot 5 was yet to be determined.
- Waivers. The Applicant requested that the waivers approved by the DRB for Jory Trail in 2011 be extended to Brenchley Estates North. The Staff report discussed that approving these waivers would

enable the Applicant to create more open space, provide for needed parking, and build the 398 housing units. He asked that questions on waivers be deferred until after the Applicant's presentation on site design. The waivers included:

- Allowing a 4-ft rather than 5-ft minimum side yard setback for detached single-family lots.
- Allowing an 8-ft rather than 10-ft side yard setback for corner single-family lots.
- Allowing all lots in the split-zoned Brechley Estates North to have a minimum 2,500 sq ft lot size for consistent sizes throughout 39 single-family lots. PDR-4 usually requires a 4,000 sq ft minimum lot size and a 5,000 sq ft average lot size. Justification for these waivers would be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested.
- Staff and the Applicant agree no height waivers were necessary for the three-story apartment buildings whose height is 34 ft, 6 in, and 35 ft is the maximum.
 - The 16-ft high sound wall constructed for Jory Trail would continue into Brechley Estates North. Garages would be close to the proposed sound wall. The three-story apartment buildings would likely provide an added sound barrier to the single-family housing residents to the east.
- The four-story apartment building would be 50-ft high, requiring a waiver from the allowed maximum height of 35 ft. He emphasized that the displayed rendering of the proposed building was conceptual, not a final design (Slide 21). The Applicant must return to the DRB for Stage II and site design review to get approval of any building built on the parcel.
- He requested clarification by the Applicant regarding the requested waiver to the 20-ft minimum front yard setback. He believed it regarded the setback of the Community Building from Street C/Ash Meadow Rd.
 - He noted the main access road, Street D, would shift about 60 ft south to provide the required 600-ft distance centerline to centerline from the access road to the Boeckman Rd/Parkway Ave. intersection. The current distance is about 540 ft.
- A temporary waiver was requested to redevelop Lots 2 and 3 to create 39 lots. To approve the requested subdivision plat, the spacing needed to be reduced because the blocks are too big to meet the Development Code. When the Applicant re-plat the property, and the waiver would no longer apply.
- Slide 25 depicted a change in the Tentative Subdivision Plat of Lots 1 through 5 from that presented in the Staff report. The Applicant would like to construct Ash Meadows Rd and also grade or build Street C, which would change street names once addressing was established.
 - **Mike Ward** added that discussions with the Applicant revealed Ash Meadows Rd would continue around Tract E and Lot 3, through where Street C was shown. Street C would be the east-west street that would be renamed later.
 - **Mr. Ward** clarified that Staff accepted the wording of PFC 35, which includes the right-of-way landscaping, curb gutter, 24 ft of asphalt, sidewalks and streetlights. The retaining wall was not included in the cost because of the unique situation. PFC 35 required 130% of the engineer's estimate for the noted improvements.
- At the pre-application meeting, the need for a bus pull-out was discussed, similar in design to the one at City Hall across from Courtyard Dr. The pull-out would be approximately 130-ft long and include a bus shelter. SMART was concerned that without a bus turnout, traffic would back up, possibly creating a hazard on a busy street. The increased density of the project also created the need for a convenient transit facility. The Applicant had agreed to include the bus turnout as part of the project.
 - **Mr. Ward** confirmed Street D would be shifted 40 ft south. The distance between Street D and the bus turnout would be determined according to the sight distance required for a vehicle to pull out onto the street and see past a bus (Slide 28).
- Questions had been raised about the Low Impact Development (LID) storm water practices. The project site was divided into nine or ten storm water basins and stormwater swales would be constructed along Ash Meadows Rd similar to those at City Hall.

- **Mr. Ward** stated (Low Impact Design) LID storm water swales were easier to maintain than going into a manhole to change cartridges while also providing a nice landscaping feature. The City allows developers to put the swales in the right-of-way. The swales along Ash Meadows are necessary for the storm water detention and quality improvements for the stormwater landing on the site. (Slide 29)
- He emphasized PFC 29 clarified the requirement that all LID improvements, including those in the right-of-way, be maintained by the Applicant or property owner. The City would not maintain any of the LID improvements, as spelled out in the Stormwater Maintenance and Access Easement form.
- Parking for the project would be comparable to other apartment buildings in Wilsonville. The Applicant has been successful in understanding the right parking balances given their experience of building several thousand apartment units.
 - The project would have 72 more parking spaces than required by Code. Parking would be provided next to the Community Center as well as a few spaces at the leasing office.
- Architecture. Exhibit B had been circulated to the Board. Staff had asked the Applicant to provide different architectural details from those in Jory Trail, such as different colors, rooflines, and textures. The Applicant now proposed stonework and stone veneers, not present in Jory Trail, as well as a different color scheme than the Jory Trail at the Grove.
 - He complimented the Applicant for also receiving approval to change the originally approved colors for Jory Trail at the Grove because they were the same colors of an apartment complex in Hillsboro.
 - LRS Architecture tried to provide as much architectural variety as possible for the large project. A variety of different textures, colors, walls would be used for each style of apartment building.
 - Slide 33 compared the different designs of the Jory Trail and proposed Branchley Estates North. The stonework and different architectural styles would provide harmonious architecture that is not mundane. Additionally, Jory Trail building had a 6:12 roof pitch, whereas Branchley Estates North buildings featured a 4:12 roof pitch.
 - The clubhouse included a nice fitness room and swimming pool. A lot of landscaping was proposed to screen the pool and end elevation of the clubhouse from Parkway Ave. A long extended porch with columns would provide an attractive view when entering the site off Parkway Ave.
- Yellow lines on the Preliminary Landscape Plan (Slide 37) indicated outdoor recreation features to be built as part of Phase I. The project site had 42% landscape coverage, and the Code minimum is 15%.
 - Approximately 25% of the site would be recreation area, which included grassy areas; a basketball court, playground equipment, picnic tables and benches in the private park (Tract E); the Community Center swimming pool; as well as intermittent open space between units.
 - Sidewalks around the building were also included as outdoor recreation areas, and an existing trail and bridge would connect Branchley Estates North to Jory Trail at the Grove across the SROZ, of which .60 acres was included as Phase I outdoor recreation space as well.
 - The grove of Oregon White Oak trees would be preserved as part of Tract E; new trees would also be planted.
 - The Applicant agreed to a condition of approval requiring 300 bicycle parking spaces, which could be in garages, carports, or as freestanding bicycle racks in the park.
- The project site is located in Zone LZ 2, according to the Dark Sky Lighting Ordinance, and had a 10:00 p.m. curfew. The Applicant chose to use the Prescriptive Option for the project's exterior lighting, meaning lights would be shielded to nearly zero foot-candles at the project boundary. Streetlights on public streets are exempt from the Dark Sky requirements. No lights were proposed in the park area, so it would be dark after dusk.
 - Because residents might be going in and out of the complex at all hours, the Applicant has requested an exemption from the lighting curfew for the project's parking lots for public safety reasons. The Applicant sought the exemption under Section 4.199(.40)(D)(c)(ii), allowing for

lighting of pedestrian ramps, steps, and stairs; or under Section 4.199(.40)(D)(c)(iii) treating the complex as a business that operates after hours. Staff believed that lighting should be provided for public safety.

- Staff asked the Applicant to retain the trees outside the Phase I portion of the project; however trees within the public right-of-way are exempt from the Code and can be removed without a tree permit.
 - New Exhibit B8 identified additional trees that need to be removed to accommodate a truck access and truck wash, the shifting of Street D south.
 - The significant trees on the site were preserved in Tract E.
 - In building a project like the proposed, with apartment buildings, streets, sidewalks, utilities, etc, saving trees in the interior of a site was difficult. Other apartment projects in Wilsonville have tried to save trees next to parking lots and other developed areas, but those trees usually die, due to the impact of the project or over watering.

Chair Keenan confirmed there were no questions of Staff and called for the Applicant's presentation.

Clyde Holland, Holland Partner Group, 1111 Main St, Suite 710, Vancouver, WA stated Mr. Hanson would present further details regarding the proposal and he would follow with concluding comments. He noted the teamwork between the City and his team had been very positive throughout the process.

Don Hanson, OTAK, 17355 SW Boones Ferry Rd, Lake Oswego, noted Mr. Edmonds' Staff report and follow up over the last week had been extremely thorough, which the Applicant appreciated. He presented an overview of the project design for Brenchley Estates North, reviewing updated photos of existing construction at Jory Trail at the Grove, additional details on the Stage II plans for the apartment complex, requested waivers, and the recently submitted tree exhibit via PowerPoint with these key comments and additional remarks from Mr. Holland as noted:

- He reviewed several aerial photos of the new construction at Jory Trail taken from different directions, noting several surrounding landmarks of the site. He noted the SROZ program in Wilsonville works, as shown by the preserved grove of Douglas fir trees and protection of the drainage way traversing the site between the south and north phases of the project.
 - A large dirt rectangle shown amongst the buildings on Slide 4 would be a landscaped common area. This design concept would also be used in Brenchley Estates North.
- **Mr. Holland** added his team took care to save trees by staying out of the drip line and voluntarily increased the setback along Parkway Ave from 20 ft to 60 ft in order to save the mature Douglas firs. A building on one corner of the site was set back to create green space and other measures were taken to maximize saving trees between the buildings. Mr. Hanson actually walked the site to determine what plant material on the north phase could be moved, but not warehoused before construction began so that mature plant material could be moved in the spring to capture the material for the green spaces.
- The perimeter tree rows along Parkway Ave gave the buildings an instant sense of scale.
- **Mr. Holland** noted the level of architectural interest shown with the Jory Trail buildings, which used gables and lofts. Brenchley Estates North would have a Craftsman look.
- At the northeast corner of the site, the Applicant fielded a nursery for 25 large mature trees replanted from the site, including mature Japanese lace-leaf maples and dogwoods. These would be transplanted into the site over the next month.
- Brenchley Estates North was designed around the oak grove with multi-family units concentrated along I-5 and Boeckman Rd to shelter single-family homes from the noise. Homes were oriented toward the park, pedestrian spine, and SROZ.
 - The water reservoir/tower was in good shape, as well as the pump and well house, which would be used for irrigation as noted.
 - The Applicant chose to put some of the square footage of open space around the home sites and in the alleys, which would greatly improve the project's appearance.

- The four-bedroom apartment building would be located at the northeast corner of the site, close to Oregon Institute of Technology's future campus. The four-bedroom units are attractive to students.
 - **Mr. Holland** added that Holland put the first four-bedroom apartments in the region at Tanasbourne, close to OGI, and vacancies were very rare. Holland was already received calls about leasing the four-bedroom units in one building at Jory Trail. Brenchley Estates North would have two buildings of four-bedroom units. Both the three- and four-bedroom units were focused in the north phase to allow an easy five to ten minute walk to school.
- The subdivision had five lots, a looped road and dedications along Boeckman Rd, as requested by the City Engineer to accommodate that future improvement, and also Parkway Ave to widen the walkway to 10 ft to accommodate bicycles, as was done on the south frontage for Jory Trail.
 - The multi-family complex had an extensive walkway system, including a shortcut to get to the Boeckman Rd/Parkway Ave intersection.
 - The transit turnout requested by the Staff was a great idea and in a good location near the park, as many of the residents would probably use transit.
 - The stormwater quality facilities were shown as linear boxes along the public roads on Slide 12. Linear swales would be used on site at the apartment complexes address stormwater quality.
- The project layout worked well statistically and physically. Landscaping covered 42% of the project, even with the project exceeding the City's minimum parking requirement. The rectangular green common areas ranged from 0.25 to 0.50 acre in size.
 - The large number of parking spaces was provided in response to neighbors who wanted the project to have adequate parking on site to prevent overflow into neighboring areas. The presence of Boeckman Rd, I-5 and Parkway Ave made overflow parking very difficult, thus parking must be managed and controlled contained within the project. Parking was calculated at 1.8 spaces per unit.
 - **Mr. Holland** explained he learned early in his career that while adequate parking could be provided, parking that did not happen zonally resulted in too few parking spaces in one area and too many in another. In addition having in excess of 70 extra spaces, his team reviewed the zonal parking requirements based on the number of bedrooms by building so parking zonal appropriate for each building was located in that area. Additional parking would be built closer to the three- and four-bedroom buildings to avoid parking bleeding into the neighboring community or within the proposed community.
 - The oak groves in the park would not be irrigated as recommended by the arborist.
- The clubhouse along the access road would include a welcoming front porch, and was L-shaped to address the surrounding streets and protect the swimming pool area.
- Some buildings would be stepped down in the middle to minimize cut and fill requirements and preserve more trees around the buildings (Slide 17).
- A floor plan was displayed to illustrate the proposed apartment buildings were not long and flat, but had lots of articulation on the facade. All units would have ground-level patios or upper-level decks and were oriented around breezeway entries.
- Building setback waiver. The clubhouse had a bump out to 15 ft for the porch facing the access drive. The main body of the building was set back further. The setback requirement for the clubhouse was met along Parkway Ave and on the interior loop road.
 - Circles on Slide 20 indicated the ends of buildings that extend into the front setback of 20 ft, but all were between 15 ft and 20 ft. The buildings were designed to preserve the reservoir of parking located parallel to I-5 and to emphasize the rectangular landscaped common areas.
 - The Applicant did not think a 15-ft setback would have a visual impact. Even with the shorter setback, the buildings were still 25 ft from the road surface given the five-foot sidewalk and the ten feet from the back of the sidewalk to the curb.
 - The shorter setback did not intrude on the privacy of the neighboring single-family homes across the street, because those side yards were oriented toward the street.

- The proposed landscaped common areas had somewhat of a historic reference, as such spaces have been included in older apartment complexes, such as on the east side of Portland. These green gathering spaces would orient the eye toward the commons rather than looking right at each other, which was a high priority in the design. The spaces also enabled the Applicant to preserve larger existing trees.
- **Mr. Holland** added the connectivity occurring at the ends of the buildings created active spaces that feel safe, and were not too deep. A significant portion of their rental community are single females, so activity within a space and having a number of eyes on that open space was good. Much of Holland's rental population area needed more space to play in addition to a more formal park. The green areas were oriented to be community-based to allow residents to play Frisbee, football, etc. Green spaces in projects where Holland was able to accomplish the proposed [un-audible] were extremely well used and well regarded.
- Height variance waiver. The Applicant inadvertently asked for a waiver [stated variance] on all the buildings in Brenchley Estates North, but as Mr. Edmonds described, with the redesign of the roof system the waivers would not be needed for the three-story buildings. Now, the only height waiver was for the four-story building proposed for a future phase. The Applicant was still considering the building, which would need to be 50-ft high to accommodate four stories.
 - The building's location was adjacent to the large SROZ that protects the drainage way, separated from the single-family lot to the west by about 60 ft, and about 35 ft back from Parkway Ave, which has a 25 ft setback requirement. The Applicant also wanted to protect some large trees on the west end of the building. Because of the location, the Applicant did not believe the request to be excessive.
 - **Mr. Holland** added the market study showed a high demand for senior housing, which was confirmed by individuals requesting ground floor units. The proposed four-story building would be fully elevator served.
 - The building was sure to appeal to seniors given its proximity to Town Center Loop and transit; however, the Applicant assumed the building would be a standard, market-rate, multi-family building, which has a higher generation of traffic, when calculating the traffic impact.
- Lot size and setbacks waivers were requested for single-family homes at the center of the site, with side yards setback 4 ft instead of 5 ft, and corner lot setbacks 8 ft instead of 10 ft.
 - Mr. Edmonds** confirmed the Applicant was requesting a Stage I approval now, but would need to return with a Preliminary Plat for the subdivision, which required another public hearing.
 - The waivers were being requested to accommodate specific house designs due to the Applicant's experiences in Villebois. The proposed lot sizes, setbacks, alleys and front entries facing open spaces were all market tested in Villebois. Villebois home sites that faced common areas sold first. Essentially, the square footage typically seen on larger lots was being pushed into the open space areas.
 - **Mr. Holland** noted that the single-family lots were split to accommodate the existing and significant trees. While the lots did not include the square footage, the lots would live much larger than actually sized, practically speaking.
 - The setbacks being proposed for the Brenchley Estates North lots match the setbacks in the southern-facing subdivision, which was not built yet, but also shown on Slide 24.
- Overall, some issues existed with the size of street blocks, which would be resolved when the future parcels along Parkway Ave were developed. The center block was oversized, but the spine through the center would have sidewalks.
- Exhibit B8 was created today, because the Applicant wanted to be thorough about the tree removal request. The green lines on the map indicated existing mobile home park paved access drives. The Applicant identified additional trees for removal for two reasons: to allow for realistic construction activities for building the apartment complex, and to shift the access point on Parkway Ave 40 ft south, which would remove the requested setback waiver for the porch of the clubhouse.

- Trees #244 and #263 in the center of the site would ultimately need to be removed for construction of the subdivision. The Applicant wanted to remove the trees now to use the area for staging and a lay down yard. The arborist also determined there were other issues with those trees. Tree #213 needed to be removed for the installation of a wheel wash facility at the exit to the site.

Mr. Holland concluded by saying he was pleased by the amount of outreach done and that Holland had been able to meet with a number of community leaders. The development team received a lot of community feedback that was incorporated into the project design. Seeing what has been done with the existing landscape, Jory Trail was an exceptional project, and Holland anticipated carrying that same philosophy forward in the additional phases.

- Since coming before the Board last year, the market has revealed just how under supplied apartments in the Portland market is and Wilsonville specifically. Only 1 in 10 Wilsonville employees live in Wilsonville. With gas prices and the cost of transportation rising significantly, this project was a real advantage from a common footprint and green standpoint. Holland would be encouraging and looking to enhance the amount of public transportation ridership from their project, as well as walking and biking.
- He reviewed how the proposed project would benefit underserved populations and its residents, including public safety needs, as well as the Applicant's responses to feedback received, especially from the community.
- The development of the Applicant's relationship with the City in building Jory Trail was very rewarding and Holland has worked hard to go beyond the Code requirements to enhance the project and continued to take suggestions. A number of ideas had been incorporated, such as changing the color scheme on Jory Trail. He thanked the Board, adding he was available for any questions.

Andrew Karr asked why one part of the project was zoned PDR-4 and the other was zoned PDR-5.

Mr. Edmonds explained there was a revision to the City's PDR zoning in the 1990s. The City had only one PDR zone at that time, but Metro required that 80% of the maximum density be at the upper limit to create more density, which meant the City had to develop several different PDR zoning designations. City Council adopted the new designations and applied the PDR-5 zone to 6 to 7 units per acre, but it should have been PDR-4. Staff had researched the legislative history but could not find the reason for the PDR-5 zoning.

- He confirmed that the Board's recommendation to City Council would be for PDR-4 to get the zoning closer to what it should have been designated in the first place. The Applicant wanted PDR-5 zoning, because it would have allowed for more density, but Staff pushed for PDR-4.

Mr. Karr asked why the location of the clubhouse and the swimming pool was close to Parkway Ave, when it could have been better located farther into the interior of the development.

Mr. Holland responded the clubhouse in the Jory Trail phase was located internally to the project and having the Brenchley Estates North clubhouse at the proposed location provided clubhouses at the north end and then in the center. The Brenchley Estates North clubhouse should be visible from Parkway Ave., also delineated where traffic should go. This location also provided the swimming pool with more direct sunshine, unlike at Jory Trail where tall Douglas fir of the SROZ would shade the pool starting at about 2:30 p.m.

Mr. Hanson noted the Applicant wrestled with the issue of where to locate the clubhouse and had considered about five different locations for it on the site. He liked having clubhouse on the busiest corner, which provided a nice dynamic. The clubhouse was also near the park, where kids would walk through the park as a short cut to the clubhouse.

Mr. Edmonds added he was concerned about having too many three-story apartments along Parkway Ave, and wanted to see some relief when looking into the site with a variety of different architecture. The Applicant could add neighborhood commercial development at the future site, contingent upon modification of the Comprehensive Plan. The location of the Brenchley Estates North clubhouse would create a diversity of buildings along Parkway Ave.

Mr. Karr asked if the existing trail over the SROZ, which includes a wooden bridge, would be maintained by the Applicant.

Mr. Hanson answered yes, adding that add new handrails might be added to the bridge.

Mr. Holland confirmed that lighting issues on the bridge had been addressed, and were resolved in the approval of the first phase.

Mr. Hanson commented that they added a trail along the SROZ that extends from Parkway Ave into Ash Meadows Rd, providing a good link.

Mr. Karr asked if there the PDR-4 zoning would place any restrictions on future development.

Mr. Edmonds responded originally, the Applicant had been thinking of including a neighborhood commercial node there, but the Zoning Code and Comprehensive Plan were in conflict. The Comprehensive Plan requires a ½-mile distance between commercial centers, while the Zoning Code requires only a ¼-mile. City Council would have to consider a Comprehensive Plan amendment to make it consistent with the Zoning Code.

Mr. Holland added Holland was asked to participate in an economic development forum in town and was studying how to reinvigorate Town Center Phase I. Town Center Phase II was fully invigorated and very successful. The question was whether to put community-based retail in Brenchley Estates or encourage walkability to neighboring retail centers. The Applicant would be willing to defer a commercial element in a future phase of Brenchley Estates to help invigorate the existing Town Center phase. This would all be considered as Holland started to plan the last phase and decide where everything should go.

- Feedback was also being received from Holland's customers requesting different design elements/amenities. The Applicant was working to incorporate these elements in the design of the single-family units in Phase I. In six months, the Applicant would have a better grasp on what customers want as those building go in, and that market feedback would be incorporated into the last phase of the project.

Mr. Hanson stated he understood completing that future phase would require returning to the Board for review.

Jim Sandlin asked what type of housing would be on the single-family lots.

Mr. Holland responded the houses would be between 1,900 and 2,200 sq ft. As in Villebois, master bedrooms would be on the ground floor with additional bedrooms upstairs. That house plan would meet the needs of seniors, but also provided room for an upstairs office, visitors, etc. That product was able to fit on all the lots, which was one reason why the 4-ft was requested. The 8-ft sideyard setback would provide a common area near the significant trees of the SROZ on the backside of the lots, as well as a green space between the two alley loads.

Mr. Edmonds requested that the Applicant provide a copy of the PowerPoint presentation, which was entered into the record as Exhibit B9.

Mr. Sandlin asked what typical treatment would be provided on the houses with an 8-ft side yard space between houses, as he understood canyon like spaces would be created between the homes.

Mr. Hanson emphasized that the Applicant needed to return with a more detailed plan, the current graphics did not depict the actual design. If provided the requested flexibility, the smaller setbacks would enable the houses to be pushed to one side, creating a larger side yard on one side. The lots would have front and back yard, and a wrap-around side yard that was bigger and more functional. The 4-ft setback provided enough room to maintain the house.

Mr. Holland added the proposed lot layout would allow utilities to be clustered in areas that are not visible. The lot layout would also influence how windows were oriented and provided a more efficient look.

Mr. Karr asked if the two-car garage homes would be self-contained with no additional off-street parking provided for the houses.

Mr. Hanson answered yes, stating off-street parking bays would be built off the alleys. Additional parking would be permitted on both sides of the public streets constructed around the perimeter of the project. Every house would have a double garage and a parking area with two tandem spaces.

Chair Keenan asked if parking would be permitted along the Ash Meadows Rd loop, and if so, were those space included in the Applicant's parking count.

Mr. Hanson responded some areas did not have room for parking, such as where the bump outs for stormwater facilities were located, and along the access road from that Ash Meadows Rd to Parkway Ave.

Mr. Sandlin asked if a landscape buffer would be placed between the sound attenuation walls and the rest of the project. He understood that the walls could be up to 17-ft tall.

Mr. Hanson explained the south end of the site had a 16-ft wall and the Applicant proposed using the same type of wall for Brenchley Estates North. Some nice trees were already present in the ODOT right-of-way and on the Applicant's property along that side of the site. The wall obviously stopped the sound, but the trees would help separate sight from sound. They would preserve as many trees as possible and plant additional conifers. He noted the buildings were set back quite a ways from the wall because garages were located in the parking areas behind the buildings. He explained the sound wall's finish would match the existing sound wall, which was a sack finish concrete.

Mr. Sandlin asked what types of lighting would be installed in the parking areas on the accessory garages on the perimeter.

Mr. Hanson believed wall pack units would be used along and above the garage doors to illuminate the area. On the other side of the parking bay, some shorter light poles would be used. The Applicant believed those areas really needed to be lit.

Mr. Holland added decorative wall sconces would be installed on the apartment buildings. The Applicant was aiming for a minimum half foot-candle to provide enough lighting to be safe but not so much as to be disruptive. Light poles would only be installed in areas where it would not be practical to light it any other way.

Mr. Edmonds noted cutout sheets in the notebook of project materials showed all the lighting fixtures.

Cheryl Dorman asked if the sound attenuation walls on the south end were effective, and if anything in the construction of the buildings facing west could help improve the sound proofing.

Mr. Hanson stated the sound attenuation wall on the south end of the project has been very effective. Only the upper building floors are impacted by the sound from I-5. In Brenchley Estates North, the U-shaped configuration of the buildings would result in fewer units being parallel to I-5. The garages and sound walls would also be effective in reducing sound.

Mr. Holland added that of the 288 apartment units, only 36 would face I-5. Sound from tires comes off at an approximate 45-degree angle. Therefore, the sound would hit the wall between 8 ft and 14 ft high. The sound bounces and the roar is redirected away from the living units. In addition to the sound wall, double pane windows and insulation installed to meet the energy code requirements would also help cut down on freeway noise. A concrete impregnated, non-porous, siding material would also be used, resulting in sound reflection as opposed to absorption. Although it would be great to have no noise disruptions, residents would not notice the traffic noise after a few weeks.

Mr. Hanson noted the noise from the tires is quieter after a new overlay is installed and during peak usage hours because traffic moves more slowly. He believed the proposed sound attenuation wall and other features would do a good job of reducing sound.

Ms. Dorman commented that she was initially concerned about the density and appreciated the 42% landscaping and green space. The single-family homes facing the green space would be very appealing, but it appeared a couple of rows of homes had no green space in the front, so those houses would be at a disadvantage.

Mr. Hanson responded that the homes facing the streetscape would have a positive environment. Not having cars in the front of the house would make the front yards more usable. As the Applicant evaluated the project, some of the lots along those streets could increase in size during the Stage II process. Lot sizes were still being modified in the other subdivision, so the design process was ongoing.

Mr. Holland added that they would like to get feedback from the first phase before coming in for the Phase II single-family homes. With alley-loaded houses, all cars would park in the back, which created green front yards and a front-porch neighborhood. The proposed layout would encourage people to interact with their neighbors, which has been shown to build a successful community.

Ms. Dorman commented she was glad the Applicant was planning to install an elevator in the four-story apartment building. She also supported the waiver for the lighting to address public safety.

Mr. Hanson agreed it was important. Concealing parking behind buildings was good from a visual impact standpoint, but security must also be considered.

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

Margaret Mala, 28687 SW Roger Blvd, Apt. #72, Wilsonville, OR stated she wanted to be a good neighbor, but coming out of Ash Meadows Rd was a problem, especially when turning left. With 1.8 parking spaces per unit and some 700 units, the project would have 1,200 to 1,300 parking spaces. Adding that traffic to current conditions would make a left turn even more difficult. She understood it was not possible to have streets close to a stop light at the north of the site. She noted the middle and south

entrances to the project, and was concerned that if no signal were installed now, the currently planned streets would be too close together for a future signal. Oak Park was also right next to Ash Meadows and there was the bus turnout to consider.

- She also asked if Roger Blvd would be extended to Canyon Creek or another road as part of this project, adding she was uncertain how that improvement would be related.
- She questioned whether the traffic study considered Ash Meadows residents and requested information to take back to the residents at Ash Meadows.

Mr. Ward explained that Canyon Creek Rd being extended to the Town Center Loop was in the Transportation System Plan (TSP). The subject was being discussed now because the City was in the process of updating the TSP, but that road extension was not intended to happen soon. There was no plan to route any of the Brenchley Estate traffic through Ash Meadows.

Steve Adams, Interim City Engineer, added that extending Canyon Creek Rd south would occur when the vacant land behind the bowling alley is developed. The City would not pay for the extension of that street. If a developer came forward within the next year, the road could be extended. If no one developed the land in the next several years, the road would remain as it is now.

Mr. Edmonds explained that Roger Blvd was part of the older Ash Meadows Master Plan, where it was to extend the road to Canyon Creek at some point in time. However, Mentor Graphics ~~made~~ that area became industrial, which changed that plan, so extending Roger Blvd may no longer be a consideration.

Mr. Ward added that DKS performed the traffic study, which showed that the area does not currently meet signal warrants, but Staff continues to evaluate all Wilsonville intersections on a semi-regular basis.

- The traffic study was conducted using an estimation of the traffic generated from Brenchley Estates based on the number of housing units and vehicles at the development. During the afternoon peak hour, from 4:00 p.m. to 6:00 p.m., an anticipated additional 276 trips were calculated beyond what the mobile home park generated in its prime. Trips are typically estimated to be half in and half out, but the new development might have more PM trips because of people returning home. All of that was accounted for in the traffic analysis. Once the development is completed, if the intersection meets signal warrant, the City would evaluate the situation again.

Ms. Mala asked if Street A and Ash Meadows Rd were to close to each other to install a traffic light at Ash Meadows Rd. The distance between the streets looked similar to the two streets currently to the north.

Mr. Ward said the street connecting to Parkway Ave at the south end was a right-in/right-out only. A center island would be built on Parkway Ave to prevent vehicles from turning left from Parkway Ave into the development. That restriction on left turns would limit the congestion at that intersection. The southern end of Ash Meadows Rd was intentionally lined up with SW Ash Meadows Blvd so the intersection would be contained rather than breaking up the interchange.

Ms. Mala stated that alignment would make it an intersection, and a traffic light would make Ash Meadows residents happy. She believed a project of this size would warrant one. She asked if a traffic signal would be installed at Oak Park.

Chair Keenan reiterated that the traffic study confirmed that area did not warrant a signal, but she encouraged Ms. Mala to contact the Mr. Ward about the situation as the development progressed. She understood Ms. Mala's frustration, as she had been through a similar development in Wilsonville where the residents had been concerned about the traffic study. After the development was completed, the traffic study turned out to be accurate and the traffic was not as challenging as residents had expected.

Ms. Mala suggested doing a traffic study during the noon hour instead of rush hour. When people come from 95th Ave to the restaurants at noon, it was difficult for Ash Meadows residents to turn left to get out.

Ray Lister, 7925 SW Vhalos Dr, Apt. #508, Wilsonville, OR stated he was a union electrician and an organizer for International Brotherhood of Electrical Workers (IBEW) Local 48. Normally, he would be asking the DRB to approve a development because it would bring jobs to the area. This time he was attending as a citizen of Wilsonville, husband and father, not as an electrician or an advocate for his union. He requested denial of the application in hopes of stopping an irresponsible contractor from putting the lives of Wilsonville citizens at risk. He read the following statement:

- The electrical contractor chosen for the contractor has shown a reckless disregard for electrical safety on at least two high-profile public projects in Oregon within the past five years. The errors have demonstrated a culture of either ignorance or apathy, and had the errors not been caught by vigilant inspectors, many human lives could have been put at risk.
 - * In May of 2007, Chief Electrical Inspector John Powell wrote, "I have found enough violations to seek revocation or suspension of their license," in a letter to a colleague about serious life safety violations at the Deer Ridge Correctional Facility in Madras, OR. These violations included numerous serious violations with regard to grounding and bonding. Grounding and bonding is the core of what electricians do to ensure that electrical installations are safe for the people who use them.
- The main reason for his testimony this evening was that while inspecting a spa facility at the University of Oregon, an Oregon electrical inspector found serious violations relating to the grounding and bonding of a spa. There are very specific and important rules regarding swimming pools, fountains and similar installations. The reason for the rules is that electricity combined with water result in people dying.
- When irresponsible contractors repeatedly make mistakes of this nature, he did not want them doing work at facilities that his children might use. He would not live in the apartments, but it was possible that friends of his children would. He would not allow his children to attend a pool party at the existing approved project. He does not want the project to expand, because he does not want another pool that his children would have to avoid.
- He asked the DRB to stop the development until the builder and developer commit to a safer, more responsible electrical installation.

Loretta Knobel, 28635 SW Roger Blvd, Wilsonville OR, agreed with Ms. Mala that the traffic study did not consider the impact on the residents of the Ash Meadows complex. As stated, the noon hour was when residents had a difficult time getting out of their development. At lunchtime, the traffic from Mentor Graphics and the industrial areas was a steady stream in both directions without any extra traffic from Brenchley Estates.

- Most Thunderbird Mobile Home Park residents were older people who did not go out very often and had only one car; some residents did not have any cars. The new development was a different situation. The density being requested was twice what Ash Meadows residents were told it would be originally.
- Wilsonville's police and fire protection was very good right now, but adding a major density of people to this small community and the small service available would cause a lot more difficulty. She had not heard anything stated about an increase in police and fire protection.
- She stated she was on the board in Ash Meadows, and that development has at least two parking places for each person, and that was not adequate. The proposed Brenchley Estates North development did not include parking spaces for guests or people in four-bedroom apartments who could have multiple cars. In Ash Meadows, some people in the two-bedroom units had three cars. It would be great if people used public transportation or walked where they needed to go, but that was not happening now.

- There was no available neighborhood parking for the Brenchley Estates North development. Ash Meadows was the only nearby neighborhood, and there was no room for spillover parking.

Chair Keenan called for the Applicant's rebuttal.

Mr. Hanson stated the parking requirements were based upon the number of bedrooms, which the Applicant used to calculate the proposed parking, and the development exceeded the minimum parking requirement by 72 spaces.

- All the single-family home sites had two parking spaces in the garage and two spaces in the driveway in front of the garage.
- Public parking, which guests could also use, would be allowed all along the proposed public street with the exception of the linkage to Parkway Ave, which had the median, and the narrow road section that crosses the SROZ. That road section was as narrow as possible to minimize impact on the SROZ.
- He did not have an exact count of the number of parking spaces that would fit on the public street system, but it was high because no driveway cuts existed. The alleys opened up more capacity for street parking.
- The Applicant believed that based on experience with other multi-family projects, parking had been thoroughly addressed.

Mr. Holland added that the calculation for parking was not based solely on number of cars per unit but on number of cars per type of unit. While the parking spaces were calculated as 1.8 per unit overall, 40% of the units would be one-bedroom, typically with single-occupants. The parking calculation considered both the total number of spaces needed and the parking needed on a zonal basis, so adequate parking would be available at each building. He believed it was highly unlikely that someone would park on the other side of Parkway Ave and dodge traffic to get to their unit. He did not anticipate any spillover parking into Ash Meadows.

Mr. Hanson said that concluded the Applicant's rebuttal.

Ms. Dorman noted that 40% of the apartment units would be one-bedroom and asked how the Applicant determined what percentage of units would have a particular number of bedrooms. She believed there would be a higher demand for the three-bedroom and four-bedroom units.

Mr. Holland responded that Holland looked at demand, and how many units could be accommodated within an individual project. The Applicant used a marketing group called Red Propeller to do a community-based survey to determine the existing units in the marketplace, who was creating the demand for housing, the existing employment base and what employers were expanding. The Applicant also visited the Oregon Institute of Technology to get an idea of how many families they might bring in.

- Twenty years ago, 75% of households were married people with children. Today, 25% of households were married people with children. The number of people living alone and the number of single-parent households was significant.
- Brenchley Estates went from 12, three-bedroom and 12, four-bedroom units in Phase I to 36 three-bedroom units and 24 four-bedroom units in Phase II. Those 60 units of family-based housing in 288 total units pushed the upper limit of the number of large-units that lenders were willing to underwrite. Having large units sitting empty has a much high impact on operations.

Mr. Hanson added the research Mr. Edmonds presented on the percentage of single people and people living alone in Wilsonville supported having more one-bedroom units.

Mr. Edmonds stated Staff had sent out a Development Review Team Response regarding fire protection. Exhibit C4 was a report from Deputy Fire Marshal Drew DuBois of Tualatin Valley Fire and Rescue.

Nowhere in the report had Tualatin Valley Fire and Rescue stated that they could not serve the development.

Mr. Holland stated that Holland Partner Group works with the both City's inspection regime and its own internal inspectors to ensure safety and quality. They manage 22,000 housing units and conduct quarterly safety inspections of all of their projects. With respect to swimming pools, the biggest safety concern was the intake screen. They had gone above and beyond the Code requirements on all elements of the public spaces in all their different units. They have had no life safety issues with their pools and Jacuzzis. Holland agreed with the testimony that they want their elements to be safe for all residents.

Chair Keenan opened the floor to discussion, stating she wanted to discuss the requested for 35-ft maximum height waiver for the building still under design. A 50-ft building would be significantly taller than the rest of the buildings. She liked the design of the apartment buildings in this section, which had the lower pitched rooflines. While the Applicant stated the building had a significant setback, that height would be out of scale and alignment with the surrounding area, especially being near the open field and condominium complex across the street. She preferred that the DRB not grant the waiver for exceeding the 35-ft height maximum.

Mr. Edmonds noted that the Code required the Applicant to seek all the waivers as part of the Stage I Preliminary Plan, although that could force an applicant to contrive a conceptual building elevation that might not happen, because it was too early to know what the building would look like. That was why the Applicant requested the waiver at this time.

Chair Keenan believed it wise to get a feel for the building before investing a lot of time in making the final design of the structure. Therefore, it was an appropriate time to discuss the building since the waiver had been requested.

Mr. Karr confirmed Chair Keenan's concern was the waiver would make the 50-ft building much higher than the buildings in the surrounding area.

Chair Keenan added that even from other vantage points in Wilsonville, the proposed building would be taller than everything else. Similar structures had been built in Wilsonville that were out of alignment with their surrounding areas. There was reason the Code had a 35-ft height maximum, which was important to consider in residential areas.

Ms. Dorman believed the mitigating elements for the tall building were the attractive design of the building and the presence of elevator service, which would benefit all the building's residents. The different levels throughout the park might help with the ebb and flow, and the proposed building would be closer to the street.

Chair Keenan responded that the location closer to the street would make the building stand out more.

Mr. Sandlin noted that the narrowest portion of the building had been oriented to the actual street frontage and the backdrop of the SROZ added some context for the building.

Chair Keenan added the small houses behind the four-story building also needed to be considered.

Mr. Karr noted that those houses would have no sunlight.

Chair Keenan believed the scale and massing of the project were very nice, but the 50-ft building was quite high.

Mr. Edmonds reminded the Board that the list of exhibits would need included in the motion and noted that the lack of approval for the 50-ft building height waiver might modify Exhibit A6.

Ms. Jacobsen reminded that the struck language on Pages 14 and 15 of Exhibit A6 was to be reinserted on PFC 29, PFC 35 and PFC 52.

Mr. Edmonds reviewed the new exhibits entered into the record and the changes made to the Staff report that must be included in the Board's motion.

- He noted that the Applicant had requested to ask a procedural question before the Board proceeded.

Chair Keenan agreed allowed the Applicant for additional comments.

Mr. Hanson reiterated that the Applicant's plans regarding the four-story building was not yet finalized. A more detailed design would need to be provided during the Stage II review process. He asked if the Applicant could request the building height waiver again during Stage II.

Mr. Edmonds believed the Applicant would need to appeal the building height decision.

Mr. Holland stated the proposal was 50-ft to accommodate an elevator-served building, which would require four stories to pay for the elevators. The building could probably be constructed at 45 ft, but the Applicant would like to bring the issue back before the DRB for consideration at the Stage II hearing. They did not want to appeal any DRB decision to City Council. The Applicant would like to return with a proposed 45-ft maximum height that might include step-downs on the ends to make the building more appealing and improve the context. The building had not really been designed yet.

Mr. Edmonds suggested the option of withdrawing that part of the waiver request and returning later to review that part of the application.

Mr. Hanson asked if the waiver could be presented as part of a Stage II request.

Mr. Edmonds replied that the Applicant could show the 71 apartment units on that parcel as part of the Master Plan approval, but it did not mean the 71 units would be in a 50-ft high building. The Applicant could request the height waiver under the Stage II.

Mr. Hanson responded that option appealed to him procedurally, because it would not appear as if the Applicant was trying to overturn a decision of the DRB.

Mr. Holland withdrew the waiver request and said they would consider it for Stage II.

Chair Keenan confirmed the Applicant was amenable to holding off on the request to waive the maximum 35-ft building height requirement and that the DRB members were comfortable with striking the waiver from the Staff report.

Chair Keenan closed the public hearing at 9:00 p.m.

Andrew Karr moved to approve the Staff report with the following inclusions and amendments:

- Delete pages 144 of 165 of the Staff report, Exhibit A1, that were carried over from a early draft report of the project.
- Add Exhibit A6, with the correction to reinsert the language shown as deleted on PFC 29, PFC 35, and PFC 52.

- **Add Exhibit B6, the revised color materials board and renderings showing the new exterior building color schemes.**
- **Add new Exhibit B7, regarding tree removal with corrected street names, replacing the original Exhibit B7 attached to Exhibit A6.**
- **Add Exhibit B8, identifying construction access, truck wash, staging area for construction materials and affecting tree removal.**
- **Add Exhibit B9, Paper copy of the Applicant's PowerPoint presentation.**
- **Add Exhibit C5, Public Works Plan Review Comment Form**
- **Withdraw the request for the 50-ft waiver for the four-story apartment building, noted in the Applicant's Finding C2 on Page 75 of the Staff report.**

Jim Sandlin seconded the motion, which passed unanimously.

Chair Keenan moved to adopt Resolution 226 as amended. The motion was seconded by Jim Sandlin and passed unanimously.

Chair Keenan read the rules of appeal into the record. She announced that the first reading of the proposed zoning changes would be held at City Council on April 16, 2012.

VIII. Board Member Concerns and Communications

- A.** Agenda results from March 12, 2012 Panel A meeting

IX. Staff Communications: No communications

X. Adjournment

The meeting adjourned at 9:04 p.m.

Respectfully submitted,

Paula Pinyerd, ABC Transcription for
Shelley White, Planning Administrative Assistant

EXHIBIT A1

**WILSONVILLE PLANNING DIVISION
DEVELOPMENT REVIEW BOARD PANEL 'B'
QUASI - JUDICIAL PUBLIC HEARING
STAFF REPORT
*Brenchely Estates - North***

Public Hearing Date: March 26, 2012
Date of Report: March 19, 2012

Application Numbers: Request A: DB12-0012 Zone Map Amendment
Request B: DB12-0013 Revised Stage I Preliminary Plan Brenchley Estates - North and Jory Trail at the Grove
Request C: DB12-0014 Waivers
Request D: DB12-0015 Stage II Final Plan – Lot 1
Request E: DB12-0016 Site Design Review - Lot 1
Request F: DB12-0017 Type 'C' Tree Plan – Lot 1
Request G: DB12-0018 5- Lot Tentative Sub. Plat and Waiver to block size standards.

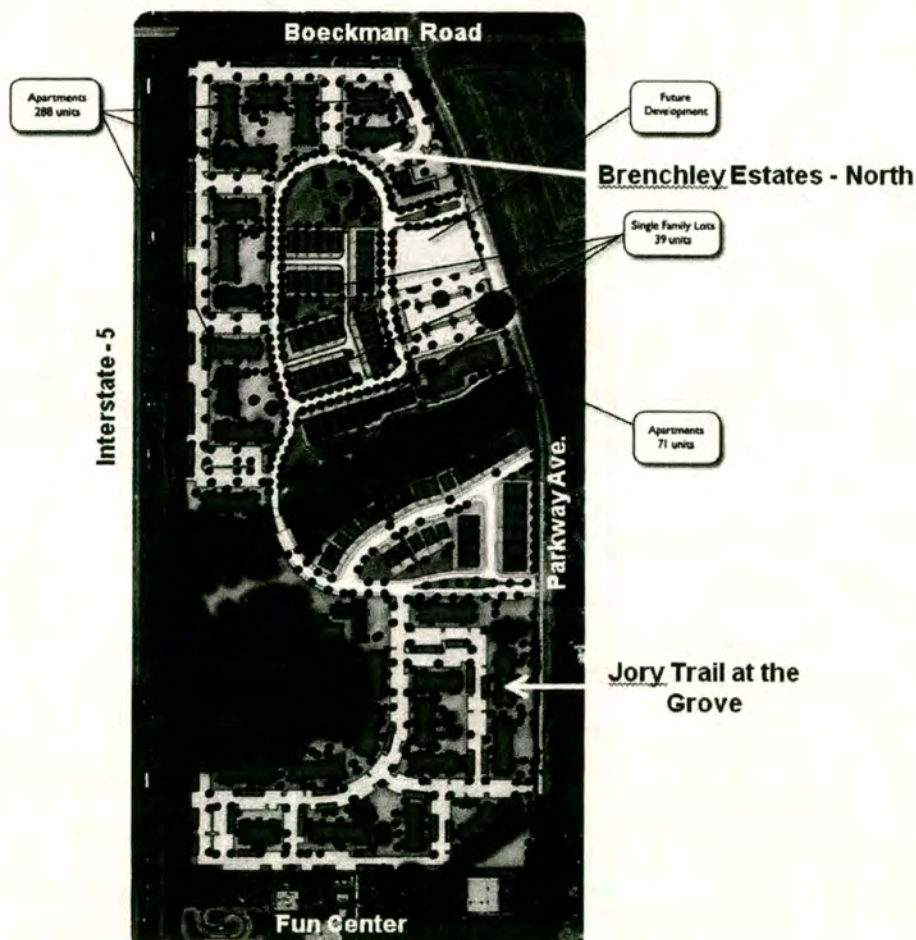
Property Owner: Holland Partner Group
Applicant: Holland Partner Group

REQUEST: Mr. Jerry Offer, acting as agent for the Applicant, Holland Partner Group, proposes a mixed residential use planned development on the northerly property of the vacated Thunderbird Mobile Club (TMC). This was the older portion of TMC built in 1963.

On May 23, 2011, the Development Review Board approved Brenchley Estates (renamed Jory Trail at the Grove) which is a three (3) phase, Stage I Preliminary Plan (Master Plan) for Tax Lots 100 and 104 (Resolution No. 210). The approved master plan comprises of 356 residential units on Parcels 1 and 2 of the partition plat, divided among 14 apartment buildings (324 units), a community building/swimming pool in Phase I, and 32 detached single-family dwellings in Phase II. Approved is a significant amount of permanent, private open space within SROZ - designated lands, and other open space areas. That project is fully under construction. On June 27, 2011, (Resolution No. 212) the Board approved Phase II of Brenchley Estates comprising 32 lots for single-family detached houses. The Applicant has submitted grading and public works plans to begin construction.

The Applicant is now proposing to modify the Brenchley Estates Stage I Preliminary Plan (Master Plan) to combine it with Brenchley Estates - North. The combined master planned area is 59.96 acres for development of 71 single-family detached homes and 683 multi-family units. The approved Brenchley Estates project (re-named Jory Trail at the Grove) that is under

construction is 32.06 acres and proposed Brenchley Estates - North is approximately 28 gross acres. The proposed zone change will enable phased development of Brenchley Estates - North comprising 359 market rate apartment units on two different lots, 39 lot subdivision for detached single-family houses (for sale), 1.4 acre future development parcel (use to be determined through a future application), a 1.07 acre private park and a community center/swimming pool. Also proposed is 26,298 sq. ft. of permanent, private open space identified as SROZ lands. The Applicant's project introduction is found on pages 1, 2 and 3 of Exhibit B1. Approvals of Requests B through G are contingent on City Council approval of the request for a Zone Change in case file DB12-0012 (Request A).



Comprehensive Plan Designation: Residential 6-7 du/ac.

Current Zone Map Designations: Residential Agricultural - Holding (RA-H), Planned Development Residential – 5 (PDR-5) and SROZ.

STAFF RECOMMENDATION: Approve the applications with conditions of approval.

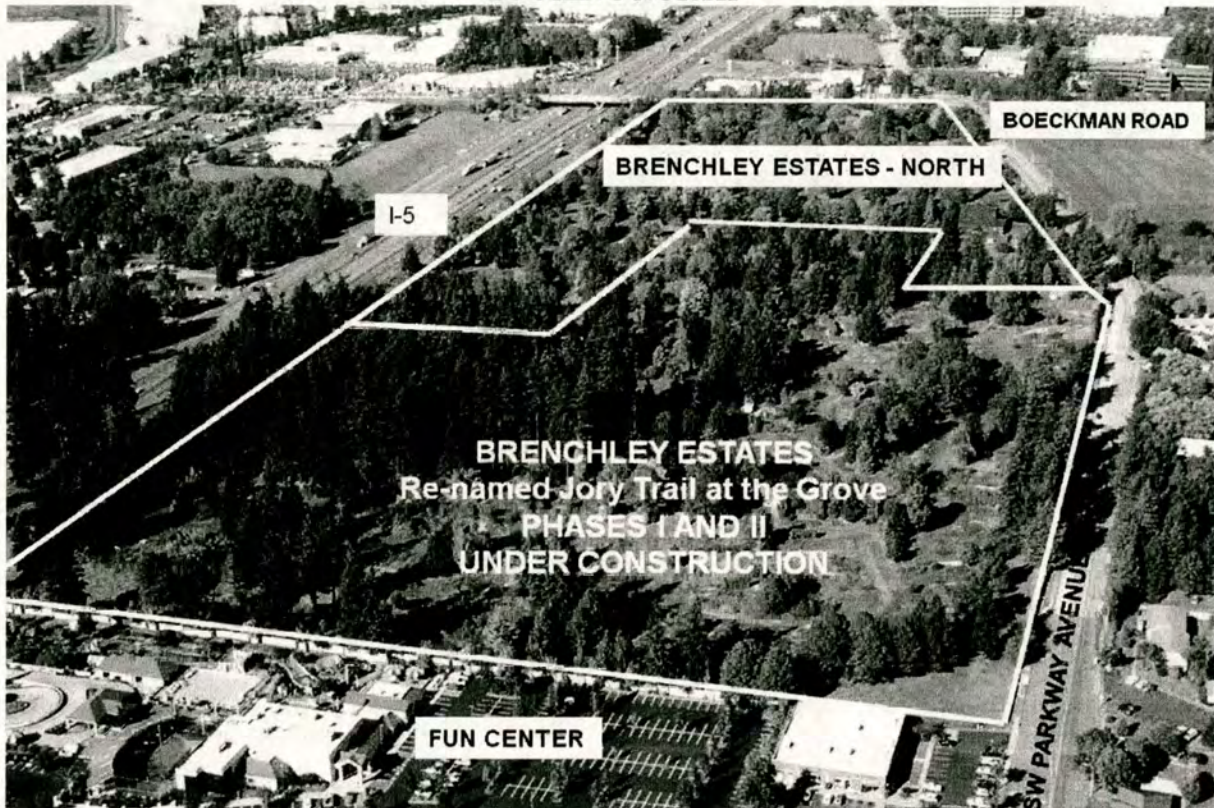
Project Location: 28305 and 28375 SW Parkway Avenue. The subject site is the vacated Thunderbird Mobile Club which is adjacent to Interstate-5, SW Boeckman Road, SW Parkway Avenue, the Wilsonville Family Fun Center and the NAPA store. The property is more

particularly described as being Tax Lots 100, 103, 104, 105 and 200 of Section 14A; Township 3S, Range 1W; Clackamas County; Wilsonville, Oregon.

The subject site contains slightly sloping terrain with significant number of deciduous and coniferous trees.

VICINITY MAP

COMBINED BRENCHLEY ESTATES - NORTH AND JORY TRAIL AT THE GROVE LOOKING NORTH





BRECHLEY ESTATES - NORTH SITE LOOKING EAST

APPLICABLE REVIEW CRITERIA:

Wilsonville Code Section(s)	Description
Sections 4.008-4.015	Application Process – Findings and Conditions
Section 4.100	Zoning - Purpose
Section 4.113 (as applicable)	Standards for Residential Development in Any Zone
Section 4.118 (as applicable)	Standards for All Planned Development Zones
Section 4.124.4	Planned Development Residential – 4 (PDR-4) Zone
Section 4.124.5	Planned Development Residential – 5 (PDR-5) Zone
Sections 4.139.00 – 4.139.10	Significant Resource Overlay Zone (SROZ)
Section 4.140	Planned Development Regulations
Section 4.140.07	Stage I Preliminary Plan
Section 4.140.09	Stage II Final Plan
Section 4.155	Parking
Section 4.167	Access, Ingress and Egress
Section 4.171	Protection of Natural Features and Other Resources
Section 4.175	Public Safety and Crime Prevention
Section 4.176 (as applicable)	Landscaping, Screening and Buffering
Section 4.177 (as applicable)	Street Improvement Standards
Section 4.178	Sidewalk and Pathway Standards
Section 4.179	Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings

Section 4.199	Outdoor Lighting
Sections 4.210 – 4.270	Land Division
Sections 4.300 – 4.320	Underground Utilities
Sections 4.400 through 4.450	Site Design Review
Section 4.600 – 4.600.50	Tree Removal
Section 4.620.00 – 4.620.10	Mitigation, Tree Protection
Section 4.197.02	Zone Map Amendment
Section 4.120	RA-H Zone
Section 4.171.09	Historic Protection

Other Planning Documents:
Storm Water Master Plan
Transportation Systems Plan
Bicycle And Pedestrian Master Plan
Comprehensive Plan
Approved Brenchley Estates Preliminary Development Plan

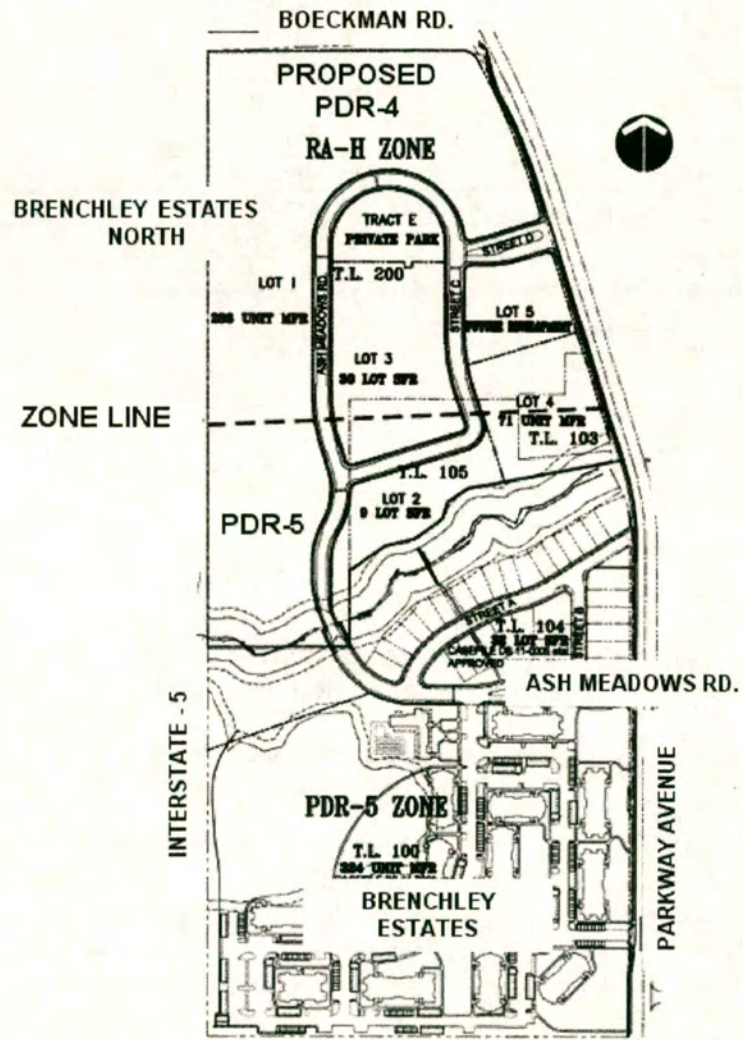
Staff Reviewers: Blaise Edmonds, Manager of Current Planning, Mike Ward, City Civil Engineer, Don Walters, Plans Examiner, and Kerry Rappold, Natural Resources Director.

PROJECT SUMMARY AND RECOMMENDATIONS:

A detailed project introduction and compliance report in support of the application is provided by the Applicant found in the Brenchley Estates – North and South Planned Development Application notebook - Exhibit B1. The Applicant’s introduction in Section I of Exhibit B1 adequately describes the project, the requested application components, and compliance findings regarding applicable review criteria. Except where necessary to examine issues identified in this report, Staff has relied upon the Applicant’s submittal documents and compliance findings, rather than repeat their contents again here. The application components are described briefly, below:

Request A – Zone Map Amendment – Brenchley Estates - North

The proposal is to change the Residential Agricultural – Holding (RA-H) Zone on approximately 19.962 acres (upper portions of Tax Lot 200, 103 and 105) to the Planned Development Residential - 4 (PDR-4) Zone. The proposed apartment residential use is permitted under Wilsonville Code Section 4.124. The proposed Zone Map Amendment would enable the development permitting process.



PROPOSED ZONE MAP AMENDMENT

Preliminary Plan.

As demonstrated in findings B1 through B73, the proposed revised Stage I Preliminary Plan meets all applicable requirements in Section 4.140.01 through .07 subject to compliance with proposed conditions of approval.

Request C, Requested Waivers – Brenchley Estates - North

See Request C of this report for the detailed discussion of the proposed waivers from the PDR residential development standards. As demonstrated in findings C1 through C10, Staff is recommending that the proposed waivers be approved.

Request D – Stage II Final Plan – Brenchley Estates - North, Lot 1

Section 4.140.09(J)(1) Land Use: The location, design, size and residential uses of the proposed project, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.

Section 4.140.09(J)(2) Traffic: 88 PM hour trips through the I-5/Wilsonville interchange area are vested from the previous TMC use. The location, design, size and residential uses are such that traffic generated by the development can be accommodated safely for up to 267 (173 in 93 out) p.m. peak hour trips of which 40 p.m. peak hour trips through the and I-5/Wilsonville interchange area, 40 p.m. peak hour trips through the I-5/SW Elligsen Road interchange area, and without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2). See finding D41.

SW Boeckman Road Needs: The DKS Traffic Study in Section II of Exhibit B1 indicates that the Brenchley Estates - North site's northerly frontage is along SW Boeckman Road, which is one of the City's primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City Transportation Master Plan (TSP) identified an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the subject site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication.

Section 4.140.09(J)(3) Public Facilities and Services: The location, design, size and uses of the proposed Brenchley Estates – North project are such that the residents to be accommodated will be adequately served by existing or immediately planned facilities and services. The existing TMC water tank on proposed Tract E will be protected and well water will be used for landscape irrigation.

Emergency Access: Tualatin Valley Fire and Rescue and the Building Division have reviewed the proposed project and have concluded that adequate emergency service can be provided.

Recreational Amenities: The proposed open space and parks associated with Brenchley Estates – North’s Stage II Final Plan (288 apartments) for Lot 1 together with the open space approved in Brenchley Estates (Phases I and II, re-named Jory Trail at the Grove) will provide the requisite ‘usable’ open space necessary to satisfy the minimum acreage requirement for a project of this size.

Approved Brenchley Estates (Jory Trail at the Grove) includes 4,103 sq. ft. within two playground areas; 9,573 sq. ft. of pool and pool deck area; 57,726 sq. ft. of larger mostly-lawn areas (i.e. larger than 2,500 sq. ft.) for unstructured recreation; and 36,033 sq. ft. of preserved and enhanced wooded area and walkways to the southeast of apartment building #6. This totals approximately 107,435 sq. ft. of outdoor recreational area, or over 331 sq. ft. of outdoor recreation area per each of the 324 dwelling units - in excess of applicable minimum 300 sq. ft. per unit requirement.

Approved Brenchley Estates Phase 2 (Jory Trail at the Grove) includes 32 single-family detached houses with requisite ‘usable’ open space necessary to satisfy the minimum acreage requirement for this phase. Approved is 18,806 sq. ft. within lawn areas (i.e. larger than 2,500 sq. ft.) for unstructured recreation; and 173,804 sq. ft. of preserved and enhanced wooded area and walkways. This totals approximately 195,148 sq. ft. of outdoor recreational area.

Proposed Brenchley Estates - North – Lot 1, 288 apartment units includes 5,919 sq. ft. of pool and pool deck area; 54,597 sq. ft. of larger mostly-lawn areas (i.e. larger than 15,000 sq. ft.) for unstructured recreation; over 45,000 sq. ft. of scattered smaller lawn areas and landscaped beds adjacent to and including sidewalks; and 26,298 sq. ft. of preserved open space in SROZ area on the southern portion of the lots south of proposed apartment building 13. In addition, 25,844 sq. ft. of preserved trees and developed recreation area within private park tract E. This totals approximately 86,400 sq. ft. of outdoor recreational area, or 300 sq. ft. of outdoor recreation area per each of the 288 dwelling units - in excess of applicable Code minimum 300 sq. ft. per unit requirement. The overall Brenchley Estates - North site totals 157,000 sq. ft. of shared recreation area or slightly over 25 percent of the 14.3 acre site for the project required by Code. This also includes the outdoor space for 39 single family detached houses on Lots 2 and 3, and 71 apartments (4-story apartment building) on Lot 4.

As demonstrated in findings D1 through D56, with conditions of approval referenced therein, the proposed Stage II Final Plan should be approved subject to compliance with proposed conditions of approval.

Request E – Site Design Review, Brenchley Estates - North - Lot 1

The project design includes architectural, landscape and pedestrian pathway improvements, which are evaluated later in this report and meets Sections 4.400 through 4.421 WC.

As demonstrated in findings E1 through E47, with conditions of approval referenced therein, the proposed Site Design Plan should be approved subject to compliance with proposed conditions of approval.

Request F – Type ‘C’ Tree Plan – Brenchley Estates - North – Lot 1

The proposed Type ‘C’ Tree Removal Plan for the project is in compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00. The Applicant has provided a tree inventory in Section 4 of Exhibit B1 and has evaluated the project’s impact upon tree removal, and proposed tree mitigation. The Board may approve the Type ‘C’ Tree Removal Plan based upon this inventory, together with recommended conditions of approval.

The City requires mitigation planting when live trees are removed. Two hundred and four (204) trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal. The landscaping plan (Sheets L2.0 and L2.3) shows 205 replacement trees intended to mitigate the loss of existing trees. However many of those trees are proposed at 1 3/4” d.b.h and shall be minimum 2” d.b.h. Also per Subsection 4.176.06(4) the proposed Grand firs and Western Hemlocks at 3’ to 4’ height must be increased to 8 foot minimum height. The Applicant must revise the Landscape Plan Sheets L2.0 and L2.3 to show larger trees.

As demonstrated in findings F1 through F5, with conditions of approval referenced therein, the proposed Type C Tree Plan should be approved subject to compliance with proposed conditions of approval.

Request G – Tentative Subdivision Plat – Brenchley Estates - North, 5 Lots

From the standpoint of the Engineering Division staff, the configuration of a proposed Tentative Subdivision Plat can be made to meet all applicable Public Works Code requirements regarding access drives at SW Parkway Avenue and public utilities improvements through the imposition of related Public Facilities (PF) conditions of approval.

As demonstrated in findings G1 through G13, with conditions of approval referenced therein, the proposed Tentative Subdivision Plat should be approved.

DISCUSSION TOPICS

Need For Multi-family Housing: The “Residential Development” portion of the Comprehensive Plan (Policy 4.1.4) identifies the need for additional housing within the City to serve housing and economic needs of residents and employees working within the City. The national trend is to provide more multi-family housing which according to the U.S. Commerce Department; *“fewer people bought new homes in December, 2011. The decline made 2011 the worst year for new - homes sales on records dating back nearly half a century to 1963. New-home sales fell 2.2 percent last December to a seasonally adjusted annual pace of 307,000. The pace is less than half the 700,000 that economists say must be sold in a healthy economy. The median sales prices for new homes dropped in December to \$210,300. Builders continued to slash price to stay competitive in the depressed market. A key reason for the dismal 2011 sales is that builders must compete with foreclosures and short sales, when lenders accept less for a house than what is owed on the mortgage. Furthermore, the wave of foreclosures is pushing many families out of their homes and into the rental market. For those increasing numbers of residents and employees that do not qualify to purchase a house, multi-family housing helps fill their housing need.”*

Also, attached to this staff report are two articles fostering multi-family housing;

- 1) Labeled Exhibit A3 is an article titled: Tsunami of Rental Housing Demand is on the Way by Leslie Braunstein.
- 2) Labeled Exhibit A4. March 1, 2012 Oregonian article, Metro area's rental vacancy 2nd-lowest in U.S. indicates that rental and home-owner vacancy fell in the Portland area in 2011.

Finally, in the March 4th, Sunday Oregonian Business section, Jobs Spur Wilsonville Building Boom boasts that Wilsonville recorded its second highest number of new homes in at least 10-years, totaling 52 million in value. See Exhibit A5.

Staff was unable to find publications or articles that would provide an alternative point of view of multi-family housing in the Portland Metro area. Cascade Policy Institute has printed articles relative to Transit Orientated Development (TOD's) in Gresham, which is not a comparable situation with proposed Brenchley Estates – North because the project is not next to rail transit.

Project Phasing: The Applicant on page 16 of Section III of Exhibit B1 indicates that he *“intends on beginning construction of the 288 apartments on Lot 1 (Phase 1) in the summer of 2012.” “Development of lots and homes on Lots 2 and 3 of Brenchley Estates - North is intended to begin in the fall of 2012 after Stage II Final Plan approval and Tentative Plat approval for re-division of those lots have been granted. Stage II Planned Development preliminary and final plans for development of proposed Lot 4 (Phase 2) will be submitted to the City within 1 to 5 years, with development to occur shortly thereafter.”*

This application does not include a Stage II Final Plan, Site Design Plan (street trees and landscaping for open space/parks) and a Preliminary Development Plat for the proposed 39 single family lots on Lots 2 and 3, and the 4-story apartment building on Lot 5 which requires separate applications.

Waivers: Applicant: *“Two waivers which applied to the lots created for detached single-family homes in Brenchley Estates (Jory Trail at the Grove). It is requested that these waivers be extended to also cover Brenchley Estates – North.*

1. A waiver to allow 4 - foot side yard setbacks for the detached single-family lots whereas Code Section 4.113(.03)(B)(2) requires 5-foot minimum side yard setbacks for one-story buildings and 7-foot setbacks for two story or taller buildings.
2. A waiver to allow 8-foot side yard setbacks for corner lots, whereas Code Section 4.113(.03)(B)(2) typically requires 10-foot corner side yard setbacks.

In addition, the following additional waivers are requested for Brenchley Estates - North only:

1. A waiver to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow several multi-family residential buildings and a community building on proposed Lot 1 to be located as close as 15 feet to the front property line.

2. A waiver to the 5,000 square foot average for lot size and 4,000 square foot minimum lot size standards of the PDR-4 Zone so that all lots in the split zoned Brenchley Estates - North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet, as long as overall density standards for the subdivision are satisfied. Waivers to the 5,000 square foot average lot size and 4,000 square foot minimum lot size standards of the PDR-4 zone so that all lots in the split-zoned Brenchley Estates North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet and an average area per unit size of 3,000 square feet, as long as overall density standards for the subdivision are satisfied. The justification for these waivers for the lots within Brenchley Estates North will be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested for the single-family lots in Brenchley Estates - North.
3. A waiver to the maximum 35-foot building height of the PDR-5 zoning district to allow a multi-family building of four stories and up to 50-feet in height on proposed lot 4 of Brenchley Estates - North.
4. A waiver is proposed to Section 4.177 and the block size standards of the PDR-4 and PDR-5 zones to allow large 5-lot subdivision in two phases. Phase 1 call for the creation of Lot 1, open space Tract E, and an extension of Ash Meadows Road. Lot 1 will enable the development of Brenchley Estates - North - 288 apartment units and a community center/swimming pool. Phase 2 will include proposed Street C and four additional lots. The waiver will also benefit Lots 1, 2 and 4 which will ultimately be re-plated to create 39 lots for attached single family houses and a 4-story apartment building. Thus, the large lots set the framework for future land divisions.

Tree Mitigation: A Tree Report has been prepared by Teragan and Associates for impacted by development, addressing existing trees within the proposed project site. Mr. Teragen had also prepared the tree report for Brenchley Estates (Jory Trail at the Grove). The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6" DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 288 apartments on Lot 1 and Tract E designates 204 regulated trees for removal. Seven (7) of those trees may be preserved during on-site construction. Seventy (70) existing trees are planned to be retained on Lot 1 and Tract E. Tree mitigation is proposed in the form of Sheet L2.0 - Preliminary Landscape Plan. The largest and most significant Oregon white oaks will be preserved in Tract E.

Fencing: Proposed is a 16' high sound wall along the entire length of the west property line of the Brenchley Estates - North project. The sound wall must match the design of the sound wall that was built for Jory Trail at the Grove. The Applicant intends to remove the existing green slatted chain link fence along SW Parkway Avenue.

Freeway Noise: ODOT has advised the Applicant in the review of Brenchley Estates (re-named Jory Trail at the Grove) that the proposed development will likely be exposed to traffic noise levels that exceed federal guidelines. The Applicant is proposing to construct a sound wall along Brenchley Estates - North facing Interstate-5 to help mitigate the noise. This pre-cast concrete

wall will match the sound wall built at Jory Trail at the Grove. See Exhibit D1 for ODOT requesting the Applicant to disclose on property deeds potential impacts from traffic noise from Interstate-5. Also See Exhibit C7 relative to traffic impacts on Interstate-5. Proposed Condition PFC30 addresses the ODOT concern.

Bicycle Network: In the review of Jory Estates at the Grove several alternative bike lane designs were considered by the Engineering Division. Currently SW Parkway Avenue fronting the subject property does not have on-street bike lanes or dedicated and separated pedestrian/bicycle paths. The alternative designs showed a bike lane on the west and east sides of SW Parkway by narrowing the vehicle travel lanes or providing for a pedestrian/bicycle path fronting the project site. A 10 foot wide pedestrian/bike path will some impact significant trees and require additional right-of-way. In Brenchley Estates (Jory Trail at the Grove) the Board approved a dedicated and separated pedestrian/bicycle path and staff is recommending this facility be continued north through the frontage of the proposed Brenchley Estates - North.

Existing Old Barn: Old or historic barns form a vital part of our nation's heritage. Barns are preserved for a number of reasons. Some are so well built that they remain useful even after a hundred years or more. Many others are intimately connected with the families who built them and the surrounding communities. Others reflect developments in agricultural science or regional building types. However, not every old barn can be saved from encroaching development, or easily brought back into productive use. In this application, there is a late 19th century barn on proposed Lot 4 which is next to the future site of a proposed 4-story apartment building. It is conflicting with the site plan of that future apartment building. The barn is not registered on county, state or federal listings as a historic structure. Thus, there is little evidence to suggest that the barn has important historic significance. The Applicant does not choose to preserve or restore the barn for a new use, but he has indicated to staff that he may salvage key structural components and incorporate them into park structures or other architectural features. Thus an approval of the proposed revised Stage I Preliminary Plan would impress removing the barn.

Rental/Leasing Office: The Applicant is proposing a rental/leasing office within a proposed community center/swimming pool facility. The facility will be located next to the main driveway entrance to the project along SW Parkway Avenue. Outdoor advertising displays, advertising signs, or advertising structures are prohibited except as provided in Section 4.156WDC for temporary signs.

Comprehensive Plan Special Concern 'J': The northwestern corner of TMC (Tax Lot 200) is in "Area of Special Concern 'J' which according to the Comprehensive Plan "has long viewed the Boeckman Road crossing of I-5 as a suitable location for construction of an interchange with I-5." However, the City also recognizes that I-5 has state and national functions which may have to be balanced with local interests. Such is the case here. ODOT has authority along with FHA for the design, construction, and operation of I-5. On February 27, 2012, the Planning Division has sent ODOT a Development Review packet and ODOT has provided comment found in Exhibit C6.

Bus Turnout/Pull-out: On page 5 of the DKS Traffic Impact Analysis Report, Section IIB of Exhibit B1, DKS traffic consultants indicate that "*The southbound South Metro Area Regional Transit (SMART) stop located along the project frontage should be relocated to a new location*

and a bus pull-out must be provided. The location should be chosen such there is convenient access to the site and that the ingress and egress needs of the site driveways are duly considered. The precise location and design of the transit stop location should be coordinated with City and SMART staff."

Because of the amount of residential units (754 units) being created by Brenchley Estates-North and Jory Trail at the Grove, SMART transit agency is seeking a bus turnout along SW Parkway Avenue. The Applicant has indicated to Staff that he has been in contact with SMART regarding the possible bus turnout. The Applicant has indicated the general location of a bus turnout from Parkway Avenue south of proposed Street D onto frontages of lots 4 and 5 on Plan Sheet P3.3. The Applicant would like to "*defer possible right-of-way dedication or easement granting and construction of the turnout until such time as of those lots receives Stage II final development plan approval.*" (Lots 4 and 5). However, SMART is proposing conditions to build the bus turnout and a bus shelter with Phase 1 development on Lot 1. See Exhibit C6.

PROPOSED CONDITIONS OF APPROVAL FOR REQUESTS 'A' – 'H'

The applications and supporting documents are hereby adopted for approval with the following conditions:

PD = Planning Division conditions BD – Building Division Conditions PF = Engineering Conditions. NR = Natural Resources Conditions TR = SMART/Transit Conditions FD = Tualatin Valley Fire and Rescue Conditions PW = Public Works	Request A: DB12-0012 Zone Map Amendment Request B: DB12-0013 Stage I Preliminary Plan Request C: DB12-0014 Waivers Request D: DB12-0015 Stage II Final Plan, Lot 1 Request E: DB12-0016 Site Design Review, Lot 1 Request F: DB12-0017 Type 'C' Tree Plan, Lot 1 Request G: DB12-0018 Tentative Sub. Plat.
--	--

Request A: DB12-0012: Zone Map Amendment – Brenchley Estates - North
 On the basis of findings A1 through A28 this action approves the Zone Map Amendment from RA-H to PDR-4, and forwards this recommendation to the City Council with no proposed conditions of approval.

Request B: DB12-0013: Revised Stage I Preliminary Plan - Brenchley Estates (renamed Jory Trail at the Grove) and Brenchley Estates - North
 On the basis of findings B1 through B73. This action approves the Stage I Preliminary Plan submitted with this application labeled Exhibit B1, approved by the Development Review Board, and stamped “Approved Planning Division.” Approval of the Stage I preliminary Plan is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

PDB1. The Applicant/Owner shall disclose on property deeds potential impacts from traffic noise from Interstate-5. See ODOT Exhibit D1.

Request C: DB12-0014: Waivers – Brenchley Estates - North
 On the basis of findings C1 through C10, this action approves the waivers identified in Request C with no conditions of approval being proposed. Approval of the requested waivers is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

Request D: DB12-0015: Stage II Final Plan – Brenckley Estates - North, Lot 1

On the basis of findings D1 through D56, This action approves the Stage II Final Plan with this application, approved by the Development Review Board, and stamped “Approved Planning Division” unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process. Approval of the requested Stage II Final Plan is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

PDD1. Construction and site development shall be carried out in substantial accord with the plans, drawings, sketches, and other documents approved by the Board. The Applicant/Owner shall develop the site as approved by the Board unless altered by a subsequent Board approval, or minor revisions are approved by the Planning Director under a Class I administrative review process.

PDD2. The Applicant/Owner shall provide the general contractor for the project with a copy of the approved plans and conditions of approval adopted by the City.

PDD4. The Applicant/Owner shall provide a minimum of 291 bicycle parking spaces to be dispersed throughout the project site by providing racks for lockable space for nine or fewer bikes apiece for a total 81 bikes; 114 bikes at a ratio of one bike parking space per garage parking space per garage, and covered bicycle parking storage for a minimum of 96 additional bicycles to be available within the 96 first floor dwelling units. Of the 291 bicycle parking spaces, a bicycle rack shall be installed at Tract E for minimum 4 bicycle parking spaces and a bicycle rack installed within close proximity of the main building entrance of the community center. Bicycle racks shall be designed so that both wheels and bike frame can be secured.

PDD5. Prior to the Start of Construction, the Applicant/Owner shall:

Assure that the natural areas with the Significant Resource Overlay Zone (SROZ) shall not be disturbed, except for approved utilities, subject to final approval of the construction drawings by the City Engineer and the Natural Resources Manager. During construction (i.e. streets, installing utilities, excavation), the developer shall install temporary six (6) foot high chain link fencing along the SROZ boundary facing Lot 1 so that it is not disturbed. In addition to Building Division Review, final grading plans for the water quality/detention facilities and outfalls shall be reviewed and approved by the City Environmental Services Division and Natural Resources Manager, to ensure inclusion of a soil erosion control treatment plan that will minimize impact to the resources in the SROZ.

PDD6. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks. See Findings D8 and D13.

PDD7. The final design and number of ADA parking shall be reviewed by the Building Division at the time of building permit. This may cause a slight reduction in the number of parking spaces.

PDD8. The Applicant/Owner shall obtain a Class I administrative review for any equipment parking, vehicle parking, storage of any type of materials and fill within Lots 2 through 5 from the Planning Division and Building Division.

PDD9. The Applicant/Owner shall disclose on property deeds potential impacts from traffic noise from Interstate-5. See Exhibit D1.

Exhibit C1, Engineering Division Conditions:

CONDITIONS OF APPROVAL:

The following conditions of approval are based on the material submitted by the applicant. Any subsequent revisions to the submitted plans may require conditions of approval to be modified by staff.

Standard Comments:

PFC 1. All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.

PFC 2. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.

PFC 3. All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the latest edition of the City of Wilsonville Public Work's Standards.

PFC 4. Plans submitted for review shall meet the following general criteria:

- a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms.
- b. Design of any public/private utility improvement shall be approved at the time of the issuance of a Public Works Permit.
- c. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
- d. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
- e. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area.

- f. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible.
- g. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- h. An Erosion Control Plan shall be prepared that conforms to City of Wilsonville Ordinance No. 482.
- i. Existing and proposed public and private rights-of-way, easements and adjacent driveways shall be identified.
- j. All engineering plans shall be stamped by a Professional Engineer registered in the State of Oregon.

PFC 5. Submit plans in the following format and order:

- a. Cover sheet
- b. General note sheet
- c. Existing conditions plan.
- d. Erosion control and tree protection plan.
- e. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
- f. Grading plan, with 1-foot contours.
- g. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
- h. Detailed utility plans; show plan view and either profile view or provide invert elevations (i.e.) at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
- i. Street Plans, profiles, and sections.
- j. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference.
- k. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
- l. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details and i.e.'s of drain inlets, structures, and piping for outfall structure.
- m. Composite franchise utility plan.
- n. City of Wilsonville detail drawings.
- o. Illumination plan.
- p. Striping and signage plan.
- q. Landscape plan.

- PFC 6.** Prior to manhole and sewer line testing, design engineer shall coordinate with the City and update the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to the updated numbering system. Design engineer shall also show the updated numbering system on As-Built drawings submitted to the City.
- PFC 7.** The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.
- PFC 8.** Applicant shall work with City's Natural Resources office before disturbing any soil on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a 1200-CN permit from the City of Wilsonville is required.
- PFC 9.** To lessen the impact of the proposed project on the downstream storm drain system, and adjacent properties, project run-off from the site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm. The detention and outfall facilities shall be designed and constructed in conformance with the Public Works Standards – 2006.
- PFC 10.** A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City to address appropriate pipe and detention facility sizing.
- PFC 11.** The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system (e.g., catch basin storm filter) is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.
- PFC 12.** The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained.
- PFC 13.** Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.
- PFC 14.** The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any

existing wells, they shall be properly abandoned in conformance with State standards.

- PFC 15.** All survey monuments on the subject site or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.
- PFC 16.** Sidewalks and pedestrian linkages shall be in compliance with the Department of Justice's ADA Standards for Accessible Design (2010).
- PFC 17.** No surcharging of sanitary or storm water manholes is allowed.
- PFC 18.** The project shall connect to an existing manhole or install a manhole at each connection point to the public storm system and sanitary sewer system.
- PFC 19.** A City approved energy dissipation device shall be installed at all proposed storm system outfalls. Storm outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 20.** The applicant shall provide a 'stamped' engineering plan and supporting information showing that proposed street light locations meet the appropriate AASHTO lighting standards for all proposed streets and pedestrian alleyways.
- PFC 21.** At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version as of the date of application.
- PFC 22.** Applicant shall be required to provide the City with a copy of the plat after recording with the county on 3 mil. Mylar.
- PFC 23.** All required pavement markings, in conformance with the Transportation Systems Plan and the Bike and Pedestrian Master Plan, shall be completed in conjunction with any conditioned street improvements.
- PFC 24.** The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and

approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.

- PFC 25.** Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer.
- PFC 26.** Applicant shall design interior (e.g., private) streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles, and provide documentation of approvals thereof.
- PFC 27.** Applicant shall provide a minimum 6-foot Public Utility Easement on lot frontages to all public right-of-ways. An 8-foot PUE shall be provided along Minor and Major Collectors, and a 10-ft PUE along Minor and Major Arterials.
- PFC 28.** Landscape trees located in the right-of-way, parks, and open spaces shall be situated so that they are in compliance with City of Wilsonville Standard Detail No. R-1157. All proposed storm and sanitary laterals, water services, fire hydrants, street lights, signage, and driveways shall be clearly shown on the landscape plans so that potential conflicts can be noted and adjustments made.
- PFC 29.** The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Applicant shall maintain all LID storm water components and private conventional storm water facilities located within medians and from the back of curb onto and including the project site.

Specific Comments:

- PFC 30.** At the request of Staff, DKS Associates completed a Transportation Impact Study dated January 27, 2012. The TIS was based on 400 total residential units with a mix of 80 single family units, 120 townhomes, and 200 apartments. The assumed mix may change slightly at final development plan application, but is consistent with current zoning and the findings of the TIS will remain valid. The project is hereby limited to no more than the following impacts.

Estimated Net New PM Peak Hour Trips	267
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	40
Estimate Weekday PM Peak Hour Trips Through Elligsen Road Interchange Area	40

Planning Staff note: Development on proposed Lot 5 (Future Development) will require a separate DKS TIS at Stage II Final Plan review to determine traffic impacts.

- PFC 31.** For the purpose of calculating Transportation System Development Charges (TSDC's), trip credits are available to the developer for the historic trips generated by the Thunderbird Mobile Club which previously occupied the site. Credits for Phase 1 were calculated based on land area, as follows: 88 p.m. historic peak trips for the entire site (based on 2005 counts), times the area of Phase 1 (35.46 acres) divided by the total area of the site (59.96 acres) = 52 credited trips. Credits for Brenchley North include trips for the remaining acreage (24.50 acres) = 36 credited trips. For interchange trip credits, the TIS assigns 15% as the applicable percentage, therefore, trip credits at each interchange are $0.15 \times 88 = 13$ trips. Credit for 8 trips at each interchange was given for Phase 1, leaving 5 trips through the interchange allocated to Brenchley North.
- PFC 32.** Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required half - ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as $38.5' - 30' \text{ existing} = 8.5'$. See also PFC 27 for required Public Utility Easement requirements.
- PFC 33.** Boeckman Road adjacent to the proposed site is classified in the City TSP as a Major Arterial, with a required Right of Way of 99' to 101', yielding a required half - ROW adjacent to the project of 49.5' to 50.5'. The current half - ROW is less than that in locations, thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 101' ROW is needed, therefore, the additional ROW dedication from the project is 50.5' from the centerline of Boeckman Road. See also PFC 27 for required Public Utility Easement requirements.
- PFC 34.** Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of Parkway Avenue envisions a multi modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of Parkway includes curb and 5' of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in PFC 32 above. To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the developer's representatives, and is acceptable to the City: Developer shall construct a minimum of five additional feet of sidewalk along the Brenchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk shall abut the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public

easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width shall be 8 feet. If necessary, a wall shall be constructed from the back of walk to the finished grade. In conjunction with the new pathway construction, Parkway Avenue between Town Center Loop and Boeckman Avenue shall be re-striped to create a continuous on-street bike lane on the east side of Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. Left turn pockets shall also be striped at Street D as shown in the Preliminary Site Development Plans.

- PFC 35.** At this time the City is not prepared to move forward with the design and construction of Boeckman Road as a major arterial. In lieu of design and construction of street improvements on Boeckman Road adjacent to the site, applicant shall be required to deposit with the City the engineer's estimate (approved by the City's Authorized Representative) for half street improvements on Boeckman Road. The City views half street improvements to be 24-ft from face of curb plus landscape and pedestrian improvements from curb to edge of right-of-way. Improvements to be estimated shall include, at a minimum, street improvements, curb & gutter, storm system including curb inlets, pipe and manholes, striping, signage, street lighting, sidewalks, landscaping and irrigation. Applicant shall submit 130% of the engineers estimate (to include anticipated cost of design and engineering) to the City prior to project acceptance.
- PFC 36.** All sidewalk and concrete paths addressed in PFC 34 above, plus any landscape areas within the ROW that become islands as a result of the pathway construction, shall be maintained by the development. See PFC 28.
- PFC 37.** Conditions PFC 31, 32, and 33 above shall apply for the full length of Parkway Avenue from the north edge of Parcels 2 to Boeckman Road. Any changes in the site plan layout, proposed plat, or ROW dedication needed to accommodate future construction of a continuous pathway from Town Center Loop to Boeckman Road on the east side of Parkway Avenue shall be incorporated into the this plan set.
- PFC 38.** The Public Works Standards (Table 2.4) requires a curb radius of 25 feet where a residential street meets a minor arterial. As long as the width of ROW is sufficient to allow placement of the sidewalk and curb with 25' curb radii per Table 2.4 of the Public Works Standards, ROW allocation is acceptable. Otherwise, the ROW will need to be increased.
- PFC 39.** The Right of Way width for Street D varies to accommodate a center landscaped median. The City will not accept responsibility for landscape maintenance for the median area, even though it is within the ROW. Provisions placing maintenance responsibility on the development for all the area between the median curbs shall be include in the required Ownership and Maintenance Agreement (see PFC 28).

- PFC 40.** The City TSP identifies Parkway Avenue as having a functional classification of Minor Arterial. The minimum access spacing along Minor Arterials is 600 feet. Street D shall be located a minimum of 600 feet from Boeckman Road.
- PFC 41.** Access points to the public right-of-way from the development shall be limited to the full movement intersection at Parkway Avenue and Street D and the proposed extension of Ash Meadows Road. This plan is acceptable. No access to the public right-of-way shall be allowed from Boeckman Road.
- PFC 42.** If Street C is not built during Phase 1 of Brenchley North, a one foot wide Non-Vehicular Access and Shoulder Maintenance strip shall be established at the terminus on the west side of the intersection of Street C and Ash Meadows, and at the southern terminus at the intersection of Street C, Ash Meadows, and Street D.
- PFC 43.** If Street C is not built during Phase 1 of Brenchley North, Type Three barricades and “No Parking” signage shall be installed at the terminus on the west side of the intersection of Street C and Ash Meadows, and at the southern terminus at the intersection of Street C, Ash Meadows, and Street D.
- PFC 44.** If Street C is not built during Phase 1 of Brenchley North, At the terminus of Ash Meadows Road, the southwest curb return shall be fully constructed – e.g., continue the curbing and pavement the full length of the radius such that future construction of curbing to the west begins with a straight section, at the terminus on the west side of the intersection of Street C and Ash Meadows, and at the southern terminus at the intersection of Street C, Ash Meadows, and Street D..
- PFC 45.** Two spare 4-inch PVC electrical conduits shall be installed (north-south) across the Street D / Parkway intersection to accommodate future upgrades to the City of Wilsonville and Clackamas County telecommunications network. Conduit ends shall be placed such that they terminate within the Public Utility Easement paralleling Parkway Avenue and shall be labeled as “property of the City of Wilsonville”.
- PFC 46.** The storm water quality facility (planter) located east of Ash Meadows Road is located in the area to be developed with Phase 2 of Brenchley North, but provides treatment for stormwater originating on a public street to be constructed during Phase 1 of Brenchley North. This facility shall be constructed by the development in Phase 1 of Brenchley North, shall be covered by a specific easement from the owner of Lot 2, an access easement to the City (see PFC 12) and an ownership and maintenance agreement. (See PFC 28)
- PFC 47.** Applicant shall provide energy dissipation and flow spreading devices for treated storm water being discharge to the receiving channel/ditch at the SW corner of the development, and shall provide protection against undermining and erosion where the storm water passes under the sound barrier wall.

- PFC 48.** The pre-existing private sewer manhole that is proposed as the terminus of the private sewage force main also has a second pre-existing gravity input from the east. This second pre-existing pipe connection shall be plugged prior to placing the new pump station in service.
- PFC 49.** The Preliminary Site Development Plan set does not include a proposed demolition plan. Our understanding is that the scope of demolition to be conducted will be addressed in a separate Demolition Permit. For that permit, the Engineering Department will require a plan view drawing specifically identifying all utilities, pavements, and other facilities and appurtenances that will be abandoned, grouted or buried in place, and shall also identify stockpile areas and associated environmental controls where materials will be stored prior to reuse on the site.
- PFC 50.** Pre-existing sewer lines, garbage pits, sewage pumps, and other facilities potentially used to store, pump, or transport sewage and domestic wastes will generally not be approved to be abandoned in place unless assurances are provided through mitigation activities that the facilities to be abandoned in place do not present a future hazard to human health or the environment.
- PFC 51.** A separate signage and striping plan shall be provided with the final design set of drawings.
- PFC 52.** The plans indicate that the public water system will connect to Parkway Avenue at Street D, as well as with the line in Ash Meadows constructed during Brenchley Phase 1, which connects to Parkway Avenue. To provide redundancy of operations, the public water system shall also connect to the water line along Boeckman Road at the northwestern corner of the site.
- PFC 53.** Plan P6.0 indicates that the existing water tower and well are to be retained and utilized. The applicant shall coordinate with Building Department and Public Works to ensure that the public water system is protected from cross-contamination.

Exhibit C2, Natural Resources Conditions:

The following conditions of approval are based on the material submitted by the applicant. Any subsequent revisions to the submitted plans may require conditions of approval to be modified by staff.

Significant Resource Overlay Zone

- NR1.** All landscaping, including herbicides used to eradicate invasive plant species and existing vegetation, in the Significant Resource Overlay Zone (SROZ) and the Impact Area shall be reviewed and approved by the Natural Resources Program Manager.
- NR2.** Prior to any site grading or ground disturbance, the applicant is required to delineate the boundary of the SROZ. Six-foot (6') tall cyclone fences with metal posts pounded into the ground at 6'-8' centers shall be used to protect the significant natural resource area where development encroaches into the Impact Area.
- NR3.** Pursuant to Section 4.139.03 (.05) of the Wilsonville Code, the applicant is required to use habitat-friendly development practices (Table NR-2) to the extent practicable for any encroachment into the SROZ and the Impact Area.
- NR4.** The applicant shall minimize the impact to the SROZ and the Impact Area during construction of Ash Meadows Road and the stormwater outfall.

Stormwater Management

- NR5.** Submit a final drainage report and drainage plans. The report and plans shall demonstrate the proposed stormwater facilities satisfy the requirements of the City of Wilsonville's Public Works Standards.
- NR6.** Provide profiles, plan views and specifications for the proposed stormwater facilities consistent with the requirements of the City of Wilsonville's Public Works Standards.
- NR7.** Pursuant to the Public Works Standards, the applicant shall submit a maintenance plan (including the City's stormwater maintenance covenant and access easement) for the proposed stormwater facilities prior to approval for occupancy of the associated development.
- NR8.** Pursuant to the City of Wilsonville's Public Works Standards, access shall be provided to all areas of the proposed stormwater facilities. At a minimum, at least one access shall be provided for maintenance and inspection.

Other

- NR9.** Pursuant to the City of Wilsonville's Ordinance No. 482, the applicant shall submit an erosion and sedimentation control plan. The following techniques and methods shall be incorporated, where necessary:

- a. Gravel construction entrance;
- b. Stockpiles and plastic sheeting;

- c. Sediment fence;
- d. Inlet protection (Silt sacks are recommended);
- e. Dust control;
- f. Temporary/permanent seeding or wet weather measures (e.g. mulch);
- g. Limits of construction; and
- h. Other appropriate erosion and sedimentation control methods.

NR10. The applicant shall comply with all applicable state and federal requirements for the proposed construction activities (e.g. DEQ NPDES #1200-C permit).

Exhibit C3, Building Division Conditions and Advisories:

BD 1. **CONDITION. SITE CONDITIONS.** It is the responsibility of the applicant to insure that all existing underground utilities, piping, drain systems, significant slopes and easements of any kind are shown correctly on all submitted drawings.

BD 2. **CONDITION. WATER METERS:** Each building shall be provided with a separate water meter and an approved back flow prevention device unless otherwise approved by the community Development Director. The sizing of the water meters shall be based on the current edition of the Oregon State Plumbing Specialty Code.

BD 3. **ADVISORY. ALL RETAINING WALLS** over 4 feet in height, measured from the bottom of the footing to the top of the wall, or retaining walls of any height that support a surcharge, such as a structure or driving surface at the top of the wall, require a building permit. (OSSC 105.2)

BD 4. **ACCESSIBILITY.** On March 3, 2012, the State of Oregon adapted a new Chapter 11 for the Oregon Structural Specialty Code. Chapter 11 defines almost all accessibility requirements in the code. The new chapter reflects multiple changes to the accessibility requirements for building sites and building interiors. Except for the plans for the new 1 and 2 family homes, which are not required to be accessible, plans when submitted will be reviewed to the new code requirements.

BD 5. **ADVISORY. ADA PARKING** shown on the plans is assumed to be shown for reference only. Approval of the proposed handicap parking entails extensive review of the building usage, site slopes, accessible walkways, and other factors beyond the scope of this development review. ADA parking will be reviewed as part of the building permit process. The additional information available at plan review may require changes to the number and location of accessible parking spaces shown on these preliminary plans. See especially OSSC 1106.1 and 1106.3.

BD 6. **ADVISORY. EXTERIOR ROUTES OF TRAVEL.** At least one accessible route shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones and public streets or sidewalks to an accessible entry. See the code for exceptions. (OSSC Sec. 1104.1, 1110.4.2)

BD 7. **ADVISORY.** A separate water service shall be supplied for fire service lines.

(Wilsonville Municipal Code Chapter 3)	
BD 8.	ADVISORY. VAULT. It is recommended - <i>not required</i> - that backflow devices for fire lines be placed inside buildings and not in underground vaults. This eliminates the continuing maintenance problems with sump pumps and valve monitoring, and saves the project the cost of a vault installation, about \$10000. Where the backflow device is placed in a vault a public utility waterline easement will be required that extends to the upstream edge of the vault. Without a vault the waterline easement will extend to the exterior wall of the building.
BD 9.	ADVISORY. CARPORTS. For tracking and inspection purposes, carports shall be individually identified similar to the garages. This identification shall be on the site plans. (OSSC 107.2.1)
BD 10.	ADVISORY. ACCESS FOR FIRE FIGHTING. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus roads are available. (OFC 1410.1)
BD 11.	CONDITION. HYDRANT OBSTRUCTIONS DURING CONSTRUCTION. Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred from gaining immediate access to fire protection equipment or fire hydrants. (OFC 507.5.4) When required by the code official, approved signage shall be placed at hydrant locations in the construction zone to locate hydrants and maintain hydrant access. The following is an example of an approved sign. Sign shall be approximately 2 feet square mounted no less than 6 feet above grade, red in color with contrasting letters stating FIRE HYDRANT – NO PARKING OR STORAGE WITHIN 10’.

Exhibit C4, TVFR Conditions:

FD1. FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS: Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1) *Waived through the benefit of full NFPA 13 fire sprinkler systems buildings # 1 thru # 13. Consistent with Phase 1 of this development.*

FD2. FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION: When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the fire code official. (OFC 503.1.1) *Consistent with phase 1 of this development, full NFPA 13 fire sprinkler systems at buildings # 1 thru # 13 will be considered an alternate means of protection to both full access and aerial apparatus access. Consistent with Phase 1 of this development.*

FD3. AERIAL FIRE APPARATUS ACCESS: Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be

provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. (OFC D105) *Waived through the benefit of full NFPA 13 fire sprinkler systems at buildings # 1 thru # 13. Consistent with Phase 1 of this development.*

FD4. FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:

Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (12 feet for up to two dwelling units and accessory buildings), and an unobstructed vertical clearance of not less than 13 feet 6 inches. Where fire apparatus roadways are less than 26 feet wide, "NO PARKING" signs shall be installed on both sides of the roadway and in turnarounds as needed. Where fire apparatus roadways are more than 28 feet wide but less than 32 feet wide, "NO PARKING" signs shall be installed on one side of the roadway and in turnarounds as needed. Where fire apparatus roadways are 32 feet wide or more, parking is not restricted. (OFC 503.2.)

FD5. NO PARKING SIGNS: Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Roads 26 feet wide or less shall be posted on both sides as a fire lane. Roads more than 26 feet wide to 32 feet wide shall be posted on one side as a fire lane. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6) *Please provide two single sheets reflecting access and circulation for fire district review, fire lane signage and curb lane striping designation. Completed document will be returned to both city staff and the design team.*

FD6. TURNING RADIUS: The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & 103.3)

FD7. PAINTED CURBS: Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3)

FD8. GATES: Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) *A gate is not shown or otherwise endorsed.*

FD9. COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW: The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (OFC B105.3) *Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as the City of Wilsonville Building Services. Fire flow calculation worksheets as well as instructions are available on our web site at www.tvfr.com.*

FD10. SINGLE FAMILY DWELLINGS - REQUIRED FIRE FLOW: The minimum available fire flow for single family dwellings and duplexes served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to IFC Appendix B. (OFC B105.2) *Prior to issuance of a building permit, provide evidence of a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 PSI residual pressure.*

FD11. FIRE HYDRANTS – COMMERCIAL BUILDINGS: Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system. (OFC 507.5.1) *Please provide a fire hydrant in the landscape median across from garage # 2.*

FD12. FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES: Where a portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (OFC 507.5.1) *Please provide a fire hydrant distribution plan serving the single family dwellings at lots # 1 thru # 32.*

FD13. FIRE HYDRANT NUMBER AND DISTRIBUTION: The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Appendix C, Table C 105.1.

Considerations for placing fire hydrants may be as follows:

- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants.
- Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the fire code official.
- Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets only as approved by the fire code official.
- Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the fire code official.

FD14. FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD: Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (OFC C102.1)

FD15. REFLECTIVE HYDRANT MARKERS: Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (OFC 510.1)

FD16. PHYSICAL PROTECTION: Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6)

FD17. CLEAR SPACE AROUND FIRE HYDRANTS: A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

FD18. FIRE HYDRANT/FIRE DEPARTMENT CONNECTION: A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDCs shall be located on the same side of the fire apparatus access roadway and or drive aisle. FDCs shall normally be remote except when approved by the fire code official. Fire sprinkler FDCs shall be plumbed to the fire sprinkler riser downstream of all control valves. Each FDC shall be equipped with a metal sign with 1 inch raised letters and shall read, "AUTOMATIC SPRINKLERS OR STANDPIPES" or a combination there of as applicable. (OFC 912.2) *Please show-clarify the location of the fire department connections serving buildings # 1 thru # 13. Recommend using methodology consistent with Phase 1 of this development.*

FD19. ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION: Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 1410.1 & 1412.1)

FD20. KNOX BOX: A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) *A Knox box is required at the clubhouse and outside of each fire sprinkler control room.*

FD21. PREMISES IDENTIFICATION: Buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 4 inches high with a ½ inch stroke. (OFC 505.1) *Provide 8" high with 1" stroke characters mounted along the face of the building facing each access-circulation drive aisle (may result in multiple applications on some buildings) Please mount characters at the highest elevation possible. Consistent with Phase 1 of this development.*

FD22. FIRE DEPARTMENT ACCESS TO EQUIPMENT: Fire protection equipment shall be identified in an approved manner. Rooms containing controls for HVAC, fire sprinklers

risers and valves or other fire detection, suppression or control features shall be identified with approved signs. (OFC 509.1) *Label each room housing fire sprinkler controls as "Fire Control Room". NFPA 704M placarding may be required at the clubhouse predicated on chemicals used in the pool and spa treatment maintenance.*

Exhibit C5, Public Works Department:

PW1	Use of the existing well on the subject property will require coordination with the Building and Public Works Departments to protect the public water system from cross contamination.
PW2	A water service connection to the Boeckman Rd water main adjoining the property would provide / allow for redundancy, improved flow and water quality in addition to the Parkway Ave connection.
PW3	All privately owned parks and open spaces are to be privately maintained.

Request E – DB12-0016: Site Design Review - Apartments, Community Center, Tract E and Open Space – Lot 1.

On the basis of findings E1 through E47, this action approves the Site Design Plan submitted with this application, approved by the Development Review Board, and stamped "Approved Planning Division" unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process. Approval of the Site Design Plan is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

PDE1. The Applicant/Owner shall provide the general contractor for the project with a copy of the approved plans and conditions of approval adopted by the City.

PDE2. All HVAC equipment shall be inconspicuous and designed to be screened from off-site view. Roof top HVAC equipment and including window mounted air conditioning units shall be painted so as to de-emphasize the units. The City reserves the right to require further screening of the equipment and utilities if they should be visible from off-site view after occupancy is granted. See Finding E13.

PDE3. All exterior lighting must be fully shielded consistent with Section 4.199. This condition also restricts the amount of lighting within the SROZ areas. See Finding E22.

PDE4. The Applicant/Owner shall obtain a Class 1 permit from the Planning Division for the installation of any fence exceeding six (6) feet high.

PDE5. Irrigation: Planning Division staff is hereby granted approval authority of the irrigation plan for the project to be submitted with the Building or Engineering Permit Set. This plan shall meet the requirements of Subsection 4.179(.09)(A-D).

Landscaping shall be professionally maintained by weeding, pruning and replacing dead plant material as necessary. A permanent underground irrigation system must be provided for all lawn, shrub and tree plantings at the time building permits are issued for projects except within the drip line areas of significant, existing trees.

PDE6. Prior to installing plantings and trees the Applicant/Owner shall provide the Planning Division a revised landscape plan that will be going out for bid demonstrating that the plantings meet the minimum size requirements of Section 4.176.06(A)(1 through 5)WDC. See Finding E14. Prior to installation of required landscape materials, the Applicant/Owner shall:

- a. Assure that construction and site development shall be carried out in substantial accord with the Site Design Review plans as approved by the Development Review Board, except as may be subsequently altered by Board approval, or by minor revisions approved by the Planning Director under a Class I administrative review process.
- b. Assure that all shrubs shall be well branched and typical of their type as described in current AAN Standards and shall be equal to or better than 2-gallon cans when available. The landscaping plan shall be planted at such a density so as to provide a minimum of 95% coverage of landscape areas with vegetation, within a 3 year time period. See Finding D14.
- c. Plant materials, once approved by the DRB, shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this Code, or any condition of approval established by City decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless the City approves appropriate substitute species.
- d. Plan Sheet A113 shows a mail room within the proposed community building. The Applicant/Owner shall coordinate with the U.S. Postal Service regarding the mail room design and with any other mailbox stations. The U.S. Postmaster has specific standards for locating mail rooms so as to provide convenient mail delivery and pickup and not obstruct handicapped accessibility. Furthermore, the mail rooms shall be located so as to not diminish required sidewalk or pathway widths, nor obstruct pedestrian movement, nor interfere with fire hydrants or public and private utilities.

PDE7. All Patio and stair railings shall be aluminum construction. See Finding E40.

PDE8. Proposed is a 16' high sound wall along the entire length of the west property line of the Brenchley Estates - North project. The sound wall must match the design and construction of the sound wall built for Brenchley Estates (Jory Trail at the Grove).

PDE9. Plantings within the median of Street 'D' shall be low variety not to exceed 24" in

height and be reviewed by the City Public Works Department prior to planting. See Finding E14.

Exhibit C6, SMART Transit Conditions:

The construction of the proposed bus pull-out will allow for the removal of an existing bus stop on SW Parkway Avenue, adjacent to the Brenchley development. Recommended conditions of approval:

- TR1.** Applicant shall provide an easement or additional right-of-way along the frontage of SW Parkway Avenue, south of the proposed Street 'D', sufficient to allow for the construction of a 10 foot by 100 foot bus pull-out, to the satisfaction of the City Engineer. If needed, based on road geometry, additional right-of-way or easement shall be provided for a covered bus shelter per City Public Works Standards.
- TR2.** Applicant shall be responsible for the construction of the bus pull-out and bus shelter noted in Condition #1, above, to City Public Works Standards.

Request F: DB12-0017: Type 'C' Tree Removal - Plan - Brenchley Estates - North - Lot 1

On the basis of findings F1 through F5, this action approves the Type 'C' tree Plan submitted with this application, approved by the Development Review Board, and stamped "Approved Planning Division" for Lot 1. Approval of the Type C Tree Plan is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

- PDF1.** The Applicant/Owner shall provide the City's Planning Division with an accounting of trees to be removed in the required Type 'C' tree removal plan per the approval of the Development Review Board for Lot 1.
- PDF2.** The Applicant/Owner shall submit an application and fee for a Type 'C' tree removal permit, including a final tree removal plan for Lot 1, prior to the issuance of a grading permit by the City's Building Division.
- PDF3.** Prior to site grading the Applicant/Owner shall install 6-foot-tall chain-link fence with metal posts, with ground-mounted metal posts pounded into the ground at 6 - 8 feet centers along the SROZ boundary next to Building #13 site area in the project site and placed at or beyond and beneath the drip-line of all trees proposed to be retained. This fencing shall remain in place throughout construction of the site and buildings.
- PDF4.** In the event that preservation of a listed retained tree is not feasible, the project arborist shall provide City staff with a written explanation of the measures considered to preserve the trees along with the line of reasoning that makes the preservation of the tree not feasible. Prior to further construction within the tree protection zone, the City will verify the validity of the report through review by an independent arborist to ensure that the tree cannot be preserved. If it is ultimately decided that the tree cannot be preserved by both arborists, then the developer may remove the tree through a Class I permit, and will be required to plant another tree somewhere else on the property.

PDF5. The Applicant/Owner shall implement the tree mitigation plan as recommended in the arborist report for Lot 1: The City requires mitigation planting when live trees are removed. Two hundred and four (204) trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal. The landscaping plan (Sheets L2.0 and L2.3) shows 205 replacement trees intended to mitigate the loss of existing trees. However many of those trees are proposed at 1 3/4" d.b.h and shall be minimum 2" caliper size, d.b.h. Also per Subsection 4.176.06(4) the proposed Grand firs and Western Hemlocks at 3' to 4' size must be increased to 8 foot minimum height. The Applicant/Owner shall provide revised Landscape Plan Sheets L2.0 and L2.3 showing larger trees. See Finding F4.

PDF6. Trees to be planted will meet the requirements of the American Association of Nurseryman (AAN) American Standards for Nursery Stock (ANSI Z60.1) for Grade No. 1 or better.

PDF7. All trees needing further on-site analysis and retained trees from site development in Lot 1 shall be protected with a 6' tall chain link fence with metal posts pounded into the ground at 6'-8' centers. Such fences shall be placed at or beyond the drip line of the trees to be protected and shall remain in place until such time as substantial construction is complete or city approval is obtained to remove the trees.

PDF8. The Applicant/Owner shall provide an instrument guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property. See Finding G8.

Request G: DB12-0018: 5-Lot Tentative Subdivision Plat – Brenchley Estates - North

On the basis of findings G1 through G13, this action approves the Tentative Subdivision Plat' submitted with this application, approved by the Development Review Board, and stamped "Approved Planning Division". This action also approves a waiver to Section 4.177 and the block size standards of the PDR-4 and PDR-5 zones to allow a 5-lot subdivision. Approval of the Tentative Subdivision Plat is contingent on City Council approval of the request for a Zone Map Amendment in case file DB12-0012 (Request A).

PDG1. Assure that construction and site development shall be carried out in substantial conformance with the Tentative Subdivision Plat as approved by the Development Review Board, and as amended by these conditions, except as may be subsequently altered by Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process.

PDG2. Prior to approval of the Final Partition Plat, the Applicant/Owner shall:

- a. Assure that the lots shall not be sold or conveyed until such time as the final plat is recorded with Clackamas County.

- b. Submit an application for Final Plat review and approval on the Planning Division Site Development Application and Permit form. The Applicant/Owner shall also provide materials for review by the City's Planning Division in accordance with Section 4.220 of City's Development Code. Prepare the Final Plat in substantial accord with the Tentative Partition Plat as approved by the Development Review Board and as amended by these conditions, except as may be subsequently altered by Board approval, or by minor revisions approved by the Planning Director.
- c. Submit final construction plans, to be reviewed and approved by the Planning Director, City Engineer, the Tualatin Valley Fire and Rescue District, Natural Resources Manager, and the City Building Official, prior to the project's construction.
- d. Submit final drawings and construction plans for the water quality/detention facilities and their outfalls for review and approval of the City Engineer, the Natural Resources Manager and the Environmental Services Division. These plans shall show the SROZ boundary over the development proposal.
- e. Supply the City with a performance bond, or other security acceptable to the Community Development Director, for any capital improvement required by the project. See Finding G13.
- f. Illustrate existing and proposed easements, on the Final Plat.
- g. Dedicate all rights-of-way and easements necessary to construct all private and public improvements required for the project.
- h. The extent of City mapped Significant Resource Overlay Zone (SROZ) on the subject property shall be placed in a conservation easement on the final plat. The purpose of the conservation easement is to conserve and protect resources as well as to prohibit certain activities that are inconsistent with the City's Natural Resources Plan. This conservation easement to be shown on the final plat will replace the existing SROZ line (the County Surveyor will not allow the SROZ demarcation on the plat). Additionally, a plat note, with language similar to the following, will be required on the final plat: "This plat is subject to a conservation easement, as recorded in document no. _____, Clackamas County Records, over its entirety, for the benefit of the City of Wilsonville, to preserve the City's mapped significant resources."
- i. The Applicant/Owner shall submit to the City Attorney a waiver of the right of remonstrance against any local improvement district that may be formed to provide public improvements to serve the subject site. The application for the waiver is available at the City Attorney's office.
- j. Provide the City with a recordable instrument guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property.

MASTER EXHIBIT LIST

The following exhibits are hereby entered into the public record by the Development Review Board in consideration of the application as submitted:

- A1. Staff Report, findings, recommendations and conditions.
- A2. Staff PowerPoint presentation.
- A3. Article, Tsunami of Rental Housing demand is on the Way by Leslie Branstein.
- A4. Article, March 1, 2012 Oregonian, Metro area's rental vacancy 2nd-lowest in U.S.
- A5. Article, March 4th, Sunday Business section of the Oregonian, Jobs Spur Wilsonville Building Boom

Applicant's Written and Graphic Materials:

- B1. Revised Land Use application in large binder notebook and on compact disk -, date received January 31, 2012 including; Code compliance/findings, First American Title report, application, mailing list, introduction/project narrative, compliance reports to requests A through H, DKS Traffic Report, plan sheets, stormwater report, building elevations, letter, draft CC&R's, Allied Waste of Washington and Clackamas Counties, arborist's report for Brenchley Estates - North.
- B2. Full Size Drawings/Plan Sheets, B&W and Color.

Sheet Number Sheet title

- P1.0: Cover Sheet
- P1.0A: Cover Sheet – North Only
- Sheet P2.0: Existing Conditions
- P2.1: Existing Conditions Overall (December 2011)
- P3.0: Preliminary Development Plan - Brenchley Estates North and South. The Applicant has also labeled a separate sheet P3.0 – Preliminary Site Plan.
- P3.1: Approved Site Plan, parcel 1
- P3.2: Approved Site Plan parcel 2
- P3.3: Preliminary Development Plan - Brenchley Estates – North
- P3.3A: Preliminary Site Plan – North Land Division
- P4.0: Approved Tentative Partition Plat (TL 100). The Applicant has also a labeled a separate sheet P4.0 – Preliminary Grading Plan.
- P4.1: Approved Tentative Subdivision Parcel 2 (TL 104)
- P4.2: Tentative Subdivision Plat – North
- P5.0: Composite Grading Plan Overall
- P5.1: Approved Grading Plan south
- P5.2: Preliminary Grading Plan – North
- P6.0: Composite Utility Plan Overall
- P6.1: Approved Utility Plan – South
- P6.2: Preliminary Utility Plan – North
- L1.0: Preliminary Tree Preservation Plan
- L1.0A: Preliminary Tree Preservation Plan
- L1.1: Preliminary Tree Preservation Details
- L2.0: Preliminary Landscape Plan
- L2.1: Preliminary Landscape Details
- L2.2: Preliminary Landscape Details
- L2.3: Preliminary landscape Details

E3.0: Preliminary Site Lighting Plan - North
E3.3: Preliminary Street Lighting Plan – North
ESL3.0: Preliminary Site Lighting Photometric - North
ESL3.3: Preliminary Street Lighting Photometric
A117: Lot 4 Apartments Concept Plan
A101: Apartment Floor Plans
A102: Apartment Exterior Elevations
A103: Apartment Floor Plans
A104: Apartment Exterior Elevations
A104: Apartment Floor Plans
A105: Apartment Floor Plans
A106: Apartment Exterior Elevations
A107: Apartment Floor Plans
A108: Apartment Exterior Elevations
A109: Apartment Floor Plans
A110: Apartment Exterior Elevations
A111: Apartment Floor Plans
A112: Apartment Exterior Elevations
A113: Community Center Floor Plans
A114: Community Center Elevations
A115: Community Center Elevations
A116: garage Elevations
Air Photo of Preliminary Development Plan

- B3.** Photo copy of Colors and materials board and hard copy to be presented at the public hearing.
B4. Jerry Offer, OTAK. Letter dated February 21, 2012.
B5. Zone Map Amendment Metes and Bounds description and map, Dated March 12, 2012.

Development Review Team

- C1.** Engineering Division Conditions, Dated March 15, 2012. Included in this staff report in the Conditions of Approval.
C2. Natural Resources Program Director Conditions, Dated March 14, 2012. Included in this staff report in the Conditions of Approval.
C3. Building Division Conditions, Dated March 7, 2012. Included in this staff report in the Conditions of Approval.
C4. TVFR Conditions, Dated March 13, 2012. Included in this staff report in the Conditions of Approval.
C5. Public Works Department, e-mailed Dated March 14, 2012. Included in this staff report in the Conditions of Approval.
C6. *SMART* transit conditions Dated March 15, 2012. Included in this staff report in the Conditions of Approval.
C7. Letter, ODOT Dated March 14, 2012.

Public Testimony:

Letters (neither for nor Against):

- D1.** ODOT, Gail Curtis, Dated May 9, 2011

Letters (In Favor): None submitted

Letters (Opposed): None submitted

FINDINGS OF FACT

1. Existing Site Conditions:

The subject site is the former Thunderbird Mobile Club (TMC). The proposed modification to the Stage I Preliminary Plan combines Jory Trail at the Grove (under construction) with proposed Brenchley Estates - North. Brenchley Estates - North and Jory Trail at the Grove comprise Tax Lots 100, 103, 104, 105 and 200. The Applicant has provided a full project description in Section I of Exhibit B1. The subject northerly property proposed for Brenchley Estates - North is currently zoned RA-H and PDR-5. Jory Trail at the Grove is zoned PDR-5.

Surrounding Development: The adjacent land uses are as follows:

Compass Direction	Existing Use(s)
North	PGE substation and an auto body repair shop zoned PDI.
East	Ash Meadows condos and vacant industrial land owned by Mentor Graphics.
South	Wilsonville Family Fun Center and the NAPA store
West	Interstate-5

Natural Characteristics: Brenchley Estates - North and Jory Trail at the Grove contains 59.96 acres of approximately 7.79 acres is forested open space in the Significant Resource Overlay Zone (SROZ) and including a drainage-way designated in SROZ. A significant number and variety of trees are scattered throughout the property.

Streets: The subject site abuts SW Parkway Avenue on the east, SW Boeckman Road at the north and Interstate-5 at the west.

Previous Planning Applications Relevant to the subject property:

2. Ordinance No. 509 which revised Wilsonville's Development Code, effective Nov. 15, 2000, included a citywide change from PDR zone to a range of PDR -1 through PDR-7.

73RZ04: PDR Zone

81PC26: Stage II Final Plan – Addition of 21 units/spaces.

82DR04: Final Site Plan- 12 additional units

Ordinance No. 270 and Resolution 84PC01: Amendment to the Comprehensive Plan Map from Primary Open Space to Secondary Open Space to allow tree removal. Added - 8 mobile home sites.

DB11-0006 Stage I Preliminary Plan – Brenchley Estates - South

DB11-0007 Three Waivers – Parcel 1

DB11-0010 Stage II Final Plan – Parcel 1

DB11-0011 Site Design Review – Parcel 1

DB11-0009 Type 'C' Tree Plan – Parcel 1

DR11-0005 Tentative Partition Plat
DB11-0012 Monument Sign
SI11-0001 SROZ Map and SRIR – Parcel 1
DB11-0029 Stage II Final Plan – Phase II, Brenchley Estates South
DB11-0032 Stage II Waivers – Phase II
DB11-0030 Site Design Review – Phase II
DB11-0033 Type ‘C’ Tree Plan – Phase II
DB11-0031 Tentative Subdivision Plat – Phase II
SI11-0002 – SROZ Map Verification and SRIR - Phase II
01AR02 Partition Plat.

3. The Applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.
4. Notice of the proposed project has been sent to the appropriate agencies involved in the review of public improvements. Comments and conditions of approval from the Building and Engineering Divisions, and Natural Resources Program Manager were received and are incorporated into this staff report.
5. The statutory 120-day time limit applies to this application. The application was initially received on January 31, 2012. Staff conducted a completeness review within the statutorily allowed 30-day review period, and advised the Applicant by letter on February 6, 2012, of missing items. On February 21, 2012, the Applicant submitted additional materials intended to complete the application. For procedural reasons, On February 24, 2012 the application was deemed complete. The City must render a final decision for the request, including any appeals, by June 21, 2012.
6. On February 24, 2011 a settlement agreement was approved between Thunderbird Mobile Club, LLC and City Council that resulted from a court case. Council action allows the proposed applications to move forward through the land use review process.

CONCLUSIONARY FINDINGS

The Applicant's compliance findings to the applicable land development criteria and Comprehensive Plan goals, policies and implementation measures are found in Section II, Exhibit B1 and are hereby incorporated into this staff report as findings for approval.

REQUEST A DB12-0012: ZONE MAP AMENDMENT
--

This request is for approval of a Zone Map Amendment from Residential Agricultural – Holding (RA-H) to Planned Development Residential – 4 (PDR-4) for approximately 19.962 acres (including SW Boeckman Road right-of-way) involving upper portions of Tax Lots 103, 105 and 200. The purpose of the RA-H Zone is set forth in the 4.120 of the Code. The proposed Zone Map Amendment from RA-H to PDR-4 is intended to serve as a procedure to evaluate the conversion of urbanizable land to urban land consistent with the Comprehensive Plan. Because the service levels vary throughout the City, the zoning process allows for a case-by-case analysis of the availability of public facilities and services and to determine specific conditions related to needed public facilities improvements. All land development proposals are reviewed for conformity with the Comprehensive Plan and specific standards set forth in the zoning ordinance.

As set forth in Subsection 4.197(.02) of the Wilsonville Code, in recommending approval or denial of a proposed zone map amendment, the Board must at a minimum, adopt findings addressing Criteria A-G, below.

Criterion 'A'

“That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008 or, in the case of a Planned Development, Section 4.140.”

- A1.** The Applicant has provided findings in Section II of Exhibit B1 addressing the Zone Map Amendment criteria, which are included in this staff report as findings for approval. Approval of the proposed Zoning Map Amendment is contingent on approval by the City Council by a City Ordinance.

Criterion 'B'

“That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text.”

Comprehensive Plan Designation: Residential 6 - 7 dwelling units per acre.

- A2.** The gross site area for Jory Trail at the Grove and Brenchley Estates - North are 59.96 acres, making the gross density of the proposed project at approximately 420 maximum dwelling units. (Comprehensive Plan Map at 7 maximum dwelling units per acre). However, the 6 – 7 du/ac density is intended to be implemented by the PDR zones in Section 4.124WDC, so the actual allowed maximum number of housing units for the entire master planned area is 725 dwelling units (724 total units are proposed). Thus,

Brenchley Estates - North housing density is calculated on the standards of the implementing PDR-4 (proposed) and PDR-5 zones. An approval of the proposed revised Stage I Preliminary Development Plan is reviewed in Request B of this staff report. Refer to the Applicant's findings in Section I of Exhibit B1 for detailed analysis of the allowed housing density, which is applicable to Criterion B.

**Comprehensive Plan – Residential
Variety/Diversity of Housing**

Implementation Measures 4.1.4.c, 4.1.4.g, 4.1.4.j, 4.1.4.k, 4.1.4.l, and 4.1.4.p speak to the City's desire to plan for and establish a variety and diversity of housing types that meet the social and economic needs of the residents, including the need for affordable housing and a balance of housing with jobs.

A3. The Applicant's zone change proposal would enable 359 multi-family apartment units dispersed in 14 buildings and 39 single-family detached houses on the Brenchley Estates – North site. The Applicant's response findings in Section II, Exhibit B1 to 4.198.01(A) speak to the providing for additional single-family and attached housing in the City, meeting these measures.

Implementation Measures 4.1.1.j, 4.1.4.i, 4.1.4.o, and 4.1.4.r speak to the City's desire to approve new residential development concurrent with the availability of public facilities.

A4. Water, sanitary sewer, and storm sewer are either available to the proposed Brenchley Estates - North site (with appropriate connections) or can be supplied to the project. The Applicant will also be responsible for constructing a public street system internal to the site to serve the proposed apartment buildings and for the 39-single-family lot subdivision.

Implementation Measure 4.1.4.h: "Require new housing developments to pay an equitable share of the cost of required capital improvements for public services."

A5. The Applicant will be required to pay the equitable share (as determined by the Community Development Director) of the capital improvement costs for public services.

- A6. The subject Brenchley Estates - North site is currently zoned Residential Agricultural – Holding (RA-H) and PDR-5. The Applicant proposes to change the RA-H Zone to the Planned Development Residential - 4 (PDR-4) Zone on 19.962 acres to enable development of 39 single-family detached houses and 359 multi-family units. On the basis of Section 4.124.05 (Table 1) the Applicant is seeking the appropriate PDR-4 zone based on the 6-7 d.u. per acre Comprehensive Plan Density.

(.05) Appropriate PDR zone based on Comprehensive Plan Density:

Comprehensive Plan Density	Zoning District
0-1 u/acre	PDR-1
2-3 u/acre	PDR-2
4-5 u/acre	PDR-3
6-7 u/acre	PDR-4
10-12 u/acre	PDR-5
16-20 u/acre	PDR-6
20 + u/acre	PDR-7

420 Max. units Comp. Plan @ 7 units per gross acre

755 Max. units
754 Proposed

Table 1: PDR Zone based on Comprehensive Plan Density

[Section 4.124(.05) amended by Ordinance No. 538, 2/21/02.]

Significant Natural Resources

- A7. On the basis of the Applicant’s material submitted, the Significant Resource Overlay Zone (SROZ) is currently located on the .64 acres of the southerly boundary of proposed Brenchley Estates - North site which is a forested drainage-way which is not part of the 19.962 acres involved in the proposed Zone Map Amendment. The SROZ area is .64 acres of the site.

Area of Special Concern

- A8. The northwestern corner of TMC (Tax Lot 200) is located in “Area of Special Concern ‘J’”. According to the Comprehensive Plan it *“has long viewed the Boeckman Road crossing of I-5 as a suitable location for construction of an interchange with I-5.”* However, the City also recognizes that I-5, being an interstate freeway, has state and national functions which may have to be balanced with local interests. Such is the case here. ODOT has authority along with FHA for the design, construction, and operation of I-5. In response, the DKS Traffic Study in Section II of Exhibit B1 indicates that Brenchley Estates – North site’s northerly frontage is along SW Boeckman Road, which is one of the City’s primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City Transportation Master Plan (TSP) identified an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to

accommodate the required dedication. See proposed condition PFC33 for street dedication.

- A9. On February 27, 2012, the Planning Division has sent ODOT a Development Review packet and ODOT has provided comments found in Exhibit C6.

Implementation Measure 4.1.4.b – Variety in Housing Type “Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.”

- A10. Implementation Measures 4.1.4.b, d, and o declares the City’s desire to see a diversity of housing types and affordability. The Applicant’s proposal would add to the City’s housing diversity 39 single-family detached houses and 359 apartment units. With regard to traffic, through the conditions of approval recommended by staff, the project can be adequately served with urban services designed to minimize off-site impacts the project.
- A11. Because of the staggering economy and the national home mortgage crisis, there are high foreclosures but low vacancy rates in multi-family housing in the Metro area. See Exhibit A4, Oregonian Article dated March 1, 2012, Metro area’s rental vacancy 2nd-lowest in U.S. This provides circumstantial evidence that there is a demand for the addition of more multi-family housing in proposed Brenchley Estates – North. The proposed Zone Map Amendment is to implement the residential objectives of the Comprehensive Plan by providing diversity in housing types. Changing the RA-H Zone to the proposed PDR-4 Zone meets IM 4.1.4b. Adequate public services can be made available to the site. Thus, the Zone Map Amendment together with the proposed Brenchely Estates - North project meets IM 4.1.4.b.
- A12. Metro’s Urban Growth Management Functional Plan Title 1 of the Urban Growth Management Functional Plan (UGMFP) and the Comprehensive Plan requires 80% maximum density at build-out of any particular parcel. With the revision of the City’s Development Code in November 2000, the lower end of the planned density range was increased to reflect this 80% requirement. The Applicant is requesting a Zone Map Amendment to Planned Development Residential - 4 (PDR-4) which corresponds to a Comprehensive Plan Map density of 6 - 7 dwelling units per acre.

Furthermore, the Applicant’s proposal will fully achieve compliance with the minimum density required at build-out. Metro’s Functional Plan provides that this deficiency is justified, in order to approximate the density of adjacent, surrounding neighborhoods. See the Applicants’ response findings found on pages 1 through 14 of Section IIA of Exhibit B1.

- A13. **Section 4.140.09(J)(2) Traffic:** The DKS Associates traffic study completed for Brenchley Estates - North indicates the proposed streets will provide sufficient access for emergency vehicles and comply with the traffic level of service requirements of the

Development Code and the Transportation Systems Plan. 88 PM hour trips through the I-5/Wilsonville interchange area are vested from the previous TMC use. The location, design, size and residential uses are such for proposed Brenchley Estates – North that traffic generated by the development can be accommodated safely for up to 267 (173 in 93 out) p.m. peak hour trips of which 40 p.m. peak hour trips through the and I-5/Wilsonville interchange area, 40 p.m. peak hour trips through the I5/Elligsen Road interchange area, and without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2).

- A14. SW Boeckman Road Needs:** The DKS Traffic Study in Section II of Exhibit B1 indicates that the Brenchley Estates - North site's northerly frontage is along SW Boeckman Road, which is one of the City's primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City Transportation Master Plan (TSP) identified an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication. See proposed condition PFC33 for street dedication.

Implementation Measure 4.1.4.d – Diversity of Housing Types “Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms,” and;

Implementation Measure 4.1.4.e “Targets are to be set in order to meet the City’s Goals for housing and to assure compliance with State and regional standards.”

- A15.** The original, adopted City of Wilsonville Comprehensive Plan Map in 1980, geographically distributed housing density for the purpose of maintaining the balance of housing types and to not concentrate higher density for multi-family housing in a few areas of the City. Historically, with the exception of adding Villebois Village, there have been a few amendments to the Comprehensive Plan Map relative to the geographic distribution of housing density. Over the years Comprehensive Plan Amendments changed Residential to Industrial to enable the development of Canyon Creek Business Park – North, and changed Residential to Industrial on Mentor Graphics property south of SW Boeckman Road (formally part of the Ash Meadows Master Plan residential area). The Mentor Graphics property is opposite east, of the site for Brenchley Estates - North. Those Comprehensive Plan Amendments reduced residential housing density in the City. Otherwise, residential projects that were approved within the City correspond with the

Comprehensive Plan Map and with PDR minimum and maximum densities allowed by Land Use and Development Code. This is the case for the proposed Branchley Estates - North and Jory Trail at the Grove projects; however, there will be a substantial reduction in the number of manufactured houses (approx. 281 units) as a result of the proposed Branchley Estates - North and the approved Jory Trail at the Grove projects.

- A16.** Pages 2 and 3 of the Comprehensive Plan: *“Wilsonville’s planning programs are required to support Metro’s 2040 Regional Framework Plan, and any Functional Plans that are formally adopted by Metro Council. Such Metro plans are intended to direct the region’s urban growth and development.” “The residential designations include planned density ranges which have been changed to reflect Metro’s requirement that minimum densities be at least 80% of maximums. In order to meet that requirement, the lower end of the planned density range has been increased and the higher end left unchanged.”* This in effect increases residential density with new development and is expected with the proposed Branchley Estates - North project. Thus, the Zone Map Amendment together with the proposed Branchley Estates - North project meets IM 4.1.4.d and 4.1.4.e.
- A17.** The proposed Branchley Estates –North project shows a variety of apartment units (1 to 4 bedroom units) and single-family detached houses. Specifically, proposed are 39 single-family detached houses and 359 apartment units meeting IM 4.1.4.d. The City has historically sought to achieve 50 percent in single-family houses, 40 percent in multi-family units and 10 percent in manufactured houses at mobile home parks. The December 31, 2011 City Housing Unit Summary indicates 9,060 dwelling units:

<u>City Wide Housing Units</u>			
Type	New	YTD	Total
Apartment	324	376	4591
Condominium	0	0	563
Duplex	0	0	68
Mobile Homes	0	0	20
Mobile Home/park	0	0	143
Single Family	10	77	3675
Totals	334	453	9060

On the basis of the inventory there are 56.9% multi-family (including 563 condominiums), 41.3% single-family (including 68 duplexes) and 1.8 percent mobile homes. Adjusting the housing units to include Branchley Estates - North the housing unit split will be 58.3% multi-family, 40% single family and 1.7% mobile homes.

- A18.** The “Residential Development” portion of the Comprehensive Plan (Policy 4.1.4) identifies the need for additional housing within the City to serve housing and economic needs of residents and employees working within the City. The national trend is to provide multi-family housing which according to the U.S. Commerce Department; *“fewer people bought new homes in December, 2011. The decline made 2011 the worst year for new - homes sales on records dating back nearly half a century to 1963. New-*

home sales fell 2.2 percent last December to a seasonally adjusted annual pace of 307,000. The pace is less than half the 700,000 that economists say must be sold in a healthy economy. The median sales prices for new homes dropped in December to \$210,300. Builders continued to slash price to stay competitive in the depressed market. A key reason for the dismal 2011 sales is that builders must compete with foreclosures and short sales, when lenders accept less for a house than what is owed on the mortgage. Furthermore, the wave of foreclosures is pushing many families out of their homes and into the rental market. For those increasing numbers of residents and employees that do not qualify to purchase a house, multi-family housing helps fill their housing need.” Also, attached to this staff report labeled Exhibit A3 is an article titled: Tsunami of Rental Housing Demand is on the Way by Leslie Braunstein that also speaks to the need for more multi-family housing. Thus the proposed Zone Map Amendment meets a public need that has been identified for rental housing.

- A19.** In terms of the 6 – 7 d.u. per acre Comprehensive Plan map designation for the proposed Brenchley Estates – North project is considered medium density. With the adjacent proximity to Interstate-5, multi-family housing is effective site planning that will buffer the proposed 39 – lot single-family subdivision. Thus, the Comprehensive Plan Map is correct to designate the subject property for medium density for multi-family housing given its location to Town Center for shopping and recreation, close proximity to industrial employment and the Oregon Institute Technology campus for reasonably affordable housing, it is along a major transit route to help decrease vehicle trips and to buffer I-5 noise impacts.

Implementation Measure 4.1.4.q “The City will continue to allow for mobile homes and manufactured dwellings, subject to development review processes that are similar to those used for other forms of housing. Individual units will continue to be allowed on individual lots, subject to design standards. Mobile home parks and subdivisions shall be subject to the same procedures as other forms of planned developments.”

- A20.** The Applicant is not proposing to site mobile (manufactured) homes in this application so this criterion is not applicable.

Criterion ‘D’ – Public Facilities: “That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized.”

- A21.** The Deputy City Engineer’s recommended Public Facility (PF) conditions impose further performance upon the Tentative Subdivision Plat and Stage II Final Plan applications, which require the Applicant to provide adequate road improvement to the proposed interior street, water, drainage and sanitary sewer infrastructure to serve the proposed Brenchley Estates – North project. As currently configured, the project satisfies all design requirements regarding needed infrastructure improvements.

Criterion ‘E’ – Significant Resource Overlay Zone: “That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural

hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone.”

A22. The area designated Significant Resource Overlay Zone (SROZ) (i.e., southerly area of the Brenchley Estates - North site) is the south tributary to Coffee Lake Creek (Site ID Number 2.13S). This area is not part of the 19.962 acres proposed in the Zone Map Amendment.

Criterion ‘F’ “That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change.”

A23. The Applicant’s submittal documents for Brenchely Estates - North indicate the intent to develop 39 single-family detached houses and 359 market rate apartment units after final approvals is obtained from the City within the next 2 to 3 years. The Applicant suggests that construction is planned for 288 apartment units early this summer and the balance of the project in 2013 -2014 meeting Code.

Criterion ‘G’ “That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.”

A24. The Applicant’s proposal, together with conditions of approval for the proposed Brenchley Estates – North project will bring it into compliance with all applicable development standards.

Subsection 4.197(.03) provides that “If affirmative findings cannot be made for all applicable criteria listed above the Planning Commission or Development Review Board shall recommend that the proposed text or map amendment, as the case may be, be denied.”

A25. The Applicant has made affirmative findings in Section II of Exhibit B1 to Subsection 4.197.02(A)-(G) meeting Subsection 4.197(.03). Recommended conditions of approval will ensure compliance with the subject code criteria.

Subsection 4.197(.04) stipulates that the “City Council action approving a change in zoning shall be in the form of a Zoning Order.”

A26. Staff recommends approval of the proposed Zone Map Amendment, together with appropriate conditions of approval. A City Council Zoning Order and Ordinance regarding the proposed Zone Map Amendment is required subsequent to contingent approval of the requested companion applications.

Subsection 4.197(.05) provides “In cases where a property owner or other applicant has requested a change in zoning and the City Council has approved the change subject to conditions, the owner or applicant shall sign a statement accepting, and agreeing to complete the conditions of approval before the zoning shall be changed.”

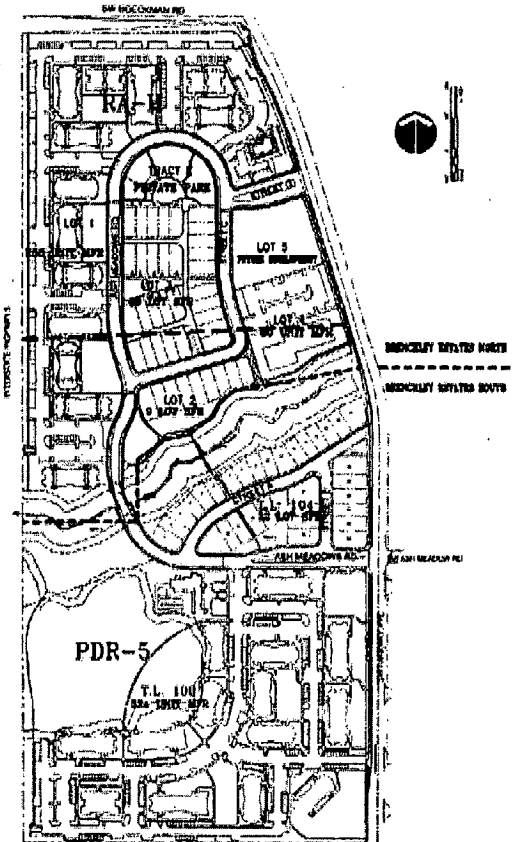
A27. Staff recommends adoption of these findings, and recommended conditions, to the Development Review Board in review of the application to modify the Zone Map designation from RA-H to PDR-4. Upon recommendation of approval by the Board, these will be forwarded to the City Council for final action.

SUMMARY FINDINGS FOR REQUEST A:

A28. The Applicant has demonstrated that the proposed Zone Map Amendment will meet all applicable requirements. Its approval may be recommended to the City Council by the Development Review Board, as all matters of Code compliance have been resolved.

REQUEST B
DB12-0013: STAGE 1 PRELIMINARY PLAN
COMBINED BRENCHLEY ESTATES - NORTH AND JORY TRAIL AT THE GROVE





The Applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted.

B1. The Applicant is requesting approval of a revised Stage I Preliminary Plan (Master Plan) depicted in Section III of the application notebook (Exhibit B1) to combine Branchley Estates - North and Jory Trail at the Grove. The plan area of approximately 59.96 acres abuts SW Boeckman Road, SW Parkway Avenue, Interstate-5 and is north of Wilsonville Town Center. (See the Vicinity Map in the introductory section of this staff report). The Branchley Estates Master Plan was approved for three parcels or three phase development over time. Proposed is Branchley Estates - North including a 5-lot development plan. This request is being submitted concurrently with applications for a Stage II Final Plan for Branchley Estates - North; Lot 1, Site Design Review, Lot 1, Type

C Tree Plan, Tentative Subdivision Plat to create 5-lots. In particular, see the Stage II compliance (Section V), Site Design Review (Section V), Type 'C' Tree Plan (Section V), Tentative Subdivision Plat (Section IV) of Exhibit B1. The elements of the proposed revised Stage I Preliminary Plan can be made to meet all applicable development standards through required conditions of approval.

- B2.** The consolidated applications include the supporting Stormwater Report (Section III-D), and the Traffic Impact Analysis prepared by DKS and Associates (Section II-B) of Exhibit B1 meeting code.

Proposed Revised Stage I Preliminary Development Plan:

- B3.** The proposed revised Stage I Preliminary Plan is comprised of 754 residential units;

Approved – Branchley Estates (Jory Trail at the Grove):

32.06 acres

Parcel 1: 21.25 net acres, 324 apartment units in 14 buildings, community center/swimming pool. 4.66 acres SROZ.

Parcel 2: 3.73 net acres. 32 single-family, detached houses.

Tract A: 54,398 sq. ft. and 19,277 sq. ft. SROZ; Tract B: 39,991 sq. ft., and 89,270 sq. ft. SROZ.

Parcel 3: North of a natural drainage-way is being folded into Branchley Estates – North. The housing density was used in Branchley Estates.

Proposed Branchley Estates - North - Site Analysis:

27.9 gross acres.

See pages 12 through 15 of Section I, Exhibit B1 for detailed site analysis of Branchley Estates - North. In general project comprises:

Phase 1, Lot 1: 14.32 acres - 288 apartment units in 13 buildings, community center/swimming pool and 46,440 Sq. ft. private park in Tract E. 148,506 sq. ft. of PDR-5 Zone and 20,407 sq. ft. of PDR-5 with SROZ overlay. 454,811 sq. ft. of proposed PDR-4 zoning.

Phase 2, Lot 2: 71,021 sq. ft. of net area proposed for future re-division with 9-lots for detached single family houses. Also includes 2,673 sq. ft. of SROZ area. All of Lot 2 is zoned PDR-5.

Phase 2, Lot 3: Proposed for future re-division with 32-lots for detached single family houses and 0.81 acres of private open space and alley access. Lot 3 includes 106,129 sq. ft. of proposed PDR-4 zone area; 24,440 sq. ft. of PDR-5 zoned area; and 17,478 sq. ft. of private ROW. The private ROW is not included in the net site area. No SROZ is included in Lot 3.

Phase 2, Lot 4: Proposed for the future development with a single, 4-story apartment building of up to 71 units and up to 50 feet in height. Lot 4 also includes 4,660 sq. ft. of SROA with the underlining PDR-5 Zone.

Future Development, Lot 5: 60,825 sq. ft. for future development. No use is proposed at this time. All Lot 5 is proposed PDR-4 zoning.

Land Uses:

- B4.** The original Thunderbird Mobile Club (TMC) Master Plan for the property was approved in case-file 73RZ4 (re-zoning) under the Planned Development Regulation provisions of Article 12 of Ordinance No. 23. The Stage II Final Plan approval in case-file 81PC26 added 21-additional units that resulted in 169 total mobile home sites. In Ordinance No. 270, eight (8) more mobile home sites were added. Request A seeks to modify the Stage I Preliminary Plan in 73RZ4 and the Stage II Final Plan in Resolution 81PC26.
- B5.** The northerly area (Tax Lot 200) of TMC zoned RA-H is part of the proposed revised (revising the Master Plan in Resolution 73RZ4) Stage I Preliminary Plan being considered in this application. Internal street circulation, pedestrian paths and on-site utilities proposed in this application are designed to connect to the northerly area of TMC or Tax Lot 200.
- B6.** The subject northerly property is identified in an "Area of Special Concern" on the Comprehensive Plan Map. See Finding A8.
- B7.** The proposed project is intended to maximize multi-family density for market rate rental housing. The Applicant's submittal document indicates intent to develop Lot 1 shortly after final land use approvals are obtained from the City. The Applicant indicates that construction is planned in the spring of 2012.

Significant Resource Overlay Zone (SROZ):

- B8.** The area designated Significant Resource Overlay Zone (SROZ) (i.e., southerly area of the Brenchley Estates - North site) is the south tributary to Coffee Lake Creek (Site ID Number 2.13S). This area is not part of the 19.962 acres proposed in the Zone Map Amendment but is nest to proposed Lots 1, 2 and 3.

The creek has a required 50-foot Title 3 vegetated corridor. The SROZ land area also includes an upland forest (Site Number: 2.14U) wildlife habitat. This site has mature Douglas fir upland forest with approximately 10% deciduous trees. The City Natural Area Inventory indicates this site "Provides habitat for birds but not many small mammals." (Site Number: 2.13S) includes a riparian stream (drainage-way), which was identified as part of the City's Natural Resources Inventory.

Section 4.139WDC – The Significant Resource Overlay Zone code prescribes regulations for development within the SROZ and its associated 25 foot Impact Area. Setbacks from significant natural resources implement the requirements of Metro Title 3 Water Quality Resource Areas, Metro Title 13 Nature in Neighborhoods, and Statewide Planning Goal 5. Wetlands, streams and riparian corridors shall have at least a minimum 50-foot buffer, but buffers may extend to the top of the slope for riparian corridors. All significant natural resources have a 25 foot Impact Area. Development or other alteration activities may be permitted within the SROZ and its associated 25 foot Impact Area through the review of a Significant Resource Impact Report (SRIR).

The Applicant contends and staff agrees; *“The public roadway crossing utilizes the existing roadway and embankment slope and includes curb tight sidewalks on both sides. The street width narrows per section B-B on Sheet P3.3 to minimize grading within the crossing. Our understanding is that as long as the grading is confined to the existing culvert crossing (including the embankment slopes), no mitigation or SRIS is necessary. There was also some preliminary correspondence between Kerry Rappold and Randy Cunningham on December 8 regarding site plan impacts to the SROZ. At that time, Kerry stated there would be no need for an SRIR since the site impacts were limited to the 25-foot buffer and were minor.”*

Section 4.140. Planned Development Regulations.

(.01) Purpose.

- A.** The provisions of Section 4.140 shall be known as the Planned Development Regulations. The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.
- B9.** Staff finds the proposed revised Stage I Preliminary Plan is consistent with the stated purpose in this section of the Planned Development Regulations.
- B.** It is the further purpose of the following Section:
- 1.** To take advantage of advances in technology, architectural design, and functional land use design:
- B10.** The Applicant's compliance findings in Section III-A of the Compliance Report more than adequately addresses this criterion. The project is not designed to be LEED certified but will meet the energy code for building construction and kitchens will have energy efficient appliances.
- 2.** To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;
- B11.** The Applicant's compliance finding in Section III-A of the Compliance Report more than adequately addresses this criterion.
- 3.** To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.

B12. The integrated design and recreational amenities for the Stage I master plan assures an overall cohesive character and will result in a comprehensive development that is equal to or better than that resulting from individual lot land use development.

4. **To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;**

B13. The proposed revised Stage I Preliminary Plan is responsive to site characteristics such as topography, access and visibility and natural resources. The Stage I master plan layout conforms to the large natural forested area and a natural drainageway, which is found on the southern portion of the project site. Problems of flood hazard, severe soil limitations, or other hazards are not characteristics of the property.

5. **To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.**

B14. Proposed in Brenchley Estates - North is a 5-Lot subdivision comprising 359 apartment units and 39 single-family detached houses. The Applicant is seeking six (6) waivers to the development standards of the Code for Brenchley Estates - North. The Board approved five (5) waivers for Brenchley Estates (re-named Jory Trail at the Grove). See Request C for the detailed discussion of the proposed waivers, which in the professional opinion of staff the proposed waivers to building heights will provide the needed flexibility in the height of the buildings and setbacks while maintaining a ratio of the site areas to dwelling units that is consistent with the PDR-4 and PDR-5 zoning and of the Comprehensive Plan. Buffering of the proposed 39 single-family low-density development is achieved by transitioning the houses with the proposed Tract E/private park.

6. **To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.**

B15. The development will place moderate demands on public water, sanitary sewer, storm sewer facilities and streets. All public facilities and services are either available to the site or will be extended in compliance with City of Wilsonville standards. The Deputy City Engineer has reviewed the revised Stage I Preliminary Plan and has determined that adequate services and facilities are available or will become available with scheduled City facilities development projects.

7. **To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.**

B16. See findings A15 through A19.

- 8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.**

B17. The Applicant's compliance findings in Section III-A more than adequately addresses this criterion. The proposed Stage I Preliminary Plan responds to the economic changes by creating multi-family units and small single-family detached houses in the City. Also Finding A18 is applicable to this criterion.

(.02) Lot Qualification.

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.**
- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD." All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code.**

B18. The Applicant has demonstrated consistency with the purposes and objectives of Section 4.140. The proposed revised Stage I Preliminary Plan comprises approximately 59.96 acres and is designated in the Comprehensive Plan for Residential use and is zoned PDR-5 and proposed in the PDR-4 Zone.

(.03) Ownership.

- A. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.**
- B. Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.**

B19. The subject property is currently five tax lots all owned by Holland Partners Group. Holland Partners Group has authority to make land use and development applications meeting code.

(.04) Professional Design.

- A. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.**

B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:

- 1. An architect licensed by the State of Oregon;**
- 2. A landscape architect registered by the State of Oregon;**
- 3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the Development Review Board, Planning Commission, or City Council; or**
- 4. A registered engineer or a land surveyor licensed by the State of Oregon.**

C. One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.

D. The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.

B20. All of the professional disciplines as required by (.04) above were used to prepare the plans and narrative for the consolidated land use applications. Individual firms are listed on the inside cover of the application and represent the following disciplines:

- Licensed architect (LRS Architects)
- Registered landscape architect (OTAK, Inc.)
- Land use planner with AICP certification (Jerry Offer, OTAK, Inc.)
- Registered engineers (OTAK, Inc.)
- Arborist, Teragan and Associates
- Lighting consultant, MFIA, Inc.

OTAK, Inc. has taken a lead role in conferring with staff with respect to the concept and details of the plans.

(.05) Planned Development Permit Process.

A. All parcels of land exceeding two (2) acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:

- 1. Be zoned for planned development;**
- 2. Obtain a planned development permit; and**
- 3. Obtain Development Review Board, or, on appeal, City Council approval.**

B21. The subject property encompasses more than 2 acres in area. The property within the Stage I and Stage II boundaries is designated 'Residential' on the Wilsonville Comprehensive Plan Map. Stage I and Stage II approvals for Brenchley Estates - North as well as Site Design Review are also being sought in the Applicant's consolidated application.

- D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:**
- 1. Pre-application conference with Planning Department;**
 - 2. Preliminary (Stage I) review by the Development Review Board. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval to the Board; and**
 - 3. Final (Stage II) review by the Development Review Board**
 - 4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan.**

B22. A formal pre-application conference was held on October 6, 2011. Additionally, the Applicant's project team has met with staff on a regular basis to refine components of the overall design. The Applicant has elected to combine numerous separate land use applications as allowed by the Wilsonville Code.

B23. The Stage II Final Plan application outlines the improvements included in the more detailed Site Design plans addressed in Section V of the consolidated application.

(.06)(B) The applicant may proceed to apply for Stage I – Preliminary Approval – upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan.

B24. The proposed residential uses contemplated with this request are consistent with the PDR-4 and PDR-5 zoning and with the Comprehensive Plan Map designation of Residential.

(.07) Preliminary Approval (Stage One):

A. Applications for preliminary approval for planned developments shall:

- 1. Be made by the owner of all affected property or the owner's authorized agent; and**

B25. As described in the findings addressing (.03) Ownership, the Stage I application was authorized by the property owner for Holland Partner Group, Applicant.

- 2. Be filed on a form prescribed by the City Planning Department and filed with said Department.**

B26. On January 31, 2012, the Applicant submitted the required application forms and the required fees were received by the City.

- 3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.**

B27. The professional design team is described in Finding B20 addressing (.04) above.

4. **State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.**
- B28.** The application introduction and the Stage I Preliminary Plan application describe and illustrate the land uses (apartments and single-family houses), the amount of land area devoted to each use, and their location. See Section IA of the submittal notebook for the complete site analysis.
- B.** **The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:**
- B29.** A checklist that provides cross-references to the information required by Section 4.035 (Site Development Permits) is included in Exhibit B1 and is included by reference herein. Staff has reviewed the application and has determined that it includes conceptual and quantitatively accurate representations of the entire Stage I Preliminary Plan sufficient to judge the scope, size, and impact of the development on the community.
1. **A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.**
- B30.** The Applicant has provided a boundary survey representing Brenchley Estates - North within the Stage I Preliminary Plan area. This requirement is met.
2. **Topographic information as set forth in Section 4.035**
- B31.** Topographic information is shown on the Grading, Drainage, and Erosion Control Plans of Section III (Exhibit B1) of the consolidated application (Plan Sheet P4.0). One (1)-foot contours are shown as required for sites with slopes up to 5%. This requirement is met.
3. **A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre.**
- B32.** The Comprehensive Plan and Development Code work together to encourage flexibility in the application of regulations to planned Developments. For example, Implementation Measure 4.1.4.v of the Comprehensive Plan notes that densities may be increased through the Planned Development process, and the Planned Development regulations permit the waiver of development standards such as minimum lot area, lot width and frontage; waivers that result in increased density. (Section 4.118(.03).4)
- B33.** Jory Trail at the Grove is zoned Planned Development Residential -5 (PDR-5). The southerly area of the proposed Brenchely Estates - North site is zoned Planned Development Residential - 5 (PDR-5) (southerly portions of Tax Lots 103, 105 and 200) and the balance zoned Residential Agricultural – Holding (RA-H). Proposed is to rezone RA-H to PDR-4. (See Request A) The PDR-5 zoning designation has an anticipated density range of 10-12 units/acre.

- B34.** The PDR-5 zoning on Tax Lots 100, 104 and the southerly portions of Tax Lots 103, 105 and 200 happened in 2000 when the City of Wilsonville conducted a major overhaul of the City's Development Code. (Ordinance No. 509). The Development Review Board in Resolution 210, Finding A32 of Exhibit A1, determined:

A32. "The Brenchley Estates site is zoned Planned Development Residential ("PDR-5"). The PDR-5 zoning designation, and anticipated density range of 10-12 units/acre, is consistent with the Wilsonville Comprehensive Plan."

"The Brenchley Estates site was zoned PDR-5 in 2000, when the City of Wilsonville conducted a major overhaul of the City's Development Code. (Ordinance No. 509). Among other things, the code re-write divided the existing Planned Development Residential ("PDR") zone into seven subcategories (PDR-1 through PDR-7) based upon density. The City then assigned the new PDR zones to properties across the City including the Brenchley Estates site. In the ordinance adopting the amendments, the City found that the rezoning complied with all of the applicable goals, policies and objectives set forth in the Comprehensive Plan. No appeal of the City's land use decision zoning the Brenchley Estates site PDR-5 was filed, so the decision is final."

"The City's Comprehensive Plan describes the density ranges of 6-7 units/acre and 10-12 units/acre as "medium density housing." The City Council is authorized to interpret the standards and requirements of the text and maps of the Comprehensive Plan, including assigning zoning designations that would "work out to" the medium density housing level of density¹. The PDR-5 development standards are intended to implement a density range of 10-12 units/acre, which is reflected by zone's average lot area, minimum lot size and minimum density standards. See Section 4.124.5 and 4.124(.05), Table 1. When the PDR-5 zone was created in 2000, the code explained that the anticipated density range was 7-12 units/acre. Section 4.124(.05), Table 1, Ord. No. 509. In 2002, the density range in the code for PDR-5 was amended to be 10-12 units/acre. Section 4.124(.05), Table 1, Ord. No. 538. The findings in support of Ordinance No. 538 explain that the amendments in the ordinance are minor and do not make substantive changes to the Code. By applying the PDR-5 zoning designation to the Brenchley Estates site, the City Council interpreted the Comprehensive Plan's medium density housing standards and determined that the PDR-5 zoning designation was consistent with the Comprehensive Plan."

The Applicant contends and Staff agrees that the above Finding A32 affirms the proposed density calculations in Section I of Exhibit B1 to build out Brenchley Estates – North as proposed.

- B35.** In Section I of Exhibit B1 the Applicant has provided detailed analysis for housing density. The following tables prepared by Staff were based upon the Applicant's analysis but is an abbreviated version. On the basis of Findings B33 through B34 the allowable housing density is based upon the PDR-4 and PDR-5 Zones:

Allowed Housing Units under Sections 4.124.4 and 4.124.5:

Table 1: Approved Brenchley Estates (Jory Trail) - Zoned PDR-5 324 Apartments, 32 Single-Family Houses			
Size (Gross Acres)	Net Acres minus Road ROW and SROZ	Total Housing 356 Units	PDR-5 2,500 SF, Maximum Units 4,000 SF, Minimum Units
32.07 acres (1,396,969 SF), gross site area	22.48 net acres		
7.2 acres (311,469 SF) SROZ land			50% SROZ Density Transfer Credit: 7.2 acres x .50 = 3.6 acres or 155,735 SF/2,500 SF = 62 transferable units
2.44 acres (106,070 SF) of public ROW.	22.48 acres or 979,421 SF @ 15.8 du per net acre		979,421 SF/2500 = 392 units + 62 transferable units SROZ = 454 - 356 = 98 units below maximum density 979,431 SF/4000 = 245 units 356 - 245 = 111 units above minimum density
			392 + 62 = 454 Max. Units 245 Min. Units

Table 2: Proposed Brenchley Estates - North - Zoned PDR-4 and PDR-5 359 Apartments, 39 Single-Family Houses			
Size (Acres)	Net Acres minus Road ROW and SROZ	Total Housing 398 Units	PDR-4 4,000 SF, Maximum Units 6,000 SF, Minimum Units PDR-5 2,500 SF, Maximum Units 4,000 SF, Minimum Units
27.9 acres (1,215,190 SF) gross site area.	23.1 net acres		
.63 acres (27,740 SF) SROZ land			PDR-5: 50% SROZ Density Transfer Credit: 27,740 acres x .50 = 13,870 SF/2,500 SF = 5.5 transferable units.
3.73 acres (162,539 SF) of public road ROW.	PDR-4 16.5 acres or 718,721 SF PDR-5 6.6 acres or 288,513 SF		PDR-4 718,721 SF/4000 = 179.7 Units 718,721 SF/6000 = 119.8 Units PDR-5 288,513 SF/2500 = 115.4 Units 288,513 SF/4000 = 72.12 Units
	@ 17.23 du per net acre		PDR-4 179.7 Max. Units 119.8 Min. Units PDR-5 115.4 Max. Units + 5.5 SROZ units = 120.9 units 72.12 Min. Units

Table 3: Combined Brenchley Estates and Jory Trail - Zoned PDR-4 and PDR-5 683 Apartments, 71 Single-Family Houses			
59.96 Total Gross Acres	45.56 Net Acres	754 Total Proposed Housing Units	Jory Trail 391.8 + 62.3 SROZ = 454 maximum dwelling units Brenchley Estates - N 179.7 + 115.4 + 5.5 = 300.6 or <u>301</u> maximum units 454 + 301 = <u>755</u> Total Maximum Units

(.05) Appropriate PDR zone based on Comprehensive Plan Density:

Comprehensive Plan Density	Zoning District
0-1 u/acre	PDR-1
2-3 u/acre	PDR-2
4-5 u/acre	PDR-3
6-7 u/acre	PDR-4
10-12 u/acre	PDR-5
16-20 u/acre	PDR-6
20 + u/acre	PDR-7

420 Max. units Comp. Plan @ 7 units per gross acre

755 Max. units
754 Proposed

Table 1: PDR Zone based on Comprehensive Plan Density

[Section 4.124(.05) amended by Ordinance No. 538, 2/21/02.]

B36. The site benefits from natural resource protections afforded by the Significant Resource Overlay Zone (SROZ) area. The provisions of Section 4.139.11(.02) 50% density transfer credit may supplement the preliminary project density calculated above, when applicable review criteria are satisfied. The Applicant is seeking to apply the provisions of Section 4.139.11(.02) based upon the calculations in Finding B35.

B37. Multi-family and single-family residential development is proposed. The "Parking Summary" on pages 14 and 15 Section I, Exhibit B1 for Lot 1 provides detailed analysis.

4. A stage development schedule demonstrating that the developer intends to receive Stage II approval within two (2) years of receiving Stage I approval, and to commence construction within two (2) years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.

B38. In request D, the Applicant is seeking approval of a Stage II Final Plan for Brenchley Estates - North, for Lot 1 development concurrently with the request for proposed revised Stage I Preliminary Plan. Section 1 project introduction of the consolidated application indicates construction of the 288 new apartments in the summer of 2012. A 5 lot development plan schedule is requested with this application. The Applicant intends to proceed diligently to completion of the improvements identified in the Stage II Final Plan and Site Design Plan for Lot 1.

5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.

B39. Capital improvements are anticipated along SW Parkway Avenue and the extension of Ash Meadows Road. The Engineering Division is requiring the appropriate bonds to complete the street improvements in the form of public facility conditions meeting code.

6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.

B40. Final development plans will be executed in 5 stages for proposed Brenchley Estates – North project meeting code.

7. Statement of anticipated waivers from any of the applicable site development standards.

B41. The Applicant is requesting six (6) waivers. For the detailed analysis for the three proposed waivers see the findings in Request C.

4. Land area within the Significant Resource Overlay Zone may be used to satisfy the requirements for outdoor recreation/open space area consistent with the provisions found in Section 4.113 of the Planning and Land Development Ordinance.

B42. See Findings B43 and B44. The Applicant is proposing useable outdoor living space that far exceeds the minimum 300 sq. ft. per dwelling unit requirement and exceeding the 15% minimum landscape coverage. In the professional opinion of staff the Applicant's evidence meets Subsection 4.139.10(A).

B43. The project site is outside the Boeckman Creek corridor - SROZ area and it is not within an identified natural hazard, or on an identified geologic hazard. Proposed Brenchley Estates - North will not impact the SROZ.

Section 4.113. Standards Applying To residential developments in any zone.

(.01) Outdoor Recreational Area in Residential Developments.

A. Purpose. The purposes of the following standards for outdoor recreational area are to provide adequate light, air, open space and usable recreational facilities to occupants of each residential development. Outdoor recreational area shall be:

1. Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas. Such outdoor recreational area shall be provided consistent with the requirements of this Section.
2. Recreational areas shall be provided in keeping with the needs of the prospective tenants and shall not be located in required yards, parking, or maneuvering areas, or areas that are inaccessible. Standards for outdoor recreational areas may be waived by the Development Review Board upon finding that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area.
3. In mixed-use developments containing residential uses, the Development Review Board shall establish appropriate requirements for outdoor recreational area, consistent with this Section.
4. The Development Review Board may establish conditions of approval to alter the amount of required outdoor recreation area, based on findings of projected need for the development. Multi-family developments shall provide at least the following minimum recreational area:
 - a. For ten (10) or fewer dwelling units, 1000 square feet of usable recreation area;
 - b. For eleven (11) through nineteen (19) units, 200 square feet per unit;

c. For twenty (20) or more units, 300 square feet per unit.

5. Outdoor recreational area shall be considered to be part of the open space required in the following subsection.

B44. Brenchley Estates - North and Jory Trail at the Grove will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size. Approved in Brenchley Estates (Jory Trail at the Grove) is 4,103 sq. ft. within two playground areas; 9,573 sq. ft. of pool and pool deck area; 57,726 sq. ft. of larger mostly-lawn areas (i.e. larger than 2,500 sq. ft.) for unstructured recreation; and 36,033 sq. ft. of preserved and enhanced wooded area and walkways to the southeast of apartment building #6, 8,200 sq. ft. This totals approximately 107,435 sq. ft. of outdoor recreational area, or over 331 sq. ft. of outdoor recreation area per each of the 324 dwelling units - in excess of applicable minimum 300 sq. ft. per unit requirement. The area for the community center building was not included in the 'usable recreation' area by the Applicant.

Outdoor Recreation Areas/SROZ Areas

- Area around clubhouse (including pool)..... 16,082 square-foot total
 - Playground: 1,770 square feet
 - Lawn and sidewalks: 4,739 square feet
 - Pool/pool deck: 9,573 square feet
- Area east of building #14..... 15,086 square feet of lawn and sidewalks
- Area east of building #4..... 14,508 square feet of lawn and sidewalks (excludes 1,200 square feet stormwater facilities)
- Triangle area northwest of building #6..... 2,526 square feet of lawn and sidewalks
- Area west of building #7..... 20,147 square-foot total
 - Playground: 2,333 square feet
 - Lawn and sidewalks: 17,814 square feet
- Area north of building #8..... 3,053 square feet of lawn and sidewalks
- Area southeast of building #6..... 36,033 square feet of existing trees and enhanced woodland plantings with sidewalks encircling wooded area

Proposed Brenchley Estates - North for Lot 1, 288 apartment units includes 5,919 sq. ft. of pool and pool deck area; 54,597 sq. ft. of larger mostly-lawn areas (i.e. larger than 15,000 sq. ft.) for unstructured recreation; over 45,000 sq. ft. of scattered smaller lawn areas and landscaped beds adjacent to and including sidewalks; and 26,298 sq. ft. of preserved open space in SROZ area on the southern portion of the lots south of proposed apartment building #13. In addition, 25,844 sq. ft. of preserved trees and developed recreation area within private park tract E. This totals approximately 86,400 sq. ft. of outdoor recreational area, or 300 sq. ft. of outdoor recreation area per each of the 288 dwelling units - in excess of applicable Code minimum 300 sq. ft. per unit requirement. The overall Brenchley Estates - North site totals 157,000 sq. ft. of shared recreation area or slightly over 25 percent of the 14.3 acre site for the project required by Code. This also

includes the outdoor space for Brenchley Estates – North, 39 single family detached houses on Lots 2 and 3, and 71 apartments (4-story apartment building) on Lot 4.

B45. In terms of future residents' access to recreational resources, the proposed on-site open space is supplemented by the approved a 5,400 sq. ft. and a proposed 5,919 sq. ft. community centers/swimming pool facilities, and the proposed community centers/swimming pool along a direct SMART transit route to public parks. The proposed on-site open space and other recreational amenities more than fulfill the intent and purpose of the requirement for outdoor recreational area meeting code.

(.02) Open Space Area shall be provided in the following manner:

A. In all residential subdivisions including subdivision portions of mixed use developments where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space. For subdivisions with less than 25% SROZ lands and those with no SROZ lands, the minimum requirement shall be ¼ acre of usable park area for 50 or less lots, ½ acre of usable park area for 51 to 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. Front, side and rear yards of individual residential lots shall not be counted towards the 25% open space.

Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide ¼ acre of usable park area for a development of less than 100 lots, and ½ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways. Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement.

Multi-family developments shall provide a minimum of 25% open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations, and outdoor recreational area as provided in 4.113(.01)(A)(1) through (5). [Amended by Ord. 589 8/15/05]

B46. The current Stage I Preliminary Plan for Brenchley Estates (Jory Trail at the Grove) was approved for 324 unit multiple-family units divided into 14 apartment buildings and 32 single family houses in two development phases. Open space was approved for this development in accordance with the requirements of this section. The 7.15 acre portion of the site in SROZ together with over 107,435 sq. ft. useable open space and recreational amenities on Parcel 1 represents approximately 27% exceeding the minimum 25% open space or ¼ acre requirement of the code. The Board found it consistent with the requirement of this criterion.

B47. The proposed revised Stage I Preliminary Plan for Brenchley Estates - North and Jory Trail at the Grove will add 359 multiple-family units divided into 14 apartment buildings and 39 single family detached houses. The Applicant contends and Staff agrees that according to the Applicant: *"The 288-unit multi-family portion will include 5,919 square feet of pool and pool deck area; 54,597 square feet of larger, mostly lawn areas (i.e., larger than 15,000 square feet) for unstructured recreation (includes adjacent walkways); over 45,000 square feet of scattered smaller lawn areas and landscape beds adjacent to and including walkways; and 26,298 square feet of preserved open space in the SROZ area on the southern portion of the lots south of building 13. In addition, 25,884 square feet of preserved trees and developed recreation area within private park tract E across Ash Meadows Road from the project is also being counted towards lot 1's shared recreation area and open space area. This totals over 157,000 square feet of shared recreation area, or slightly over 25 percent of the 14.3 acre site – in excess of the minimum recreation area for this project required by this standard. In addition, substantial other planting areas are included in Lot 1 that have not been included as open space area since they are not located close to walkways; are steep or isolated; or are relatively small planting beds."* This is consistent with the requirement of this criterion.

B. **Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.**

B48. The open space provided for the proposed Brenchley Estates – North residential units is intended to be owned and maintained by the property owner.

C. **The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance is the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.**

B49. The open space provided for all of the residential units in the master plan is intended to be owned and maintained by the owner. An appropriate maintenance mechanism will be provided for review by the City Attorney prior to recordation.

(.03) Building Setbacks (for Fence Setbacks, see subsection .08)

B50. See the response findings on pages 13, 14 and 15 in the Compliance Report of Section IV, Exhibit B1. The front yard setback of the underlying PDR-4 and PDR-5 zones is 20 feet, measured from property line for lots less than 10,000 square feet which is the case here.

B51. Special Setback: Section 4.177.01(C)(3) requires a 'special setback' of 55 feet from centerline. Except for the southern 264 feet of Parkway Avenue, the right-of-way width is uniformly 60 feet, or 30 feet from centerline. This width is less 30 feet, leaves 25 feet of special setback. Since this special setback is greater than the 20 foot setback of the underlying zone, the special setback that would apply along the SW Parkway Avenue street frontage.

To resolve the difference of the above requirement from the Transportation System Plan (TSP):

The TSP requires 71- to 76-feet of right-of-way for a Minor Arterial, which is the classification of SW Parkway Avenue. (Figures 4-8 and 4-20 in the TSP). Measuring these distances from centerline results in 35.5- to 38.5-feet. Since the existing right-of-way is only 30-feet-wide from centerline (except as noted above), an additional right-of-way dedication of at least 5.5 feet is required along the frontage. If the future improvement required the full width of 76 feet, an additional right-of-way dedication of 38.5 feet would be required.

If either of these widths is required to be dedicated, the front yard setback would be measured from the resulting property line. In the case of the 71-foot-wide TSP width, an additional 0.5 feet of front yard setback would be required beyond the 55-foot-wide special setback required by Section 4.177(.01)(C)(3). In the case of the 76-foot-wide TSP width, an additional 3.5 feet of front yard setback would be required beyond the 55-foot-wide special setback required by Section 4.177(.01)(C)(3).

An examination of the proposed revised Stage I Preliminary Plan indicates that proposed Brenchley Estates - North the building setbacks will be reviewed at the time of Stage II Final Plans for Lots 4 and 5. A waiver is proposed to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow a community center on proposed lot 1 to be located as close as 15 feet to the front property line. See request C for detailed analysis of the proposed setback waiver.

B52. Waivers: See Findings C1 through C10 for detailed analysis of five (5) proposed waivers. The Applicant's compliance findings found on pages 17 through 18 of Section III of Exhibit B1 provide the supportive evidence to approve the proposed waivers.

- (.04) Height Guidelines:** The Development Review Board may regulate heights as follows:
- A. Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.**
 - B. To provide buffering of low density developments by requiring the placement of buildings more than two (2) stories in height away from the property lines abutting a low density zone.**
 - C. To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River from greater encroachments than would occur if developed conventionally.**

B53. TVFR has reviewed the proposed plans and can provide fire protection and emergency services to the project. The project has been designed to comply with these criteria. The proposed 3 and 4-story apartment building are designed to be generously set back from SW Parkway Avenue and Interstate-5 with intervening landscaping or existing trees and open space to buffer the buildings meeting code.

B54. Property in PDR – 4 and PDR-5 zones are subject to a maximum 35 foot height limit. Proposed is 40' maximum building height for the apartment (multi-family) buildings and 4-story apartment building at approximately 50 feet in height. The proposed heights of the apartment buildings are driven by the need to have 3 and 4 story buildings to make the project financially feasible and to create more open space and the maximum number of affordable housing. See Request C for the detailed analysis for the proposed height waiver.

(.05) Residential uses for treatment or training.

B55. No residential treatment facility or residential home, as defined in Section 4.001.238 of the Wilsonville Development Code, is proposed as a part of this master plan. This section is not applicable.

(.06) Off Street Parking: Off-street parking shall be provided as specified in Section 4.155.

B56. Parking for the residential units is provided at grade next to all of the proposed apartment buildings and single family houses. (See Request D for the detailed parking analysis). Also see Section V of Exhibit B1.

(.07) Signs: Signs shall be governed by the provisions of Section 4.156.

B57. A monument sign was approved in association with Brenchley Estates (Jory Trail at the Grove). The Applicant will be submitting a separate application for a Master Sign Plan for the entire master planned area which is not part of this review.

(.08) Fences:

B58. Proposed is a 16 foot high concrete sound wall along the west of Brenchley Estates - North to tie in with the sound wall approved in Brenchley Estates (Jory Trail at the Grove) facing Interstate-5.

(.09) Corner Vision: Vision clearance shall be provided as specified in Section 4.177, or such additional requirements as specified by the City Engineer.

B59. The proposed buildings are set back from SW Parkway Avenue sufficient to allow appropriate vision clearance at the existing driveways meeting code.

(.10) Prohibited Uses:

B60. No prohibited uses are proposed.

(.11) Accessory Dwelling Units.

B61. Accessory dwelling units are not proposed but may be included in the preliminary subdivision plat for the proposed 39-lots in a separate application.

(.12) Reduced Setback Agreements.

B62. Subsection .09 provides an allowance for zero setbacks at the discretion of the neighboring landowner which is not being requested.

(.13) Bed and Breakfasts.

B63. A Bed and Breakfast is not proposed as a part of this development.

(.14) The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type. However, consideration of these factors shall not prevent the Board or Planning Director from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.

B64. This section provides procedural guidance to the Planning Director and Development Review Board, for which no finding of compliance is necessary at this time.

Subsection 4.140 (.07)B.: The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:

B65. The Applicant has submitted a boundary survey including topographic information completed by a licensed surveyor meeting code. See the Tentative Subdivision Plat in Section IV, Sheet P4.2.

B66. The Applicant has submitted a tabulation of the proposed land use (See Section I, Exhibit B1). A more detailed analysis of the proposed development will occur as a part of the Stage II Final Plan (Request D) application. The Applicant is proposing multi-family and single-family residential uses which are allowed in the PDR-4 and PDR-5 Zones.

B67. The Applicant is seeking Stage II Final Plan approval for Brenchley Estates - North concurrent with the request for a Stage I Preliminary Plan meeting code meeting code.

Section 4.118. Standards applying to all Planned Development Zones:

(.01) Height Guidelines: In "S" overlay zones...

The project site is not within an "S" overlay zone; therefore, this provision does not apply.

(.02) Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.

B68. Public Utilities were installed as part of SW Parkway Avenue development. Thus, the Applicant proposes to utilize existing utilities within the street. None of the proposed utilities will be located above ground.

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140 and based on findings of fact supported by the record may:

**A. Waive the following typical development standards:
3. Height and yard requirements;**

B69. The proposal includes a request for a waiver to the building height requirements to allow 40 foot and 50 foot building heights. Refer to Request C for the waiver analysis.

D. Locate individual building, accessory buildings, off-street parking and loading facilities, open space and landscaping and screening without reference to lot lines; and

B70. The site has been designed to comply with the regulations of Section 4.140. Open space and landscaping and screening are designed to respect lot lines.

Section 4.167. General Regulations - Access, Ingress and Egress.

B71. Approved for Brenchley Estates (Jory Trail at the Grove) are two vehicular access drives at SW Parkway Avenue. The approved southerly access drive is designed to be right-in/right-out. Proposed for Brenchely Estates - North is one full turning movement access drive at SW Parkway Avenue meeting code.

Section 4.171. General Regulations – Protection of Natural Features and Other Resources.

B72. All grading, filling and excavating on the project site will be done in accordance with the Uniform Building Code.

B73. A Tree Report has been prepared by Teragan and Associates for impacted by development, addressing existing trees within the proposed project site. Mr. Teragen had also prepared the tree report for Brenchley Estates (Jory Trail at the Grove). The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6" DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 288 apartments on Lot 1 and Tract E designates 204 regulated trees for removal. Seven (7) of those trees may be preserved during on-site

construction. Seventy (70) existing trees are planned to be retained on Lot 1 and Tract E, including a grove of oaks in Tract E. Tree mitigation is proposed in the form of Sheet L2.0 – Preliminary Landscape Plan.

REQUEST C
DB12-0014: WAIVERS

The Applicant has provided compliance findings to the applicable criteria (See Section VI in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Section 4.118.03 - The Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may approve waivers. The code requires that all waivers be specified at the time of Stage 1 Master Plan and Preliminary Plat approval.

Waivers - Subsection 4.118.03(B) as applicable to the proposed project: (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

- 1. minimum lot area;**
- 2. lot width and frontage;**
- 3. height and yard requirements;**
- 5. lot depth;**
- 8. height of buildings other than signs;**
- 12. fence height;**

Section 4.140. Planned Development Regulations.

(.01) Purpose .

A. The provisions of Section 4.140 shall be known as the Planned Development Regulations. The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.

B. It is the further purpose of the following Section:

- 1. To take advantage of advances in technology, architectural design, and functional land use design;**
- 2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;**
- 3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.**
- 4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;**

5. To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.

Section 4.140. Planned Development Regulations.

6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.

7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.

8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.

Standards for Residential Development In Any Zone. According to Section 4.113.03 the front and rear yard setback limitation are:

A.1. Minimum front yard setback: Twenty (20) feet.

A.6. Minimum rear yard setback: Twenty (20) feet.

Section 4.116.10(E). Standards Applying to Commercial Development, Commercial Developments Generally "Maximum Building Height: Thirty-five (35) feet, unless taller building are specifically allowed in the zone."

C1. Approved Waivers, Brenchley Estates (re-named Jory Trail at the Grove) (Phase 1) 324 Apartments that the Applicant wishes to carry over to Brenchley Estates - North:

1. A waiver of the 20-foot front yard setback standard of Subsection 4.113(.03)(A)(.1) to allow apartment building 14 to be located 18 feet from the front property line and the building's stair towers to be 12 feet from the front property line, and the recreation building to have a minimum 7-foot front yard setback.

Staff: This waiver is not applicable to Brenchley Estates – North.

2. A waiver to allow accessory garage buildings on Parcel 1 along the rear (southerly) property line to have a minimum 5-foot setback whereas a minimum 20-foot rear yard setback is required by Section 4.113(03)(A)(.6).

Staff: This waiver may not be necessary for Brenchley Estates – North because the proposed garages on Lot 1 appear to have the appropriate 20-foot setback from rear (I-5) and front yards (Boeckman Road - corner lot). The proposed sound wall at 16-foot height is proposed 17-feet from the property line requires a waiver.

3. A waiver to allow multi-family buildings on Parcel 1 to have a maximum building height of 40 feet instead of the PDR-5 maximum height standard of 35 feet.

Staff: This waiver may not be necessary for Brenchley Estates – North because the architectural elevations indicate the tallest apartment building is 34'-6", 6" below the 35-foot maximum height limit.

Approved Waivers, Brenchley Estates (Phase 2) 32 Single-Family Detached House Subdivision:

4. 4-foot side yard setbacks are requested in this phase, whereas Code Section 4.113(.03)(B)(2) requires 5-foot minimum side yard setbacks for one-story buildings and 7-foot side yard setbacks for two or more stories.
5. 8-foot side yard setbacks are requested for corner lots, whereas Code Section 4.113(.03)(B)(2) requires 10-foot minimum side yard setbacks.

The Applicant is requesting that these waivers be extended to also cover the single-family lots within Brenchley Estates North. The justification for these waivers for the lots within Brenchley Estates - North will be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested.

Requested Waivers – Brenchley Estates - North, Lot 1

Proposed Waivers: Regarding the proposed waivers the Applicant has met Section 4.118.03 by listing the following waivers:

In addition, the following additional waivers are requested for Brenchley Estates - North only:

1. A waiver to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow several multi-family residential buildings and a community center on proposed lot 1 to be located as close as 15 feet to the front property line; and
2. Waivers to the 5,000 square foot average lot size and 4,000 square foot minimum lot size standards of the PDR-4 zone so that all lots in the split-zoned Brenchley Estates North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet and an average area per unit size of 3,000 square feet, as long as overall density standards for the subdivision are satisfied. The justification for these waivers for the lots within Brenchley Estates - North will be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested for the single-family lots in Brenchley Estates – North.
3. A waiver to the maximum 35-foot building height of the PDR-5 zoning district to allow a multi-family building of four stories and up to 50-feet in height on proposed lot 4 of Brenchley Estates - North. This waiver will be requested through the Stage II Final Development Plan and Site Design Review for development of lot 4.
4. A waiver is proposed to Section 4.177 and the block size standards of the PDR-4 and PDR-5 zones to allow large 5-lot subdivision in two phases. Phase 1 call for the creation of Lot 1, open space Tract E, and an extension of Ash Meadows Road. Lot 1 will enable the development of Brenchely Estates - North – 288 apartment units and a community center/swimming pool. Phase 2 will include proposed Street C and four additional lots. The waiver will also benefit Lots 1, 2 and 4 which will ultimately be re-plated to create 39 lots for attached single family houses and a 4-story apartment building. Thus, the large lots set the framework for future land divisions.

The Applicant's compliance findings found on pages 17 through 18 of Section III of Exhibit B1 provide the supportive evidence to approve the proposed waivers.

- C2. Property zoned PDR-4 and PDR-5 are subject to a maximum 35 foot height limit. Proposed is 40' maximum building height for the apartment (multi-family) buildings and 4-story apartment building at approximately 50 feet in height. The proposed heights of the apartment buildings are driven by the need to have 3 and 4 story buildings to make the project financially feasible and to create more open space and to obtain the maximum number of affordable housing. See Request C for the detailed analysis for the proposed height waiver.

Section 4.140.05(C) states: Development Review Board approval is governed by Sections 4.400 to 4.450. Particularly Section 4.400.02 (A through J). In this case as it relates to the decision criteria for reviewing waivers.

Section 4.140(.04) B. It is the further purpose of the following Section:

1. **To take advantage of advances in technology, architectural design, and functional land use design:**
- C3. The scarcity of land for development has necessitated the intensification of the use of available land to accommodate future housing needs. Compact development has become an attractive approach, especially in cities where services and transportation are most available. While the Applicant has sought to take advantage of advances in functional land use design, the applicant must balance the requirements of the Development Code, e.g. yard setback requirements and building height. In order to provide a residential component that is both walk-able and functional, the applicant has sought to reduce the front and rear yard setbacks of the proposed apartment buildings, the community center, garages and single-family houses. A waiver to increase the building heights from 35 feet to 40 feet on the proposed apartment buildings, and 35 feet to 50 feet on the proposed 4 - story apartment building. These requests are all in order to accommodate buildings, open space, parking and drives thereby necessitating the request for waivers.
2. **To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;**
- C4. The Applicant is seeking to develop Lot 1 for apartment buildings and a community center. In supplying apartment-style housing, community center and garages the Applicant must not exceed the minimum yard setbacks for residential development in the PDR-4 and PDR-5 zones. The Applicant is also requesting a waiver to increase the building heights from 35 feet to 40 feet on the proposed apartment buildings, and 35 feet to 50 feet on the proposed 4-story apartment building. The Applicant is requesting relief to provide a greater density of such vertical housing on the property. This will free up property to provide adequate parking, open space and to preserve more trees.

3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.

C5. The subject site is within the PDR-5 Zone. Proposed is PDR-4 for the portion of the project site that is zoned RA-H. Planned developments allow for non-traditional land use development. Planned developments also allow for traditional zoning rules to be waived in order to promote innovation and coordinated development. Rather than approaching development on a lot-by-lot basis, as typically occurs under traditional zoning, the entire parcel is planned in a comprehensive and integrated fashion. In this case it is being developed for apartments, single family houses and a community center.

4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;

C6. The very purpose of the Planned Development Regulations is to permit flexibility of site design. Staff finds that the proposed waivers would allow the Applicant the flexibility to utilize the site more efficiently meeting code.

5. To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.

C7. The southerly portion of the Branchley Estates - North site is partially within the PDR-5 zone which has an established residential density ratio. Proposed is PDR-4 zoning for the balance of the site that is zoned RA-H. The residential development has been an integral part of the land use for the subject property since the City's first Comprehensive Plan was adopted in 1971. In keeping with the Comprehensive Plan the Applicant is proposing to construct 359-more apartment units and 39 more single family units. The proposed yard setbacks at front and rear yards and increased building heights would accommodate the apartment buildings, garages, community center and single family houses which are driven by the need to build the anticipated number of residential units to make the project financially feasible, and to fulfill the Applicant's desire of multi-family and single family housing at this site. Reducing yard setbacks enables the Applicant to integrate parking and drives, open space as well as the residential buildings, thus maintaining a ratio of site area to dwelling units. Staff concurs with the Applicant's findings that a waiver to the front and rear yard setback requirements and building height permits flexibility to construct such a development.

6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.

C8. Adequate facilities exist; therefore, this provision is satisfied regardless of building setbacks.

7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.

C9. Residential development has been an integral part of the land use for the subject property since the City's first Comprehensive Plan was adopted in 1971. In keeping with that vision, the Applicant is proposing to construct apartment buildings.

Standards for Residential Development In Any Zone. According to Section 4.113.04 the building height limitation is:

“Height Guidelines: The Development Review Board may regulate heights as follows:

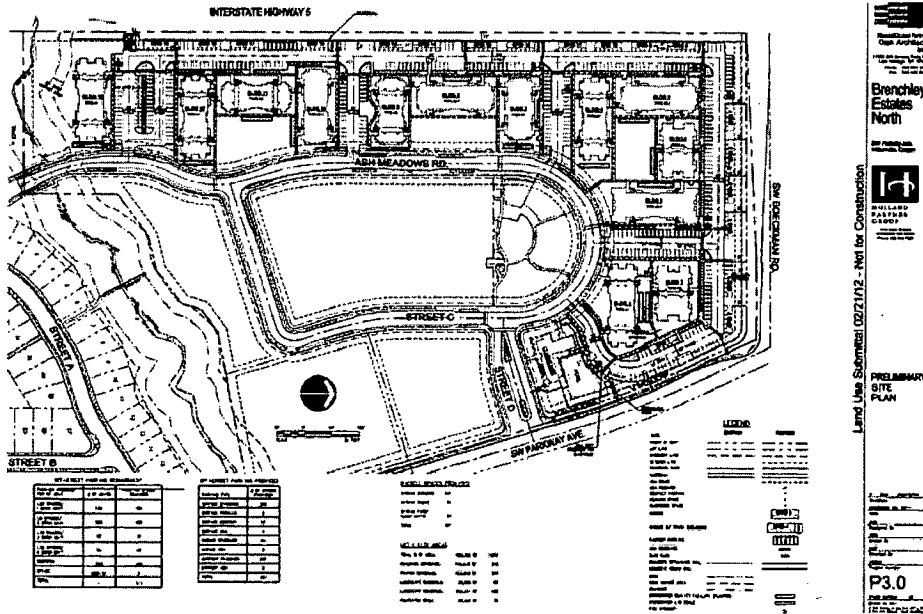
- A. Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.**
- B. To provide buffering of low density developments by requiring the placement of buildings more than two (2) stories in height away from the property lines abutting a low density zone.”**

C10. TVFR has indicated that building designs for the apartment buildings, community center and single-family houses are consistent with adequate provision of fire protection and fire-fighting apparatus height limitations meeting this criterion.

REQUEST D
DB12-0015: BRENCHLEY ESTATES - NORTH
STAGE II FINAL PLAN, LOT 1

The Applicant has provided compliance findings to the applicable criteria (See Section IV in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Proposed Branchley Estates – North, Lot 1, Stage II Final Plan – 288 Apartment Units and a Community Center			
Area	Size (Sq. Ft.)	Size (Acres)	% of Total Site
Building Footprints Apartments, garages, rec. building and accessory buildings.	146,918 SF	3.38 Ac	24%
Paving Coverage	153,315 SF	3.52 Ac	25%
Landscape area (SROZ)	264,593 SF	6.07 Ac	42%
Landscape Sidewalks	20,407	.47 AC	3%
	38,493	.88 AC	6%
	623,726 SF	14.32	100%



The relevant Stage II Final Plan review standards are the following:

ZONING, Sections 4.100-4.141

Subsection 4.140.09(J): A planned development permit may be granted by the Development Review Board only if it is found that the development conforms to all the following criteria, as well as to the planned development regulations in Section 4.140.

Subsection 4.140.09(J) – Stage II Final Plan approval

Subsection 4.140.09(J)(1-3) stipulates the following criteria for Final Plan approval:

- 1. The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.**
- 2. That the location, design, size and uses are such that traffic generated by the development can be accommodated safely and without congestion in excess of level service "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets.**
- 3. That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.**

Additionally, Subsection 4.140.09(J)(1) states: The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.

Subsections 4.140.09(C-F): Stage II Final Plan

D1. The Applicant's submittal documents provide sufficient detail to satisfy the requirements of Section 4.140.09(C) & (D). These criteria are met.

Comprehensive Plan and Zoning: Planned Development Residential zone

D2. With an approval of the proposed Zone Map Amendment the subject property will have two zoning districts – PDR-4 and PDR-5. The Comprehensive Plan identifies the subject property as Residential 6-7 dwelling units per acre.

Subsection 4.118.03(B): Waivers.

D3. The Applicant is seeking six (6) waivers to the Planned Development Regulations. See Request C for the detailed analysis for each waiver.

Subsection 4.113: Standards Applying to Residential Developments in any Zone:

Subsection 4.113 provides for the required open space in new residential developments. In addition, Implementation Measures 4.1.5.d, 4.1.5.j, and 4.1.5.k speak to the Comprehensive Plan's desire to create and conserve open space in the City for specified objectives.

Subsection 4.113.02(A) – Outdoor Recreational Area - Standards Applying To Residential Developments In Any Zone.

(.01) Outdoor Recreational Area in Residential Developments.

A. Purpose. The purposes of the following standards for outdoor recreational area are to provide adequate light, air, open space and usable recreational facilities to occupants of each residential development. Outdoor recreational area shall be:

1. Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas. Such outdoor recreational area shall be provided consistent with the requirements of this Section.
2. Recreational areas shall be provided in keeping with the needs of the prospective tenants and shall not be located in required yards, parking, or maneuvering areas, or areas that are inaccessible. Standards for outdoor recreational areas may be waived by the Development Review Board upon finding that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area.
3. In mixed-use developments containing residential uses, the Development Review Board shall establish appropriate requirements for outdoor recreational area, consistent with this Section.
4. The Development Review Board may establish conditions of approval to alter the amount of required outdoor recreation area, based on findings of projected need for the development. Multi-family developments shall provide at least the following minimum recreational area:
 - a. For ten (10) or fewer dwelling units, 1000 square feet of usable recreation area;
 - b. For eleven (11) through nineteen (19) units, 200 square feet per unit;
 - c. For twenty (20) or more units, 300 square feet per unit.
5. Outdoor recreational area shall be considered to be part of the open space required in the following subsection.

(.02) Open Space Area shall be provided in the following manner:

A. In all residential subdivisions including subdivision portions of mixed use Development where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space. For subdivisions with less than 25% SROZ lands and those with no SROZ lands, the minimum requirement shall be $\frac{1}{4}$ acre of usable park area for 50 or less lots $\frac{1}{2}$ acre of usable park area for 51 to 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. Front, side and rear yards of individual residential lots shall not be counted towards the 25% open space.

Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide $\frac{1}{4}$ acre of usable park area for a development of less than 100 lots, and $\frac{1}{2}$ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in

alternative ways. Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement.

Multi-family developments shall provide a minimum of 25% open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations, and outdoor recreational area as provided in 4.113(.01)(A)(1) through (5) [Amended by Ord. 589 8/15/05]

- B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.
 - C. The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.
- D4. See findings B42 through B49 of this staff report. The Stage II Final Plan for Lot 1 will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size.
- D5. Covenants, Conditions, and Restrictions of a Homeowner's Association are required for the proposed single-family subdivision. See the proposed CC&R's in Section IV-C meeting Code.

Subsection 4.113(.07) – Fences

- D6. Proposed is a 16' high sound wall within the westerly boundary of the property to match the sound wall design built for Brenchley Estates.

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.

(.02) General Provisions:

- G. The nearest portion of a parking area may be separated from the use or containing structure it serves by a distance not exceeding one hundred (100) feet.
- D7. The proposed parking areas are located within one hundred (100) from each apartment building, thus this code criterion is satisfied.
- J. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the

boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.

D8. The submitted plans indicate that concrete curbing will be provided, however the Applicant must install bumper guards to prevent any portion of a vehicle within a parking lot from extending over sidewalks. With proposed condition PDD6 this can be accomplished.

K. All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as "grasscrete" in lightly-used areas, that is found by the City Engineer to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City Engineer, shall be provided.

D9. Asphalt/concrete surface is proposed for parking and drives. This code criterion is satisfied.

L. Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.

D10. The City recently passed an outdoor lighting ordinance (Dark Sky), Ordinance #649, which implemented Section 4.199.50 into the Development Code. A more in depth discussion regarding Section 4.199.50 can be found in Request D.

N. Compact car spaces.

D12. Twelve (12) Compact spaces or 2.5% are proposed with this request meeting code.

O. Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.

D13. Preliminary Landscape Plan Sheet L2.0 shows the proposed planting areas are at least seven (7) feet in depth. This provision is therefore satisfied. In addition, consistent with Section 4.155(.02)J., the Applicant must provide wheel stops in those areas that don't. With proposed condition PDD6 bumper guards must be provided.

(.03) Minimum and Maximum Off-Street Parking Requirements:

A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:

D14. The subject site is the former Thunderbird Mobile Club. The vehicle access points to the site are at SW Parkway Avenue. On-site Circulation within the site was reviewed by the City's Traffic Consultant, DKS & Associates and there were no significant concerns. Staff further finds the site plan is designed with access and maneuvering areas adequate to serve the functional needs of the site.

D15. Pedestrian access to the site will be taken from the sidewalk on Parkway Avenue and via

internal walkways meeting code.

B. Parking and loading or delivery areas landscaping requirements

- D16. Parking Lot Landscaping as a Percentage:** Proposed is 10% of the parking lot will be landscaped meeting code.
- D17. Parking Areas Visible from the Right-of-Way:** The proposed landscape treatment will provide adequate screening of parking areas from SW Parkway Avenue and SW Boeckman Road, meeting code.
- D18. Parking Areas Visible from Adjacent Properties:** The proposed parking areas will be partially visible to adjacent properties. Adjacent is Brenchley Estates (Jory Trail at the Grove). At the east is Ash Meadows condominiums and apartments. SW Boeckman Road, which is much higher in elevation than the project site abuts the northerly property. The Applicant has provided Preliminary Landscape Plan L2.0 demonstrating landscaping will be provided around the perimeter of the project site with low to medium shrubs consistent with that standard.
- D19. Landscape Tree Planting Areas:** The Applicant has provided Preliminary Landscape Plan L2.0 demonstrating that most of the proposed planting areas are a minimum of eight (8) feet in width. The code further requires that the Applicant provide one (1) tree per (8) parking spaces. The Applicant is proposing 481 surface parking spaces, which at one tree per eight spaces would require sixty (60) trees. According to the submitted plans, the Applicant is proposing approximately sixty-six (66) trees, which in the aggregate meeting the required minimum.

Subsection 4.155(03)B.4 Parking for ADA

- D20.** The Applicant is proposing to install 481 parking spaces. Based on the requirement of one ADA-accessible parking space for every fifty (50) standard spaces, the Applicant is required to provide minimum ten (10) ADA compliant parking space. Preliminary Site Plan P3.0 indicates eight (8) surface, three (3) carport and three (3) garage ADA compliant parking spaces; immediately next to the apartment buildings and two (2) spaces adjacent to the community building. Final design of ADA parking is reviewed by the Building Division.

Subsection 4.155.(03)B.5.: Connection of Parking Areas

- D21.** The subject site not part of complex of buildings envisioned for shared parking with adjacent properties. Thus, the Applicant is providing all of the needed parking on-site. This provision will be satisfied subject to the DRB approving the proposed parking plan.

Subsection 4.155.(03)B.6-8 and Table 5: Parking Standards.

D22. Section V in Exhibit B1 the applicant has provided compliance findings relative to this provision.

Proposed Bedrooms Count:

- 84 one-bedroom units
- 215 two bedroom units
- 12 three bedroom units
- 12 four bedroom units
- 288 total units; 600 total bedrooms

Vehicular Parking: The Applicant has submitted summary findings with regard to parking. Based upon the requirement of this section, the Applicant is required to provide a **minimum of 409 parking spaces**. The Applicant is proposing to **provide 481 spaces**, which is **72 spaces above the parking minimum meeting code**. This is approximately 1.20 parking spaces per unit.

Subsection 4.155.(03)B.6-8 and Table 5: Parking Standards.	OFF - STREET PARKING REQUIREMENT	Code minimum: Apartments of ten (10) or more units.
Parking Required Per MF Unit	# of units	Parking Spaces Required
1.25 spaces/1 BDR MF Unit	132	165
1.5 spaces/2 BDR MF Unit	120	180
1.75 spaces/3 BDR MF Unit	12	21
Code does not specify for 4 bedroom units so 1.75 spaces/4 BDR MF Unit.	24	42
Community Center Leasing Office (667 SF) @ 2.7 per 1,000 SF		1
TOTAL	288	409

Parking Maximum: No limit

OFF - STREET PARKING PROPOSED:	
SURFACE STANDARD	235
SURFACE PARALLEL	2
SURFACE COMPACT	12
SURFACE ADA	8
GARAGE STANDARD	111
GARAGE ADA	3
CARPORT STANDARD	107
CARPORT ADA	3
TOTAL	481

Community Center: The great room, workout room, library, business room, restrooms, storage room, pool equipment room and maintenance office do not require additional parking as those amenities will serve the residents having parking provisions. Residents can either walk or bike to

the center. The community center will be located next to the main driveway entrance to the project along SW Parkway Avenue. The leasing office and managers office caters to the public requires one (1) additional parking space. Proposed are two (2) parking spaces for the disabled adjacent to the north side of the community center.

D23. Bicycle Parking: Based upon the requirement of this section, the Applicant is required to provide a minimum of 291 bicycle parking spaces, one per residential unit. 291 spaces are proposed meeting code.

CODE: Bicycle Minimums 1 per D.U.; 291 Required	PROVIDED
WITHIN GARAGES	114
WITHIN RACKS	81
WITHIN 1ST FLOOR UNITS	96
TOTAL	291

Subsection 4.171. General Regulations – Protection of Natural Features and Other Resources

(.02) General Terrain Preparation:

D24. There are environmental features on the subject property (natural forest and drainage-way in SROZ) but the project will not impact those features. All terrain preparation will be done in accordance with the Uniform Building Code. These provisions will be further guaranteed through the review of the Grading and Erosion Control Permits meeting code.

(.03) Hillsides:

D25. The project-development site does not contain slopes greater than 25%; therefore, this provision is not applicable.

(.04) Trees and Wooded Areas.

D26. The proposed Type ‘C’ Tree Removal Plan is in compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00. The Applicant has provided a tree inventory in Section VI of Exhibit B1 and has evaluated the project’s impact upon tree removal, and proposed tree mitigation. The Board may approve the Type ‘C’ Tree Removal Plan based upon this inventory, together with recommended conditions of approval.

(.05) High Voltage Power Line Easements and Rights of Way and Petroleum Pipeline Easements:

D27. The subject site is not encumbered by high voltage power line easements and right-of-way or petroleum pipeline easement; therefore, this provision is not applicable.

(.06) Hazards to Safety:

- D28.** The project site is not located within a soil or geological hazard area. Review of the building plans and public works permit will ensure that best engineering practices are maintained.

Subsection 4.177 (.01)A-B. Street Improvement Standards.

- D29.** The project site abuts the north terminus of Ash Meadows Road at the southwest corner of the property which the road will be extended through the development meeting code.

- D30.** The project site fronts SW Parkway which is a Minor Arterial. Subsection (.01) C. 3, require a special setback for properties adjacent to all arterial streets. A minimum setback of 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater is required to allow for future widening. The current street section for SW Parkway Avenue meets Figure 4.21 of the 2003 Transportation System Plan provides a street section depicting two (2), 12 foot thru lanes, a 14 foot turn lane/median, 6 foot bike lanes, and 8.5 foot planter strip and 5 foot sidewalks. But the proposed 6 foot bike lanes were not installed. The proposed apartment buildings are more than 55 feet from the centerline and are not closer than 25 feet from the right-of-way meeting code. The City Engineer's Public Facilities conditions require that all right-of-way dedications, easements and street improvements are to be completed to the requirements of the City's 2003 Transportation System Plan. As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. The Applicant submittal includes plans for a five (5) lot preliminary subdivision plat. Any additional dedication of the SW Parkway Avenue right-of-way and SW Boeckman Road will occur with the recordation of the final plat. SW Parkway Avenue adjacent to the project site is classified in the City 2003 TSP as a Minor Arterial, with a required Right of Way of 71 to 77 feet, yielding a required half - ROW adjacent to the project of 35.5 to 38.5 feet. The current half - ROW is 30 feet, thereby requiring additional ROW dedication from the project.

SW Boeckman Road adjacent to the north side of the project site is classified in the City TSP as a Major Collector, with a required Right of Way of 71 to 77 feet, yielding a required half - ROW adjacent to the project of 35.5 to 38.5 feet. Staff has evaluated the long term needs for SW Parkway Avenue, and has determined a future 77 foot ROW is needed, therefore, the additional ROW dedication from the project is calculated as 38.5 - 30 feet existing = 8.5 feet. Staff has also evaluated the long term needs for SW Boeckman Road. See finding D31 for SW Boeckman Road ROW needs.

- D31. SW Boeckman Road Needs:** In response, the DKS Traffic Study in Section II of Exhibit B1 indicates that the project site's northerly frontage is along SW Boeckman Road, which is one of the City's primary east-west arterials. DKS is recommending that in order to serve future travel demand, The City 2003 Transportation Master Plan (TSP) identified

an improvement project that would widen SW Boeckman Road between SW Parkway Avenue and 95th Avenue to five lanes. This project is expected to require the acquisition of right-of-way from the project site. The Applicant has indicated on page 14, Section IV of Exhibit B1 that additional right-of-way for SW Boeckman Road and SW Parkway Avenue will be dedicated in accordance with the TSP. The Preliminary Site Plan indicates 27 to 28 foot setback for new buildings from the SW Boeckman Road ROW to accommodate the required dedication. See proposed condition PFC33 for street dedication.

D32. Bicycle Network: Regarding the bicycle network, due to its projects frontage with Parkway Avenue, the Applicant must contribute to the provision of a north-south bicycle facility along its frontage. Based on discussions with City staff, the Applicant will be asked to construct a multi-use path along the project frontage. See proposed condition PFC34 for street dedication.

D33. See Dolan Findings 1 through 14. Currently SW Parkway Avenue fronting the subject property does not have on-street bike lanes or dedicated and separated pedestrian/bicycle paths. In the approval of Brenchley Estates the Applicant was conditioned to construct a 10 foot wide pedestrian/bicycle path. It will impact significant trees and require additional right-of-way. The general consensus of staff is recommending a dedicated and separated pedestrian/bicycle path to front the project site.

Subsection 4.177.01(E): Access drives and lanes.

D34. Proposed is one and only one is allowed per the City's access management guidelines is full movement driveway at Ash Meadows Road that will serve the Brenchley Estates - North site. This northerly access must be located at least 600 feet south of the Parkway Avenue/Boeckman Road intersection. DKS indicates that *"The conceptual site plan provided by the project sponsor only shows a general location for the northern access, but it appears that the intent is to meet the access spacing requirement."*

Subsection 4.177.03(01)I: Corner or clear vision area.

D35. This plan is acceptable but must maintain a minimum 445 feet sight distance based on SW Parkway's 40-mph speed limit. The final clear vision areas and vertical clearance will be reviewed by the City Engineering Division to assure compliance with the Section 4.177.

Section 4.175: Public Safety and Crime Prevention

D36. The Clackamas County Sheriff Department and Tualatin Valley Fire and Rescue provide emergency services for the City. Proposed housing is positioned for easy on-site surveillance and next to SW Parkway Avenue providing opportunity for clear on/off-site security views. Proposed parking lots can be easily viewed by patrolling law enforcement vehicles. On site lighting will be provided. The proposed apartment buildings will be

sprinkled. Curbs must be painted and/or signs installed for no parking near the hydrants. This provision is therefore satisfied.

- D37.** The proposed building lighting is sufficient to discourage on-site criminal activity after dark. This code criterion is met. A detailed review of site lighting can be found in Request E.

TRAFFIC

- D38.** Except for the extension of Ash Meadows Road and subdivision streets, proposed are private drives and pedestrian ways to access the apartment buildings.

Subsection 4.140(.09)(J)(2): Traffic Concurrency. “That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City’s adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.”

Additionally, Subsection 4.140(.09)(J)(2)(a)(ii) requires that the traffic study performed to determine whether a proposed project will generate traffic in excess of Level of Service D (LOS D) look at “what impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic.”

- D39.** The DKS traffic report estimated that the PM peak hour trips to and from this project would use the I-5/Wilsonville Road interchange (Wilsonville Road between SW Boones Ferry Road and Town Center Loop West). The DKS Traffic report further indicates that the proposed full driveway at SW Parkway Avenue will not warrant a traffic signal.

D40. At the request of Staff, DKS Associates completed a Transportation Impact Study dated January 27, 2012 that is included in Exhibit B1. The project is hereby limited to no more than the following impacts.

Estimated PM Peak Hour Trips:	267
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	40
Estimate Weekday PM Peak Hour Trips Through Elligsen Road Interchange Area	40

D41. The location, design, size and residential use are such that traffic generated by the proposed project can be accommodated safely for up to 40 p.m. peak hour trips through the I-5/Wilsonville interchange area (net-new trips can be determined by subtracting 15% of Phase 1's allocated historical trips), and without congestion in excess of level service "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2).

Subsection 4.177.01(B): Sidewalk Requirements

D42. The proposed pedestrian circulation plan is found on the Preliminary Site Plan Sheet P3.0 in Section IV of Exhibit B1 meeting this criterion.

D43. The proposed pedestrian paths and linkage are consistent with the City's pedestrian-friendly policies. There are no existing bike lanes along SW Parkway. Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of SW Parkway Avenue envisions a multi-modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of SW Parkway includes curb and 5' of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in proposed condition PFC34.

To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the Applicant's representatives in the approval of Brenchley Estates - South, and is acceptable to the City for Brenchley Estates - North: Applicant must construct a minimum of five additional feet of sidewalk along the Brenchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk must be next to the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width would be 8 feet. In conjunction

with the new pathway construction, SW Parkway Avenue between Town Center Loop and SW Boeckman Avenue shall be re-striped to create a continuous on-street bike lane on the east side of SW Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. See proposed Conditions PFC34.

Subsection 4.140.09(J)(3) Public Facilities stipulates, "That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services."

D44. The proposed project has available to it, or will be required to make available to it, adequate facilities to serve the project.

Sanitary Sewer

D45. The existing TMC development is served by a private sanitary sewer system connected to the City's 8" public system in SW Parkway Avenue. All sanitary sewer and storm sewer pipelines and appurtenances located within City ROW (specifically Ash Meadows Road and Parkway Avenue as applicable), including laterals and service lines to the edge of the ROW, should be owned and maintained by the City. Ownership transfer shall be in a form acceptable to the City and must be concurrent with final release of warranty on the improvements. All laterals and service lines beyond the ROW line must remain the ownership and maintenance responsibility of the development. All proposed water quality features should be owned and maintained by the development. See Condition PFC46.

Water

D46. The pre-existing TMC development was served by a private water system connected to the City's 12" public system in SW Parkway Avenue. Proposed Condition PFC52 states: *"The plans indicate that the public water system will connect to Parkway Avenue at Street D, as well as with the line in Ash Meadows constructed during Brenchley Phase 1, which connects to Parkway Avenue. To provide redundancy of operations, the public water system shall also connect to the water line along Boeckman Road at the northwestern corner of the site."*

D47. Stormdrainage: The existing TMC development is served by a private storm water system connected to the City's 12"-15" public system in SW Parkway Avenue and ODOT drainage at I-5. Three (3) massive below ground concrete vault detention facilities were installed together with rainwater/stormwater pre-treatment components in Jory Trail at the Grove. The storm water quality facility (planter) located north of Ash Meadows Road provides treatment for stormwater originating on a public street inside the development. This facility was constructed by the development in Phase 1 of Jory Trail and will be covered by a specific easement from the owner of Parcel 2 (32 lots, Jory Trail), an access easement to the City and an ownership and maintenance agreement.

Regarding Brenchley Estates – North, Low Impact Development (LID) approaches are proposed for treatment of stormwater from buildings, pavements, and sidewalks. Jory Trail used LID approaches. See page 9 of Brenchley Estates – North Preliminary Drainage Report in Exhibit B1. As required for Wilsonville Business Park and Old Town Square (including Fred Meyers) the maintenance of the water quality swales within public right-of-ways would be maintained by the City once or twice a year. The Applicant has the responsibility to fund and install all necessary storm water facilities to meet the requirements of the City’s Storm Water Master Plan. The final design and installation of storm water facilities will require a public works permit from the City’s Engineering Division.

Public Services

D48. Staff has requested comment with public service providers (e.g., Sheriff, Tualatin Valley Fire & Rescue, South Metro Area Rapid Transit (SMART), etc.) within the City about the potential of providing service to the subject project. Any comments received from those agencies will be embodied in the conditions of approval.

Semi-Public Utilities

D49. The Applicant will need to consult with the private utility providers (e.g., gas, electric, cable, waste collection, etc.) within the City about the potential of providing service to the subject project.

D50. Schools: By letter, staff requested the Applicant to contact the West Linn – Wilsonville School District about their development plans. Staff provided the school district numbers of residential dwelling units that will be built from the entire project. Within Wilsonville and the West Linn/Wilsonville School District there are two primary schools; Boones Ferry and Boeckman Primary; Inza Wood Middle school and Wilsonville High School. The new Lowrie Primary School in Villebois will be open in the fall of 2012. It is Staffs’ understanding that the school district will create a new boundary to divide the primary school attendance between Jory Trail and Brenchley Estates – North.

D51. Prior to the issuance of building permits by the City, the Applicant shall be responsible for paying all applicable systems development charges (SDCs) for the proposed project including supplemental street SDCs for future improvements to Wilsonville Road/I-5 interchange.

D52. The Oregon Department of Transportation (ODOT) seeks to preserve traffic capacity on the freeway system, so ODOT was notified of this proposal. On February 27, 2012, the Planning Division has sent ODOT a Development Review packet and ODOT has provided comments found in Exhibit C6. Transportation Planning Rule (TPR) Mitigation. On page 9 of the DKS Traffic Analysis in Section II of Exhibit B1, the report indicates: *“For the proposed zone change to not have a significant effect, as defined by the TPR, the developer should dedicate right-of-way and contribute funds to the City for the future construction of an additional eastbound lane (and associated half-street improvements) on Boeckman Road extending from I-5 bridge to the Parkway Avenue/Boeckman Road*

intersection. This improvement is located along the project's northerly frontage, would function as an eastbound right-turn lane at Parkway Avenue, and is part of the planned five-lane Boeckman Road cross-section (TSP Project W-4) that will be needed in the future for the Parkway Avenue/Boeckman Road intersection to meet operating standards through the year 2030. The project sponsor should coordinate this mitigation with City of Wilsonville staff."

- D53. Transit:** On page 5 of the DKS Traffic Impact Analysis Report, Section IIB of Exhibit B1, DKS traffic consultants indicate that *"The southbound South Metro Area Regional Transit (SMART) stop located along the project frontage should be relocated to a new location and a bus pull-out must be provided. The location should be chosen such there is convenient access to the site and that the ingress and egress needs of the site driveways are duly considered. The precise location and design of the transit stop location should be coordinated with City and SMART staff."*

Because of the 754 residential units being created by Brenchley Estates-North and Jory Trail at the Grove, SMART transit agency is seeking a bus turnout along SW Parkway Avenue. The Applicant has indicated to Staff that he has been in contact with SMART regarding the possible bus turnout. The Applicant has indicated the general location of a bus turnout from Parkway Avenue south of proposed Street D onto frontages of lots 4 and 5 on Plan Sheet P3.3. The Applicant would like to *"defer possible right-of-way dedication or easement granting and construction of the turnout until such time as of those lots receives Stage II final development plan approval."*(Lots 4 and 5).

D54. Background – support for bus pull-out:

The subject property is located at the southeast corner of SW Boeckman Road and SW Parkway Avenue. Parkway and Boeckman are both designated arterial roads with increasing traffic anticipated into the future.

Site development anticipates a total of more than 650 residential units. Although the applicant is proposing the actual development of Lot 5 in a future phase, the need for a bus pull-out along SW Parkway will occur with the build-out of the other phases of the development, prior to Lot 5.

Immediately north and east of the subject property is the largest employment area of the community. Oregon Institute of Technology (OIT) will be opening there in fall, 2012, and anticipates growing to eventually serve approximately 1200 students.

SW Parkway is located on a "regional" transit line (SMART's 2X line) that carries passengers from TriMet's Barbur Boulevard Station in Portland into Wilsonville. Direct access to that bus line will be a substantial amenity for residents of the new development.

Buses also connect the subject property with the westside commuter rail line (WES), with 30-minute headways during weekday peak traffic periods and one-hour headways at off-peak times.

Given the three-lane design of SW Parkway (which is not planned to have additional lanes in the future) buses stopping to load and unload passengers in the southbound lane could quickly result in traffic backed up through the Boeckman Road intersection. Having a designated pull-out for buses will avoid such conflicts.

- D55.** Regarding that location there are two large Oregon white oaks. The City arborist, Floyd Peoples looked at two oaks close to the street and east of the TMC barn. Mr. Peoples indicated that: *"The oaks are quite large with an estimated DBH of 32 inches plus. Both trees have inventory/ survey tags from what appears to be an assessment by an Arborist. The tag numbers are 221 and 222. I will speak to the health of each tree as I examined them in a very basic cursory way;*

"Tree number 221 which is the tree closest to the street and what I believe is the tree your questions are based on has some definite health problems. I observed the tree grew over the years with three (3) dominant leaders reaching vertically to 40 plus feet. One of the leaders has failed and detached from the tree. It appears there was a included bark attachment with very poor connection which is typical with vertical dominate tree structures. All of the vertical leaders appear to be 14 to 16 inches in diameter. There is also several cavities at the base of the tree and voids I could stick my hand and arm into with rotting duff present. By this observation I would guess the heart of the tree wood is probably in some stage of rot and failure. The tree appears to have witches broom which is not atypical of oaks of this age but could signal health problems and probably caused by the heavy mistletoe load on this tree. Not only does mistletoe cause witches broom it can cause overall growth loss, branch dieback and in extreme cases tree killing."

"It is my opinion based on these observations this tree has seen better days and because of the addition of targets by the construction of this subdivision is an appropriate candidate for removal."

"Tree number 222 has some similar problems especially with mistletoe and witches broom but appears to be healthier overall with a better structure than tree number 221. If tree number 221 is removed tree number 222 will appear to have a flat undeveloped east side due to its present proximity to tree number 221. I would recommend this tree be saved if possible and a thorough cleaning of the mistletoe and deadwood removal take place with a follow up regimen of long term health care by an arboricultural firm. It is a significant Oregon White Oak."

"There is a grove of evergreen trees just to the north of these two oak trees that appear to be in excellent health although not significant nor historical in size."

Subsection 4.140(.09)(I): Duration of Stage II Approval

- D56.** Approval of the Stage II Final Plan will expire two years after the approval date, if substantial development has not occurred on the property in that time. The DRB may grant three (3) one-year extensions to this approval upon findings of good faith efforts to develop the property per this code criterion.

REQUEST E
DB12-0016: SITE DESIGN REVIEW – LOT 1
BRENCHLEY ESTATES - NORTH

Subsection 4.125.18(P)(1): An application for approval of a Site Design Plan shall be subject to the provisions of Section 4.421.

The Applicant has provided compliance findings to the applicable criteria (See Section V in Exhibit B1). Staff concurs with these findings except where otherwise noted. Three types of buildings are proposed:

1. Community Center/Swimming Pool
2. 13-Apartment buildings
3. Garages, carports and accessory buildings

See Section V for color plans, building elevations, photos of similar projects.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

(.01) The following standards shall be utilized by Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention or innovation. The specification of one or more particular architectural styles is not included in these standards.

A. Preservation of Landscape. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soils removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

E1. The request to remove trees is based upon the recommendation of the City Arborist, a certified arborist meeting code.

E2. The proposed Type 'C' Tree Plan requires the review and approval of the Development Review Board (DRB) and being processed concurrently with this request. See Request F for the detailed analysis of the Tree Preservation and Removal Plan.

B. Relation of Proposed Buildings to Environment. Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to avenues of approach, street access or relationships to natural features such as vegetation or topography.

E3. The purpose of this Site Design Plan is to provide more detailed architectural and landscaping information. This proposal also includes the review of landscaping and open space.

C. Drives, Parking and Circulation. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.

E4. The proposed project is large enough to provide an internal circulation system for transportation options (automobiles, bicyclists and pedestrians) meeting code.

Parking Analysis:

E5. See findings D20 through D23.

Subsection 4.155.02(O). Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

E6. See the Applicant’s compliance response in Section V. That response indicates approximately 42% of the site is set aside for landscaping and 3% in SROZ open space. The plan provides a diversified planting theme for the project site. The plan has also been designed to be aesthetically pleasing and functional. The proposed landscaping plan satisfies the purpose criteria of the landscaping section.

Proposed Lot 1, Stage II Final Plan			
Area	Size (Sq. Ft.)	Size (Acres)	% of Total Site
Landscape area	264,593 SF	6.07 Ac	42%
(SROZ)	20,407	.47 AC	3%
Landscape Sidewalks	38,493	.88 AC	6%

(.02) Landscaping and Screening Standards

C. General Landscaping Standard.

I. Intent

E7. The General Landscaping Standard is also intended to be utilized in areas that are generally open at the parking lot. The Applicant has provided a mix of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees. For those portions of the SW Parkway frontage that do not include building and or circulation the Applicant is proposing plantings consistent with the Low Screen Landscaping Standard.

2. Required Materials

a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.

E8. The proposal includes plans for linear planting strips along the all edges of the parking lots.

b. Where the landscaped area is 30 feet deep or greater, one tree is required for every 800 square feet and two high shrubs or three low shrubs are required for every 400 square feet.

E9: The subject site does not contain planting areas 30 feet deep or greater; therefore, this provision does not apply.

D. Low Screen Landscaping Standard

E10. The intent of the Low Screen Landscaping Standard is to provide a landscape treatment that uses a combination of distance and screening to separate uses or developments. This standard is intended to be applied in situations where low screening is adequate to soften the impact of one use or development on another, or where visibility between areas is more important than a total visual screen. The Low Screen Landscaping Standard is usually applied along street lot lines or in the area separating parking lots from street rights-of way. The Applicant is proposing to utilize low lying bushes, new and existing trees along SW Parkway Avenue. The Low Screen Landscaping Standard requires sufficient low shrubs to form a continuous screen three (3) feet high and 95% opaque, year-round which is proposed. In addition, one tree is required for every 30 linear feet or closer of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area, which is proposed with existing mature trees along SW Parkway Avenue, Red oaks and English oaks. Staff finds that the proposed plantings meet these requirements.

F. High Wall Standard.

E11. The intent of the Low Screen Landscaping Standard is a landscape treatment that relies primarily on screening to separate uses or developments. It is intended to be applied in situations where visual separation is required. The project is for multiple-family and single family residential that are adjacent to Interstate-5 and Ash Creek Condominiums that do not require visual separation. The proposal includes plans for the refuse storage containers to be internal next to the apartment buildings. Staff finds that the High Wall Standard is not applicable to this request.

4.176(.03) Landscape Area

E12. This section requires that not less than 15% of the total lot area be landscaped with plants. The Applicant has provided a tabulation of land area devoted to specific uses (See extrapolation below). According to the information submitted the proposal calls for 42% landscaping and 3% in SROZ, thereby exceeding this requirement.

(.04) Buffering and Screening

E13. The Buffering and Screening section requires that all intensive developments be screened and buffered from less intensive developments and that roof and ground mounted HVAC equipment and outdoor storage areas be adequately screened from off-site view. The apartment buildings will not have air conditioning so there is the possibility that residents may install window mounted units unless property management restricts them. To further ensure that the HVAC system is properly screened, Condition PDE2 requires that any roof top HVAC equipment, electric meters be painted so as to de-emphasize the equipment.

(.06) Plant Materials.

E14. Shrubs – 4.176(.06)(1): This code section specify the size of plant material required for new development as well as standards related to species selection, and growth rate. Shrubs are required to be equal or better than two-gallon containers, and shall have a 10"-12" spread. Plan Sheet L2.2 of Section V identifies the proposed plants or low shrubs but they are 1 gallon containers not meeting code. With proposed condition PDE6 this can be accomplished. In order to provide safe sight distance of pedestrians in crosswalks and vehicles plantings within the median of Street 'D' must be low variety not to exceed 24" in height and be reviewed by the City Public Works Department. See condition PDE9.

E15. Ground cover - Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2 ¼" pots are to be spaced at 18" centers. All ground covers are to be planted at a density so as to cover 80% of the planting area within 3-years of planting. Plan Sheet L2.1 and L2.2 provides a summary of proposed plants.

Trees are required to be well-branched and typical of their type as described in current American Association of Nurserymen (AAN) Standards and shall be balled and burlapped. The trees shall be grouped as follows:

- 1. Primary trees which define, outline or enclose major spaces, shall be a minimum of 2" caliper.**
- 2. Secondary trees which define, outline or enclose interior areas shall be a minimum of 1-3/4" to 2" caliper.**

3. Accent trees which, are used to add color, variation and accent to architectural features, shall be 1-3/4" minimum caliper. 4. Large conifer trees shall be installed at a minimum height of eight feet.

5. Medium-sized conifers shall be installed at a minimum height of five to six feet.

E16. Plan Sheets L1.1, L2.0, L2.1, L2.2 and L2.3 provide a summary of proposed plants meeting code. Proposed are Red Oak street trees at 3" d.b.h. along SW Parkway Avenue and Red Oak at 2" d.b.h. along Ash Meadow Road meeting code.

(.07) Installation and Maintenance.

E17. Plant materials, once approved by the DRB, shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this Code, or any condition of approval established by City decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless the City approves appropriate substitute species. Failure to maintain landscaping as required in this subsection shall constitute a violation of the City Code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.

(.08) Landscaping on Corner Lots

E18. The subject site is a "corner lot". Landscaping on this parcel will be required to meet the vision clearance requirements of Section 4.177. The Engineering Division, however, will examine vision clearance issues in more detail in the Public Works Permit.

(.10) Completion of Landscaping.

E19. The Applicant will be required to post a bond or other security acceptable to the Community Development Director for the installation of the approved landscaping, should the approved landscaping not be installed at the time of final occupancy of the proposed buildings.

Subsection 4.176(.07)(C)(1-3): Irrigation

E20. Staff is recommending a condition of approval requiring a permanent, built-in, irrigation system with an automatic controller located at the maintenance building. Either a spray or drip irrigation system, or a combination of the two, may be specified. Proposed is seeded lawn or other ground cover within the drip line of retained trees particularly Oaks within Tract E. The Applicant/Owner must not plant seeded grass or ground cover within the drip line of retained trees, particularly Oaks within Tract E. The project arborist must advise the Applicant and the City of the appropriate irrigation design so as to not over irrigate and kill trees. The planting of native plants and the use of some type of breathable

fabric with bark mulch is encouraged to keep the weeds down. Otherwise, staff finds that proposed ground covers meet the code requirement. See proposed condition PDE5.

Section 4.199 Outdoor Lighting

Section 4.199.40: Lighting Systems Standards for Approval

(.01) Non-Residential Uses and Common Residential Areas.

A. All outdoor lighting shall comply with either the Prescriptive Option or the Performance Option below.

- E21.** The proposal is for apartment buildings and a community building. The Applicant has provided drawings (Plan Sheets E3.0 and ESL3.0 and lighting cut sheets in Section V). See the compliance findings in Section V use the Prescriptive Option for Lighting Zone LZ-2. Lighting is not proposed in the private park (Tract E) as it would function like a City neighborhood park from dawn to dusk.
- E22.** Pursuant to the Lighting Overlay Zone Map the subject site is within Lighting Overlay Zone LZ-2. The Applicant is proposing two (2) lighting styles, a vertical pole mounted hook or clevis area lights intended for interior street lighting or parking areas and wall sconces intended for walkways. The cut sheets identify the proposed lighting as “full cutoff”. See condition PDE3.
- E23.** Pursuant to Table 3 of Section 4.199, the maximum pole or mounting height for lighting for private roads, driveways, parking, bus stops and other transit facilities is 40 feet and the maximum mounting height for lighting for walkways, bikeways, plazas and other pedestrian areas is 18 feet (See excerpt of Table 3, below).

Table 3: Maximum Lighting Mounting Height In Feet (Excerpt)			
Lighting Zone	Lighting for private roads, driveways, parking, bus stops and other transit facilities	Lighting for walkways, bikeways, plazas and other pedestrian areas	All other lighting
LZ 2	40	18	8

E24. The subject site is in the LZ-2 Zone and is adjacent to Ash Creek Condominiums and Interstate-5 so therefore, no special setback is required.

D. Curfew. All prescriptive or performance based exterior lighting systems shall be controlled by automatic device(s) or system(s) that:

a) Initiate operation at dusk and either extinguish lighting one hour after close or at the curfew times according to Table 5; or

b) Reduce lighting intensity one hour after close or at the curfew time to not more than 50% of the requirements set forth in Table 2 unless waived by the DRB due to special circumstances; and

c) Extinguish or reduce lighting consistent with a) and b) above on Holidays.

The following are exceptions to curfew:

- i. **Exception 1: Building Code required lighting.**
- ii. **Exception 2: Lighting for pedestrian ramps, steps and stairs.**
- iii. **Exception 3: Businesses that operate continuously or periodically after curfew.**

E25. Pursuant to Table 5 of Section 4.199, the curfew for the LZ-2 zone is 10 P.M. The Applicant indicates on page 74 of Section V that: *“The lighting plan utilizes the prescriptive option. All site lighting is intended to operate from dusk to dawn, either via photocell or a lighting control panel (type of control has yet to be decided). Because the property is proposed for multi-family use where tenants may come and go at all hours and, therefore, be in the lighted parking areas and walkways at any time, no curfew is proposed – consistent with Exception 3 above.”*

Section 4.421. Criteria and Application of Design Standards.

- (.01) **The following standards shall be utilized by the Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention and innovation. The specifications of one or more particular architectural styles is not included in these standards. (Even in the Boones Ferry Overlay Zone, a range of architectural styles will be encouraged.)**

A. Preservation of Landscape.

E26. The Applicant has provided findings to demonstrate that any soils removal will be kept to a minimal and there are numerous existing trees on this site. There are no major grade changes that will affect the neighboring sites. Plan Sheet P4.0 – Preliminary Grading Plan demonstrate that grading will be limited to preparation of the building pads and development of parking and drives.

B. Relation of Proposed Buildings to Environment.

E27. The southerly boundary of the project site is within a Significant Resource Overlay Zone (SROZ). Project development will not impact SROZ.

C. Drives, Parking and Circulation.

E28. Section V of Exhibit B1 provides compliance findings regarding drives, parking and circulation. The Preliminary development Plan further illustrates on-site and off-site pedestrian circulation paths meeting code.

D. Surface Water Drainage.

- E29.** Plan Sheet SW-2 (Preliminary Drainage Report) in Exhibit B1 proposes seven (7) on site drainage basins for Lot 1 development all of which eventually outfall south to the Coffee Lake Creek tributary. The report indicates that *“Multi-family buildings will include a roof drain collection system to be connected to an LID swale for water quality treatment. Parking lot, sidewalk, and street runoff will be routed to LID planters or swales for water quality treatment. Runoff from public rights-of-way will be collected in flow-through LID swales for water quality treatment. A detention pond will work in conjunction with LID facilities to provided flow control for the project site. A conventional pipe network will convey runoff from various stormwater management facilities to the project outfall, which is in the southwest corner of the site as shown on Figure SW-2.”*

Furthermore, the Applicant has the responsibility to fund and install all necessary storm water facilities to meet the requirements of the City’s Storm Water Master Plan. The final design and installation of storm water facilities will require a public works permit from the City’s Engineering Division.

E. Utility Service.

- E30.** Any utilities added to this site will to be underground. Engineering review of construction documents will ensure compliance with this provision.

F. Advertising Features.

- E31.** The Applicant is not proposing a Master Sign Plan (MSP) but it will be submitted in a separate application.

G. Special Features.

- E32.** The proposal includes the use of flow-through planter type stormwater facilities for pre-treatment of all stormwater. See Condition PFC46 for maintenance responsibilities.

- (.02)** **The standards of review outlined in Sections (a) through (g) above shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.**

- E33.** The Applicant is proposing nineteen (19) garage buildings with five (5 having enclosed trash collection centers including one trash compactor structure) at shown on the Preliminary Site Plan Sheet P3.0 of Section V. 15 - carport structures are proposed.

Section 4.430. Location, Design and Access Standards for mixed Solid Waste and Recycling Areas

- (.01)** **The following locations, design and access standards for mixed solid waste and recycling storage areas shall be applicable to the requirements of Section 4.179 of the Wilsonville City Code.**

(.02) Location Standards:

E34. Staff finds that the locations for combined solid waste and recycling centers have been designed in accordance with standards established by the Wilsonville Development Code. Allied Waste Management of Washington and Clackamas Counties is the city franchised solid waste hauler. The Applicant has provided staff with a copy of a letter from Frank J. Lonergan, Operations manager for Allied Waste Services of Washington and Clackamas Counties (Section V-D, Exhibit B1) indicating that the dimensions of the trash storage areas and trash compactor are consistent with their method of collection.

(.03) Design Standards.

E35. Staff finds that the proposed trash collection centers and the trash compactor facility exceed the design standards of this subsection.

(.04) Access Standards.

A. Access to storage areas can be limited for security reasons. However, the storage area shall be accessible to users at convenient times of the day and to collect service personnel on the day and approximate time they are scheduled to provide collection service.

E36. The proposed trash collection facilities will be accessible to the residents next to the proposed apartment buildings. The locations are conveniently dispersed and readily accessible to users and by Allied Waste. Management will collect the trash and process it at the trash compactor facility at the southwest corner of the project.

B. Storage areas shall be designed to be easily accessible to collection trucks and equipment, considering paving, grade and vehicle access. A minimum of ten (10) feet horizontal clearance and eight feet of vertical clearance is required if the storage area is covered.

E37. The proposed trash collection areas meet the minimum 8 foot vertical clearance meeting code.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

E38. As stated in Finding E33 the site is designed with several solid waste and recycling collection areas located in the parking lots within garage structures, convenient to all of the apartment and town home buildings. These are fully enclosed trash/recycling facilities/rooms of approximately 18' x 20' each, and with sight-obscuring gates for access meeting code.

- (.07) The applicant shall work with the City's franchised garbage hauler to ensure that site plans provide adequate access for the hauler's equipment and that storage area is adequate for the anticipated volumes, level of service and any other special circumstances which may result in the storage area exceeding its capacity. The hauler shall notify the City by letter of their review of site plans and make recommendations for changes in those plans pursuant to the other provisions of this section.

Architectural Review

E39. The Applicant has provided compliance findings to the applicable criteria (See Section V in Exhibit B1). Staff concurs with these findings except where otherwise noted. Three types of buildings are proposed:

1. Community Center/ Swimming Pool
2. 13-Apartment buildings, garages, carports and compactor facility.
3. Landscaping and landscaping in Tract E (private park).

All the building Facades (Apartment Buildings and Community Building) – Building facades incorporate design features such as offsets, projections, reveals, and/or similar elements to preclude large expanses of uninterrupted building surfaces meeting Subsection 4.400.029(C).

Apartment Buildings, Garages, Carports and Compactor Facility.

E40. Even though the proposed apartment buildings will have similar building foot prints and floor plans of the apartment buildings approved in Brenchley Estates (Jory Trail at the Grove), they are designed to have a different appearance with lower pitched roofs, application of stone masonry veneer on selected exterior wall sections and different exterior colors. Proposed exterior materials also include heavy grade architectural composition shingles and horizontal lap siding. The window sashes and frames are a neutral almond white color. For longer durability railings will be anodized aluminum. See condition PDE7.

E41. The proposed garages are designed to match the building materials and exterior colors of the proposed apartments with gable roofs. The proposed trash compactor structure will be concrete masonry block with a slatted/chain link gate. Proposed carports are pre-fab galvanized steel structures which are similar to numerous carports installed at apartment complexes throughout the city. See Plan Sheet A116, Section V of Exhibit B1 for the garage elevations.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

B. Relation of Proposed Buildings to Environment. Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to

avenues of approach, street access or relationships to natural features such as vegetation or topography.

D42. The proposed apartment buildings would occupy most of the buildable site and facing Interstate-5 and SW Boeckman Road. Only the proposed sound wall, garages and carport structures will back up to Interstate-5 and SW Boeckman Road. The site does not contain areas of steep slopes. It is the professional opinion of staff that the proposed apartment buildings and accessory structures have been designed to interface with surrounding development.

C. Drives, Parking and Circulation. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.

E43. The Stage I Preliminary Plan in Request B is designed to provide a safe and efficient circulation system for a variety of transportation options including automobiles, bicyclists and pedestrians.

REQUEST F
DB12-0017: TYPE 'C' TREE PLAN – LOT 1
BRENCHLEY ESTATES - NORTH

The applicant has provided compliance findings to the applicable criteria (See Section VI in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Section 4.600 – Tree Preservation and Protection

(.50) Application for Tree Removal Permit

(.02) Time of Application: Application for a Tree Removal Permit shall be made before removing or transplanting trees, except in emergency situations as provided in WC 4.600.40 (1)(B) above. Where the site is proposed for development necessitating site plan or plat review, application for a Tree Removal Permit shall be made as part of the site development application as specified in this subchapter,

Also Subsection 4.610.40: Type C Permit

F1. The tree compliance findings and report are found in Sections VI of Exhibit B1. The Tree Report/Survey was provided by Terrence Flanagan, ISA Cert #PN-0120BMT. The Tree Report documents the condition, viability, and which trees will be retained on the site and which will be removed because of construction or condition on the project site. The survey that was provided by the arborist lists tree species, size, condition and recommended treatment. The recommended treatments were based on tree characteristics as well as location within the site. The report divides the inventoried trees into three categories: 1) those to be removed, 2) those to be preserved, and 3) those trees “likely to be retained” but disposition is uncertain pending further assessment. The Applicant has worked with the City to avoid and minimize impacts to the areas natural resources.

F2. The Applicant’s tree report all of the existing trees within the construction impact areas on the entire project site but the Applicant intends to develop Lot 1 comprising 288 apartment units, Tract E and the community center at this time. Jory Trail at the Grove has Type ‘C’ Tree Permit for tree removal.

F3. The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6” DBH or more must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. A Tree Report has been prepared by Teragen and Associates for impacted by development, addressing existing trees within the proposed project site. Mr. Teragen had also prepared the tree report for Jory Trail at the Grove. The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6” DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 288 apartments on Lot 1 and Tract E designates 204 regulated trees for removal. Seven (7) of those trees may be preserved during on-site construction. Seventy (70) existing trees are planned to be retained on Lot 1 and Tract E,

including a grove of oaks in Tract E. Tree mitigation is proposed in the form of Sheet L2.0 – Preliminary Landscape Plan.

Subsection 4.620.00: Tree Relocation, Mitigation, or Replacement

F4. Lot 1: The City requires mitigation planting when live trees are removed. Two hundred and four (204) trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal. The landscaping plan (Sheets L2.0 and L2.3) shows 205 replacement trees intended to mitigate the loss of existing trees. However many of those trees are proposed at 1 3/4" d.b.h. Also per Subsection 4.176.06(4) the proposed Grand firs and Western Hemlocks at 3' to 4' size must be increased to 8 foot minimum height. See condition PDF5.

Tree Protection During Construction: Tree protection specifications are proposed and are included in the Tree Report meeting code.

F5. Except for the proposed smaller trees for mitigation the proposed Type C Tree Plan is in substantial compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00 subject to compliance with the attached conditions of approval.

REQUEST G
DB12-0018
5 LOT TENTATIVE SUBDIVISION PLAT
AND WAIVER
BRENCHLEY ESTATES - NORTH

The Applicant has provided compliance findings to the applicable criteria (See Section IV in Exhibit B1). Staff concurs with these findings except where otherwise noted. A waiver to Section 4.177 and the block size standards of the PDR-4 and PDR-5 zones to allow 5-lot subdivision in two phases. Phase 1 call for the creation of Lot 1, open space Tract E, and an extension of Ash Meadows Road. Lot 1 will enable the development of Brenchley Estates - North – 288 apartment units and a community center/swimming pool. Phase 2 will include proposed Street C and four additional lots. The waiver will also benefit Lots 1, 2 and 4 which will ultimately be re-plated to create 39 lots for attached single family houses and a 4-story apartment building. Thus, the large lots set the framework for future land divisions.

Section 4.210(.01)(B) - Tentative Plat Submission

- G1.** The proposed tentative subdivision plat for five (5) lots show existing easements, meeting this criterion.

General Requirements – Streets

Section 4.236(.01) – Conformity to the Master Plan or Map

- G2.** SW Parkway Avenue abutting the site is listed in the City's 2003 Transportation System Plan as a minor arterial. See finding I4 below.

Section 4.236(.02)(A) - Relation to Adjoining Streets

- G3.** Ash Meadows Road will extend north from Jory Trail at the Grove, turn through Brenchley Estates – North and intersect with SW Parkway Avenue resulting in a loop configuration through the site meeting Code.

Section 4.236(.08) – Existing Streets

- G4.** The City Engineer's Public Facilities conditions require that all right-of-way dedications, easements and street improvements are to be completed to the requirements of the City's 2003 Transportation System Plan. As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. The Applicant's submittal includes plans for a 5 lot subdivision. Any additional dedication of the SW Parkway Avenue right-of-way will occur with the recordation of the final plat. Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required half – ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff

has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as 38.5' – 30' existing = 8.5'.

Subsection 4.177(.01)(G) – Dead End Streets

- G5.** This section requires that “new dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection.”

The proposed subdivision design provides a loop access route, originating at SW Parkway Avenue, traveling northerly through the project and intersecting with SW Parkway Avenue meeting code.

Section 4.237(.02) – Easements

- G6.** The Applicant’s submittal documents indicate appropriate easements will be provided as part of the final plat. The Engineering Division requires that all easements on the final plat shall be specified per the City’s Public Works Standards and should be approved by the City Engineer prior to the issuance of Engineering Division permits for the project.

Section 4.237(.03) – Pedestrian and bicycle pathways.

- G7.** The proposed Tentative Subdivision Plat specifies five (5) foot sidewalks along the both sides of the extension of Ash Meadow Road, and on the west side of SW Parkway Avenue meeting code. See proposed conditions PFC34 for improvement requirements for a bike path and sidewalk along SW Parkway Avenue.

Section 4.237(.04) – Tree Planting

- G8.** Plan Sheet L2.0 of Exhibit B1 identifies the location of proposed street trees, which are Red Oaks at 3” caliper d.b.h. along SW Parkway and 2” caliper d.b.h. along Ash Meadows Road meeting code. The Applicant will be required to provide an instrument guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property. See Condition PDF8.

Section 4.237(.05) – Lot Size and Shape

Subsection 4.125.4, PDR-4 specifies the following for lot size and shape:

- (.01) Average lot size: 5,000 square feet.**
- (.02) Minimum lot size: 4,000 square feet.**
- (.03) Minimum density at build-out: One unit per 6,000 square feet.**
- (.04) Other standards:**
 - A. Minimum lot width at building line: Thirty five (35) feet.**

- B. Minimum street frontage of lot: Thirty five (35) feet.
- C. Minimum lot depth: Sixty (60) feet.
- D. Setbacks: per Section 4.113(.03).
- E. Maximum building height: Thirty-five (35) feet.
- F. Maximum lot coverage: Seventy-five percent (75%) for all buildings.

Section 4.237(.05) – Lot Size and Shape

Subsection 4.125.5, PDR-5 specifies the following for lot size and shape:

- (.01) Average lot size: 3,000 square feet.
- (.02) Minimum lot size: 2,500 square feet.
- (.03) Minimum density at build-out: One unit per 4,000 square feet.
- (.04) Other standards:
 - A. Minimum lot width at building line: Thirty (30) feet.
 - B. Minimum street frontage of lot: Thirty (30) feet.
 - C. Minimum lot depth: Sixty (60) feet.
 - D. Setbacks: per Section 4.113(.03).
 - E. Maximum building height: Thirty-five (35) feet.
 - F. Maximum lot coverage: Seventy-five percent (75%) for all buildings.

Section 4.113.03(B):

- B. For lots not exceeding 10,000 square feet:
 1. Minimum front yard setback: Fifteen (15) feet, with open porches allowed to extend to within ten (10) feet of the property line.
 2. Minimum side yard setback: One story: five (5) feet; Two or more stories: seven (7) feet. In the case of a corner lot, abutting more than one street or tract with a private drive, the side yard on the street side of such lot shall be not less than ten (10) feet.
 3. In the case of a key lot, the front setback shall equal one-half (1/2) the sum of depth of the required yard on the adjacent corner lot along the street or tract with a private drive upon which the key lot faces and the setback required on the adjacent interior lot.
 4. No structure shall be erected within the required setback for any future street shown within the City's adopted Transportation Master Plan or Transportation Systems Plan.
 5. Minimum setback to garage door or carport entry: Twenty (20) feet. Wall above the garage door may project to within fifteen (15) feet of property line, provided that clearance to garage door is maintained. Where access is taken from an alley, garages or carports may be located no less than four (4) feet from the property line adjoining the alley.
 6. Minimum rear yard setback: One story: fifteen (15) feet. Two or more stories: Twenty (20) feet. Accessory buildings on corner lots must observe the same rear setbacks as the required side yard of the abutting lot.

G9. The Applicant is requesting six (6) waivers from the PDR-4 and PDR-5 standards. See Request C for the detailed analysis of the proposed waivers.

Section 4.237(.12) – Land for Public Purposes

G10. The Applicant will be required to dedicate all rights-of-way and public utility easements deemed necessary by the civil engineer for the project, prior to approval of any final inspection requested subsequent to this action, if approved.

Section 4.237(.13) – Corner Lots

G11. All radii within the proposed partition are in excess of 10 feet, which meet this criterion.

Section 4.262 – Improvements – Requirements

G12. The Deputy City Engineer's conditions require the installation of all public utilities to the City's Public Works standards.

4.264 – Improvements – Assurance

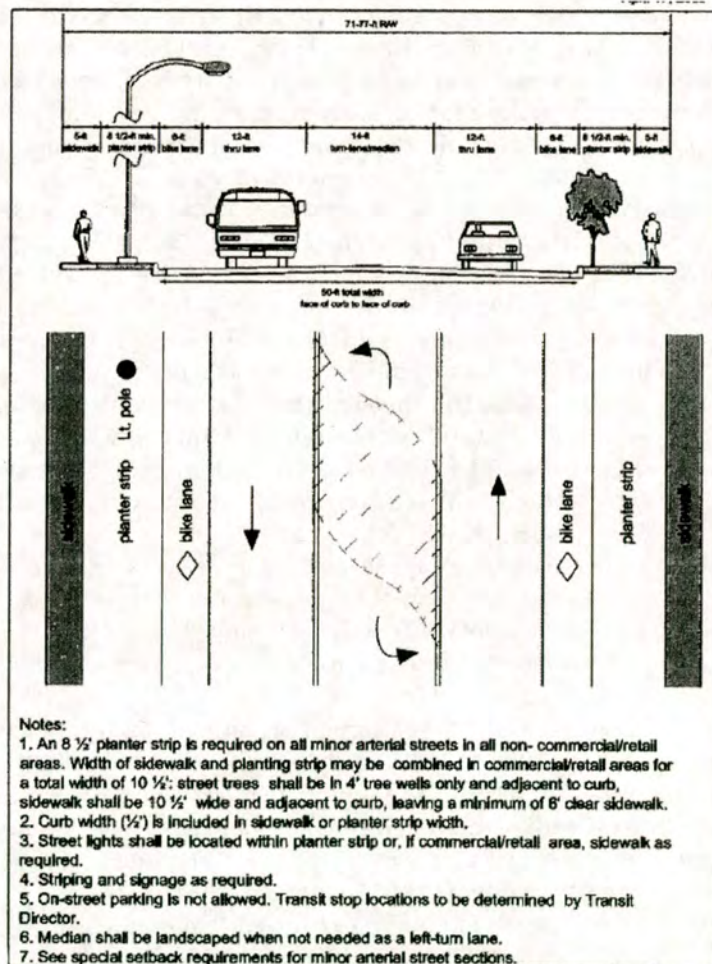
G13. The Applicant has not furnished an assurance to the City for the complete installation of all improvements. The Applicant will be required to provide a cost estimate and security acceptable to the City Engineer for the completion of all public improvements. With proposed condition PDG2(e) this can be accomplished.

DOLAN FINDINGS FOR RIGHT-OF-WAY EXACTION FOR SW PARKWAY AVENUE:

1. The City is requesting additional easement or dedication of right-of-way to accommodate up to a ten (10) foot wide pedestrian/bicycle pathway along the east side of proposed Lots 1, 4 and 5 because there are no bicycle lanes within the current SW Parkway Avenue roadway. There is an existing five (5) foot wide, curbside sidewalk along the frontage of the Applicant's property which may be incorporated into the wider 8 to 10 foot pathway. See PF conditions for the more detailed requirements for development of the proposed pathway, a five (5) foot bike lane along the east side of SW Parkway and restriping of three vehicle lanes to accommodate the easterly bike lane.
2. The PFC34 condition attached to the staff report require the pathway described in Finding 1 as being justified, which requirements are connected to; Request B: DB12-0013 Stage I Preliminary Plan and Request G: DB12-0018 Tentative Subdivision Plat.
3. Specifically proposed in the proposed revised Stage I Preliminary Plan (Master Plan) will add to the approved 324 multi-family units and 32 single-family houses (for sale) with the development of 359 multi-family units, divided among 14 apartment buildings and 39 single-family detached units (for sale), (754 total units) which is substantially increases the residential density over the 270 to 280 mobile home units in the Thunderbird Mobile Club (TMC) for the entire 59 acre master plan site. This increase creates a much higher demand of

pedestrian and bicycle use on sidewalks and pathways. Since the Applicant is increasing the housing density there is need for wider pedestrian and bicycle facilities.

4. The regulatory provisions of the Planning and Land Development Ordinance for requiring sidewalk and pathway improvements are found in Section 4.178WC. Figure 2.5 of the 2003 Transportation Systems Plan (TSP) identifies “Widening bicycle & pedestrian facilities needed.” Along SW Parkway Avenue fronting the subject property. Figures 4.8 and 4-20) of the TSP identifies SW Parkway Avenue as a Minor Arterial. The TSP requires 71 to 76 feet of right-of-way for a Minor Arterial, which is the classification of SW Parkway Avenue. (Figures 4-8 and 4-20 in the TSP). Since the existing right-of-way is only 30-feet-wide from centerline, an additional right-of-way dedication of at least 5.5 feet is required along the frontage. See the TSP street profile below:



City of
WILSONVILLE
IN 46394
Transportation
Systems Plan

Figure 4.20
Minor Arterial Street Standards

Section 4.140 Planned Development Regulations

Section 4.140 (.09) Final Approval (Stage Two):

A planned development permit may be granted by the Development Review Board only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Section 4.140:

2. That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity Manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City's adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.
 - a. In determining levels of Service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Development Review Board:
 - i. An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source(s) of information of the estimate of the traffic generated and the likely routes of travel; [Added by Ord. 561, adopted 12/15/03.]
 - ii. What impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations. [Amended by Ord 561, adopted 12/15/03.]
 - b. The following are exempt from meeting the Level of Service D criteria standard:
 - i. A planned development or expansion thereof which generates three (3) new p.m. peak hour traffic trips or less;
 - ii. A planned development or expansion thereof which provides an essential governmental service.
 - c. Traffic generated by development exempted under this subsection on or after Ordinance No. 463 was enacted shall not be counted in determining levels of service for any future applicant. [Added by Ord 561, adopted 12/15/03.]
 - d. Exemptions under 'b' of this subsection shall not exempt the development or expansion from payment of system development charges or other applicable regulations. [Added by Ord 561, adopted 12/15/03.]
 - e. In no case will development be permitted that creates an aggregate level of traffic at LOS "F". [Added by Ord 561, adopted 12/15/03.]
5. The applicant contracted with through the City with DKS and Associates to perform a traffic study for the proposal (See Exhibit B1). The traffic study was conducted for the development of 398 residential units on proposed on Lots 1 through 4, divided among 14 apartment

buildings (359 units) and 39 single-family detached units. The traffic study conducted for the proposed Brenchley Estates – North project provides an estimate of the traffic trips based upon the development at full build-out. The traffic study estimates a total of 36 (Jory Trail at the Grove) and 40 (Brenchley Estates – North) total project trips through the I-5/Wilsonville interchange area (net-new trips can be determined by subtracting 15% of TMC's allocated historical trips) based on the ITE Trip Generation Manual.

3. That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.

6. **Sidewalks** – The subject site has frontage on SW Parkway Avenue. SW Parkway Avenue is identified in the Transportation System Plan as a Minor Arterial with limited access points. The proposal includes plans for 8 to 10 foot wide sidewalk/pathway next to the street curb and to meander through existing trees.

Area of Special Concern:

7. The subject property for the proposal is not in an identified Area of Special Concern.

Section 4.177. Street Improvement Standards.

(.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards:

A. All street improvements and intersections shall conform to the Public Works Standards and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.

8. The subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. Staff finds that SW Parkway Avenue is improved to current TSP and Public Works standards; therefore, additional street improvements are not warranted.
9. Pursuant to the TSP, Minor Arterials are required to provide 71 to 76 feet of right-of-way which includes 5 foot sidewalks, 8.5-foot planter strips, and 6 foot bike lanes. Two 12 foot travel lanes and 14' turn lane. Existing is a 60-foot right-of-way. Since the current roadway does not include 6-foot bike lanes the City Engineering Division is proposing two 12 foot travel lanes, 14 foot turn lane, one 5 foot bike lane along the east side of the street and 8 to 10 foot pathway. Condition of approval PFC34 will require that the Applicant provide a public sidewalk easement to accommodate those sections of the proposed pathway outside the public right-of-way.

All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.

- 1. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the**

street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.

10. As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. Staff finds that SW Parkway Avenue is improved to current TSP and Public Works standards; therefore, additional improvements are not warranted. Pursuant to the TSP, Minor Arterials are required to provide 71 to 76 feet of right-of-way which includes 5 foot sidewalks, 8.5-foot planter strips, and 6 foot bike lanes. Two 12-foot travel lanes and 14' turn lane. Existing is a 60-foot right-of-way. Since the current roadway does not include 6-foot bike lanes the City Engineering Division is proposing two 12 foot travel lanes, 14-foot turn lane, one 5 foot bike lane along the east side of the street and 8 to 10 foot pathway.

Conditions of approval PFC31 and PFC32 requires that the Applicant provide a public sidewalk easement to accommodate those sections of the proposed sidewalk outside the public right-of-way.

C. Rights-of-way.

1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Street System Master Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
11. As indicated previously, the subject site fronts on SW Parkway Avenue, which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. The Applicant submittal includes plans for a 5-lot subdivision. Any additional dedication of the SW Parkway Avenue right-of-way will occur with the recordation of the final plat. Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required half - ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as 38.5' - 30' existing = 8.5'. See also PFC 26 for required Public Utility Easement requirements. See proposed condition PFC1.

Proportionality of public facility conditions to impact of the development – Dolan findings:

The Standard:

12. Conditions imposed under W.C. 4.140 (Planned Development Regulations) and W.C. 4.200 – 2.90 (Land Divisions), among other permits and approvals, must be consistent with State and Federal Constitutions. While no local code section requires it, *Dolan v. City of Tigard*, 512 US 374, (1994), construed the 5th Amendment of the US Constitution to require that when local governments impose, through "individualized determinations," property dedications as conditions of land use permit approval, it must demonstrate that

the requirements are related both in nature and extent to the impact of the proposed development.

Specifically the *Dolan* test states that exactions of property must have an "essential nexus," between the exactions and the harm created by the proposed development and that there be a reasonable relationship – a "rough proportionality" - between the impacts of the development and the exaction.

The Exaction:

13. PF conditions recommended by the City Engineering Division require that the Applicant provide an easement or dedicate Right-Of-Way (ROW) for a 8 to 10' wide sidewalk/bike path along the frontage of proposed lots 1, 4 and 5 next to SW Parkway Avenue. *Dolan* has been construed by the courts to be limited to dedications – exaction of property – and not to improvements to public facilities such as a road or a water line. It has also been limited to cases where requirements are imposed on a case by case basis, and not through generally applicable legislation. Under W.C. 3.294, the City adopted public works standards apply to all public improvements. Additionally, and importantly, the analysis does not apply to those exactions (or portions thereof) paid for by the city. Condition PFC34 go on to require an 8 to 10 foot wide sidewalk/bike path. In this connection, it must be noted that staff is recommending that Applicant and the City may enter into a Development Agreement that apportions the cost of this exaction such that the City will grant SDC credits or otherwise reimburse the Applicant for one half of the cost of dedication and design and construction of a sidewalk/path way.

The proposed pedestrian link is consistent with the City's pedestrian-friendly policies. There are no existing bike lanes along SW Parkway. Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of Parkway Avenue envisions a multi modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of SW Parkway includes curb and 5' of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in proposed condition PFC34. To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the developer's representatives, and is acceptable to the City: Developer should construct a minimum of five additional feet of sidewalk along the Brenchley Estates - North frontage onto SW Parkway Avenue. Where possible, the new sidewalk should abut the existing sidewalk creating a 10 foot wide pathway within the SW Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width shall be 8 feet. In conjunction with the new pathway construction, Parkway Avenue between Town Center Loop and SW Boeckman Avenue shall be re-striped to create a continuous on-street bike lane on the east side of Parkway Avenue.

Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. Left turn pockets shall also be striped at Ash Meadows Road. See proposed Condition PFC34.

Nexus:

14. There is a nexus between the exactions and the City's legitimate interest in insuring adequate transportation (pedestrian and bicycle) connectivity. The findings elsewhere in this report and contained in the PF Conditions are referenced and incorporated herein. The city has determined that city requirement for connectivity is necessary for approval of the requested permits. Specifically, the primary problems the development would cause, without the exaction, and mitigate with them to involve the sidewalk/bicycle path. Its extension north and south along SW Parkway Avenue next to the site is provided in the Transportation System Plan (TSP), an element of the Comprehensive Plan. Without the requirement as planned will result in inadequate and safe pedestrian and bicycle route for the increased residential population that will be generated by the Brenchley Estates - North project (see Finding 3) and with pedestrians and cyclists from the new Oregon Institute of Technology campus north of the subject site expected to open in 2012. The City has a legitimate governmental interest in assuring that a development does not cause the public problem of inadequate, unsafe and inefficient public transportation facilities. Pursuant to the TSP policy of connectivity, this is done by ensuring that adequate sidewalks and bicycle facilities that logically follow and continue the city's street system are provided in order to avoid traffic generation that exceed the street system carrying capacity. The required sidewalk and bikeway route is also shown in the SW Parkway Avenue corridor in the TSP. Together, the city has a legitimate governmental interest in requiring the sidewalk/bike path and the associated exaction alleviate or avoid these problems.

Rough Proportionality:

15. From the above findings, we observe that the development is benefitted by the exaction and that the exaction to mitigate the impacts of the development. In particular, the improvement of an 8 to 10' wide sidewalk/bike path along the westerly ROW of SW Parkway Avenue would help alleviate the identified pedestrian/bicycle connectivity problem between SW Boeckman Road and Town Center Loop in a way that is "roughly proportional" to the project's increased residential population now as envisioned. There is a relationship between the lower existing pedestrian and bicycle traffic and expected development-generated pedestrian and bicycle traffic from a major residential project. DKS, a professional traffic consultant, conducted a Traffic Impact Study that considered the proposed project and uses on the property, (development of 363 residential units on proposed Parcels 1 and 2, divided among 14 apartment buildings (324 units) and 39 single-family detached units) recommending adding bike lanes and sidewalks. Staff is proposing a shared 8 to 10 foot wide pedestrian/bicycle path. It is certainly roughly proportional to the impacts of the development.



Log In | Join | uli.org

URBANLAND

SEARCH
Advanced Search

INDUSTRY SECTORS CAPITAL MARKETS ECONOMY, MARKETS, & TRENDS SUSTAINABILITY DEVELOPMENT BUSINESS INFRASTRUCTURE & TRANSIT

PLANNING & DESIGN ULI Home > Industry Sectors > Residential > Tsunami of Rental Housing Demand is on the Way

Tsunami of Rental Housing Demand is on the Way

by Leslie Braunstein
September 26, 2011

Print | Email | Post | Republish

Share Facebook LinkedIn Twitter



J. Ronald Terwilliger

The United States faces a tidal wave of rental housing demand—a fact that Congress does not understand, said J. Ronald Terwilliger at the ULI Terwilliger Center for Workforce Housing Policy Symposium, held on September 21, 2011, at the Washington, D.C., headquarters of the Collingwood Group, the sponsor.

Terwilliger moderated a multifamily housing panel of such industry leaders as Douglas M. Bibby, president of the National Multi Housing Council; Stillman D. Knight, Jr., president and CEO of the Knight Company and a former federal housing official; Eileen Fitzgerald, CEO of NeighborWorks America; and Alan Wiener, managing director of Wells Fargo Multifamily Capital.

Based on the latest ULI research, Terwilliger stated that while U.S. homeownership has dropped from its peak of more than 69 percent in 2004 to about 66 percent today, the number of renters in the United States has grown by nearly 4 million people. The echo boom generation (i.e., those born after 1986) is expected to contribute more than 11 million new renters over the next

decade.

Rental housing supply, however, is not keeping up with demand. In fact, multifamily apartment construction has dropped to historic lows, due in part to the unavailability of construction financing. And while both new construction and financing are down on the rise, not only will the new construction most likely fail to meet increased demand, but it will not even keep pace with the number of units lost to obsolescence and/or demolition.

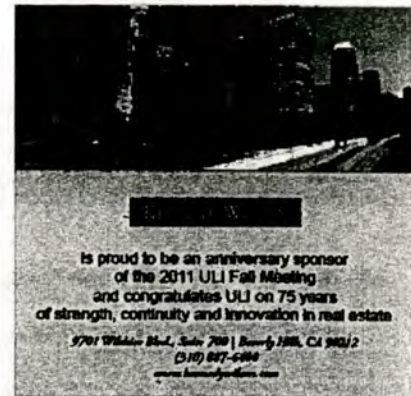
Demand is just part of the problem, Terwilliger noted. Affordability is another issue—one that will be exacerbated by growing demand. Almost half of today's renters pay more than 30 percent of their income on housing; 26 percent of renters spend over half their income on housing expenses.

While all of this is going on, federal government subsidies for rental housing could fall victim to congressional deficit reduction. Of the \$200 billion per year that the federal government devotes to housing, more than 75 percent supports single-family housing and less than 25 percent supports rental affordability. The mortgage interest deduction alone reduces federal tax revenue by over \$90 billion—nearly half of the government's housing dollars—while only about \$5 billion is devoted to the government's main program for rental affordability, the low-income housing tax credit (LIHTC). And congressional budget-cutters have discussed eliminating the LIHTC altogether.

So what is the future of affordable multifamily housing in the United States? Panelists could not agree on a solution, but they did agree that it's all about money. "The problem is not housing affordability; the real problem is that people don't have enough money," said Fitzgerald. "But what's the chance of Congress passing a major income-transfer program at this point?"

Affordable multifamily housing is suffering as a result of the housing crisis, said panelists, when virtually all of the problems that caused the crisis were rooted in single-family home financing. Noting that Wells Fargo is the nation's largest government-sponsored enterprise (GSE) multifamily lender, Wiener pointed out that while the GSEs have lost billions of dollars on single-family mortgages, they have profited on the multifamily side. "The GSEs provide necessary liquidity in the multifamily financing market," he said. "Furthermore, 80 percent of GSE multifamily financing supports tenants at 100 percent of AMI [area median income]."

Like the previous symposium panel that focused on single-family housing, the multifamily panel agreed that new approaches are needed to address the crisis. In Mexico, noted Terwilliger, the government is building affordable



Advertisement

Related Articles

Monday's Numbers: November 28, 2011
Highlights of the October 2011 Federal Reserve Senior Loan Office Opinion Survey include, amongst other findings: fewer domestic commercial banks eased lending standards, one-fourth of foreign bank respondents tightened lending standards, and less easing of credit standards in the third quarter of 2011 as compared to past surveys. - November 26, 2011

Monday's Numbers: November 21, 2011
The Trepp LLC survey showed spreads narrowing a few basis points during the most recent survey period, evidence that the debt market remains open and raring to go. Like peanuts at the circus: get 'em while their hot; can it get better than this? - November 21, 2011

Monday's Numbers: November 14, 2011
The Trepp LLC survey showed spreads widening 15+/- basis points during the most recent survey period, evidence that the debt market remains cautious and easily spooked by current events. Nevertheless, all numbers are more than a little attractive. - November 14, 2011



City of Wilsonville
DB12-0012 et seq Exhibit A3

homes that measure just 450 square feet (41.85 sq m) and cost about \$10,000. Allowing a more diverse group of investors, such as high-net-worth individuals, to help fund LIHTCs is another idea that might help.

The panel also acknowledged that the industry has to do a better job of advocating for the need for more affordable multifamily housing. But it's difficult to build a constituency, they said, when there are so many diverse and competing interests involved: renters, builders, lenders, nonprofit organizations, and more. Policy makers and the general public cite health, education, arts, and social services among their greatest societal concerns, the panelists noted, while housing isn't even on the radar screen. "I want to do for housing what the movie *Waiting for Superman* did for education," said Terwilliger. Hello, Hollywood?

Print | Email | Post | Republish

Comments(3) | Share

Comments (3)

Want to join the conversation?

Log in or join ULI now.

Mr. Marshall W. Hung - Honolulu, HI wrote - on October 31, 2011 at 8:04 PM

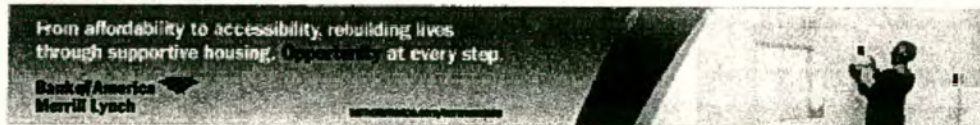
The Federal Government needs Fannie Mae to provide investor loans at 75% of valuations that are less than \$500,000. This will bring individual investors to purchase individual residential units for purchase. The Banks and Fannie Mae will have safe collateral because the timing of the market. Rentals will become available next to owner-occupied, thereby resulting in a safer mixed population grouping. Shorter depreciation schedules with a change in the passive income tax limitations can be added to accelerate the transactions. The middle class will have an investment vehicle besides the stock market.

Mr. Stephen Peeler - Culver City, CA wrote - on September 26, 2011 at 5:21 PM

I'm not sure that "Waiting for Superman" will have, or has had, a strong positive impact on education policy in the US. The rental market needs to have additional investment, but an important question is how much rental markets not in coastal urban areas need federal subsidies? Unless there is a broader, nation-wide need for subsidized investment (the mortgage interest deduction benefits homeowners in every state, at all income levels), federal support for multifamily rental developments will remain small, and perhaps grow smaller.

Mr. Patrick S. Simons - Laguna Hills, CA wrote - on September 26, 2011 at 3:40 PM

We're seeing this in many of the markets we track. In fact, in some submarkets, although we experienced rent declines in '09 and '10, occupancies are now at a "tipping point" such that even just a little job growth will result in substantial rent increases. The one caveat is that we're seeing the new development pipeline in some submarkets rapidly increase. So, some markets will not be as tight as others. Patrick Simons, Principal, Strategic Property Economics, www.speconomics.com



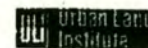
Advertisement

Copyright © 2010-2011 Urban Land Institute (ULI). All rights reserved. Use of this Web site constitutes acceptance of our Terms of Use.

Urban Land Magazine

Industry Sectors | Capital Markets | Economy, Markets, & Trends | Sustainability | Development Business | Infrastructure & Transit | Planning & Design

About UrbanLand | Archives | Advertise | Join ULI | RSS | Contact Us | Terms of Use



investor
1.5 mil-
Nautilus
about \$3.1
him a 4.9
ship stake
per exercise
company, ac-
ulatory fil-

Pessin paid
though the
s and Ex-
filing
does not
purchase

stock has
\$2 to \$3.45
year, and
day at \$2.78
Stock Ex-

C filing says
purchased
of 0.6 per-
\$326,480,
ere.

the com-
been very
support-
Chief Exec-
e said
husband
view it as a

in, accord-
ing indus-
bizlist.com,
for nearly
Neuberger
York asset
firm.

Currently a
stor with a
all, publicly
anies," the
"At Neu-
an, Pessin
le for syndi-
ting, prime

Source: Regional Multiple Listing Service

Research by Elliot Njus/ Graphic by DAN AGUAYO/THE OREGONIAN

Metro area's rental vacancy 2nd-lowest in U.S.

Rental vacancy and home-owner vacancy fall in the Portland area in 2011, according to newly released Census data, although the overall home-ownership rate stayed the same.

Rental vacancy fell to 3.4 percent, the city's lowest since 1995 and the second-lowest nationally last year.

The National Association of Realtors also reported last



For more on real estate, bookmark Elliot Njus' Front Porch blog: oregonlive.com/front-porch

week that the Portland area boasted the second-lowest rental vacancy rate. Its data

is based on a survey of commercial brokers.

Low vacancy led to rent hikes of 8 percent year-over-year, according to the most recent Metro Multifamily Housing Association survey, released in October. It's also led to a smattering of new construction projects, though most are small in scale.

The Census Bureau says the Oxnard-Thousand Oaks-

Ventura area in California had the lowest vacancy rate at 3.2 percent. The national vacancy rate within major metro areas is 9.5 percent.

And homeowner vacancy, which is the number of houses left empty while waiting to be sold, fell to 2 percent in the Portland area. The number spiked to 4.8 percent in 2009 after the real estate market ground to a halt.

Since then, many homes for sale have been bought or pulled from the market and converted to rentals. Given the soft pricing, homeowners are less willing today to put their homes on the market.

The Portland area home-ownership rate in 2011 was flat at 63.7 percent, the same rate as 2010, and below the national homeownership rate, 64.6 percent.

OCEAN FISHING

Experts expect chinook boom

By SCOTT LEARN
THE OREGONIAN

Fish managers predict a huge ocean population of Klamath River fall chinook salmon off the coasts of Oregon and California this year along with a big bump in the Sacramento River population, a potential boon to sport and commercial anglers.

Returns on the Sacramento and Klamath drive much of Oregon's ocean salmon fishing, which has been shut down or significantly curtailed in recent years because of weak returns.

Oregon's Department of Fish and Wildlife thinks more than 1.6 million fall chinook age 3 and 4 will be off the coasts later this year, up from roughly 300,000 fish last year, thanks to excellent

1986, the Klamath fall chinook population hit about 1.4 million.

Forecasts can be way off — managers predicted more than 700,000 Sacramento fall chinook last year, which fell short by a whopping 500,000.

But the strong signals on both the Klamath and Sacramento are a good sign, said Eric Schindler of ODFW.

Managers also used a more conservative estimation method this year for the Sacramento, he said. The old method would have predicted 2.2 million Sacramento fall chinook.

"We're going to have a lot of fish out there," Schindler said. "It should be a more robust year for fishing than

we've been having, and it could be a stellar year."

The prediction for returns to the mouth of the Columbia River is less dramatic, but relatively strong. Estimated returns of fall rule and bright chinook in 2012 total 635,000, up by about 50,000 from actual returns last year.

ODFW's commission is scheduled to adopt ocean salmon fishing limits in April.

Scott Learn, 503-294-7657, sllearn@oregonian.com

BUSINESS NETWORKING

Movers and shakers connect at gathering

BRENT HUNBERGER
THE OREGONIAN

The Connector Project Portland, a nonprofit and volunteer drive to identify the region's movers and shakers, reached the height of its three-year effort Wednesday when it convened "connectors" at the Oregon Convention Center.

Modeled after similar efforts in Philadelphia and other cities, the local version sprang from a sense among a group of young professionals that nonprofits, government and educators were all working on the region's problems but not in any cohesive way, said Matt Reed, a project co-founder.

The Oregon Community Foundation and other private and public parties con-

Online

See who's on the "connectors" list at bit.ly/y4U3Rm

Chris Dudley to ex-Portland city Commissioner Jim Francescon. But the list also includes less recognizable names: Executive coach Jay C. Bloch and Jeanne Kojis, executive director of the Nonprofit Network Southwest Washington.



Stephen Social networking consultant

"We really are a fairly

Jobs spur Wilsonville building boom

By RACHEL STARK
THE OREGONIAN

When Paul Bower landed a job in Wilsonville, he and his wife, Theresa, moved into a nearby apartment while they searched for a permanent home in Tigard or Beaverton.

But as they looked, Bower became accustomed to the short drive to work at Rockwell Collins and to Wilsonville's small-town convenience, something he never experienced when he worked at the company's plant in Silicon Valley. The Bowers began looking closer and closer to the office until they found a winner in Wilsonville itself: a brand-new house just 10 minutes away. Next month, they plan to move in.

Wilsonville bucked the national homebuilding slump last year with help from employees like Bower. The city, which boasts more jobs than



RACHEL STARK/THE OREGONIAN

Developers of the Branchley Estates condominiums in Wilsonville expect to provide housing for the city's out-of-town workers and students attending the new Oregon Institute of Technology campus.

working-age residents, in 2011 recorded its second-highest number of new homes in at least 10 years, totaling \$52 million in value. Only 2006 was higher, at \$61 million.

The 2011 total includes 81 single-family homes, mostly in Villebols, the community where the Bowers found their home. A mixed-use development

Please see **BOOM**, Page D4

Wilsonville's major 2011 construction

Branchley Estates: 324-unit condominium-style complex, \$31.3 million
Wilsonville Road Business Park: Commercial group of offices on an 8.8-acre site, \$32.5 million
Lowrie School: Two-story primary school in Villebols, \$15 million
Single family: 81 homes, \$15.88 million

Who's building?

Total 2011 construction values for selected cities
Hillsboro: \$640.3 million
Wilsonville: \$128.5 million
Oregon City: \$56.9 million
Happy Valley: \$55 million
West Linn: \$31.2 million
Tualatin: \$26.8 million
Sherwood: \$8 million



City of Wilsonville

DB12-0012 et seq Exhibit A5

Boom

Continued from Page D1

that began in 2005, Villebois will contain about 2,300 homes on build-out. In addition, construction workers broke ground on a \$31.3 million, 324-unit condominium-style complex called Branchley Estates.

Martin Brown, building director for Wilsonville for 32 years, said he was pleased with last year's variety of construction. In addition to housing, Wilsonville gained a new primary school, business park and additions to Fred Meyer, making 2011 a record year for the total value of construction.

Shorter commute

"I feel blessed to have this kind of construction activity in our jurisdiction right now," Brown said. "Hopefully it will spill over to the rest of the region."



DAN AGUAYO THE OREGONIAN

Since their move, Paul Bower feels a little spoiled.

"In California, it was always a 30- to 45-minute commute," he said. "I go home for lunch now, and I was never able to do that before."

Though Bower's commute is a gas-saving breeze, a giant stream of workers travels farther, in and out of the city, each workday. Home to about 12,681 working-age adults, Wilsonville offered jobs for 17,276 in 2009, according to a report by the U.S. Center for Economic Studies. Workers living outside the city held about 93 percent of those jobs.

Companies are attracted to Wilsonville's location on Interstate 5 almost halfway between Salem and Portland, and people follow the jobs. The city houses big-time technology employers including software company Mentor Graphics and Xerox, each with more than 1,000 jobs, and manufacturing and distribution centers including Sysco and Coca-Cola. It added more retail workers last July with the opening of Fred Meyer.

Wilsonville's dynamic translated to an opportune market for Holland Partners Group, the developer for Branchley Estates.

"The number of employees that want to locate in Wilsonville is significant," said Clyde Holland, CEO of Holland Partners Group. "We found a lot of people would like to live in Wilsonville but haven't had choices that would enable them to do so."

Construction on Branchley Estates began in September at the site of the former Thunderbird Mobile Club, which closed in 2008 after the controversial eviction of its senior residents. The site's location near the town center and transportation hubs appealed to Holland.

"Wilsonville is short housing, and short specifically on high-quality condominiums for rent," Holland said. "We're trying to provide housing opportunities where people can reduce their commute and spend more time with their families."

The company broke ground in Wilsonville the same day it started work on an apartment complex in Hillsboro,

another location the developers viewed as fruitful for its expanding job centers.

Wilsonville Mayor Tim Knapp said the city has been "atypical of most suburbs for a long time." A goal for the city, he said, is to provide an array of housing options for its employees that would in turn reduce traffic congestion. "This isn't going to be the sort of thing you solve in one or two years; it's a long-range strategy."

Looking ahead

Ernie Platt with the Home Builders Association of Metropolitan Portland called Wilsonville's construction activity last year "somewhat surprising." But in terms of homebuilding, he said, it still fell short of what he considered a normal productive year.

"The number of housing starts is impressive," Platt said. "But apartment building of that size only happens every other or every third year."

"It was a good year, but

there's no assurance it's going to happen again."

Rather than a sudden surge of investment in the city, the 2011 construction record was the culmination of years of groundwork on several large projects that finally came to a head. A couple of the projects, Villebois included, were hit hard by the recession and delayed.

Brown, the city's building director, doesn't expect to sustain last year's numbers, he said the city in 2012 should be in "pretty good shape."

Mentor Graphics will begin work on a new data center, Oregon Institute of Technology will remodel for its new Wilsonville campus, and contractors will begin expanding the city's wastewater treatment plant. And Brown expects around 80 additional new single-family homes with the possibility of more multifamily units in Branchley Estates.

Rachel Stark: 503-294-5917
rstark@oregonian.com

CITY COUNCIL

I. Request

Project Name: Brenchley Estates North - Zone Change

Proposal: A request for approval of a zone change from the RA-H (Residential Agricultural Holding Zone) holding zone to PDR-4 (Planned Development Residential for approximately 19.38-acres (does not include adjacent rights-of-way). The Comprehensive Plan Map designates the site Residential/6 to 7 dwelling units per acre. No change to the Comprehensive Plan map designation for the site is requested.

The applicant intends on developing the subject site with 368 multi-family residential dwelling units on two different parcels, 39 detached single-family dwelling units, a 1.4-acre future development parcel, public roads, and private open spaces as detailed in the Stage I Preliminary Planned Development Plan for the Brenchley Estates North planned development as described elsewhere in this applicant's statement notebook. Development of the project is intended to commence in summer 2012.

Site: 28305 and 28375 Parkway Avenue. The site is described as tax lot 200 and portions of tax lots 103 and 105 on Clackamas County Tax Map 3S 1W 14A. The site is located north of the drainageway which runs through the former mobile home park site. The subject site is located on the west side of Parkway Avenue, the south side of Boeckman Road, and is located to the east of I-5.

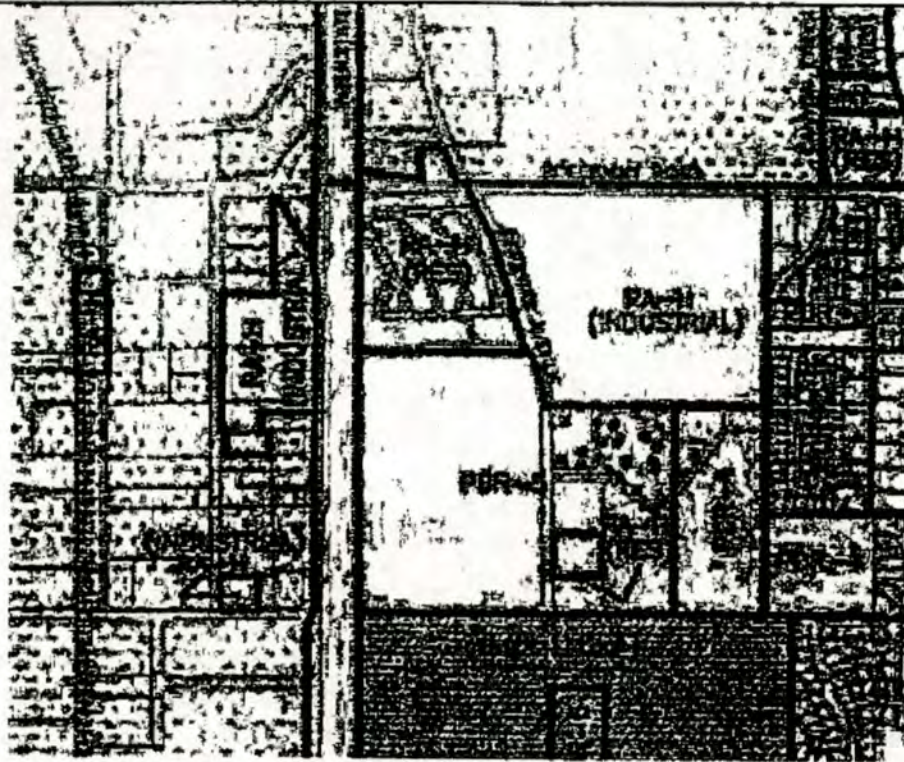
The zone change site is the 19.38-acre northern-most portion of the former Thunderbird Mobile Home Park. In addition to the 19.38-acre portion of Brenchley Estates North which is subject to this zone change request to PDR-4, the 8.52 acre balance of the Brenchley Estates North site is zoned PDR-5.

APPLICANTS FINDINGS
FOR ZONE MAP AMENDMENT
SECTION II, EXHIBIT B1

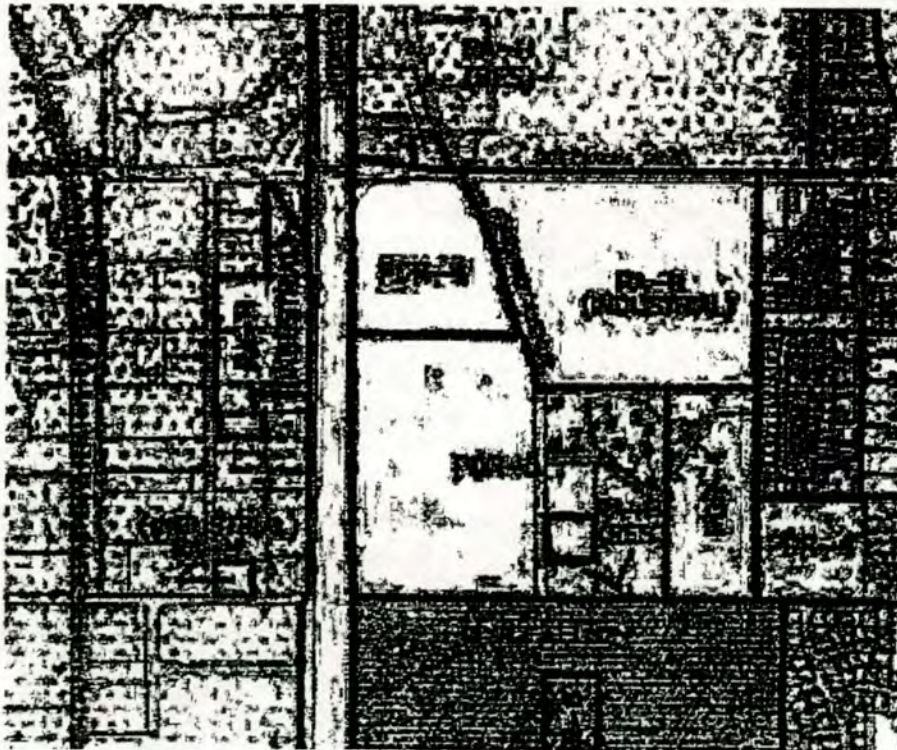


City of Wilsonville

DB12-0012 et seq Exhibit B1



Existing Zoning



Proposed Zoning

II. Consistency with Applicable Zone Change Approval Criteria

As set forth in Subsection 4.197(.02) of the Wilsonville Planning and Land Development Code, in recommending approval or denial of a proposed zone map amendment, the Development Review Board must at a minimum, adopt findings addressing approval criteria A-G, below.

Criterion 'A'

That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125(.18)(B)(2) or, in the case of a Planned Development, Section 4.140.

Response: This application package includes not only this zone change request, but also planned development Stage I approval for all of the Branchley Estates planned development (as well as other related development applications). Therefore, this zone change application has been submitted in accordance with the submittal requirements of Section 4.140(.07)(A) and (B). The various applications will be reviewed by the Development Review Board consistent with the procedural requirements of Section 4.140(.07)(C). The Development Review Board is the assigned decision maker for all of the applications, except that approval of the proposed Zoning Map Amendment is contingent upon approval by the City Council.

Criterion 'B'

That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies, and objectives, set forth in the Comprehensive Plan text.

Consistency with Comprehensive Plan Map Designation

Response: The Comprehensive Plan map designation for the subject site is Residential 6 - 7 dwelling units per acre. Table 1 at Section 4.124 (.05) of the Wilsonville Planning and Land Development Code says that the zoning district which is appropriate to implement the Plan designation of 6 to 7 units per acre is the PDR-4 zoning district. Therefore, the request to apply the PDR-4 zoning district to the site is consistent with the Comprehensive Plan Map designation.

Consistency with Applicable Plan Policies and Implementation Measures

All of the policies and implementation measures of the City of Wilsonville Comprehensive plan have been reviewed with respect to this request to rezone the subject site PDR-4. Following are the plan policies and implementation measures which we found are applicable to the current request, followed by our proposed findings addressing each applicable policy and implementation measure.

Policy 2.1.1 - The City of Wilsonville shall support the development of all land within the City, other than designated open space lands, consistent with the land use designations of the Comprehensive Plan.

Response: As noted just above, the Comprehensive Plan Map Designation for the site is Residential 6 - 7 dwelling units per acre. Table 1 at Section 4.124 (.05) says that the zoning district which is appropriate to implement the Plan designation of 6 to 7 units per acre is the PDR-4 zoning district. Therefore, the request to apply the PDR-4 zoning district to the site will be supportive of this policy by enabling development of the property consistent with the existing Comprehensive Plan Map land use designation. There is no portion of the site which is designated as open space lands on the Comprehensive Plan Map. Nevertheless, the proposed planned development plans for developing the site provide for substantial portions of the site to be retained as private open space tracts in order to preserve groupings of large trees along with wildlife habitat provided by those resources.

Implementation Measure 2.1.1.b - Allow urbanization to occur to provide adequate housing to accommodate workers who are employed within the City.

Response: The proposed designation of the site with the PDR-4 zoning district will enable the proposed development of the Brenchley Estates North site with almost 400 dwelling units (not all in the PDR-4 segment of the project). This amount of housing will provide significant opportunities for housing workers employed within the City, as well as students at the planned Oregon Institute of Technology located less than one-half mile to the north of the subject site.

Implementation Measure 2.1.1.e - Allow new development to proceed concurrently with the availability of adequate public services and facilities as specified in Public Facilities and Services Section (Section C) of the Comprehensive Plan.

Policy 3.1.2 - The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).

Implementation Measure 3.1.2.a - Urban development will be allowed only in areas where necessary facilities and services can be provided.

Response to Implementation Measures 2.1.1.e and 3.1.2 and Policy 3.1.2: Project engineer Keith Buisman, P.E., has prepared a utility capacity assessment memorandum which is included as Section II-C of this report. As noted in this memo, a section of the downstream Burns West sanitary sewer trunk line will be upsized as part of this project in order to accommodate future upstream flows and provide adequate capacity. Mr. Buisman has concluded that the existing utility facilities (i.e., public water supply and sanitary sewer) along with proposed on-site improvements for the planned 398 dwelling unit Brenchley Estates North planned development will be of adequate sizes to serve proposed development of the subject site and anticipated up-basin developments.

Goal 3.5 To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.

Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.

Implementation Measure 3.5.2.a. All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.

Implementation Measure 3.5.2.c. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.

Response to Goal 3.5, Policy 3.5.2 and Implementation measures 3.5.2.a and 3.5.2.c: The applicant has funded the preparation of the Brenchley Estates Phase II Transportation Impact Analysis, May 2011 and also a transportation trip generation analysis and site plan review memo by the City's contracted traffic consultant, DKS Associates, for development of Brenchley Estates North. The analysis report included updated estimates of the traffic generated by the proposed development, likely routes of travel to and from the proposed project, and sources of information as is required by this section. The transportation trip generation analysis and site plan review memo is included in this application package as Section II-B. The memo essentially provides an update to the Brenchley Estates Phase II Transportation Impact Analysis, May 2011, which is also included.

The Transportation Impact Analysis, May 2011, includes estimates of the traffic generated by proposed development of Brenchley Estates Phase II (i.e., Brenchley Estates North), other existing developments (based upon traffic counts), and other approved developments in accordance with this section. The assessments assumed completion of the current I-5/Wilsonville Road interchange area improvement project, which is estimated to be completed in November 2012. The DKS transportation impact study, at page 5, noted that:

“Under the three scenarios, all study intersections meet required operating standards. Therefore, following the current Wilsonville Road interchange improvements, the roadway network will have adequate capacity to support both Phase I and Phase II of the Brenchley Estates development.”

The current memo found trip generation from Brenchley Estates North to be essentially the same as what was assumed for that area for the May 2011 TIA, and provides no different conclusion with regard to Levels of Service at the studied intersections.

Both the Transportation Impact Analysis and the Trip Generation memo recommend that the City require dedication of additional right-of-way for future widening of Boeckman Road to a 5-lane section and to require the developer to contribute funds towards future improvement of that Road between the I-5 overpass and Parkway Avenue as mitigation for transportation impacts upon this road and the Boeckman/Parkway intersection.

GOAL 4.1 To have an attractive, functional, economically vital community with a balance of different types of land uses.

Policy 4.1.1 The City of Wilsonville shall make land use and planning decisions to achieve Goal 4.1.

Implementation Measure 4.1.1.j Development will coincide with the provision of public streets, water, and sanitary sewer and storm drainage facilities as specified in Section 'C,' above. These facilities shall be: (a) capable of adequately serving all intervening properties as well as the proposed development; and, (b) designed to meet City standards.

Response: Project engineer Keith Buisman, P.E., has prepared a utility assessment memorandum which is included Section II-C of this report. As noted in this memo, a section of the downstream Burns West sanitary sewer trunk line will be upsized as part of this project in order to accommodate future upstream flows and provide adequate capacity. Mr. Buisman has concluded that the existing utility facilities (i.e., public water supply and sanitary sewer) along with proposed on-site improvements for the planned 398 dwelling unit Branchley Estates North planned development will be of adequate sizes to serve proposed development of the subject site and all existing and anticipated developments served by those facilities. All utility facilities within the proposed development will be designed to City public works standards. This is assured by the City Engineering Department and associated other departments and service providers reviewing both the preliminary plans which are presented as part of the preliminary development applications as well as detailed review of the construction permit plans.

Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

Implementation Measure 4.1.4.b - Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.

Response: The requested PDR-4 zoning district allows for development of a variety of housing types as permitted uses including detached single-family homes, multi-family homes, and manufactured homes according to Code Section 4.124. Therefore, the application of the PDR-4 zone which allows for a variety of housing types would be consistent with this implementation measure. The applicant intends on developing the site with a combination of garden apartment style multi-family housing, mid-rise multi-family housing, and detached single-family homes on individual lots. Thus, the applicant's development plans for the site under the requested zoning furthers this implementation measure.

Implementation Measure 4.1.4.c - Establish residential areas that are safe, convenient, healthful, and attractive places to live while encouraging variety through the use of planned developments and clusters.

Response: The Stage I planned development application which accompanies this rezoning application provides a development plan for all of the 59.96-acre Brenchley Estates planned development, including that portion of the project which has already been approved for development in 2011. The plans for the entire project provide for a mixed-density residential area with privately owned developed and undeveloped open spaces, and a network of local streets and pedestrian sidewalks and pathways. Together, these aspects of the development plans for Brenchley Estates will provide for a safe, convenient, healthful, and attractive place to live.

Implementation Measure 4.1.4.d - Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.

Implementation Measure 4.1.4.e "Targets are to be set in order to meet the City's Goals for housing and to assure compliance with State and regional standards."

Implementation Measure 4.1.4.j - The City shall have a diverse range of housing types available within its City limits.

Implementation Measure 4.1.4.o - The City will encourage the development of housing of various types and densities. Guided by the urbanization, public facilities, and economic elements, the City will, however, manage residential growth to ensure adequate provision of public facilities and that proposed housing satisfies local need and desires, i.e., type, price and rent levels.

Response to Implementation Measures 4.1.4.d, 4.1.4.e, 4.1.4.j, and 4.1.4.o: As noted above, the requested PDR-4 zoning district at Code Section 4.124 allows for development of a variety of housing types within the City as permitted uses including detached single-family homes, multi-family homes, and manufactured homes. The applicant intends on developing the requested PDR-4 portion of Brenchley Estates with a combination of garden apartment style multi-family housing,

mid-rise (4-story) multi-family housing, and detached single-family homes on individual lots; thereby furthering the objectives listed above seeking a diversity of housing types and densities in the city. The Brenchley North site would become split zoned with both the PDR-4 and PDR-5 districts if the zone change request is approved. All of the housing types listed above would be found in both zoning districts.

When one looks at the proposal in the context of the City as a whole, the proposed rezoning and development plan for the site demonstrate a logical pattern of development. Single-family housing is the predominant housing type in the developing Villebois community on the western edge of the city. Detached single-family housing has also been the focus of conceptual plans for development of the Frog Pond area to the east. Both of those areas are excellent sites for that housing type due to their locations away from the freeway and employment areas, while being located close to schools and parks. On the other hand, the Brenchley Estates site is located adjacent to the freeway, close to commercial services in the Town Center, and is located adjacent to employment areas to the north and east as well as to the west across the freeway. As such, it makes sense for the Brenchley Estates to be rezoned to PDR-4 and to be available for a relatively intense development pattern.

The proposed development plans for the Brenchley Estates North site which accompany this zone change request help the City meet its housing objectives and Comprehensive plan housing targets by proposing a development plan which is very close to the maximum densities allowed by the underlying zoning districts, and is consistent with State and Metro goal standards.

The City of Wilsonville's Third Quarter Housing Report for 2011 reported that there are currently 4,830 multi-family dwelling units (includes 563 condominium units) and 3,896 single-family units (includes manufactured homes and duplexes). The current housing split is 55% multi-family (including condominiums) and 45% single-family. In addition, building permits have since been issued for portions of the 324 unit Brenchley Estates South apartments. The Stage I Preliminary Plan for Brenchley Estates North provides for development of a total of 359 multi-family units and 39 single-family units. The amounts of the proposed housing types within Brenchley Estates North would further the multi-family/single-family imbalance within the City's housing stock. However, this is an assessment of built and planned housing stock only, and not an assessment of what effect the development of buildable lands within the city will have on the balance of housing in the city.

The current proposals for rezoning of the northern portion of the Brenchley Estates North site and the planned development plans for this project are a response to current regional increased demand for multi-family housing relative to single-family housing in order to satisfy current demands, especially in light of recent developments in the city including the Oregon Institute of Technology campus, the Fred Meyer shopping center, and the Wilsonville Road Business Park.

Implementation Measure 4.1.4.p - In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.

Response: The requested rezoning of the northern portion of the Brenchley Estates North site to PDR-4 will allow the site to be developed with approximately 400 dwelling units. The site is well located with respect to proximity to jobs within industrial developments to the north and west of the site, retail and service employment within the Town Center approximately one-half mile to the south of the site, and educational and employment opportunities at the developing OIT campus less than one-half mile north of the site. Therefore, the proposed rezoning will be supportive of this implementation measure by providing residential growth opportunities to meet the needs of employees working in the City, as well as students being educated within the City.

Implementation Measure 4.1.4.q - The City will continue to allow for mobile homes and manufactured dwellings, subject to development review processes that are similar to those used for other forms of housing. Individual units will continue to be allowed on individual lots, subject to design standards. Mobile home parks and subdivisions shall be subject to the same procedures as other forms of planned developments.

Response: The requested PDR-4 zoning district allows manufactured homes as a permitted use. Therefore, the requested application of the PDR-4 zone to the site is consistent with this implementation measure. Nevertheless, the applicant is not proposing to site mobile homes or manufactured homes on this site.

Implementation Measure 4.1.4.r - All development, except as indicated in the lowest density districts, will coincide with the provision of adequate streets, water, and sanitary sewerage and storm drainage facilities, as specified in the Public Facilities and Services Section of the Plan. These facilities shall be (a) capable of adequately serving all intervening properties as well as the proposed development and (b) designed to meet City standards.

Response: DKS Associates, the City of Wilsonville's transportation consultant, has prepared a transportation impact assessment of relative to the proposed rezoning of the subject site and plans for development of the Brenchley Estates North property with up to 407 dwelling units (39 single-family units and 368 multi-family units). The analysis report included updated estimates of the traffic generated by the proposed development, likely routes of travel to and from the proposed project, and sources of information as is required by this section. The memo essentially provides an update to the Brenchley Estates Phase II Transportation Impact Analysis, May 2011. The DKS transportation impact study, May 2011, includes estimates of the traffic generated by proposed development of Brenchley Estates South Phase II and North, other existing developments (based upon traffic counts), and other approved developments in accordance with this section. The assessments assumed completion of the current I-5/Wilsonville Road interchange area improvement project, which is estimated to be completed in November 2012. The DKS transportation impact study, at page 5, noted that "under each of the three scenarios, all of the study intersections meet the City of Wilsonville LOS "D" standard. Therefore, the current roadway network (and the network resulting from the Wilsonville Road interchange improvements) has adequate capacity to support the proposed Phase I of the Brenchley Estates North development." The current memo found trip generation from Brenchley Estates North to be essentially the same as what was assumed for that

area for the May 2011 TIA, and provides no different conclusion with regard to Levels of Service at the studied intersections.

The utility assessment memorandum which is included as Section II-C of this report concludes that the existing utility facilities (i.e., public water supply, drainage, and sanitary sewer) along with proposed on-site improvements for the planned development are available and will be of adequate sizes to serve proposed development of the subject site and anticipated up – basin developments.

Implementation Measure 4.1.4.s - Residential subdivisions, including mobile home subdivisions, shall be developed with paved streets, curbs and gutters, street lights and walkways, according to City standards. All utilities, other than storm water facilities, will be placed underground.

Response: The plans for development of the Brenchley Estates planned development on the subject site and adjoining properties to the south provides for the project to be developed with full urban-style improvements designed to City standards including public roads, sidewalks, street lights, sanitary sewer, storm sewers, public water supply, and power and telecommunication utilities. As required by the City's development standards, all utilities other than storm drainage facilities will be placed below the ground surface.

Implementation Measure 4.1.4.u - To provide variety and flexibility in site design and densities, residential lands shown on the Land Use Map of the Comprehensive Plan have been divided into districts, with different density ranges for each district. In all residential developments, other than those that are so small that it is not mathematically feasible to achieve the prescribed minimum density, the 80% minimum shall apply. The following density ranges have been prescribed for each district:

*Density: 0-1 units/acre
2-3 units/acre
4-5 units/acre
6-7 units/acre
10-12 units/acre
18-20 units/acre*

Response: No response to this implementation measure is necessary.

Implementation Measure 4.1.4.v - Site development standards and performance criteria have been developed for determining the approval of specific densities within each district. Densities may be increased through the Planned Development process to provide for meeting special needs (e.g., low/moderate income, elderly, or handicapped).

Response: No increase in density beyond what is typically allowed by the PDR-4 zoning district is requested by the planned development proposed for the site.

Implementation Measure 4.1.4.z - The City shall continue to apply a minimum density standard to all zones allowing residential use, such that all development, including subdivisions, will result in the eventual build-out of 80

percent or more of the maximum number of dwelling units per net acre permitted by the zoning designation for a given development. The minimum density requirement does not apply inside areas designated by the City as open spaces or significant resource sites. The maximum-zoned density does not include the density bonus for zones that allow them.

Response: Any development on the subject site will be subject to developing at no less than 80 percent of the maximum allowed density for the site allowed by the PDR-4 zoning district.

RESIDENTIAL PLANNING DISTRICTS SHOWN ON THE LAND USE MAP OF THE COMPREHENSIVE PLAN

Density (6-7 or 10-12 du/ac)

The purpose of this district is to ensure an efficient use of urban land by providing for the development of medium density housing areas. This density would generally fall under the PDR3 and PDR-4 (or other categories that could work out to this level of density) zoning districts category as outlined in the Development Code.

The following areas should be designated and developed as urban medium density:

- 1. Areas with access to a major or minor arterial or collector street. Siting should not, however, result in significant traffic impacts through lower density residential areas.*
- 2. Areas located near or adjacent to commercial areas, employment centers and/or mass transit routes.*
- 3. Areas adjacent to urban lower density developments or planning districts.*

Response: The subject property is very well located with respect to these locational standards applicable to application of the PDR-4 zoning district. The site is located at the intersection of Parkway Avenue, a minor arterial, with Boeckman Road, a major collector street as designated by the Transportation System Plan. The network of collector streets within the city will allow traffic to/from the site to reach the I-5 intersections with Wilsonville Road and Elligsen Road without travelling through lower density residential neighborhoods. The subject site is located close to significant employment opportunities in industrial areas to the north and west, commercial development to the south in the Town Center area, and educational opportunities at the developing Oregon Institute of technology campus to the north. SMART transit is available along the site's Parkway Avenue frontage. The site is fairly well insulated from lower density development areas by existing multi-family development to the east, commercial development to the south, I-5 to the west, and industrial development to the north.

...Permitted uses in this district typically include single family dwellings, whether detached or attached, accessory dwelling units, multi-family dwellings, including duplexes and tri-plexes, and mobile home parks or subdivisions, multi-family developments, including duplexes and multiplexes and mobile home parks or subdivisions, will be subject to Development Review approval.

Neighborhood or convenience commercial uses may be permitted as part of a Planned Development but should be integrated into the design of the surrounding residential development, i.e., first floor of multi-story structure or similar design as residential units. Such commercial developments shall be limited to locations where there is clearly demonstrated local need. All such uses shall be subject to Development Review approval.

Response: The development plans currently proposed for the subject site provide for a combination of detached single-family dwellings along with a variety of multi-family development types – garden apartments with 8 to 12 units per building and an approximately 71-unit mid-rise building. At present, no neighborhood or convenience commercial uses are planned for development on the site. However, the Stage I planned development plan for Brenchley Estates leaves a 1.4-acre site as a future development site. No use is currently specified for that site, but it is possible that the applicant may pursue City approval in the future for utilizing that site for neighborhood-serving commercial uses if it is found that adequate demand develops in the area for such uses. If not, the applicant will seek an amendment to the planned development approvals for the site to develop it with a residential or other use allowed by the PDR-4 zone.

Criterion D' – Public Facilities: “That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized.”

Response: DKS Associates, the City of Wilsonville’s transportation consultant, has prepared a transportation impact assessment of relative to the proposed rezoning of the subject site and plans for development of the Brenchley Estates North property. The Transportation Impact Analysis, May 2011, includes estimates of the traffic generated by proposed development of Brenchley Estates Phase II (i.e., Brenchley Estates North), other existing developments (based upon traffic counts), and other approved developments in accordance with this section. The assessments assumed completion of the current I-5/Wilsonville Road interchange area improvement project; which is estimated to be completed in November 2012. The DKS transportation impact study, at page 5, noted that:

“Under the three scenarios, all study intersections meet required operating standards. Therefore, following the current Wilsonville Road interchange improvements, the roadway network will have adequate capacity to support both Phase I and Phase II of the Brenchley Estates development.”

The utility assessment memorandum included in Section II-B concludes that the existing utility facilities (i.e., public water supply, drainage, and sanitary sewer) along with proposed on-site improvements for the planned development are available and will be of adequate sizes to serve proposed development of the subject site and anticipated up – system developments.

Criterion 'E' – Significant Resource Overlay Zone: “That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone.”

Response: There is a small area of SROZ located on the subject property along the drainageway along the southern edge of all three tax lots. None of the SROZ-zoned areas are located within the area which is requested to be rezoned PDR-4. The preliminary plans for the project site would limit development within the SROZ portion of the site to that which is necessary to replace the existing private roadway crossing with a public local street. Preliminary designs for the public road crossing’s design will minimize impacts to the resources within the SROZ area.

Criterion 'F' “That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change.”

Response: The applicant, the Holland Group, LLC, intends to develop 288 multi-family housing units on the western portion of the subject site in the summer of 2012, with development of a 39-lot single-family subdivision on proposed lots 2 and 3 shortly thereafter, assuming City approvals for the zone change and development applications occur in the spring of 2012. The applicant intends on following the development of those portions of the site with development of the remainder of the site in the following two years.

Criterion 'G' “That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.”

Response: The accompanying Stage I Preliminary Planned Development plans and application narrative for the subject site demonstrate that the proposed single-family, multi-family, neighborhood commercial, and open space uses can be developed in compliance with the applicable development standards with minimal use of waivers to some development standards.

III. Compliance with Metro's Urban Growth Management Functional Plan

The 2040 Growth Concept Plan of Metro's Urban Growth Management Functional Plan designates the subject site as a "neighborhood," with the area along Parkway Avenue designated as a "corridor." The proposed rezoning of the northern portion of the Brenchley Estates North site to PDR-4 will be consistent with those designations of the 2040 Growth Concept Plan.

Title 1 of the Urban Growth Management Functional Plan requires that any particular parcel develop at least 80% of the maximum density planned for the site by the local jurisdiction's comprehensive plan. With the revision of the City's Development Code in November 2000, the lower end of the planned density range was increased to reflect this 80% requirement. This application requests that the subject site be rezoned from RA-H to Planned Development Residential (PDR-4). The PDR-4 zone corresponds to the Comprehensive Plan Map's assigned density of 6 - 7 dwelling units per acre for the site. The proposed Stage I Preliminary Planned Development plans for development of the Brenchley Estates North site with 398 dwelling units will achieve 100 percent of the maximum allowed density for the site, plus the utilization of a density transfer from the SROZ areas along the southern edge of Brenchley Estates North, as well as a density transfer from the southern portion of the Brenchley Estates planned development. The proposed development plans will therefore achieve compliance with the minimum density required at build-out consistent with the requirements of the Metro Functional Plan.

IV. Conclusion

This section of the Applicant's Statement for the Brenchley Estates North Planned Development demonstrates compliance with the applicable approval standards of the Wilsonville Planning and Land Development Code for a zone change to PDR-4 for the subject property, along with compliance with the applicable portions of the Metro Urban Growth Management Functional Plan. The Supporting Compliance Reports located in Sections III-A, IV-A, V-A and VI-A of this applicant's statement notebook support this rezoning request by demonstrating how the property is planned to be developed in compliance with the applicable development standards of the Wilsonville Planning and Land Development Ordinance. The applicant, Holland Partner Group, respectfully requests approval of the rezoning request.

APPLICANTS FINDINGS:
SECTION II



17355 sw boones ferry road • lake oswego, oregon 97035-5217
 (503) 635-3618 • fax (503) 635-5395
 www.otak.com

February 21, 2012

RECEIVED
FEB 22 2012

BY: BE

Mr. Blaise Edmonds
 City of Wilsonville Planning Department
 29799 Town Center Loop E
 Wilsonville, Oregon 97070

Re: Brenchley North—Otak Project No. 16311

Dear Blaise:

Enclosed is one copy of our resubmittal of the application narrative and plans for the Brenchley Estates North project, City of Wilsonville case files DB12-0012 through DB12-0018. This copy is marked up with sticky notes to draw your attention to the major changes to our submittal in response to your incompleteness comments in your letter to me dated February 6, 2012.

In your letter, you have noted several items which you believe additional attention in order to make our application complete. We have considered your comments and have made numerous revisions to the plans and application narrative. In response to your specific items of concern, we provide the following comments:

1. *A complete submittal is required, per Section 4.035(.05) W/C.*

Agreed. We will submit a complete number of documents, plans, and disks once you have reviewed our revised application package and have deemed it complete.

2. *Stage II Final Plan and Site Design Review: Page 1 of Section IV indicates that you are seeking Stage II approval for Brenchley Estates North apartments and the private park within proposed Tract E. Does your request also include the proposed Community Building/Pool? If so, please make it clearer in your proposal.*

I have revised the description of the Stage II Final Plan and Site Design Review requests in Sections I and IV of the application narrative to make it clear that the Community Building and pool are also included in the Stage II and Site Design Review requests for approval. Those revised sections are flagged in the copy of the application narrative we are submitting. I have added the Community Building and pool ancillary uses descriptors within numerous places in the Section V report and I have tried to be more specific in the responses to applicable standards with regard to those uses. Likewise, I have revised several of the responses to applicable



City of Wilsonville

DB12-0012 et seq Exhibit B4

standards to reflect how the park complies with those standards, or else that the standards are not applicable to the park use.

3. *Though DKS indicates that "the applicant is planning to construct a well-connected sidewalk and pedestrian path network within the site", I didn't see a convenient pedestrian connection between Buildings 1 – 5 to Tract E. Please provide a pedestrian circulation plan that highlights the sidewalk and pathway net-work.*

We have added a crosswalk across Ash Meadows Road from in front of Building 3 to the park in Tract E. We have also added two new sidewalk segments – one from north of the Community Building to the public sidewalk along Parkway Avenue and another from the sidewalk west of Building 1 to the public sidewalk along Ash Meadows Road. These sidewalk segments are illustrated on all of the plan views, but on Sheet P3.0 - the Preliminary Site Plan, all of the ADA accessible routes are illustrated with highlighting. We feel that the highlighting on this plan makes a separate pedestrian circulation plan unnecessary.

Will there be a permanent path constructed to access the bridge at the SROZ from Ash Meadows Road with the development of Lot 1?

No. The construction of the path to the pedestrian bridge is intended to occur with phase 2 development since adjustments to the path location may be necessary as final plans are developed for development on lot 2. A statement to that effect is included within the Introduction, Section I-A of the application narrative.

4. *At the pre-application meeting staff indicated there is a need for a bus pull-out with convenient access to the site along SW Parkway Avenue. See the DKS comment on page 5 of 8 of the DKS report. The site plan should be revised to show this facility but the location must be coordinated with the interim City Engineer.*

We have been in contact with Steve Allen of the SMART transit agency regarding the possible bus turnout. We are noting the general location of a bus turnout from Parkway Avenue south of proposed Street D onto portions of lots 4 and 5 on Sheet P3.3. We would like to defer possible right-of-way dedication or easement granting and construction of the bus pull out until such time as the first of those lots receives Stage II final development plan approval.

5. *Section 4.199 – Will the exterior lighting match the lighting fixtures for Brenchley Estates – South? You must submit lighting material cut sheets per Subsection 4.199.50(.01)(C).*

Yes, the lighting will match the lighting fixtures will match what is being used for Brenchley Estates South – both for the public streets and within the two apartment projects. Lighting cut sheets are included in Section V-C. We also noticed that the lighting calculations had inadvertently been left out of this section. They are now included.

6. *Page 2 of Section 1: Please provide a typical house plot plan to illustrate the requested waiver to allow 4-foot side yard setback for detached single-family lots and the waiver to allow 8-foot side yard setback for corner lots. The plot plan should also include rear yard setbacks and the front setbacks for the house and garage. Provided is only*

a general schematic showing the single-family subdivision design. One option is to defer the review of the waivers to the application for the Tentative Subdivision Plat for the single-family lots, because you may also need additional waivers relative to lot width, lot depth, minimum street frontage, lot size, etc.

I have changed the application narrative in Sections I and III to note waivers that will be requested as part of future Stage II final development plan Subdivision applications to allow special side and rear setbacks such as were approved for the subdivision within Brenchley Estates South.

- 7. Please provide enhanced plan showing the proposed play area, the type of play equipment, and specify the surfaces for the play area and sport court.*

Sheet L2.1 and the cut sheets in Section V-C shows greater details of the plans for the proposed play area, type of play equipment, play ground and sport court surfaces, benches, picnic tables and bike racks for the private park within tract E. The pergola to be built to the east of the play area and sport court have not yet been designed. We would like to engage City staff in discussions regarding the design of this structure while we are in the final design stage of this project.

- 8. Please provide findings to support IM 4.1.4.d and 4.1.4.e of the Comprehensive Plan. There may be concerns during the public hearing process that the City has too much higher density, multi-family housing. Please provide information on housing trends that may help justify your request.*

Implementation Measure 4.1.4.d – Diversity of Housing Types “Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future.

Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms,” and;

Implementation Measure 4.1.4.e “Targets are to be set in order to meet the City’s Goals for housing and to assure compliance with State and regional standards.”

A revised response to implementation measures 4.1.4.d, 4.1.4.e, 4.1.4.j, and 4.1.4.o has been included in Section II of the application narrative. The response adds information on current single-family and multi-family housing splits in the City of Wilsonville based upon the City’s third quarter housing report, and adds responses on how the current requests would affect consistency with these measures.

- 9. Please revise your parking calculations on page 47 of Section IV to include parking for the rental/leasing offices. Section 4.155, Table 5 WDC requires 2.7 parking spaces per 1,000 SF. Show on the site plan where customer parking would occur. What parking provisions are you proposing for the community center? Since this building is*

generally isolated from the critical mass of the apartment buildings it is conceivable residents will drive to it especially during inclement weather.

Sheet P3.0 - Preliminary Site Plan, has been revised in the parking area near the Community Building to designate two parallel parking spaces east of the building for prospective tenant use only and five additional parking spaces to be designated for Community Building use only, including one of the disabled person accessible spaces in this area. The leasing office, manager's office, and maintenance office include 1,050 square feet. The two prospective tenant parking spaces and five additional spaces should provide the three parking spaces required for the office uses in this building along with additional spaces for other users of the Community Building. These spaces will be signed for use of prospective tenants and Community Building users only from 9 AM to 9 PM. We believe that this should be adequate parking for the users of the Community Building without providing so much parking that it encourages tenants to drive to the Community Building. These changes are addressed in the responses in Section V. of our application narrative related to the parking standards of Section 4.155.

10. *Though this item is not a code requirement, Chris Neamtzu, Planning Director, has previously suggested that you contact the West-Linn - Wilsonville School District to discuss the potential student enrollment impact on the school district from the project. A positive letter from the school district may help support your project through the public hearing process.*

This has not yet been done. We will contact the School District prior to the public hearings as suggested.

11. *Though there are no applicable minimum parking bicycle parking space standards for parks, what if some of the required bike parking for the apartments was located at the park? There are usually a few too many bike parking stalls for apartments, so why not make them of use at the park instead. It would serve the same purpose.*

The site plan and Sheet L2.1 have been revised to provide two bicycle parking racks within the private park. Bike racks for 81 spaces are provided within the apartments' site.

12. *Is there a tentative date for the removal of the old barn? Mr. Holland had previously indicated to staff re-using structural components of the barn into the project or park amenities. Staff can only recommend that the barn stay in place until Lot 4 is developed.*

No. Holland Development is considering using lumber from the existing barn as part of the pergola to be constructed within the park in tract E. However, the pergola has not been designed at this time and the suitability of the barn wood for such a use has not been evaluated. We can work with staff to craft a condition of approval that will retain the barn until the lots on which it is located are developed, or until such time as a suitable alternative use for the barn or barn materials is identified.

13. *Will there be improvements to the Ash Meadows Road crossing at the SROZ that would trigger a Significant Resource Impact Report? (Section 4.139.03(.01)(.03). The Public Works Code will require sidewalks on each side of the public street.*

The public roadway crossing utilizes the existing roadway and embankment slope and includes curb tight sidewalks on both sides. The street width narrows per section B-B' on Sheet P3.3 to minimize grading within the crossing. Our understanding is that as long as the grading is confined to the existing culvert crossing (including the embankment slopes), no mitigation or SRIR is necessary. There was also some preliminary correspondence between Kerry Rappold and Randy Cunningham on December 8 regarding site plan impacts to the SROZ. At that time, Kerry stated there would be no need for an SRIR since the site impacts were limited to the 25-foot buffer and were minor.

14. *There is reference on Sheet P6.0 to "protect existing water tank" on Tract E. Please supplement the project narrative as to what this water tank will be used for and why it will remain on the site. If they keep it, I hope they give it a fresh coat of paint.*

We definitely will give the water tank a fresh coat of paint. We will repaint the water tank a color that is mutually agreed upon between the developer and the City. We would welcome City suggestions with regard to what color the tank should be painted in order to discourage graffiti. We are sure that the City's Parks Department has recommendations on how to deal with that issue.

The water tank and well will be kept within Tract E for irrigation purposes for the private park within Tract E; for irrigation of other future common areas to be developed with the future subdivision of lot 3; for irrigation of the landscaping for the apartments on lot 1; and potentially for irrigation on other lots. The tank will be owned, maintained by the homeowners association.

15. *Page 17, Section III: "It is requested that the waivers approved for the original Brenchley Estate I planned development be reapproved, and be extended to cover the proposed Brenchley Estates North portion of the project as applicable." Brenchley Estates I apartment buildings and the community center are under construction and the waivers are being utilized. Building permits have been issued and in my professional opinion those waivers are vested, so there is no need to reapprove the waivers. Doing so may open those waivers for appeal and what if the Board or Council denied the waivers? However, I think it is correct to seek approval of those the waivers for Brenchley Estates - North.*

I can accept that. This is a very convoluted application since we are looking somewhat backward to Brenchley South at the same time that we are looking forward to Brenchley North. Keith and I have been struggling with what really applies and when. We gladly will defer to your judgment on this item. I have changed the description of the waivers necessary to accomplish the project as proposed at page 17 of Section III and in two locations in the introductory narrative in Section I. I have noted the waivers which were previously approved for Brenchley Estates South multi-family and single family; noted waivers that will be requested as part of future Stage II

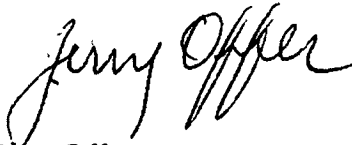
Blaise Edmonds
Brenchley North

Page 6
February 21, 2012

final development plan Subdivision and Site Design Review applications; and described the one waiver which is being requested at this time as part of the Stage II Planned Development final development plan and Site Design Review application for the apartments on lot 1 of Brenchley Estates North to allow reduced front yard setbacks for several buildings along Ash Meadows Drive.

Sincerely,

Otak, Incorporated



Jerry Offer
Senior Planner

Joel
John Hendry

**RA-H ZONE AREA
BRENCHLEY PROJECT**

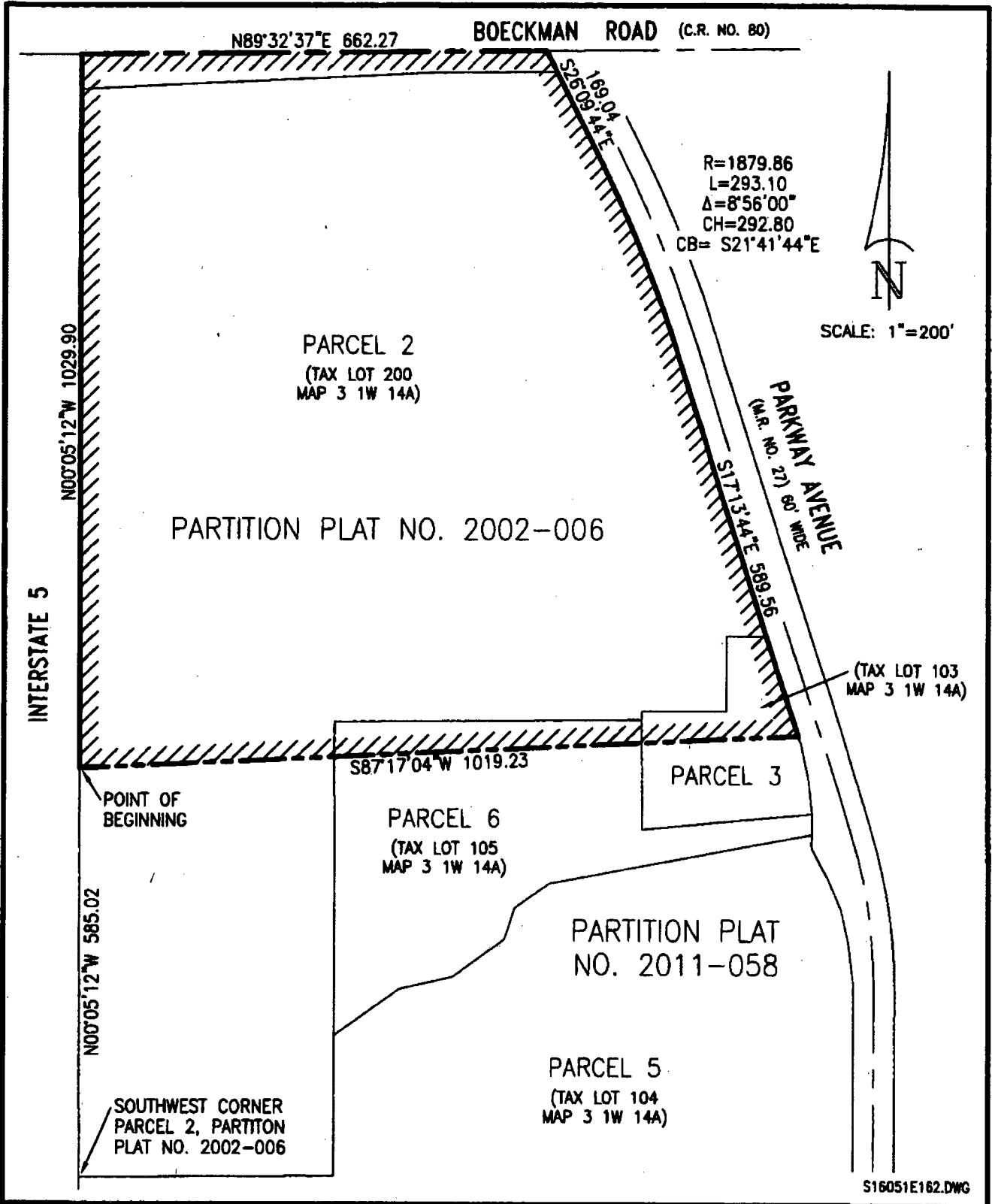
**Description
March 12, 2012**

A tract of land in the northeast one-quarter of Section 14, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, and being described as follows:

Beginning at a point on the west line of Parcel 2 (Tax Lot 200), Partition Plat No. 2002-006, Clackamas County Plat Records, said point bearing North $00^{\circ}05'12''$ West, a distance of 585.02 feet from the southwest corner of said Parcel 2 (Tax Lot 200); thence North $00^{\circ}05'12''$ West along said west line and its northerly extension, a distance of 1,029.90 feet to the centerline of Boeckman Road (C.R. No. 80); thence North $89^{\circ}32'37''$ East along said centerline, a distance of 662.27 feet to the northerly extension of the westerly right of way line of Parkway Avenue (M.R. No. 27); thence South $26^{\circ}09'44''$ East along said northerly extension and westerly right of way line, a distance of 169.04 feet to the point of curve right of a 1,879.86 foot radius curve; thence continuing along said westerly right of way line on the arc of said curve right through a central angle of $8^{\circ}56'00''$, a distance of 293.10 feet (chord bears South $21^{\circ}41'44''$ East, a distance of 292.80 feet); thence continuing along said westerly right of way line South $17^{\circ}13'44''$ East, a distance of 589.56 feet to a point on the easterly line of Parcel 3 (Tax Lot 103), said Partition Plat No. 2002-006; thence leaving said westerly right of way line and running through said Parcel 3 (Tax Lot 103), Parcel 6 (Tax Lot 105), Partition Plat No. 2011-058, Clackamas County Plat Records, and said Parcel 2 (Tax Lot 200) South $87^{\circ}17'04''$ West, a distance of 1,019.23 feet to the Point of Beginning.

Contains 19.962 acres, more or less.





**RA-H ZONE AREA
BRENCHLEY PROJECT
NE1/4 SECTION 14, T.3S., R.1W., W.M.
CITY OF WILSONVILLE
CLACKAMAS COUNTY, OREGON
MARCH 12, 2012**

otak
Incorporated

surveyors
engineers
planners

17355 S.W. BOONES FERRY ROAD
LAKE OSWEGO, OREGON 97035
(503)635-3618 FAX (503)635-5395

**EXHIBIT A
PLANNING DIVISION
STAFF REPORT**

BRENCHLEY ESTATES

**DEVELOPMENT REVIEW BOARD PANEL '___'
QUASI JUDICIAL HEARING**

Public Hearing Date: April 26, 2012

Date of Report: April 14, 2012

Application Numbers:

**Request A: DB12-0012 Zone Map Amendment
Request B: DB12-0013 Revised Stage I Preliminary
Plan Brenchley Estates - North and Jory Trail at the
Grove
Request C: DB12-0014 Waivers
Request D: DB12-0015 Stage II Final Plan - Lot 1
Request E: DB12-0016 Site Design Review - Lot 1
Request F: DB12-0017 Type 'C' Tree Plan - Lot 1
Request G: DB12-0018 5-Lot Tentative Sub. Plat
and Waiver to block size standards.**

Property:

Brenchley Estates

Owners/Applicants:

**Brenchley Estates Partners, LP / Holland Partner
Group**

**PD = Planning Division conditions
BD = Building Division Conditions
PF = Engineering Conditions.
NR = Natural Resources Conditions
TR = SMART/Transit Conditions
FD = Tualatin Valley Fire and Rescue Conditions**



City of Wilsonville
DB12-0012 et seq Exhibit C1

Standard Comments:

- PFC 1.** All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.
- PFC 2.** No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.
- PFC 3.** All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the latest edition of the City of Wilsonville Public Work's Standards.
- PFC 4.** Plans submitted for review shall meet the following general criteria:
- a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms.
 - b. Design of any public/private utility improvement shall be approved at the time of the issuance of a Public Works Permit.
 - c. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
 - d. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
 - e. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area.
 - f. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible.
 - g. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
 - h. An Erosion Control Plan shall be prepared that conforms to City of Wilsonville Ordinance No. 482.
 - i. Existing and proposed public and private rights-of-way, easements and adjacent driveways shall be identified.
 - j. All engineering plans shall be stamped by a Professional Engineer registered in the State of Oregon.

PFC 5. Submit plans in the following format and order:

- a. Cover sheet
- b. General note sheet
- c. Existing conditions plan.
- d. Erosion control and tree protection plan.
- e. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
- f. Grading plan, with 1-foot contours.
- g. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
- h. Detailed utility plans; show plan view and either profile view or provide invert elevations (i.e.) at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
- i. Street Plans, profiles, and sections.
- j. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference.
- k. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
- l. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details and i.e.'s of drain inlets, structures, and piping for outfall structure.
- m. Composite franchise utility plan.
- n. City of Wilsonville detail drawings.
- o. Illumination plan.
- p. Striping and signage plan.
- q. Landscape plan.

PFC 6. Prior to manhole and sewer line testing, design engineer shall coordinate with the City and update the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to the updated numbering system. Design engineer shall also show the updated numbering system on As-Built drawings submitted to the City.

PFC 7. The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.

PFC 8. Applicant shall work with City's Natural Resources office before disturbing any soil on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a

1200-CN permit from the City of Wilsonville is required.

- PFC 9.** To lessen the impact of the proposed project on the downstream storm drain system, and adjacent properties, project run-off from the site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm. The detention and outfall facilities shall be designed and constructed in conformance with the Public Works Standards – 2006.
- PFC 10.** A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City to address appropriate pipe and detention facility sizing.
- PFC 11.** The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system (e.g., catch basin storm filter) is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.
- PFC 12.** The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained.
- PFC 13.** Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.
- PFC 14.** The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards.
- PFC 15.** All survey monuments on the subject site or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.

- PFC 16.** Sidewalks and pedestrian linkages shall be in compliance with the Department of Justice's ADA Standards for Accessible Design (2010).
- PFC 17.** No surcharging of sanitary or storm water manholes is allowed.
- PFC 18.** The project shall connect to an existing manhole or install a manhole at each connection point to the public storm system and sanitary sewer system.
- PFC 19.** A City approved energy dissipation device shall be installed at all proposed storm system outfalls. Storm outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 20.** The applicant shall provide a 'stamped' engineering plan and supporting information showing that proposed street light locations meet the appropriate AASHTO lighting standards for all proposed streets and pedestrian alleyways.
- PFC 21.** At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version as of the date of application.
- PFC 22.** Applicant shall be required to provide the City with a copy of the plat after recording with the county on 3 mil. Mylar.
- PFC 23.** All required pavement markings, in conformance with the Transportation Systems Plan and the Bike and Pedestrian Master Plan, shall be completed in conjunction with any conditioned street improvements.
- PFC 24.** The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.
- PFC 25.** Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer.
- PFC 26.** Applicant shall design interior (e.g., private) streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles, and provide documentation of approvals thereof.
- PFC 27.** Applicant shall provide a minimum 6-foot Public Utility Easement on lot

frontages to all public right-of-ways. An 8-foot PUE shall be provided along Minor and Major Collectors, and a 10-ft PUE along Minor and Major Arterials.

PFC 28. Landscape trees located in the right-of-way, parks, and open spaces shall be situated so that they are in compliance with City of Wilsonville Standard Detail No. R-1157. All proposed storm and sanitary laterals, water services, fire hydrants, street lights, signage, and driveways shall be clearly shown on the landscape plans so that potential conflicts can be noted and adjustments made.

PFC 29. The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Applicant shall maintain all LID storm water components and private conventional storm water facilities located within medians and from the back of curb onto and including the project site.

Specific Comments:

PFC 30. At the request of Staff, DKS Associates completed a Transportation Impact Study dated January 27, 2012. The TIS was based on 400 total residential units with a mix of 80 single family units, 120 townhomes, and 200 apartments. The assumed mix may change slightly at final development plan application, but is consistent with current zoning and the findings of the TIS will remain valid. The project is hereby limited to no more than the following impacts.

Estimated Net New PM Peak Hour Trips	267
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	40
Estimate Weekday PM Peak Hour Trips Through Elligsen Road Interchange Area	40

PFC 31. For the purpose of calculating Transportation System Development Charges (TSDC's), trip credits are available to the developer for the historic trips generated by the Thunderbird Mobile Club which previously occupied the site. Credits for Phase 1 were calculated based on land area, as follows: 88 p.m. historic peak trips for the entire site (based on 2005 counts), times the area of Phase 1 (35.46 acres) divided by the total area of the site (59.96 acres) = 52 credited trips. Credits for Brenchley North include trips for the remaining acreage (24.50 acres) = 36 credited trips. For interchange trip credits, the TIS assigns 15% as the applicable percentage, therefore, trip credits at each interchange are $0.15 \times 88 = 13$ trips. Credit for 8 trips at each interchange was given for Phase 1, leaving 5 trips through the interchange allocated to Brenchley North.

PFC 32. Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required

half – ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as 38.5' – 30' existing = 8.5'. See also PFC 27 for required Public Utility Easement requirements.

- PFC 33.** Boeckman Road adjacent to the proposed site is classified in the City TSP as a Major Arterial, with a required Right of Way of 99' to 101', yielding a required half – ROW adjacent to the project of 49.5' to 50.5'. The current half - ROW is less than that in locations, thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 101' ROW is needed, therefore, the additional ROW dedication from the project is 50.5' from the centerline of Boeckman Road. See also PFC 27 for required Public Utility Easement requirements.
- PFC 34.** Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of Parkway Avenue envisions a multi modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of Parkway includes curb and 5' of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in PFC 32 above. To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the developer's representatives, and is acceptable to the City: Developer shall construct a minimum of five additional feet of sidewalk along the Brenchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk shall abut the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width shall be 8 feet. If necessary, a wall shall be constructed from the back of walk to the finished grade. In conjunction with the new pathway construction, Parkway Avenue between Town Center Loop and Boeckman Avenue shall be re-striped to create a continuous on-street bike lane on the east side of Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. Left turn pockets shall also be striped at Street D as shown in the Preliminary Site Development Plans.
- PFC 35.** At this time the City is not prepared to move forward with the design and construction of Boeckman Road as a major arterial. In lieu of design and construction of street improvements on Boeckman Road adjacent to the site, applicant shall be required to deposit with the City the engineer's estimate (approved by the City's Authorized Representative) for half street

improvements on Boeckman Road. The City views half street improvements to be 24-ft from face of curb plus landscape and pedestrian improvements from curb to edge of right-of-way. Improvements to be estimated shall include, at a minimum, street improvements, curb & gutter, storm system including curb inlets, pipe and manholes, striping, signage, street lighting, sidewalks, landscaping and irrigation. Applicant shall submit 130% of the engineers estimate (to include anticipated cost of design and engineering) to the City prior to project acceptance.

- PFC 36.** All sidewalk and concrete paths addressed in PFC 34 above, plus any landscape areas within the ROW that become islands as a result of the pathway construction, shall be maintained by the development. See PFC 28.
- PFC 37.** Conditions PFC 31, 32, and 33 above shall apply for the full length of Parkway Avenue from the north edge of Parcels 2 to Boeckman Road. Any changes in the site plan layout, proposed plat, or ROW dedication needed to accommodate future construction of a continuous pathway from Town Center Loop to Boeckman Road on the east side of Parkway Avenue shall be incorporated into the this plan set.
- PFC 38.** The Public Works Standards (Table 2.4) requires a curb radius of 25 feet where a residential street meets a minor arterial. As long as the width of ROW is sufficient to allow placement of the sidewalk and curb with 25' curb radii per Table 2.4 of the Public Works Standards, ROW allocation is acceptable. Otherwise, the ROW will need to be increased.
- PFC 39.** The Right of Way width for Street D varies to accommodate a center landscaped median. The City will not accept responsibility for landscape maintenance for the median area, even though it is within the ROW. Provisions placing maintenance responsibility on the development for all the area between the median curbs shall be include in the required Ownership and Maintenance Agreement (see PFC 28).
- PFC 40.** The City TSP identifies Parkway Avenue as having a functional classification of Minor Arterial. The minimum access spacing along Minor Arterials is 600 feet. Street D shall be located a minimum of 600 feet from Boeckman Road.
- PFC 41.** Access points to the public right-of-way from the development shall be limited to the full movement intersection at Parkway Avenue and Street D and the proposed extension of Ash Meadows Road. This plan is acceptable. No access to the public right-of-way shall be allowed from Boeckman Road.
- PFC 42.** If Street C is not built during Phase 1 of Brenchley North, a one foot wide Non-Vehicular Access and Shoulder Maintenance strip shall be established at the terminus on the west side of the intersection of Street C and Ash Meadows, and

at the southern terminus at the intersection of Street C, Ash Meadows, and Street D.

- PFC 43.** If Street C is not built during Phase 1 of Brenchley North, Type Three barricades and “No Parking” signage shall be installed at the terminus on the west side of the intersection of Street C and Ash Meadows, and at the southern terminus at the intersection of Street C, Ash Meadows, and Street D.
- PFC 44.** If Street C is not built during Phase 1 of Brenchley North, At the terminus of Ash Meadows Road, the southwest curb return shall be fully constructed – e.g., continue the curbing and pavement the full length of the radius such that future construction of curbing to the west begins with a straight section, at the terminus on the west side of the intersection of Street C and Ash Meadows, and at the southern terminus at the intersection of Street C, Ash Meadows, and Street D..
- PFC 45.** Two spare 4-inch PVC electrical conduits shall be installed (north-south) across the Street D / Parkway intersection to accommodate future upgrades to the City of Wilsonville and Clackamas County telecommunications network. Conduit ends shall be placed such that they terminate within the Public Utility Easement paralleling Parkway Avenue and shall be labeled as “property of the City of Wilsonville”.
- PFC 46.** The storm water quality facility (planter) located east of Ash Meadows Road is located in the area to be developed with Phase 2 of Brenchley North, but provides treatment for stormwater originating on a public street to be constructed during Phase 1 of Brenchley North. This facility shall be constructed by the development in Phase 1 of Brenchley North, shall be covered by a specific easement from the owner of Lot 2, an access easement to the City (see PFC 12) and an ownership and maintenance agreement. (See PFC 28)
- PFC 47.** Applicant shall provide energy dissipation and flow spreading devices for treated storm water being discharge to the receiving channel/ditch at the SW corner of the development, and shall provide protection against undermining and erosion where the storm water passes under the sound barrier wall.
- PFC 48.** The pre-existing private sewer manhole that is proposed as the terminus of the private sewage force main also has a second pre-existing gravity input from the east. This second pre-existing pipe connection shall be plugged prior to placing the new pump station in service.
- PFC 49.** The Preliminary Site Development Plan set does not include a proposed demolition plan. Our understanding is that the scope of demolition to be conducted will be addressed in a separate Demolition Permit. For that permit, the Engineering Department will require a plan view drawing specifically identifying all utilities, pavements, and other facilities and appurtenances that will be abandoned, grouted or buried in place, and shall also identify stockpile areas and associated environmental controls where materials will be stored prior

to reuse on the site.

- PFC 50.** Pre-existing sewer lines, garbage pits, sewage pumps, and other facilities potentially used to store, pump, or transport sewage and domestic wastes will generally not be approved to be abandoned in place unless assurances are provided through mitigation activities that the facilities to be abandoned in place do not present a future hazard to human health or the environment.
- PFC 51.** A separate signage and striping plan shall be provided with the final design set of drawings.
- PFC 52.** The plans indicate that the public water system will connect to Parkway Avenue at Street D, as well as with the line in Ash Meadows constructed during Brenchley Phase 1, which connects to Parkway Avenue. To provide redundancy of operations, the public water system shall also connect to the water line along Boeckman Road at the northwestern corner of the site.
- PFC 53.** Plan P6.0 indicates that the existing water tower and well are to be retained and utilized. The applicant shall coordinate with Building Department and Public Works to ensure that the public water system is protected from cross-contamination.

COMMUNITY DEVELOPMENT MEMORANDUM

To: Blaise Edmonds, Manager of Current Planning

From: Kerry Rappold, Natural Resources Program Manager

Date: March 14, 2012

RE: Residential Development (DB12-0015 – Brenchley Estates North)

This memorandum includes staff conditions of approval. The conditions of approval are based on the submitted Stage II Final Plan and Site Design Review. The conditions of approval apply to the applicant's submittal of construction documents (i.e. engineering drawings).

CONDITIONS OF APPROVAL:

The following conditions of approval are based on the material submitted by the applicant. Any subsequent revisions to the submitted plans may require conditions of approval to be modified by staff.

Significant Resource Overlay Zone

1. All landscaping, including herbicides used to eradicate invasive plant species and existing vegetation, in the Significant Resource Overlay Zone (SROZ) and the Impact Area shall be reviewed and approved by the Natural Resources Program Manager.
2. Prior to any site grading or ground disturbance, the applicant is required to delineate the boundary of the SROZ. Six-foot (6') tall cyclone fences with metal posts pounded into the ground at 6'-8' centers shall be used to protect the significant natural resource area where development encroaches into the Impact Area.
3. Pursuant to Section 4.139.03 (.05) of the Wilsonville Code, the applicant is required to use habitat-friendly development practices (Table NR-2) to the extent practicable for any encroachment into the SROZ and the Impact Area.
4. The applicant shall minimize the impact to the SROZ and the Impact Area during construction of Ash Meadows Road and the stormwater outfall.

Stormwater Management

5. Submit a final drainage report and drainage plans. The report and plans shall demonstrate the proposed stormwater facilities satisfy the requirements of the City of Wilsonville's Public Works Standards.



6. Provide profiles, plan views and specifications for the proposed stormwater facilities consistent with the requirements of the City of Wilsonville's Public Works Standards.
7. Pursuant to the Public Works Standards, the applicant shall submit a maintenance plan (including the City's stormwater maintenance covenant and access easement) for the proposed stormwater facilities prior to approval for occupancy of the associated development.
8. Pursuant to the City of Wilsonville's Public Works Standards, access shall be provided to all areas of the proposed stormwater facilities. At a minimum, at least one access shall be provided for maintenance and inspection.

Other

9. Pursuant to the City of Wilsonville's Ordinance No. 482, the applicant shall submit an erosion and sedimentation control plan. The following techniques and methods shall be incorporated, where necessary:
 - a. Gravel construction entrance;
 - b. Stockpiles and plastic sheeting;
 - c. Sediment fence;
 - d. Inlet protection (Silt sacks are recommended);
 - e. Dust control;
 - f. Temporary/permanent seeding or wet weather measures (e.g. mulch);
 - g. Limits of construction; and
 - h. Other appropriate erosion and sedimentation control methods.
10. The applicant shall comply with all applicable state and federal requirements for the proposed construction activities (e.g. DEQ NPDES #1200-C permit).

Development Review Template

DATE: 3/7/12
TO: BLAISE EDMONDS, DIRECTOR OF CURRENT PLANNING
FROM: DON WALTERS
SUBJECT: DEVELOPMENT REVIEW # DB12-0012 – DB12-0018

WORK DESCRIPTION: BRENCHLEY ESTATES NORTH - 13 APARTMENT BUILDINGS AND 39 SINGLE FAMILY DWELLINGS.

<u>Building Division Conditions and Advisories:</u>	
BD 1.	CONDITION. SITE CONDITIONS. It is the responsibility of the applicant to insure that all existing underground utilities, piping, drain systems, significant slopes and easements of any kind are shown correctly on all submitted drawings.
BD 2.	CONDITION. WATER METERS: Each building shall be provided with a separate water meter and an approved back flow prevention device unless otherwise approved by the community Development Director. The sizing of the water meters shall be based on the current edition of the Oregon State Plumbing Specialty Code.
BD 3.	ADVISORY. ALL RETAINING WALLS over 4 feet in height, measured from the bottom of the footing to the top of the wall, or retaining walls of any height that support a surcharge, such as a structure or driving surface at the top of the wall, require a building permit. (OSSC 105.2)
BD 4.	ACCESSIBILITY. On March 3, 2012, the State of Oregon adapted a new Chapter 11 for the Oregon Structural Specialty Code. Chapter 11 defines almost all accessibility requirements in the code. The new chapter reflects multiple changes to the accessibility requirements for building sites and building interiors. Except for the plans for the new 1 and 2 family homes, which are not required to be accessible, plans when submitted will be reviewed to the new code requirements.
BD 5.	ADVISORY. ADA PARKING shown on the plans is assumed to be shown for reference only. Approval of the proposed handicap parking entails extensive review of the building usage, site slopes, accessible walkways, and other factors beyond the scope of this development review. ADA parking will be reviewed as part of the building permit process. The additional information available at plan review may require changes to the number and location of accessible parking spaces shown on these preliminary plans. See especially OSSC 1106.1 and 1106.3.
BD 6.	ADVISORY. EXTERIOR ROUTES OF TRAVEL. At least one accessible route shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones and public streets or sidewalks to an accessible entry. See the code for exceptions. (OSSC Sec. 1104.1, 1110.4.2)
BD 7.	ADVISORY. A separate water service shall be supplied for fire service lines. (Wilsonville Municipal Code Chapter 3)



City of Wilsonville


DB12-0012 et seq Exhibit C3

<p>BD 8. ADVISORY. VAULT. It is recommended - <i>not required</i> - that backflow devices for fire lines be placed inside buildings and not in underground vaults. This eliminates the continuing maintenance problems with sump pumps and valve monitoring, and saves the project the cost of a vault installation, about \$10000. Where the backflow device is placed in a vault a public utility waterline easement will be required that extends to the upstream edge of the vault. Without a vault the waterline easement will extend to the exterior wall of the building.</p>
<p>BD 9. ADVISORY. CARPORTS. For tracking and inspection purposes, carports shall be individually identified similar to the garages. This identification shall be on the site plans. (OSSC 107.2.1)</p>
<p>BD 10. ADVISORY. ACCESS FOR FIRE FIGHTING. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus roads are available. (OFC 1410.1)</p>
<p>BD 11. CONDITION. HYDRANT OBSTRUCTIONS DURING CONSTRUCTION. Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred from gaining immediate access to fire protection equipment or fire hydrants. (OFC 507.5.4) When required by the code official, approved signage shall be placed at hydrant locations in the construction zone to locate hydrants and maintain hydrant access. The following is an example of an approved sign. Sign shall be approximately 2 feet square mounted no less than 6 feet above grade, red in color with contrasting letters stating FIRE HYDRANT – NO PARKING OR STORAGE WITHIN 10’.</p>



March 13, 2012

Blaise Edmonds
Director of Current Planning
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, Oregon
97070

 City of Wilsonville
DB12-0012 et seq Exhibit C4

Re: Brenchley Estates North, Case File # DB 12-0012

Dear Mr. Edmonds,

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

- 1) **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1) *Waived through the benefit of full NFPA 13 fire sprinkler systems buildings # 1 thru # 13. Consistent with Phase 1 of this development.*
- 2) **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the fire code official. (OFC 503.1.1) *Consistent with phase 1 of this development, full NFPA 13 fire sprinkler systems at buildings # 1 thru # 13 will be considered an alternate means of protection to both full access and aerial apparatus access. Consistent with Phase 1 of this development.*
- 3) **AERIAL FIRE APPARATUS ACCESS:** Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. (OFC D105) *Waived through the benefit of full NFPA 13 fire sprinkler systems at buildings # 1 thru # 13. Consistent with Phase 1 of this development.*
- 4) **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (12 feet for up to two dwelling units and accessory buildings), and an unobstructed vertical clearance of not less than 13 feet 6 inches. Where fire apparatus roadways are less than 26 feet wide, "NO PARKING" signs shall be installed on both sides of the roadway and in turnarounds as needed. Where fire apparatus roadways are more than 28 feet wide but less than 32 feet wide, "NO PARKING" signs shall be installed on one side of the roadway and in turnarounds as needed. Where fire apparatus roadways are 32 feet wide or more, parking is not restricted. (OFC 503.2.)
- 5) **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Roads 26 feet wide or less shall be posted on both sides as a fire lane. Roads more than 26 feet wide to 32 feet wide shall be posted on one side as a fire lane. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6) *Please provide two single sheets reflecting access and*

circulation for fire district review, fire lane signage and curb lane striping designation. Completed document will be returned to both city staff and the design team.

- 6) **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & 103.3)
- 7) **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3)
- 8) **GATES:** Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) *A gate is not shown or otherwise endorsed.*
- 9) **COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW:** The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (OFC B105.3) *Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as the City of Wilsonville Building Services. Fire flow calculation worksheets as well as instructions are available on our web site at www.tvfr.com.*
- 10) **SINGLE FAMILY DWELLINGS - REQUIRED FIRE FLOW:** The minimum available fire flow for single family dwellings and duplexes served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to IFC Appendix B. (OFC B105.2) *Prior to issuance of a building permit, provide evidence of a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 PSI residual pressure.*
- 11) **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system. (OFC 507.5.1) *Please provide a fire hydrant in the landscape median across from garage # 2.*
- 12) **FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES:** Where a portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (OFC 507.5.1) *Please provide a fire hydrant distribution plan serving the single family dwellings at lots # 1 thru # 32.*
- 13) **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Appendix C, Table C 105.1.

Considerations for placing fire hydrants may be as follows:

- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants.
 - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the fire code official.
 - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets only as approved by the fire code official.
 - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the fire code official.
- 14) **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (OFC C102.1)

- 15) **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (OFC 510.1)
- 16) **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6)
- 17) **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)
- 18) **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDCs shall be located on the same side of the fire apparatus access roadway and or drive aisle. FDCs shall normally be remote except when approved by the fire code official. Fire sprinkler FDCs shall be plumbed to the fire sprinkler riser downstream of all control valves. Each FDC shall be equipped with a metal sign with 1 inch raised letters and shall read, "AUTOMATIC SPRINKLERS OR STANDPIPES" or a combination there of as applicable. (OFC 912.2) ***Please show-clarify the location of the fire department connections serving buildings # 1 thru # 13. Recommend using methodology consistent with Phase 1 of this development.***
- 19) **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 1410.1 & 1412.1)
- 20) **KNOX BOX:** A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) ***A Knox box is required at the clubhouse and outside of each fire sprinkler control room.***
- 21) **PREMISES IDENTIFICATION:** Buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 4 inches high with a ½ inch stroke. (OFC 505.1) ***Provide 8" high with 1" stroke characters mounted along the face of the building facing each access-circulation drive aisle (may result in multiple applications on some buildings) Please mount characters at the highest elevation possible. Consistent with Phase 1 of this development.***
- 22) **FIRE DEPARTMENT ACCESS TO EQUIPMENT:** Fire protection equipment shall be identified in an approved manner. Rooms containing controls for HVAC, fire sprinklers risers and valves or other fire detection, suppression or control features shall be identified with approved signs. (OFC 509.1) ***Label each room housing fire sprinkler controls as "Fire Control Room". NFPA 704M placarding may be required at the clubhouse predicated on chemicals used in the pool and spa treatment maintenance.***

If you have questions or need further clarification, please feel free to contact me at 503-259-1404.

Sincerely,

Drew S. DeBois

Drew DeBois
Deputy Fire Marshal II/CFI

Copy: File, D Walters COW

SMART

Background – support for bus pull-out:

The subject property is located at the southeast corner of SW Boeckman Road and SW Parkway Avenue. Parkway and Boeckman are both designated arterial roads with increasing traffic anticipated into the future.

Site development anticipates a total of more than 650 residential units. Although the applicant is proposing the actual development of Lot 5 in a future phase, the need for a bus pull-out along SW Parkway will occur with the build-out of the other phases of the development, prior to Lot 5.

Immediately north and east of the subject property is the largest employment area of the community. Oregon Institute of Technology (OIT) will be opening there in fall, 2012, and anticipates growing to eventually serve approximately 1200 students.

SW Parkway is located on a “regional” transit line (SMART’s 2X line) that carries passengers from TriMet’s Barbur Boulevard Station in Portland into Wilsonville. Direct access to that bus line will be a substantial amenity for residents of the new development.

Buses also connect the subject property with the westside commuter rail line (WES), with 30-minute headways during weekday peak traffic periods and one-hour headways at off-peak times.

Given the three-lane design of SW Parkway (which is not planned to have additional lanes in the future) buses stopping to load and unload passengers in the southbound lane could quickly result in traffic backed up through the Boeckman Road intersection. Having a designated pull-out for buses will avoid such conflicts.

The construction of the proposed bus pull-out will allow for the removal of an existing bus stop on SW Parkway Avenue, adjacent to the Brenchley development.



Recommended conditions of approval:

- 1. Applicant shall provide an easement or additional right-of-way along the frontage of SW Parkway Avenue, south of the proposed Street 'D', sufficient to allow for the construction of a 10 foot by 100 foot bus pull-out, to the satisfaction of the City Engineer. If needed, based on road geometry, additional right-of-way or easement shall be provided for a covered bus shelter per City Public Works Standards.**
- 2. Applicant shall be responsible for the construction of the bus pull-out and bus shelter noted in Condition #1, above, to City Public Works Standards.**



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1 Headquarters
123 NE Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

March 14th, 2012

ODOT # 5215

Blaise Edmonds, Current Planning Manager
City of Wilsonville
Planning Department
29799 SW Town Center Loop East
Wilsonville, OR 97070

Subject: Brenchley Estates North
Zone Map Amendment (RA-H to PDR-4 for 19.38 acres), Revised Master Plan
and Site Design Plan Review

Dear Mr. Edmonds,

ODOT supports the City and Applicant's efforts to add residential development in the City of Wilsonville which will provide needed housing options within close proximity to employment opportunities. This residential development has the potential to reduce vehicle miles traveled on the transportation system (including I-5) by locating housing near jobs.

Zone Change

We have reviewed the traffic impact analysis prepared for the proposal to change the zoning from Residential Agriculture - Holding (RA-H) to Planned Development Residential - 4 (PDR-4) for a 19.38 acre site located adjacent to I-5 at SW Boeckman Rd. The traffic impact analysis (TIA) was prepared to assess whether the proposed zone change would have a significant effect on the planned transportation system as necessary to address the Transportation Planning Rule (OAR 660-012-0060). The TIA proposes to cap the PM peak hour vehicular trips on the site to 267 PM peak trips. This cap would allow for the 400 dwelling units that are proposed and would not have a significant effect on the two closest I-5 interchanges. Therefore, we recommend the City place a condition on the zone change that establishes the 267 PM peak hour trip cap for the site.

Residential Development Adjacent to I-5

The applicant is advised that a residential development on the proposed site may be exposed to traffic noise levels that exceed federal noise guidelines. Builders should take appropriate measures to mitigate this impact. It is generally not the State's responsibility to provide mitigation for receptors that are built after the noise source is in place.

An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or



City of Wilsonville
DB12-0012 et seq Exhibit C7

2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

Thank you for providing ODOT the opportunity to review and comment on the proposed land use actions. I am now the planner that will be working with the City of Wilsonville in response to land use actions and am looking forward to working with you again. Please contact me at 503-731-8258, if you have any questions.

Send a copy of the Notice of Decision and all land use notices to:

ODOT Region 1
Development Review Program
123 NW Flanders St
Portland, OR 97209

And/or Region1DEVREVApplications@ODOT.state.or.us

Sincerely,



Marah Danielson, Sr. Planner
ODOT Land Use Review Planning Lead

C: Avi Tayar, Doug Baumgartner, Loretta Kieffer, Lidwien Rahman, Kirsten Pennington



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, OR 97209
(503) 731.8200
FAX (503) 731.8531

May 9, 2011

Blaise Edmonds, Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070

ODOT Case No: 4905

Subject: Brenchley Estates I-5 and SW Parkway Avenue: DB11-0005, DB11-0006, DB11-0007, DB11-0009, DB11-0010, DB11-0011, DB11-0012, S111-0001

Dear Mr. Edmonds:

We have reviewed the applicant's proposal to develop Brenchley Estates, a residential development. The subject property is adjacent to Interstate 5 which is an ODOT Facility. The applicant is advised that a residential development on the proposed site will likely be exposed to traffic noise levels that exceed federal noise guidelines. The city may wish to impose a condition of approval for the builders to take appropriate measures to mitigate the noise impact. You may want to include in the condition a requirement for disclosure about the potential noise impacts as part of each property deed. It is generally not the State's responsibility to provide mitigation for receptors which are built after the noise source is in place.

Thank you for coordinating with ODOT on this proposal. If you have any questions regarding this matter, I can be reached at 503.731.8206.

Sincerely,

Gail Curtis, AICP, Senior Planner

c: Steve Schalk, ODOT District 2A



City of Wilsonville
DB12-0012 et seq Exhibit D1

**BRENCHLEY ESTATES – NORTH
CITY COUNCIL PUBLIC HEARING
PROPOSED ZONE MAP AMENDMENT – ORD. 703
APRIL 16, 2012**

*Rec'd 4/16/12
sek*

APPLICATION REQUEST:

APPROVE: Zone Map Amendment DB12-0012 (Ord. 703)

THE DRB APPROVED – RESOLUTION #226 INCLUDING:

**DB12-0013 Revised Stage I Preliminary Plan Brenchley
combining Estates - North and Jory Trail at the Grove**

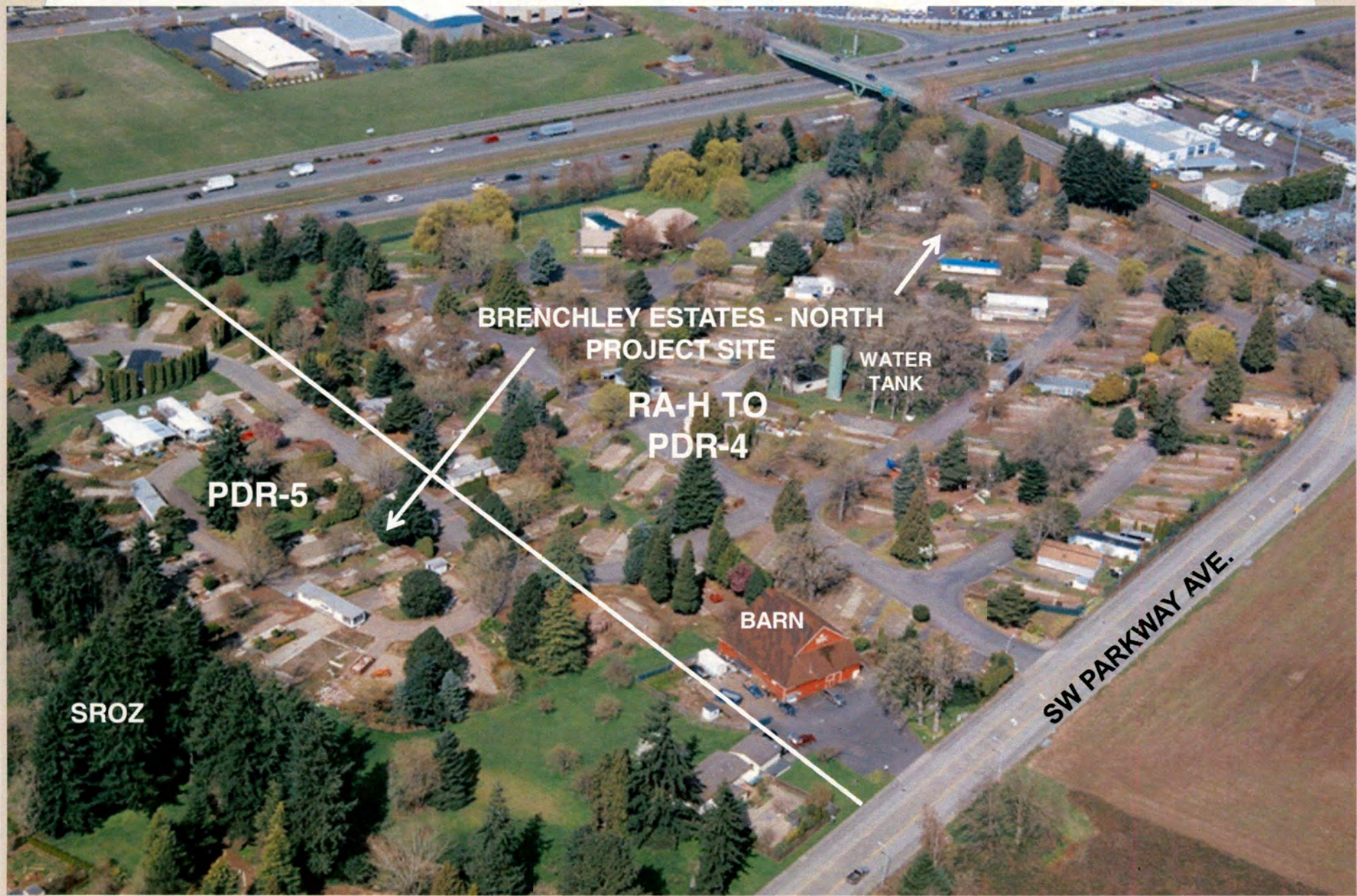
**DB12-0014 Waivers to apartment buildings, garages
and house setbacks, lot size and block size.**

**DB12-0015 Stage II Final Plan – Lot 1 (288 apartment
units and private community center/swimming pool)**

DB12-0016 Site Design Review - Lot 1

DB12-0017 Type 'C' Tree Plan – Lot 1

DB12-0018 5- Lot Tentative Sub. Plat



BRENCHLEY ESTATES - NORTH
PROJECT SITE

WATER
TANK

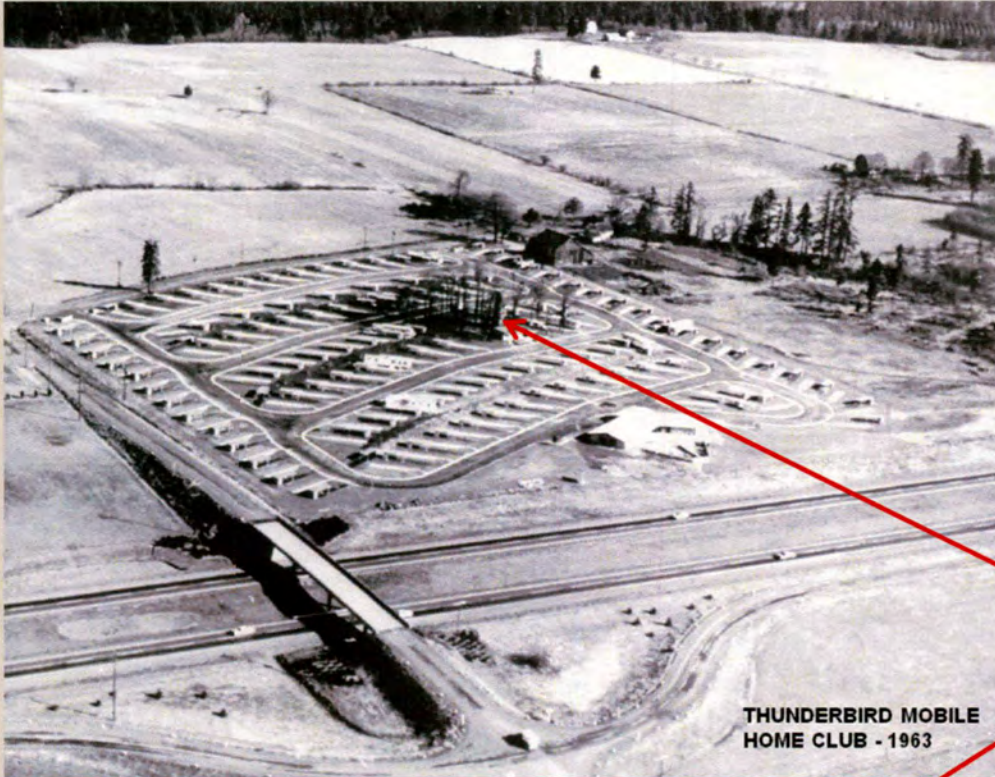
RA-H TO
PDR-4

PDR-5

BARN

SROZ

SW PARKWAY AVE.



THUNDERBIRD MOBILE HOME CLUB - 1963

THUNDERBIRD MOBILE CLUB 1963

OREGON WHITE OAK TREE GROVE



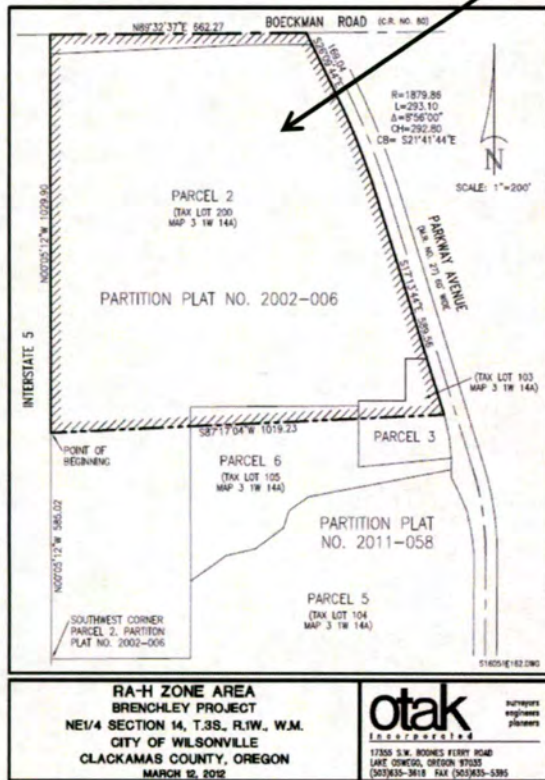
SW Parkway Ave.
BRANCHLEY ESTATES - NORTH PROJECT SITE

SUMMER 2010

SUMMER 2010

**PROPOSED ZONE MAP AMENDMENT
RA-H TO PDR-4**

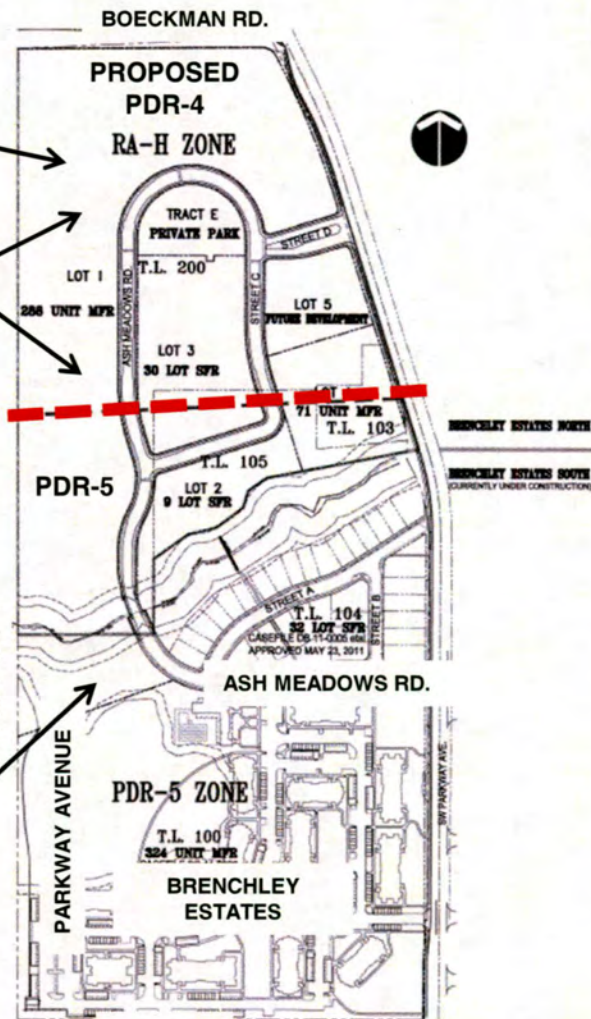
**19.962 Acres
PROPOSED ZONE MAP
AMENDMENT
RA-H TO PDR-4**



CITY COUNCIL EXHIBIT 'B'

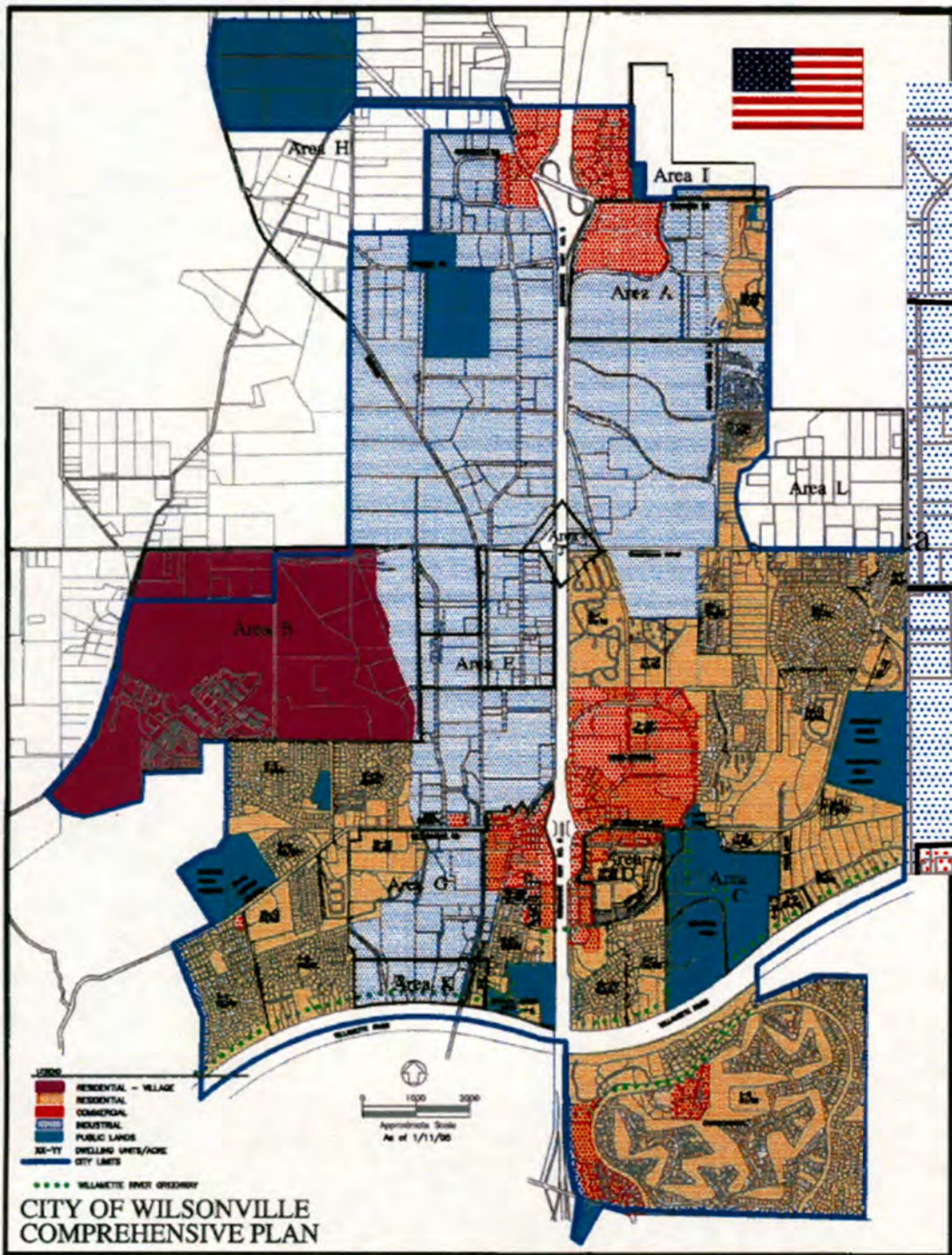
**BRENCHLEY
ESTATES
NORTH**

ZONE LINE

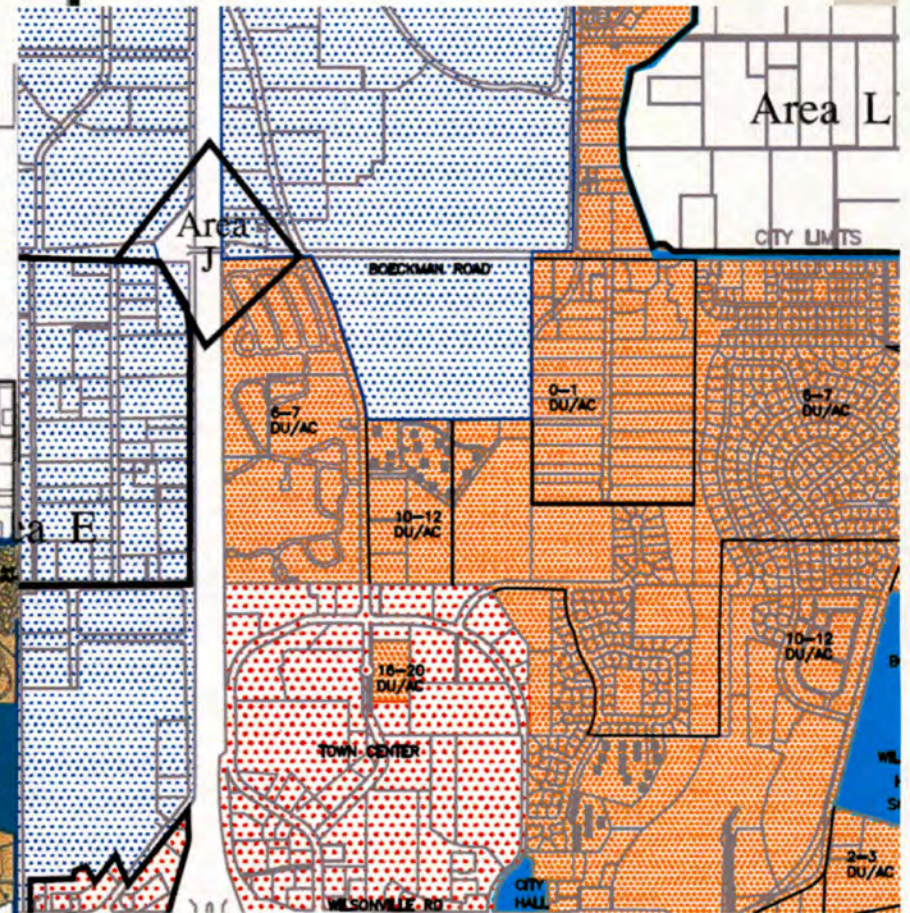


F MAP

Jory Trail at the Grove + Brechley Estates-North = 59.96 Acres



**CITY OF WILSONVILLE
COMPREHENSIVE PLAN**





BRENCHLEY ESTATES



288 APARTMENT UNITS
Phase 1

FUTURE
DEVELOPMENT

Brechley Estates - North

39 SINGLE FAMILY
HOUSES (FOR SALE)

27.9 ACRES

4 STORY APARTMENT BUILDING,
71 UNITS

Jory Trail at the Grove:
324 apartment units in 14
buildings.
32 lot single-family
subdivision.

Jory Trail at the
Grove



PRELIMINARY PLAN



January 30, 2012

(.05) Appropriate PDR zone based on Comprehensive Plan Density:

Comprehensive Plan Density	Zoning District
0-1 u/acre	PDR-1
2-3 u/acre	PDR-2
4-5 u/acre	PDR-3
6-7 u/acre	PDR-4
10-12 u/acre	PDR-5
16-20 u/acre	PDR-6
20 + u/acre	PDR-7

420 Max. units Comp. Plan @ 7 units per gross acre

755 Max. units
754 Proposed

Table 1: PDR Zone based on Comprehensive Plan Density

[Section 4.124(.05) amended by Ordinance No. 538, 2/21/02.]

PDR DENSITY BASED ON COMPREHENSIVE PLAN DENSITY			
PROJECT	COMP. PLAN	ZONING	
<u>Jory Trail at the Grove @ 32.07 acres</u>	6 - 7 DU/AC @ 7 x 32.07 = 224.49	PDR-5* 454 du	454 - 225 = +229
<u>Brenchley Estates - North @ 27.89 acres</u>	6 - 7 DU/AC @ 7 x 27.89 = 195.23	PDR-4** AND PDR-5 301 du	301 - 195 = +106
	7 DU/AC x 59.96 = 420 du	454 + 301 = 755 du	755 - 420 = +335

* PDR-4 @ 4,000 SF minimum lot size

**PDR-5 @ 2,500 SF minimum lot size

City Wide Housing Units

Type	New	YTD	Total
Apartment	324	376	4591
Condominium	0	0	563
Duplex	0	0	68
Mobile Homes	0	0	20
Mobile Home/park	0	0	143
Single Family	10	77	3675
Totals	334	453	9060

On the basis of the inventory there are 56.9% multi-family (including 563 condominiums), 41.3% single-family (including 68 duplexes) and 1.8 percent mobile homes. Adjusting the housing units to include Brenchley Estates - North the housing unit split will be 58.3% multi-family, 40% single family and 1.7% mobile homes.

HOLLAND
PARTNER
GROUP

LEY ESTATES



Ord. 395. April 1992, Mentor
Graphics. Comp. Plan
Amendment. Residential 7-12
and 5-7 to Industrial.
Reduction: 226 d.u.

Brenchley Estates - North

Single Family Lots
39 units

**Summit Apartments: 324 units 20.20 acres = 16.04 du/ac 1.9
parking space/unit (PDR6)
97DB27**

**Bridgecreek Apartments: 229 units 25.16 acres = 9.10 du/ac
PDR-5**

**Autumn Park Apartments: 144 units 12.27 acres = 11.74
du/ac PDR-5**

**Sundial Apartments: 120 units 10.15 acres = 11.82
du/ac PDR-4**

**Brenchley all: 754 units 59.96 acres = 12.58 du/ac gross (683
Ap 71 houses)**

South/32.07 Apt = 324/21.22 ac = 15.2 gross, 19.6 net

North/27.9 Phase 1, North Apt = 288/14.32 = 20.1 gross

Brenchley South: 454 units maximum, 245 units minimum
Brenchley North: 301 units maximum, 192 units minimum,
Total = 755 maximum including 50% units from SROZ density
transfer credit, 437 units not including 50% transfer from SROZ
credit.

The preliminary concept plan showed 780 total units, 399 units in Brenchley –
South (300 apartment units, 63 town homes, 28 single family, 13 for rent town
houses) and 376 mixed housing units at the north area = **780 total units**

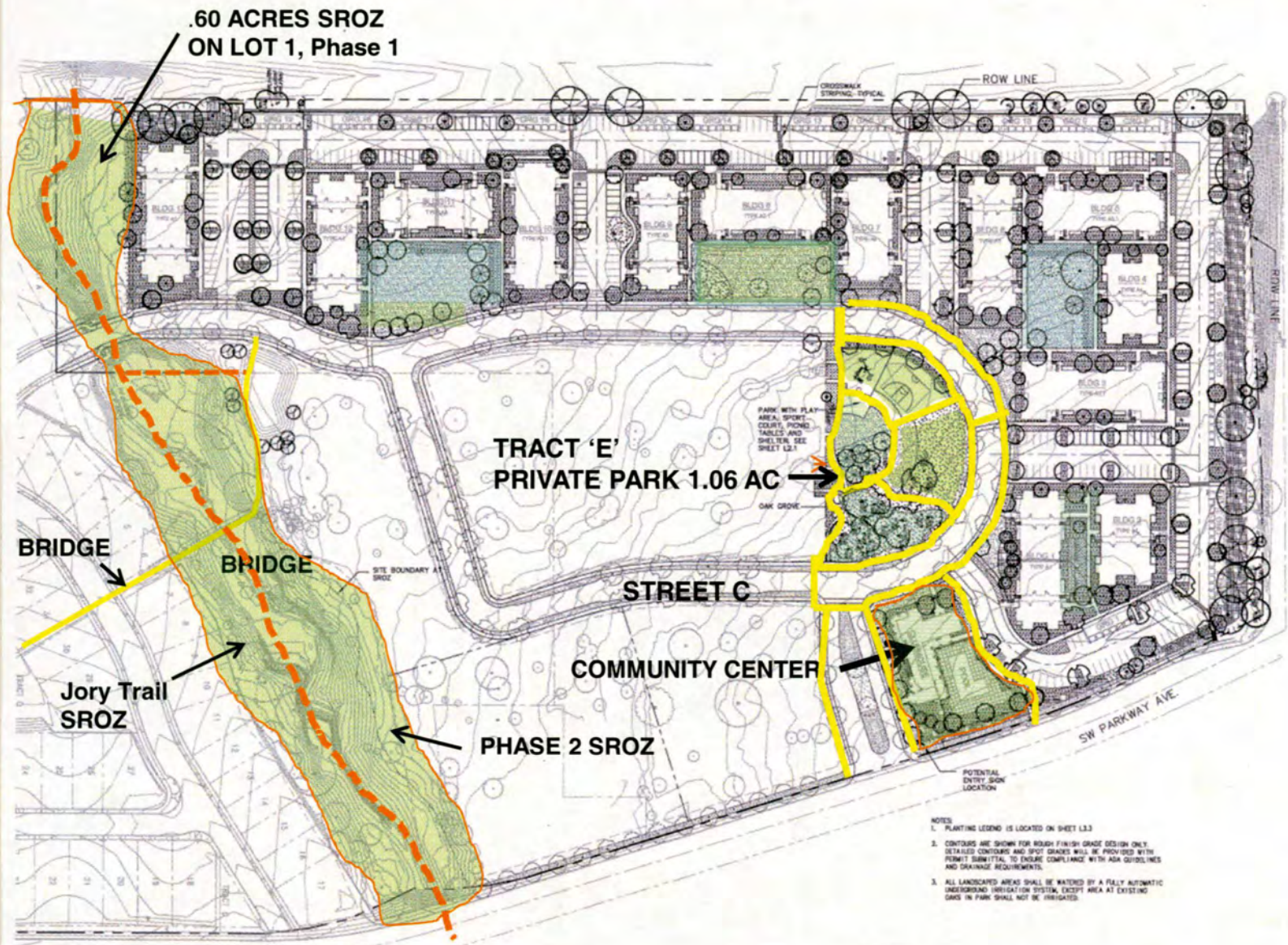
The current version does not include commercial because it does not meet
the Comp. Plan minimum $\frac{1}{2}$ mile distance from commercial zoned properties.
The current plan shows 754 units, 683 apartment units and 71 single family
detached houses. 26 fewer units than the Jan. 20th 2011 concept plan.

Page D13 - Comp. Plan: The City is required by Metro to assure that residential densities in new developments are not less than 80 percent of maximum-zoned densities. The City is also required to determine the calculated capacity of dwelling units and jobs by the year 2017, using the capacity of its current Comprehensive Plan and implementing ordinances.

**URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN - TITLE 1:
HOUSING CAPACITY: YEAR 2040.**

3.07.110 Purpose and Intent

The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120.



.60 ACRES SROZ
ON LOT 1, Phase 1

TRACT 'E'
PRIVATE PARK 1.06 AC

BRIDGE
BRIDGE

Jory Trail
SROZ

PHASE 2 SROZ

STREET C

COMMUNITY CENTER

SW PARKWAY AVE

- NOTES
1. PLANTING LEGEND IS LOCATED ON SHEET L3.3
 2. CONTOURS ARE SHOWN FOR ROUGH FINISH GRADE DESIGN ONLY. DETAILED CONTOURS AND SPOT GRADES WILL BE PROVIDED WITH PERMIT SUBMITTAL TO ENSURE COMPLIANCE WITH ADA GUIDELINES AND DRAINAGE REQUIREMENTS.
 3. ALL LANDSCAPED AREAS SHALL BE WATERED BY A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM, EXCEPT AREA AT EXISTING GARDN IN PARK SHALL NOT BE IRRIGATED.



otak
 Global Partner
Otak Architects Inc.
 17266 SW Business Ferry Rd.
 Lake Oswego, OR 97038
 Phone: 503.636.3619
 Fax: 503.635.5360

Brenchley Estates North
 SW Parkway Ave.
 Wilsonville, Oregon

H
 HOLLAND PARTNER GROUP
 1111 Main St #100
 Vancouver, WA 98660
 Phone: 360.543.7888

Land Use Submittal 02/21/12 - Not for Construction

PRELIMINARY
 LANDSCAPE
 PLAN

#	Date	Description
Revisions		
	DECEMBER 23, 2011	
DESIGN		
Designed By	MJB	
Drawn By	SM	
Checked By	SM	
Project Number	15332	
Sheet Number	L2.0	
Sheet Number X of	1	

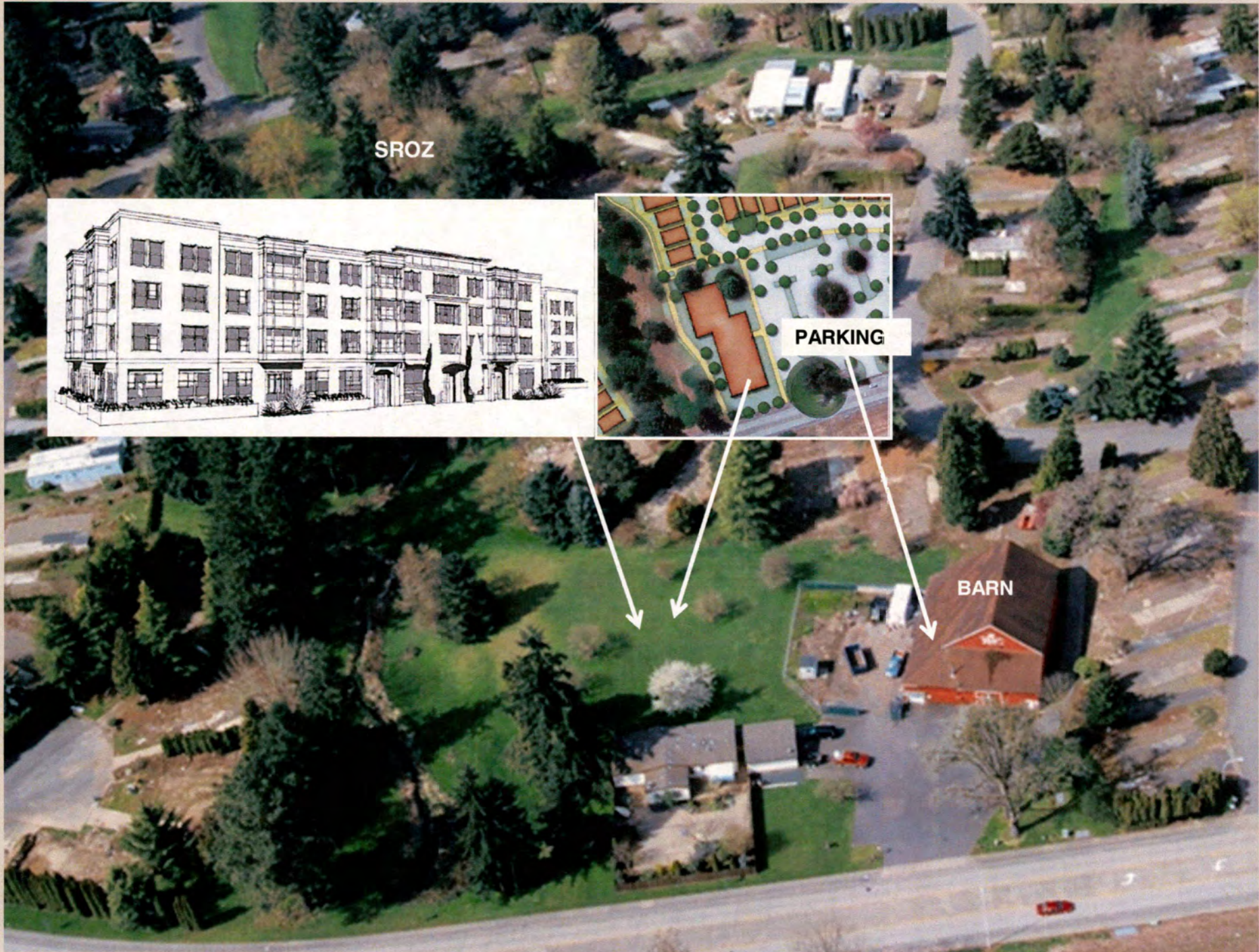
© 2011 Otak Inc. 2011
 If No Altering is Done then 1/2" = 10'
 If No Altering is Done then 1/4" = 10'

SROZ

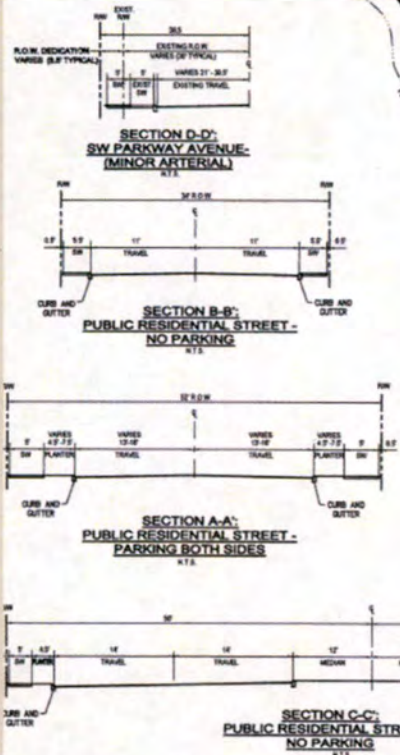
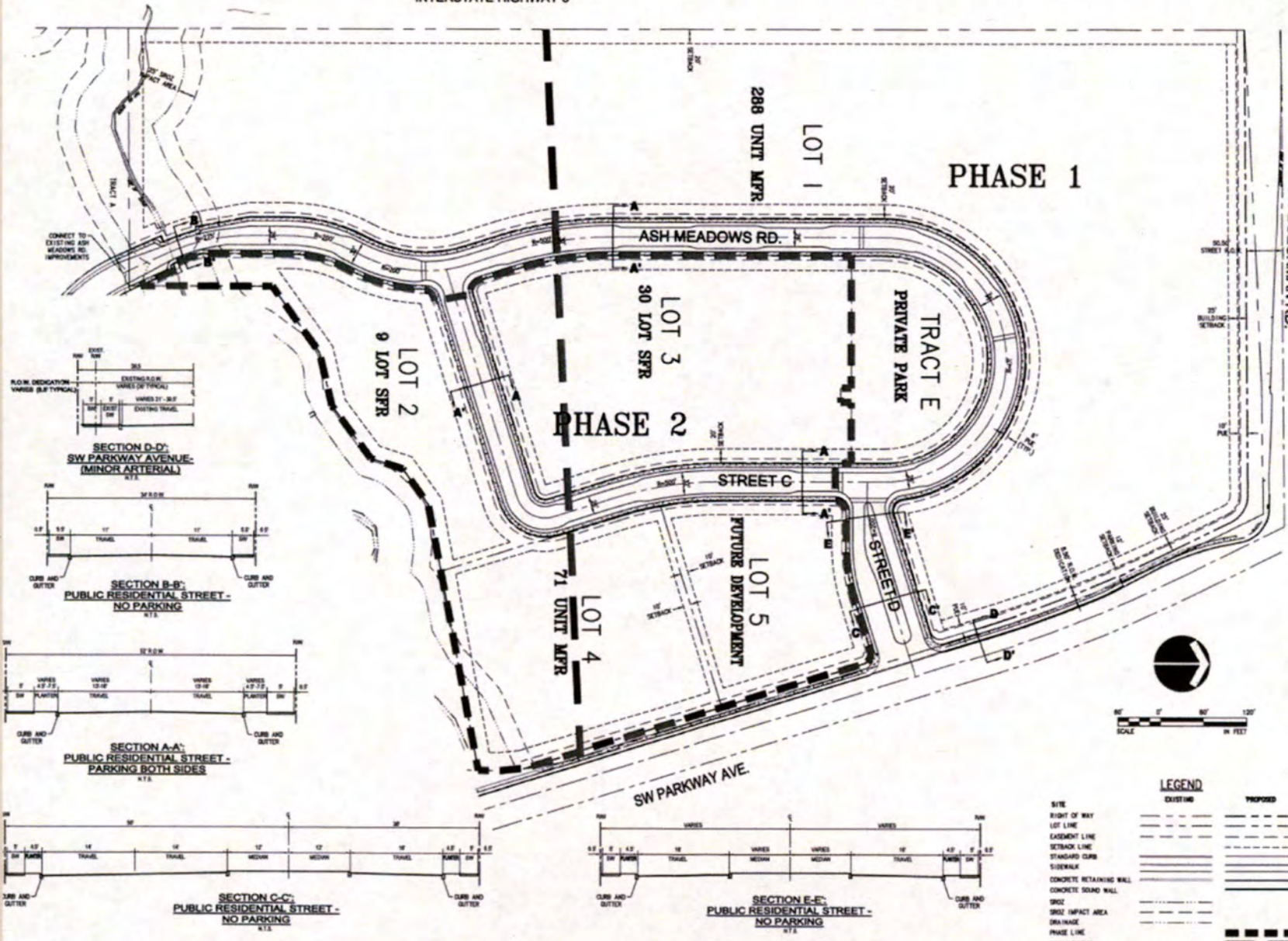


PARKING

BARN



INTERSTATE HIGHWAY 5



LEGEND

	EXISTING	PROPOSED
SITE BOUNDARY	---	---
RIGHT OF WAY	---	---
LOT LINE	---	---
EASEMENT LINE	---	---
SETBACK LINE	---	---
STANDARD CURB	---	---
SIDEWALK	---	---
CONCRETE RETAINING WALL	---	---
CONCRETE SOUND WALL	---	---
SR02	---	---
SR02 IMPACT AREA	---	---
DRY WASH	---	---
PHASE LINE	---	---
ZONE BOUNDARY	---	---

Land Use Submittal 02/21/12 - Not for Construction

MaemmiGlobal Partner
Otak Architects
 Inc.
 17355 SW Boones Ferry Rd.
 Lake Oswego, OR 97035
 Phone 503.835.3618
 Fax 503.835.5395

Brenchley Estates
Planned
Development
 SW Parkway Ave.
 Wilsonville, Oregon



HOLLAND
PARTNER
GROUP
 1111 Main St #600
 Vancouver, WA 98660
 Phone: 360.643.7088

PRELIMINARY
 SITE PLAN
 NORTH
 LAND DIVISION

#	Date	Description
1	REVISION	REVISION
2	REVISION	REVISION
3	REVISION	REVISION
4	REVISION	REVISION
5	REVISION	REVISION
6	REVISION	REVISION
7	REVISION	REVISION
8	REVISION	REVISION
9	REVISION	REVISION
10	REVISION	REVISION
11	REVISION	REVISION
12	REVISION	REVISION
13	REVISION	REVISION
14	REVISION	REVISION
15	REVISION	REVISION
16	REVISION	REVISION
17	REVISION	REVISION
18	REVISION	REVISION
19	REVISION	REVISION
20	REVISION	REVISION
21	REVISION	REVISION
22	REVISION	REVISION
23	REVISION	REVISION
24	REVISION	REVISION
25	REVISION	REVISION
26	REVISION	REVISION
27	REVISION	REVISION
28	REVISION	REVISION
29	REVISION	REVISION
30	REVISION	REVISION
31	REVISION	REVISION
32	REVISION	REVISION
33	REVISION	REVISION
34	REVISION	REVISION
35	REVISION	REVISION
36	REVISION	REVISION
37	REVISION	REVISION
38	REVISION	REVISION
39	REVISION	REVISION
40	REVISION	REVISION
41	REVISION	REVISION
42	REVISION	REVISION
43	REVISION	REVISION
44	REVISION	REVISION
45	REVISION	REVISION
46	REVISION	REVISION
47	REVISION	REVISION
48	REVISION	REVISION
49	REVISION	REVISION
50	REVISION	REVISION
51	REVISION	REVISION
52	REVISION	REVISION
53	REVISION	REVISION
54	REVISION	REVISION
55	REVISION	REVISION
56	REVISION	REVISION
57	REVISION	REVISION
58	REVISION	REVISION
59	REVISION	REVISION
60	REVISION	REVISION
61	REVISION	REVISION
62	REVISION	REVISION
63	REVISION	REVISION
64	REVISION	REVISION
65	REVISION	REVISION
66	REVISION	REVISION
67	REVISION	REVISION
68	REVISION	REVISION
69	REVISION	REVISION
70	REVISION	REVISION
71	REVISION	REVISION
72	REVISION	REVISION
73	REVISION	REVISION
74	REVISION	REVISION
75	REVISION	REVISION
76	REVISION	REVISION
77	REVISION	REVISION
78	REVISION	REVISION
79	REVISION	REVISION
80	REVISION	REVISION
81	REVISION	REVISION
82	REVISION	REVISION
83	REVISION	REVISION
84	REVISION	REVISION
85	REVISION	REVISION
86	REVISION	REVISION
87	REVISION	REVISION
88	REVISION	REVISION
89	REVISION	REVISION
90	REVISION	REVISION
91	REVISION	REVISION
92	REVISION	REVISION
93	REVISION	REVISION
94	REVISION	REVISION
95	REVISION	REVISION
96	REVISION	REVISION
97	REVISION	REVISION
98	REVISION	REVISION
99	REVISION	REVISION
100	REVISION	REVISION

Project Number
P3.3A
 Sheet Number of
 © 2011
 1 of 10

Cosgrove, Bryan

From: Cosgrove, Bryan
Sent: Monday, April 16, 2012 3:17 PM
To: richardgoddard2010@gmail.com
Subject: FW: Brenchley Estates

*Dist 4/16/12
@ Council mtg.
Acl*

The second...

503.570.1504 (work)
cosgrove@ci.wilsonville.or.us
29799 SW Town Center Loop
Wilsonville, Oregon 97070

DISCLOSURE NOTICE: Messages to and from this E-mail address may be subject to the Oregon Public Records Law.

***Gain may be temporary and uncertain; but ever while you live, expense is constant and certain:
and it is easier to build two chimneys than to keep one in fuel.
Benjamin Franklin***

From: Edmonds, Blaise
Sent: Friday, April 13, 2012 1:32 PM
To: Neamtzu, Chris; Cosgrove, Bryan; Kohlhoff, Mike
Cc: Adams, Steve; Jacobson, Barbara
Subject: RE: Brenchley Estates

Please see my comments below in red font:

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Neamtzu, Chris
Sent: Friday, April 13, 2012 10:26 AM
To: Cosgrove, Bryan; Kohlhoff, Mike
Cc: Edmonds, Blaise; Adams, Steve
Subject: RE: Brenchley Estates

I will call on Blaise and Steve Adams to help pull a response together.

Chris

From: Cosgrove, Bryan
Sent: Friday, April 13, 2012 10:24 AM
To: Kohlhoff, Mike; Neamtzu, Chris
Subject: Fwd: Brenchley Estates

I'll need some assistance on this one.

Sent from my iPhone

Begin forwarded message:

From: Richard Goddard <richardgoddard2010@gmail.com>
Date: April 13, 2012 10:16:51 AM PDT
To: "Cosgrove, Bryan" <cosgrove@ci.wilsonville.or.us>, "Kohlhoff, Mike" <kohlhoff@ci.wilsonville.or.us>
Subject: Brenchley Estates

I have a few questions on the Brenchley Estates agenda item that I'm hoping you can reply to before the Monday meeting:

1. How has the current Zone Map Amendment request changed from the original Brenchley Estates development application as far as the number of apartments, number of single family detached, and amount of commercial development planned for the North area, and for the total project?

I am not completely sure what Richard is referring to as the "original Brenchley Estates development application". Chris has indicated to me that a concept plan went to executive session on January 20, 2011. But no formal application was submitted. The preliminary concept plan showed 780 total units, 399 units in Brenchley –South (300 apartment units, 63 town homes, 28 single family, 13 for rent town houses) and 376 mixed housing units at the north area = **780 total units**

The current version does not include commercial because it does not meet the Comp. Plan minimum ½ mile distance from commercial zoned properties. The current plan shows 754 units, 683 apartment units and 71 single family detached houses. 26 fewer units than the Jan. 20th 2011 concept plan.

2. How has the traffic demand changed from the original Brenchley Estates development application? How will the changes in the proposed development impact Boeckman and Wilsonville Road interchange from what was studied in the original application? I am relying on Steve to answer this question.

3. How has the total number of units changed for the North area and for the total project from the original application? The January 20, 2011 concept plan showed **376 mixed use units**. Proposed Brenchley Estates – North has 359 apartment units, 39 single-family detached = **398 mixed use units**.

4. How has the units/acre changed for the North area and for the total project from the original application? Same question as 3. I am assuming how much in

Brenchly South. The January 20, 2011 concept plan showed 300 apartment units, 63 town homes, 28 single family, 13 for rent town houses. = **404 units**.

Under construction and approved Brenchley Estates – South (Jory Trail at the Grove) = 324 apartments and 32 single family – detached = **356 units**

Thanks.

Richard

King, Sandy

From: Neamtzu, Chris
Sent: Monday, April 16, 2012 8:25 PM
To: King, Sandy; White, Shelley
Cc: Edmonds, Blaise
Subject: FW: #DB12-0012 Letter for the Record
Attachments: Scan001.pdf

Shelley/Sandy,

Please include with the file and for the record.

Thanks,

Chris Neamtzu, AICP
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070
503.570.1574
neamtzu@ci.wilsonville.or.us

Disclosure Notice: Messages to and from this email address may be subject to the Oregon Public Records Law.

From: Trevor Rowe [<mailto:trowe@hollandpartners.net>]
Sent: Monday, April 16, 2012 4:49 PM
To: Neamtzu, Chris
Cc: Edmonds, Blaise; Jacobson, Barbara; Don Hanson <don.hanson@otak.com> (don.hanson@otak.com); Jerry Offer (jerry.offer@otak.com); Clyde Holland; Kohlhoff, Mike
Subject: #DB12-0012 Letter for the Record

Please see the attached letter from Clyde Holland. He will be in attendance this evening and welcomes the opportunity to answer any questions, etc.



CLYDE HOLLAND
CEO/Chairman

April 16, 2012

Chris Neamtzu
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

*Read 4/16/12
sek*

Re: Brenchley Estates Master Plan

Dear Chris,

On Friday we received notice that based on the fact that our investors have signature authority for recorded documents, you would like their signature on a letter stating that: CRP/Holland Brenchley Estates, L.P. (the "Phase I Owner") joins with the applicant in applications #DB12-0012 through 0018. These applications are for the proposed combined master planned area is 59.96 acres which includes 71 Single Family units and 683 Multi-Family units.

This is absolutely feasible. Carlyle has been tracking the progress and activity for the Northern portion of the project since their decision to invest in Phase I. The Carlyle Group serves as the Managing General Partner of the Phase I Owner and is well versed in the planned development of the balance of Brenchley Estates. Affiliates of The Carlyle Group have an option to participate in a joint venture to develop the Phase 2 multifamily project (see the attached excerpt from the limited partnership agreement of the Phase I Owner). They have received a full underwriting package from us regarding this opportunity.

Unfortunately, there is not enough time to allow Carlyle to go through their normal legal review associated with execution of such a letter. We have provided them with all of the pertinent documents and background, but would typically allow at least a week for them to complete this type of exercise.

Holland Partner Group Management, Inc. serves as the Administrative General Partner of the Phase I Owner and has the right to manage and operate the Phase I Owner in accordance with its budget and business plan. We therefore respectfully request that Council continue with the scheduled first reading of the ordinance tonight. There is adequate time prior to second reading to obtain the requested documentation and we remain committed to delivering the letter you have requested.

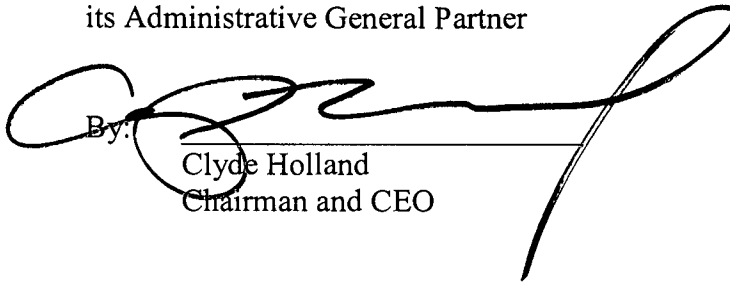
Letter to Chris Neamtzu
April 16, 2012
Page 2 of 2

Staying on track with our scheduled first reading at City Council will allow us to pursue the necessary approvals for construction to start this summer. This will keep our construction momentum going, retain and extend construction jobs and deliver high quality workforce housing sooner.

Sincerely,

CRP/Holland Brenchley Estates, L.P.
a Delaware limited partnership

Holland Partner Group Management, Inc.,
a Delaware corporation,
its Administrative General Partner

By: 
Clyde Holland
Chairman and CEO

ARTICLE 14
PHASE 2 OPTION

Section 14.1 Grant of Option. The Holland LP hereby unconditionally and irrevocably grants, bargains, sells, and conveys to the Carlyle Partners the exclusive and irrevocable right and option (the "Phase 2 Option") to require that the Holland LP contribute certain real property adjacent to the Site comprising approximately ten (10) acres and more particularly described on Exhibit H attached hereto (the "Phase 2 Site") to a joint venture (the "Phase 2 Partnership") to be formed by the Holland Partners and the Carlyle Partners or a Carlyle Realty Affiliate on substantially the same terms (including the same capital partner sharing ratios) as are set forth in this Agreement for the purpose of developing and constructing a multi-family residential apartment project (the "Phase 2 Project") containing between 214 and 240 units or pre-selling the same.

14.1.1 For purposes of the formation of the Phase 2 Company, the Phase 2 Site shall be valued at an amount equal to the product of (x) Fifteen Thousand Dollars (\$15,000) multiplied by (y) the number of units to be constructed thereon.

14.1.2 The Carlyle Partners may exercise the Phase 2 Option at any time through and including April 30, 2012 by delivering written notice of exercise to the Holland LP, which notice shall set forth the number of units to be constructed on the Phase 2 Site. If the Carlyle Partners do not exercise the Phase 2 Option on or before April 30, 2012, the Phase 2 Option shall terminate and thereafter may not be exercised.

14.1.3 The Phase 2 Company shall not commence construction of the Phase 2 Project unless and until (i) there are tenants in place and paying rent occupying, in the aggregate, not less than 125 units of the Project and (ii) leasing trends reasonably indicate that the Project will be 95% occupied no less than ninety (90) days prior to the Phase 2 Project opening for leasing.

14.1.4 The Holland Partners hereby represent and warrant to the Carlyle Partners that there is no brokerage agreement relating to the acquisition of the Phase 2 Site.

14.1.5 At the request of the Carlyle GP, the Carlyle Partners and the Holland LP shall execute a recordable Memorandum of Option in the form attached hereto as Exhibit I (the "Memorandum"). The Carlyle Partners are hereby authorized to record the Memorandum in the official records of the Clackamas County. If the Carlyle Partners fail to timely exercise the Phase 2 Option, the Carlyle Partners shall execute and deliver to the Holland LP a release of the Memorandum in recordable form.

[Signature page follows]

Edmonds, Blaise

From: Tim Woodley <Woodleyt@wlwv.k12.or.us>
Sent: Tuesday, April 10, 2012 10:19 AM
To: Edmonds, Blaise
Subject: Thunderbird

Blaise: I have recently had communication with representatives regarding a pending land use action related to the property formerly known as Thunderbird Mobile Home Park in Wilsonville. The school district is aware of these proceedings and has been closely tracking various demographic outcomes based on proposed development. As you are aware, we are currently finishing construction of a new primary school in Wilsonville and have recently revised attendance boundaries for the Primary level to balance enrollment at all district schools. With completion of this new school, we have confidence that capacity is available for K-5 students in Wilsonville into the near future. Accordingly, the district takes no exception to the proposal at hand. Thanks tim

West Linn-Wilsonville School District
DEPARTMENT OF OPERATIONS
Tim K. Woodley, Director

***** This message scanned by GWAVA Anti-Spam and AntiVirus System. *****

*Rec'd 4/16/12
ack.*

King, Sandy

From: Edmonds, Blaise
Sent: Tuesday, April 10, 2012 1:04 PM
To: King, Sandy
Cc: Neamtzu, Chris
Subject: Brenchley Estates - North

Hi Sandy, please enter into the record for the Brenchley Estates – North zone change the e-mail below from Tim Woodley.

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

*Rec'd
4/10/12
sek*

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Tim Woodley [<mailto:Woodleyt@wlwv.k12.or.us>]
Sent: Tuesday, April 10, 2012 10:19 AM
To: Edmonds, Blaise
Subject: Thunderbird

Blaise: I have recently had communication with representatives regarding a pending land use action related to the property formerly known as Thunderbird Mobile Home Park in Wilsonville. The school district is aware of these proceedings and has been closely tracking various demographic outcomes based on proposed development. As you are aware, we are currently finishing construction of a new primary school in Wilsonville and have recently revised attendance boundaries for the Primary level to balance enrollment at all district schools. With completion of this new school, we have confidence that capacity is available for K-5 students in Wilsonville into the near future. Accordingly, the district takes no exception to the proposal at hand. Thanks tim

West Linn-Wilsonville School District
DEPARTMENT OF OPERATIONS
Tim K. Woodley, Director

***** This message scanned by GWAVA Anti-Spam and AntiVirus System. *****

King, Sandy

From: Neamtzu, Chris
Sent: Thursday, April 26, 2012 11:26 AM
To: Kohlhoff, Mike; Jacobson, Barbara; Cosgrove, Bryan
Cc: Edmonds, Blaise; King, Sandy
Subject: Brenchley update

Spoke with Clyde Holland this morning about the upcoming review of Brenchley north on May 7th.

He will be proposing a voluntary reduction in density totaling 39 units. He will propose that the future phase be built to accommodate people 50+ to limit traffic and school impacts. He will also preserve ground floor units for seniors. He will be bringing forward a complete presentation on the economic benefits of the project, a study from the National Homebuilders, possible testimony or letters of support from OIT/Pioneer PC, Mentor, local retailers etc... Jack Orchard will be in attendance as counsel.

I have a Chamber tour with Richard and Scott tomorrow morning and can let them know what is in the works and test the waters, unless Bryan would prefer to be the conduit for communication. The applicant will provide materials for the meeting but not in time for packet preparation today/tomorrow. We will work with Sandy to send them out when we receive them.

Thank you,

Chris Neamtzu, AICP
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070
503.570.1574
neamtzu@ci.wilsonville.or.us

Disclosure Notice: Messages to and from this email address may be subject to the Oregon Public Records Law.

King, Sandy

From: Neamtzu, Chris
Sent: Tuesday, April 24, 2012 12:15 PM
To: Edmonds, Blaise; King, Sandy; Kohlhoff, Mike; Jacobson, Barbara
Cc: White, Shelley
Subject: FW: consent to Holland Brenchley applications
Attachments: brenchley consent letter.pdf

Sandy,

Please include in the packet with the Council materials on Brenchley.

This will need an exhibit number.

Shelley, please file with our DRB materials.

Thank you,

Chris Neamtzu, AICP
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070
503.570.1574
neamtzu@ci.wilsonville.or.us

Disclosure Notice: Messages to and from this email address may be subject to the Oregon Public Records Law.

From: Dave Kingery [<mailto:Dave.Kingery@carlyle.com>]
Sent: Tuesday, April 24, 2012 11:53 AM
To: Neamtzu, Chris
Cc: Clyde Holland; Trevor Rowe
Subject: consent to Holland Brenchley applications

Chris,
Attached is our consent to Application Nos. DB12-0012 through 0018 regarding Brenchley.

David A. Kingery
Principal

US Real Estate
THE CARLYLE GROUP
4 Orinda Way, Suite 170D
Orinda, CA 94563
Phone: 925 258 1337
Fax: 925 258 1330
Cell: 925 899 1337
www.carlyle.com

Cosgrove, Bryan

From: Cosgrove, Bryan
Sent: Monday, April 16, 2012 3:16 PM
To: richardgoddard2010@gmail.com
Subject: FW: Brenchley Estates

Richard,

One of two emails on the questions you posed.

From: Edmonds, Blaise
Sent: Monday, April 16, 2012 8:35 AM
To: Cosgrove, Bryan; Kohlhoff, Mike; Neamtzu, Chris
Subject: FW: Brenchley Estates

Mike Ward's response to Councilor Goddard's question about traffic impact.

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Adams, Steve
Sent: Saturday, April 14, 2012 9:36 AM
To: Neamtzu, Chris; Edmonds, Blaise
Subject: FW: Brenchley Estates

Please see below for Mike's response.

Steve R. Adams, P.E.
Interim City Engineer
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

ph: 503-682-4960
email: adams@ci.wilsonville.or.us

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

From: Ward, Mike
Sent: Friday, April 13, 2012 4:47 PM

To: Adams, Steve
Subject: RE: Brenchley Estates

Steve,

Given Blaise's statements regarding what was "originally reviewed" and what is being currently proposed, the reduction in units leads to a reduction in trips, which minimally lessens the impact on the interchange from what was originally proposed for all situations with the exception of Boeckman. In talking with Brad Coy of DKS, he informed me that it is the zone change request which triggers the need for a right turn lane from Boeckman to Parkway, and that this impact is covered by the requirement to fund the half street improvements.

Thanks,

Mike Ward, PE

Civil Engineer
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070
Direct: 503-570-1546
Fax: 503-682-7025

DISCLOSURE NOTICE: Messages to and from this E-mail address may be subject to the Oregon Public Records Law.

From: Adams, Steve
Sent: Friday, April 13, 2012 11:10 AM
To: Ward, Mike
Subject: FW: Brenchley Estates
Importance: High

Mike,

Can you provide me with answers to question #2 in Richard's email? (by Monday)

Thanks, Steve

Steve R. Adams, P.E.

Interim City Engineer
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

ph: 503-682-4960
email: adams@ci.wilsonville.or.us

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

From: Neamtzu, Chris
Sent: Friday, April 13, 2012 10:26 AM
To: Cosgrove, Bryan; Kohlhoff, Mike
Cc: Edmonds, Blaise; Adams, Steve
Subject: RE: Brenchley Estates

I will call on Blaise and Steve Adams to help pull a response together.

Chris

From: Cosgrove, Bryan
Sent: Friday, April 13, 2012 10:24 AM
To: Kohlhoff, Mike; Neamtzu, Chris
Subject: Fwd: Brenchley Estates

I'll need some assistance on this one.

Sent from my iPhone

Begin forwarded message:

From: Richard Goddard <richardgoddard2010@gmail.com>
Date: April 13, 2012 10:16:51 AM PDT
To: "Cosgrove, Bryan" <cosgrove@ci.wilsonville.or.us>, "Kohlhoff, Mike" <kohlhoff@ci.wilsonville.or.us>
Subject: Brenchley Estates

I have a few questions on the Brenchley Estates agenda item that I'm hoping you can reply to before the Monday meeting:

1. How has the current Zone Map Amendment request changed from the original Brenchley Estates development application as far as the number of apartments, number of single family detached, and amount of commercial development planned for the North area, and for the total project?
2. How has the traffic demand changed from the original Brenchley Estates development application? How will the changes in the proposed development impact Boeckman and Wilsonville Road interchange from what was studied in the original application?
3. How has the total number of units changed for the North area and for the total project from the original application?
4. How has the units/acre changed for the North area and for the total project from the original application?

Thanks.

Richard



CLYDE HOLLAND
CEO/Chairman

April 16, 2012

Chris Neamtzu
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

Re: Brenchley Estates Master Plan

Dear Chris,

On Friday we received notice that based on the fact that our investors have signature authority for recorded documents, you would like their signature on a letter stating that: CRP/Holland Brenchley Estates, L.P. (the "Phase I Owner") joins with the applicant in applications #DB12-0012 through 0018. These applications are for the proposed combined master planned area is 59.96 acres which includes 71 Single Family units and 683 Multi-Family units.

This is absolutely feasible. Carlyle has been tracking the progress and activity for the Northern portion of the project since their decision to invest in Phase I. The Carlyle Group serves as the Managing General Partner of the Phase I Owner and is well versed in the planned development of the balance of Brenchley Estates. Affiliates of The Carlyle Group have an option to participate in a joint venture to develop the Phase 2 multifamily project (see the attached excerpt from the limited partnership agreement of the Phase I Owner). They have received a full underwriting package from us regarding this opportunity.

Unfortunately, there is not enough time to allow Carlyle to go through their normal legal review associated with execution of such a letter. We have provided them with all of the pertinent documents and background, but would typically allow at least a week for them to complete this type of exercise.

Holland Partner Group Management, Inc. serves as the Administrative General Partner of the Phase I Owner and has the right to manage and operate the Phase I Owner in accordance with its budget and business plan. We therefore respectfully request that Council continue with the scheduled first reading of the ordinance tonight. There is adequate time prior to second reading to obtain the requested documentation and we remain committed to delivering the letter you have requested.

Letter to Chris Neamtzu

April 16, 2012

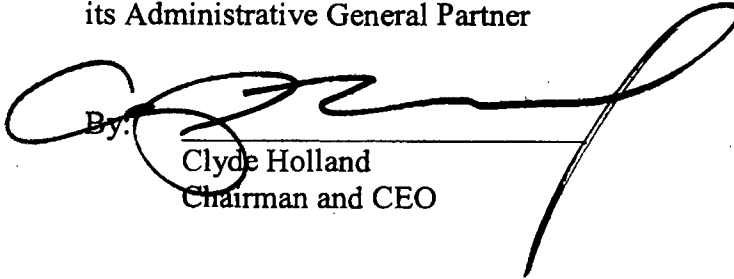
Page 2 of 2

Staying on track with our scheduled first reading at City Council will allow us to pursue the necessary approvals for construction to start this summer. This will keep our construction momentum going, retain and extend construction jobs and deliver high quality workforce housing sooner.

Sincerely,

CRP/Holland Brenchley Estates, L.P.
a Delaware limited partnership

Holland Partner Group Management, Inc.,
a Delaware corporation,
its Administrative General Partner

By: 
Clyde Holland
Chairman and CEO

ARTICLE 14
PHASE 2 OPTION

Section 14.1 Grant of Option. The Holland LP hereby unconditionally and irrevocably grants, bargains, sells, and conveys to the Carlyle Partners the exclusive and irrevocable right and option (the "Phase 2 Option") to require that the Holland LP contribute certain real property adjacent to the Site comprising approximately ten (10) acres and more particularly described on Exhibit H attached hereto (the "Phase 2 Site") to a joint venture (the "Phase 2 Partnership") to be formed by the Holland Partners and the Carlyle Partners or a Carlyle Realty Affiliate on substantially the same terms (including the same capital partner sharing ratios) as are set forth in this Agreement for the purpose of developing and constructing a multi-family residential apartment project (the "Phase 2 Project") containing between 214 and 240 units or pre-selling the same.

14.1.1 For purposes of the formation of the Phase 2 Company, the Phase 2 Site shall be valued at an amount equal to the product of (x) Fifteen Thousand Dollars (\$15,000) multiplied by (y) the number of units to be constructed thereon.

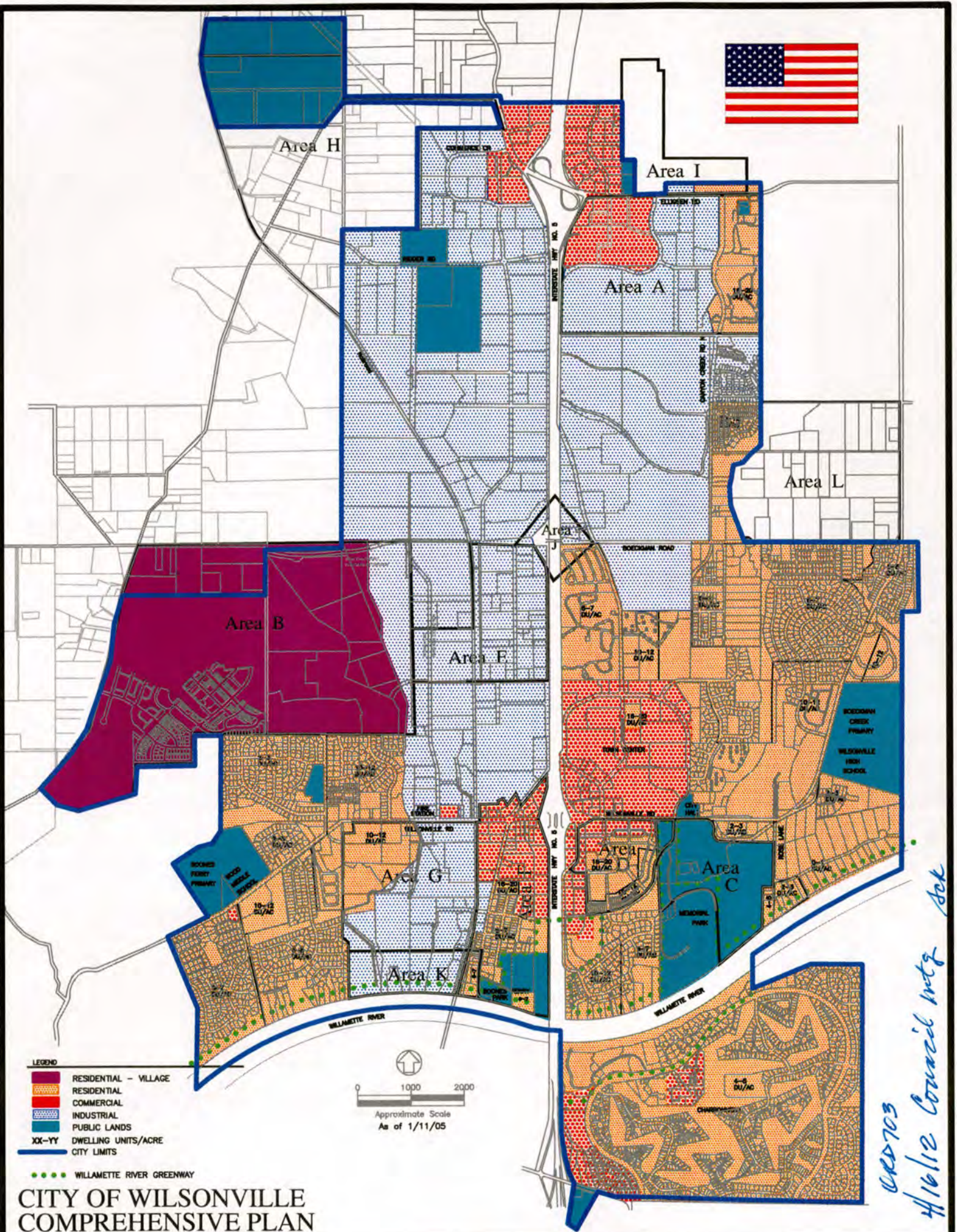
14.1.2 The Carlyle Partners may exercise the Phase 2 Option at any time through and including April 30, 2012 by delivering written notice of exercise to the Holland LP, which notice shall set forth the number of units to be constructed on the Phase 2 Site. If the Carlyle Partners do not exercise the Phase 2 Option on or before April 30, 2012, the Phase 2 Option shall terminate and thereafter may not be exercised.

14.1.3 The Phase 2 Company shall not commence construction of the Phase 2 Project unless and until (i) there are tenants in place and paying rent occupying, in the aggregate, not less than 125 units of the Project and (ii) leasing trends reasonably indicate that the Project will be 95% occupied no less than ninety (90) days prior to the Phase 2 Project opening for leasing.

14.1.4 The Holland Partners hereby represent and warrant to the Carlyle Partners that there is no brokerage agreement relating to the acquisition of the Phase 2 Site.

14.1.5 At the request of the Carlyle GP, the Carlyle Partners and the Holland LP shall execute a recordable Memorandum of Option in the form attached hereto as Exhibit I (the "Memorandum"). The Carlyle Partners are hereby authorized to record the Memorandum in the official records of the Clackamas County. If the Carlyle Partners fail to timely exercise the Phase 2 Option, the Carlyle Partners shall execute and deliver to the Holland LP a release of the Memorandum in recordable form.

[Signature page follows]



*WDS 703
4/16/12 Council mtg Ask*

CRP/Holland Brenchley Estates, L.P.

April 24, 2012

Chris Neamtzu
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

*Rec'd 4/24/12
sch*

Dear Chris,

CRP/Holland Brenchley Estates, L.P., the owner of the Phase I multifamily project at Brenchley Estates, hereby consents to the filing by Holland Partner Group of City of Wilsonville Applications Nos. DB12-0012 through 0018, which concern the Brenchley Estates Master Plan. The undersigned acknowledges receipt of a copy of the Applications and applicable staff reports prepared by the City of Wilsonville.

Sincerely,

CRP/Holland Brenchley Estates, L.P.,
a Delaware limited partnership

By: CRP/Holland Brenchley Estates Venture GP, L.L.C.,
a Delaware limited liability company,
its General Partner

By: CRP/Holland Brenchley Estates Venture, L.P.,
a Delaware limited partnership,
its Sole Member

By: CRP Brenchley Estates GP, L.L.C.,
a Delaware limited liability company,
its General Partner

By: David A. Kingery
David A. Kingery
its Vice President

*Ex. 1-7, To be
Entered into the
record 5/7/12.
sch*



To: Wilsonville City Council
From: Darren Harmon (General Manager)
On behalf of the Wilsonville Land Partnership
Date: May 1, 2012

**RE: Ordinance #703, Zone Map Amendment from RA-H to PDR-4,
Brenchley Estates – North.**

The Wilsonville Family Fun Center would like to show its support for the Brenchley Estates North project and would like to encourage the Wilsonville City Council to support the City Staff Recommendation for approval of the Zone Amendment.

Brenchley Estates North along with Jory Trail at the Grove will bring many more families to the area. This increase in residents will only help the local businesses on this side of 1-5.

We are looking forward to what Brenchley Estates North will bring to the Family Fun Center and Bullwinkle's Restaurant. So we again encourage you to support this project and its Zone Map Amendment.

*Reid 5/2/12
ack*

Clean Wholesome Entertainment
Guest Service to Surpass Expectations
Fair and Honest Dealings
Safety for Guest and Employees
Constant Improvement and Growth

**Annual Effect on Local Business:
When Units are Occupied**

Impact of Building 100 Multifamily Units in a Typical Metro Area:

**NAHB Report 2009:
Impact Based on 100 units
1 year duration: see report*

Phase I & II: Construction Activity (1yr)	Brenchley Estates Phase I Jory Trail		Brenchley Estates Phase II The Grove	
	100 Units	324 Units	288 Units	Units
Local Income	\$ 7,889,000	\$ 25,560,360	\$ 22,720,320	
Local business Owners Income	\$ 2,300,800	\$ 7,454,592	\$ 6,626,304	
Local Wages and Salaries	\$ 5,587,900	\$ 18,104,796	\$ 16,093,152	
Local Taxes	\$ 826,800	\$ 2,678,832	\$ 2,381,184	
	\$ 16,604,500	\$ 53,798,580	\$ 47,820,960	

Phase III: Ongoing Annual Effect that Occurs When New Units are Occupied

Local Income	\$ 2,273,900	\$ 7,367,436	\$ 6,546,240
Local business Owners Income	\$ 972,400	\$ 3,150,576	\$ 2,800,512
Local Wages and Salaries	\$ 1,301,700	\$ 4,217,508	\$ 3,748,896
Local Taxes	\$ 395,000	\$ 1,279,800	\$ 1,137,600
	\$ 4,943,000	\$ 16,015,320	\$ 14,233,248

Impact of Building 100 Multifamily Units in a Typical Metro Area

Summary

Total One-Year Impact: Sum of Phase I and Phase II:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$7,889,000	\$2,300,800	\$5,587,900	\$826,800	122

Phase I: Direct and Indirect Impact of Construction Activity:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$5,317,500	\$1,450,500	\$3,866,700	\$501,800	80

Phase II: Induced (Ripple) Effect of Spending the Income and Taxes from Phase I:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$2,571,500	\$850,300	\$1,721,200	\$325,000	42

Phase III: Ongoing, Annual Effect that Occurs When New Homes are Occupied:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$2,273,900	\$972,400	\$1,301,700	\$395,000	32

¹ The term local taxes is used as a shorthand for local government revenue from all sources: taxes, fees, fines, revenue from government-owned enterprises, etc.



The Local Impact of Home Building in a Typical Metro Area

Income, Jobs, and Taxes Generated

Prepared by the
Housing Policy Department

June 2009

National Association of Home Builders
1201 15th Street, NW
Washington, DC 20005
202-266-8398



The Local Impact of Home Building in a Typical Metro Area

Income, Jobs, and Taxes Generated

Contents

Executive Summary.....	1
Detailed Tables on Single-Family Construction.....	4
Detailed Tables on Multifamily Construction.....	9
Detailed Tables on Remodeling	14
Background and a Brief Description of the Model Used to Estimate the Economic Benefits.....	18

Attachment:

**Local Impact of Home Building—Technical Documentation for the NAHB
Model Used to Estimate the Income, Jobs, and Taxes Generated**

Executive Summary

Home building generates substantial local economic activity, including new income and jobs for residents, and additional revenue for local governments. The National Association of Home Builders has developed a model to estimate the economic benefits. The model captures the effect of the construction activity itself, the ripple impact that occurs when income earned from construction activity is spent and recycles in the local economy, and the ongoing impact that results from new homes becoming occupied by residents who pay taxes and buy locally produced goods and services. In order to fully appreciate the positive impact residential construction has on a community, it's important to include the ripple effects and the ongoing benefits. Since the NAHB model was initially developed in 1996, it has been successfully applied to construction in over 500 projects, local jurisdictions, metropolitan areas, non-metropolitan counties, and states across the country.

This report presents estimates of the local impacts of building 100 single family units, 100 rental apartments, and \$10 million worth of spending on residential remodeling (equivalent to 100 remodeling jobs at \$100,000 each)¹ in a typical U.S. metropolitan area, with the key inputs (such as new home prices, raw land values, and construction related fees) set equal to national averages.

The NAHB model produces impacts on income and employment in 16 industries and local government, as well as detailed information about taxes and other types of local government revenue. The key results are summarized below. Additional details are contained in subsequent sections.

Single-Family Construction

- ◉ The estimated one-year local impacts of building 100 single-family homes in a typical metro area include
 - ◉ \$21.1 million in local income,
 - ◉ \$2.2 million in taxes and other revenue for local governments, and
 - ◉ 324 local jobs.

These are local impacts, representing income and jobs for local residents, and taxes (and other sources of revenue, including permit fees) for all local jurisdictions within the metro area. They are also one-year impacts that include both the direct and indirect impact of the construction activity itself, and the impact of local residents who earn money from the construction activity spending part of it within the local area.

¹ These are 100 times the inputs used in the 2008 article "The Direct Impact of Home Building and Remodeling on the U.S. Economy," which analyzed the impacts of building one average single family housing unit, one average rental apartment, and \$100,000 worth of spending on residential remodeling on the national economy: (<http://www.nahb.org/generic.aspx?sectionID=734&genericContentID=103543&channelID=311>).

- The additional, annually recurring impacts of building 100 single-family homes in a typical metro area include
 - \$3.1 million in local income,
 - \$743,000 in taxes and other revenue for local governments, and
 - 53 local jobs.

These are ongoing, annual local impacts that result from the new homes being occupied, and the occupants paying taxes and otherwise participating in the local economy year after year. The ongoing impacts also include the effect of increased property taxes, based on the difference between the value of raw land and the value of a completed housing unit on a finished lot, assuming that raw land would be taxed at the same rate as the completed housing unit.

The above impacts were calculated assuming that new single-family homes built in a typical metro area with an average price of \$321,000; are built on a lot for which the average value of the raw land is \$40,000; require the builder and developer to pay an average of \$7,915 in impact, permit, and other fees to local governments; and incur an average property tax equal to one percent of the value of the home. To the extent that they are comparable, these housing unit characteristics are similar to the ones employed by NAHB recently to analyze the impact of single family construction at the national level.²

Multifamily Construction

- The estimated one-year local impacts of building 100 rental apartments in a typical metro area include
 - \$7.9 million in local income,
 - \$827,000 in taxes and other revenue for local governments, and
 - 122 local jobs.

These are local impacts, representing income and jobs for residents of the metro area, and taxes (and other sources of revenue, including permit fees) for all local jurisdictions within the metro area. They are also one-year impacts that include both the direct and indirect impact of the construction activity itself, and the impact of local residents who earn money from the construction activity spending part of it within the local area.

- The additional, annually recurring impacts of building 100 rental apartments in a typical metro area include
 - \$2.3 million in local income,
 - \$395,000 in taxes and other revenue for local governments, and
 - 32 local jobs.

These are ongoing, annual local impacts that result from the new apartments being occupied, and the occupants paying taxes and otherwise participating in the local economy year after year. They also represent impacts that have been reduced to account for the natural vacancy rate that tends to prevail in multifamily properties (see page 22 of the Technical Documentation).

² "The Direct Impact of Home Building and Remodeling on the U.S. Economy"

The above impacts were calculated assuming that the new rental apartments built in the typical metropolitan area have an average market value of \$120,000 each, embody an average raw land value of \$12,000, and require the builder and developer to pay an average of \$3,043 in impact, permit, and other fees per unit to local governments; and incur an average property tax equal to one percent of the apartment's market value. As was the case for the assumptions underlying the single family impact estimates, these housing unit characteristics are similar to the ones employed by NAHB recently to analyze the impact of home building at the national level.

Residential Remodeling

- ◉ The estimated one-year local impacts of \$10 million spent on remodeling in a typical metro area include
 - ◉ \$6.9 million in local income,
 - ◉ \$577,000 in taxes and other revenue for local governments, and
 - ◉ 78 local jobs.

These are local impacts, representing income and jobs for residents of the typical metro area, and taxes (and other sources of revenue, including permit fees) for all local jurisdictions within the area. They are also one-year impacts that include both the direct and indirect impact of the construction activity itself, and the impact of local residents who earn money from the construction activity spending part of it within the metro area.

- ◉ Although certain remodeling jobs may be extensive enough to render otherwise uninhabitable units fit for occupancy (thereby allowing the metro area to retain extra households and triggering a set of ongoing impacts analogous to the impacts for new construction), the NAHB local impact model for remodeling does not assume this will be the case. The ongoing, annual economic benefits to the local economy are therefore limited to
 - ◉ \$100,000 in residential property taxes.

This assumes that remodeling increases the value of the property by the amount of the remodeling expenditure, and that the change in value is taxed at the same effective property tax rate as the completed housing units.

In addition to the treatment of property taxes, the estimated remodeling impacts assume that 1.25 percent of the value of the remodeling job is paid to a local jurisdiction in the metro area in the form of permit fees. Increases in the assessed value of the housing unit for tax purposes and permit fee payments are typical of remodeling work performed by professional contractors, such as members of NAHB Remodelers:

<http://www.nahb.org/page.aspx/category/sectionID=433>.

The NAHB model can be used to estimate the local economic benefits of any combination of new single-family construction, new multifamily construction, and residential remodeling in a particular area. Although the estimated benefits will be spread over a market area, the construction analyzed can be constrained to a specific jurisdiction, or even an individual project. For more information about applying the NAHB model and obtaining a customized report for a particular area, contact either Paul Emrath (202-266-8449, pemrath@nahb.com) or Elliot Eisenberg (202- 266-8398, eeisenberg@nahb.com) in NAHB's Housing Policy Department.



NAHB

The Local Impact of Home Building in a Typical Metro Area

Income, Jobs, and Taxes Generated

Detailed Tables on Single-Family Construction

Impact of Building 100 Single-Family Homes in a Typical Metro Area

Summary

Total One-Year Impact: Sum of Phase I and Phase II:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$21,110,600	\$6,272,000	\$14,838,600	\$2,202,700	324

Phase I: Direct and Indirect Impact of Construction Activity:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ³	Local Jobs Supported
\$14,233,300	\$3,996,700	\$10,236,600	\$1,333,000	213

Phase II: Induced (Ripple) Effect of Spending the Income and Taxes from Phase I:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$6,877,300	\$2,275,300	\$4,602,000	\$869,700	111

Phase III: Ongoing, Annual Effect that Occurs When New Homes are Occupied:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$3,060,900	\$897,900	\$2,162,900	\$743,300	53

³ The term local taxes is used as a shorthand for local government revenue from all sources: taxes, fees, fines, revenue from government-owned enterprises, etc.

**Impact of Building 100 Single-Family Homes in a Typical Metro Area
Phase I—Direct and Indirect Impact of Construction Activity**

A. Local Income and Jobs by Industry

Industry	Local Income	Local Business Owners' Income	Local Wages and Salaries	Wages & Salaries per Full-time Job	Number of Local Jobs Supported
Construction	\$9,758,100	\$2,516,700	\$7,241,400	\$49,000	147
Manufacturing	\$1,400	\$100	\$1,400	\$51,000	0
Transportation	\$22,300	\$3,000	\$19,300	\$42,000	0
Communications	\$146,100	\$44,600	\$101,400	\$75,000	1
Utilities	\$42,000	\$16,300	\$25,700	\$84,000	0
Wholesale and Retail Trade	\$1,432,200	\$262,200	\$1,170,000	\$36,000	32
Finance and Insurance	\$317,100	\$25,800	\$291,200	\$83,000	4
Real Estate	\$646,200	\$568,900	\$77,300	\$51,000	2
Personal & Repair Services	\$99,500	\$37,500	\$62,000	\$33,000	2
Services to Dwellings / Buildings	\$57,000	\$11,300	\$45,700	\$33,000	1
Business & Professional Services	\$1,375,500	\$410,400	\$965,100	\$58,000	17
Eating and Drinking Places	\$47,300	\$6,400	\$40,900	\$20,000	2
Automobile Repair & Service	\$47,100	\$14,600	\$32,500	\$33,000	1
Entertainment Services	\$8,200	\$1,700	\$6,500	\$45,000	0
Health, Educ. & Social Services	\$1,800	\$500	\$1,400	\$38,000	0
Local Government	\$19,000	\$0	\$19,000	\$54,000	0
Other	\$212,500	\$76,700	\$135,800	\$44,000	3
Total	\$14,233,300	\$3,996,700	\$10,236,600	\$48,000	213

B. Local Government General Revenue by Type

TAXES:		USER FEES & CHARGES:	
Business Property Taxes	\$54,800	Residential Permit / Impact Fees	\$791,500
Residential Property Taxes	\$0	Utilities & Other Govt. Enterprises	\$144,900
General Sales Taxes	\$102,900	Hospital Charges	\$62,700
Specific Excise Taxes	\$7,500	Transportation Charges	\$26,300
Income Taxes	\$28,000	Education Charges	\$27,500
License Taxes	\$1,600	Other Fees and Charges	\$78,300
Other Taxes	\$7,100	TOTAL FEES & CHARGES	\$1,131,100
TOTAL TAXES	\$201,900	TOTAL GENERAL REVENUE	\$1,333,000

**Impact of Building 100 Single-Family Homes in a Typical Metro Area
Phase II—Induced Effect of Spending Income and Tax Revenue from Phase I**

A. Local Income and Jobs by Industry

Industry	Local Income	Local Business Owners' Income	Local Wages and Salaries	Wages & Salaries per Full-time Job	Number of Local Jobs Supported
Construction	\$318,500	\$123,400	\$195,100	\$49,000	4
Manufacturing	\$1,400	\$100	\$1,300	\$51,000	0
Transportation	\$23,400	\$3,200	\$20,200	\$38,000	1
Communications	\$409,700	\$140,000	\$269,700	\$74,000	4
Utilities	\$197,400	\$77,900	\$119,400	\$84,000	1
Wholesale and Retail Trade	\$1,153,100	\$217,100	\$936,000	\$32,000	29
Finance and Insurance	\$289,800	\$26,200	\$263,600	\$74,000	4
Real Estate	\$1,214,000	\$1,068,700	\$145,300	\$51,000	3
Personal & Repair Services	\$246,800	\$113,400	\$133,400	\$33,000	4
Services to Dwellings / Buildings	\$59,300	\$11,800	\$47,500	\$33,000	1
Business & Professional Services	\$652,100	\$193,600	\$458,600	\$52,000	9
Eating and Drinking Places	\$337,900	\$45,500	\$292,500	\$20,000	15
Automobile Repair & Service	\$166,200	\$50,600	\$115,500	\$33,000	4
Entertainment Services	\$79,400	\$21,900	\$57,500	\$37,000	2
Health, Educ. & Social Services	\$928,200	\$116,900	\$811,300	\$49,000	17
Local Government	\$617,600	\$0	\$617,600	\$50,000	12
Other	\$182,500	\$65,000	\$117,500	\$35,000	3
Total	\$6,877,300	\$2,275,300	\$4,602,000	\$41,000	111

B. Local Government General Revenue by Type

TAXES:		USER FEES & CHARGES:	
Business Property Taxes	\$235,300	Residential Permit / Impact Fees	\$0
Residential Property Taxes	\$0	Utilities & Other Govt. Enterprises	\$263,100
General Sales Taxes	\$76,200	Hospital Charges	\$97,800
Specific Excise Taxes	\$32,000	Transportation Charges	\$12,700
Income Taxes	\$18,400	Education Charges	\$13,300
License Taxes	\$1,400	Other Fees and Charges	\$89,900
Other Taxes	\$29,700	TOTAL FEES & CHARGES	\$476,700
TOTAL TAXES	\$392,900	TOTAL GENERAL REVENUE	\$869,700

**Impact of Building 100 Single-Family Homes in a Typical Metro Area
Phase III—Ongoing, Annual Effect That Occurs Because Units Are Occupied**

A. Local Income and Jobs by Industry

Industry	Local Income	Local Business Owners' Income	Local Wages and Salaries	Wages & Salaries per Full-time Job	Number of Local Jobs Supported
Construction	\$167,300	\$64,200	\$103,100	\$49,000	2
Manufacturing	\$700	\$100	\$600	\$51,000	0
Transportation	\$9,800	\$1,300	\$8,500	\$41,000	0
Communications	\$186,900	\$63,600	\$123,300	\$74,000	2
Utilities	\$103,600	\$40,800	\$62,800	\$84,000	1
Wholesale and Retail Trade	\$566,800	\$106,700	\$460,100	\$32,000	14
Finance and Insurance	\$182,800	\$16,600	\$166,200	\$73,000	2
Real Estate	\$338,900	\$298,400	\$40,600	\$51,000	1
Personal & Repair Services	\$94,400	\$43,500	\$50,800	\$33,000	2
Services to Dwellings / Buildings	\$30,600	\$6,100	\$24,500	\$33,000	1
Business & Professional Services	\$299,800	\$90,400	\$209,300	\$52,000	4
Eating and Drinking Places	\$166,900	\$22,500	\$144,500	\$20,000	7
Automobile Repair & Service	\$78,300	\$23,900	\$54,400	\$33,000	2
Entertainment Services	\$49,000	\$13,400	\$35,500	\$34,000	1
Health, Educ. & Social Services	\$410,800	\$53,400	\$357,400	\$48,000	7
Local Government	\$235,900	\$0	\$235,900	\$50,000	5
Other	\$138,400	\$53,000	\$85,400	\$35,000	2
Total	\$3,060,900	\$897,900	\$2,162,900	\$41,000	53

B. Local Government General Revenue by Type

TAXES:		USER FEES & CHARGES:	
Business Property Taxes	\$103,600	Residential Permit / Impact Fees	\$0
Residential Property Taxes	\$281,000	Utilities & Other Govt. Enterprises	\$159,300
General Sales Taxes	\$33,600	Hospital Charges	\$78,500
Specific Excise Taxes	\$14,100	Transportation Charges	\$5,600
Income Taxes	\$8,200	Education Charges	\$5,900
License Taxes	\$600	Other Fees and Charges	\$39,700
Other Taxes	\$13,100	TOTAL FEES & CHARGES	\$289,100
TOTAL TAXES	\$454,200	TOTAL GENERAL REVENUE	\$743,300



NAHB

**The Local Impact of Home
Building in a Typical Metro Area**

**Income, Jobs, and
Taxes Generated**

**Detailed Tables
on
Multifamily
Construction**

Impact of Building 100 Multifamily Units in a Typical Metro Area

Summary

Total One-Year Impact: Sum of Phase I and Phase II:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$7,889,000	\$2,300,800	\$5,587,900	\$826,800	122

Phase I: Direct and Indirect Impact of Construction Activity:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$5,317,500	\$1,450,500	\$3,866,700	\$501,800	80

Phase II: Induced (Ripple) Effect of Spending the Income and Taxes from Phase I:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$2,571,500	\$850,300	\$1,721,200	\$325,000	42

Phase III: Ongoing, Annual Effect that Occurs When New Homes are Occupied:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$2,273,900	\$972,400	\$1,301,700	\$395,000	32

¹ The term local taxes is used as a shorthand for local government revenue from all sources: taxes, fees, fines, revenue from government-owned enterprises, etc.

**Impact of Building 100 Multifamily Units in a Typical Metro Area
Phase I—Direct and Indirect Impact of Construction Activity**

A. Local Income and Jobs by Industry

Industry	Local Income	Local Business Owners' Income	Local Wages and Salaries	Wages & Salaries per Full-time Job	Number of Local Jobs Supported
Construction	\$3,707,200	\$956,000	\$2,751,100	\$49,000	56
Manufacturing	\$500	\$0	\$500	\$51,000	0
Transportation	\$8,400	\$1,100	\$7,300	\$42,000	0
Communications	\$55,000	\$16,800	\$38,200	\$75,000	1
Utilities	\$15,500	\$6,000	\$9,500	\$84,000	0
Wholesale and Retail Trade	\$536,800	\$98,200	\$438,600	\$37,000	12
Finance and Insurance	\$118,500	\$9,600	\$108,800	\$83,000	1
Real Estate	\$172,900	\$152,200	\$20,700	\$51,000	0
Personal & Repair Services	\$37,600	\$14,200	\$23,400	\$33,000	1
Services to Dwellings / Buildings	\$21,000	\$4,200	\$16,800	\$33,000	1
Business & Professional Services	\$517,900	\$154,500	\$363,400	\$58,000	6
Eating and Drinking Places	\$17,700	\$2,400	\$15,300	\$20,000	1
Automobile Repair & Service	\$17,800	\$5,500	\$12,300	\$33,000	0
Entertainment Services	\$3,100	\$600	\$2,400	\$45,000	0
Health, Educ. & Social Services	\$700	\$200	\$500	\$38,000	0
Local Government	\$6,400	\$0	\$6,400	\$54,000	0
Other	\$80,500	\$29,000	\$51,500	\$44,000	1
Total	\$5,317,500	\$1,450,500	\$3,866,700	\$48,000	80

B. Local Government General Revenue by Type

TAXES:		USER FEES & CHARGES:	
Business Property Taxes	\$17,400	Residential Permit / Impact Fees	\$304,300
Residential Property Taxes	\$0	Utilities & Other Govt. Enterprises	\$54,100
General Sales Taxes	\$38,400	Hospital Charges	\$23,400
Specific Excise Taxes	\$2,400	Transportation Charges	\$9,800
Income Taxes	\$10,400	Education Charges	\$10,300
License Taxes	\$600	Other Fees and Charges	\$28,500
Other Taxes	\$2,300	TOTAL FEES & CHARGES	\$430,400
TOTAL TAXES	\$71,400	TOTAL GENERAL REVENUE	\$501,800

**Impact of Building 100 Multifamily Units in a Typical Metro Area
Phase II—Induced Effect of Spending Income and Tax Revenue from Phase I**

A. Local Income and Jobs by Industry

Industry	Local Income	Local Business Owners' Income	Local Wages and Salaries	Wages & Salaries per Full-time Job	Number of Local Jobs Supported
Construction	\$119,000	\$46,100	\$72,900	\$49,000	1
Manufacturing	\$500	\$0	\$500	\$51,000	0
Transportation	\$8,700	\$1,200	\$7,500	\$38,000	0
Communications	\$153,100	\$52,300	\$100,800	\$74,000	1
Utilities	\$73,800	\$29,100	\$44,600	\$84,000	1
Wholesale and Retail Trade	\$430,900	\$81,100	\$349,800	\$32,000	11
Finance and Insurance	\$108,300	\$9,800	\$98,500	\$74,000	1
Real Estate	\$453,700	\$399,400	\$54,300	\$51,000	1
Personal & Repair Services	\$92,200	\$42,400	\$49,900	\$33,000	2
Services to Dwellings / Buildings	\$22,200	\$4,400	\$17,800	\$33,000	1
Business & Professional Services	\$243,900	\$72,400	\$171,500	\$52,000	3
Eating and Drinking Places	\$126,300	\$17,000	\$109,300	\$20,000	5
Automobile Repair & Service	\$62,100	\$18,900	\$43,200	\$33,000	1
Entertainment Services	\$29,700	\$8,200	\$21,500	\$37,000	1
Health, Educ. & Social Services	\$346,900	\$43,700	\$303,200	\$49,000	6
Local Government	\$232,000	\$0	\$232,000	\$50,000	5
Other	\$68,200	\$24,300	\$43,900	\$35,000	1
Total	\$2,571,500	\$850,300	\$1,721,200	\$41,000	42

B. Local Government General Revenue by Type

TAXES:		USER FEES & CHARGES:	
Business Property Taxes	\$88,000	Residential Permit / Impact Fees	\$0
Residential Property Taxes	\$0	Utilities & Other Govt. Enterprises	\$98,000
General Sales Taxes	\$28,000	Hospital Charges	\$37,000
Specific Excise Taxes	\$12,000	Transportation Charges	\$5,000
Income Taxes	\$7,000	Education Charges	\$5,000
License Taxes	\$1,000	Other Fees and Charges	\$34,000
Other Taxes	\$11,000	TOTAL FEES & CHARGES	\$178,000
TOTAL TAXES	\$147,000	TOTAL GENERAL REVENUE	\$325,000

**Impact of Building 100 Multifamily Units in a Typical Metro Area
Phase III—Ongoing, Annual Effect That Occurs Because Units Are Occupied**

A. Local Income and Jobs by Industry

Industry	Local Income	Local Business Owners' Income	Local Wages and Salaries	Wages & Salaries per Full-time Job	Number of Local Jobs Supported
Construction	\$72,000	\$23,200	\$48,800	\$49,000	1
Manufacturing	\$400	\$0	\$400	\$51,000	0
Transportation	\$6,500	\$900	\$5,600	\$39,000	0
Communications	\$116,100	\$39,700	\$76,500	\$74,000	1
Utilities	\$30,300	\$11,900	\$18,400	\$84,000	0
Wholesale and Retail Trade	\$370,300	\$69,800	\$300,500	\$32,000	9
Finance and Insurance	\$77,400	\$6,900	\$70,500	\$75,000	1
Real Estate	\$736,500	\$648,400	\$88,200	\$51,000	2
Personal & Repair Services	\$52,400	\$24,400	\$28,000	\$33,000	1
Services to Dwellings / Buildings	\$17,300	\$3,400	\$13,800	\$33,000	0
Business & Professional Services	\$195,000	\$59,200	\$135,900	\$52,000	3
Eating and Drinking Places	\$122,600	\$16,500	\$106,100	\$20,000	5
Automobile Repair & Service	\$48,000	\$14,600	\$33,400	\$33,000	1
Entertainment Services	\$25,400	\$7,100	\$18,300	\$42,000	0
Health, Educ. & Social Services	\$230,900	\$31,300	\$199,600	\$49,000	4
Local Government	\$128,400	\$0	\$128,400	\$50,000	3
Other	\$44,400	\$15,100	\$29,300	\$35,000	1
Total	\$2,273,900	\$972,400	\$1,301,700	\$40,000	32

B. Local Government General Revenue by Type

TAXES:		USER FEES & CHARGES:	
Business Property Taxes	\$87,000	Residential Permit / Impact Fees	\$0
Residential Property Taxes	\$108,000	Utilities & Other Govt. Enterprises	\$67,000
General Sales Taxes	\$28,000	Hospital Charges	\$34,000
Specific Excise Taxes	\$12,000	Transportation Charges	\$4,000
Income Taxes	\$6,000	Education Charges	\$4,000
License Taxes	\$0	Other Fees and Charges	\$32,000
Other Taxes	\$11,000	TOTAL FEES & CHARGES	\$142,000
TOTAL TAXES	\$253,000	TOTAL GENERAL REVENUE	\$395,000



The Local Impact of Home Building in a Typical Metro Area

Income, Jobs, and Taxes Generated

Detailed Tables on Residential Remodeling

Impact of \$10 Million Spent on Residential Remodeling in a Typical Metro Area

Summary

Total One-Year Impact: Sum of Phase I and Phase II:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$6,927,000	\$3,432,000	\$3,494,000	\$577,000	78

Phase I: Direct and Indirect Impact of Construction Activity:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ⁵	Local Jobs Supported
\$4,730,000	\$2,689,000	\$2,040,000	\$294,000	43

Phase II: Induced (Ripple) Effect of Spending the Income and Taxes from Phase I:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$2,197,000	\$743,000	\$1,454,000	\$283,000	35

Phase III: Ongoing, Annual Effect:

Residential Property Taxes
\$100,000

⁵ The term local taxes is used as a shorthand for local government revenue from all sources: taxes, fees, fines, revenue from government-owned enterprises, etc.

**Impact of \$10 Million Spent on Residential Remodeling in a Typical Metro Area
Phase I—Direct and Indirect Impact of Construction Activity**

A. Local Income and Jobs by Industry

Industry	Local Income	Local Business Owners' Income	Local Wages and Salaries	Wages & Salaries per Full-time Job	Number of Local Jobs Supported
Construction	\$3,456,000	\$2,333,000	\$1,123,000	\$49,000	23
Manufacturing	\$0	\$0	\$0	\$51,000	0
Transportation	\$7,000	\$1,000	\$6,000	\$43,000	0
Communications	\$44,000	\$12,000	\$31,000	\$76,000	0
Utilities	\$9,000	\$4,000	\$6,000	\$84,000	0
Wholesale and Retail Trade	\$484,000	\$88,000	\$396,000	\$37,000	11
Finance and Insurance	\$73,000	\$6,000	\$68,000	\$84,000	1
Real Estate	\$78,000	\$69,000	\$9,000	\$51,000	0
Personal & Repair Services	\$40,000	\$15,000	\$25,000	\$33,000	1
Services to Dwellings / Buildings	\$12,000	\$2,000	\$10,000	\$33,000	0
Business & Professional Services	\$422,000	\$122,000	\$300,000	\$60,000	5
Eating and Drinking Places	\$12,000	\$2,000	\$10,000	\$20,000	1
Automobile Repair & Service	\$21,000	\$6,000	\$14,000	\$33,000	0
Entertainment Services	\$2,000	\$0	\$2,000	\$46,000	0
Health, Educ. & Social Services	\$1,000	\$0	\$0	\$38,000	0
Local Government	\$5,000	\$0	\$5,000	\$54,000	0
Other	\$64,000	\$29,000	\$35,000	\$42,000	1
Total	\$4,730,000	\$2,689,000	\$2,040,000	\$47,000	43

B. Local Government General Revenue by Type

TAXES:		USER FEES & CHARGES:	
Business Property Taxes	\$11,000	Residential Permit / Impact Fees	\$125,000
Residential Property Taxes	\$0	Utilities & Other Govt. Enterprises	\$48,000
General Sales Taxes	\$34,000	Hospital Charges	\$21,000
Specific Excise Taxes	\$2,000	Transportation Charges	\$9,000
Income Taxes	\$9,000	Education Charges	\$9,000
License Taxes	\$0	Other Fees and Charges	\$24,000
Other Taxes	\$1,000	TOTAL FEES & CHARGES	\$236,000
TOTAL TAXES	\$58,000	TOTAL GENERAL REVENUE	\$294,000

**Impact of \$10 Million Spent on Residential Remodeling in a Typical Metro Area
Phase II—Induced Effect of Spending Income and Tax Revenue from Phase I**

A. Local Income and Jobs by Industry

Industry	Local Income	Local Business Owners' Income	Local Wages and Salaries	Wages & Salaries per Full-time Job	Number of Local Jobs Supported
Construction	\$104,000	\$40,000	\$63,000	\$49,000	1
Manufacturing	\$0	\$0	\$0	\$51,000	0
Transportation	\$8,000	\$1,000	\$7,000	\$38,000	0
Communications	\$133,000	\$46,000	\$88,000	\$74,000	1
Utilities	\$65,000	\$26,000	\$39,000	\$84,000	0
Wholesale and Retail Trade	\$378,000	\$71,000	\$307,000	\$32,000	9
Finance and Insurance	\$95,000	\$9,000	\$86,000	\$74,000	1
Real Estate	\$398,000	\$350,000	\$48,000	\$51,000	1
Personal & Repair Services	\$80,000	\$37,000	\$43,000	\$33,000	1
Services to Dwellings / Buildings	\$19,000	\$4,000	\$16,000	\$33,000	0
Business & Professional Services	\$205,000	\$61,000	\$143,000	\$52,000	3
Eating and Drinking Places	\$111,000	\$15,000	\$96,000	\$20,000	5
Automobile Repair & Service	\$54,000	\$17,000	\$38,000	\$33,000	1
Entertainment Services	\$26,000	\$7,000	\$19,000	\$37,000	1
Health, Educ. & Social Services	\$305,000	\$38,000	\$266,000	\$49,000	5
Local Government	\$156,000	\$0	\$156,000	\$51,000	3
Other	\$60,000	\$21,000	\$39,000	\$35,000	1
Total	\$2,197,000	\$743,000	\$1,454,000	\$41,000	35

B. Local Government General Revenue by Type

TAXES:		USER FEES & CHARGES:	
Business Property Taxes	\$77,000	Residential Permit / Impact Fees	\$0
Residential Property Taxes	\$0	Utilities & Other Govt. Enterprises	\$86,000
General Sales Taxes	\$25,000	Hospital Charges	\$32,000
Specific Excise Taxes	\$10,000	Transportation Charges	\$4,000
Income Taxes	\$6,000	Education Charges	\$4,000
License Taxes	\$0	Other Fees and Charges	\$29,000
Other Taxes	\$10,000	TOTAL FEES & CHARGES	\$155,000
TOTAL TAXES	\$128,000	TOTAL GENERAL REVENUE	\$283,000



NAHB

The Metro Area Impact of Home Building in a Typical Metro Area

Income, Jobs, and Taxes Generated

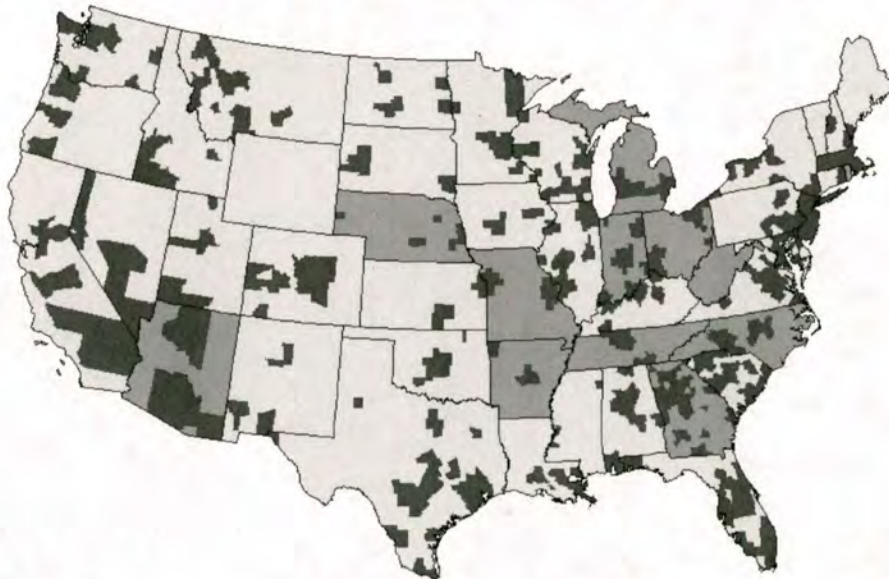
Background and a Brief Description of the Model Used to Estimate the Economic Benefits

The Housing Policy Department of the National Association of Home Builders (NAHB) maintains an economic model that it uses to estimate the local economic benefits of home building. Originally developed in 1996, the model was at first calibrated to a typical metropolitan area using national averages, but from the beginning was capable of being adapted to a specific local economy by replacing key housing market variables. The initial version of the model could be applied to single-family construction, multifamily construction, or a combination of the two.

In March of 1997, NAHB began customizing the model to various areas around the country on a routine basis, primarily at the request of its local affiliated associations. As of June 2009, the Housing Policy Department has produced over 600 of these customized reports analyzing residential construction in various metropolitan areas, non-metropolitan counties, and states across the country (see map below).

Areas Covered by NAHB Local Impact Studies

The darkest shading indicates studies that covered metro areas and non-metro counties; the somewhat lighter shading indicates studies that were produced for an entire state.



The reports have analyzed the impacts of specific housing projects, as well as total home building in areas as large as entire states. In 2002, NAHB developed new versions of the model to analyze active adult housing projects and multifamily development financed with the Low-Income Housing Tax Credit, then in 2005 a version of the model that analyzes remodeling.

Results from NAHB's local impact model have been used by outside organizations such as universities, state housing authorities and affordable housing agencies:

- The Shimborg Center for Affordable Housing at the University of Florida used results from the NAHB model to establish that "the real estate taxes paid year after year are the most obvious long-term economic benefit to the community. Probably the second most obvious long-term economic benefit is the purchases made by the family occupying the completed home." www.shimberg.ufl.edu/pdf/Newslett-June02.pdf

- The Louisville Affordable Housing Trust Fund (AHTF) used results from the NAHB model to determine the initial one-year impact and the ongoing annual effect that occurs when new homes are occupied. This analysis was performed to help justify the creation of a commission to oversee the newly established AHTF to insure that it works at “finding creative ways to create a sustainable and renewable fund to provide affordable housing opportunities throughout the Louisville community.”
www.openthedoorlouisville.org/housing-trust/economic-growth
- The Illinois Housing Development Authority used the NAHB model to determine that “the Authority’s new construction activity in single and multifamily housing....resulted in the creation of 4,256 full-time jobs in construction and construction-related industries.” The Authority also used the NAHB impact model to determine the federal, state and local taxes and fees generated from new construction and substantial rehabilitation activity.
www.ihda.org/admin/Upload/Files/94c0ecf7-a238-4be3-90bd-6043cfae81ea.pdf
- The Stardust Center at the Arizona State University used “the model used and developed by the NAHB to assess the immediate economic impacts of affordable housing” by phase including the construction effect, the construction ripple, and on-going impacts. This was done to show “that permanent, affordable and geographically accessible housing provides numerous benefits both to individual families and to the broader community.”
www.orangecountyfl.net/NR/rdonlyres/efo5wiffiqvqqgn2s35shus5i4lwdgqbcxpck2dddnds3msj5qs26ubzllsfl6s6rrwnmtkq4dypnjrdrdzei2llq5g/Socialeconomicimpacts.pdf
- The Center for Applied Economic Research at Montana State University used “results from an input-output model developed by the National Association of Home Builders to assess the impacts to local areas from new home construction.” The results show that “the construction industry contributes substantially to Montana’s economy accounting for 5.5 percent of Gross State Product.”
- The Housing Education and Research Center at Michigan State University also adopted the NAHB approach: “The underlying basis for supporting the implementation of this [NAHB] model on Michigan communities is that it provides quantifiable results that link new residential development with commercial and other forms of development therefore illustrating the overall economic effects of residential growth.”
- The Center for Economic Development at the University of Massachusetts found that “Home building generates substantial local economic activity, including income, jobs, and revenue for state and local governments. These far exceed the school costs-to-property-tax ratios. ...these factors were evaluated by means of a quantitative assessment of data from the National Association of Home Builder’s Local Impact of Home Building model.”
- Similarly, the Association of Oregon Community Development Organizations decided to base its analysis of affordable housing on the NAHB model, stating that “This model is widely respected and utilized in analyzing the economic impact of market rate housing development,” and that, compared to alternatives, it “is considered the most

comprehensive and is considered an improvement on most previous models.”
www.aocdo.org/docs/EcoDevoStudyFinal.pdf

- The Boone County Kentucky Planning Commission included results from the NAHB model in its 2005 Comprehensive Report. The Planning Commission used values from the impact model to quantify the increase in local income, taxes, revenue, jobs, and overall local economic impacts in the Metro Area as a result of new home construction.

The NAHB model is divided into three phases. Phases I and II are one-time effects. Phase I captures the effects that result directly from the construction activity itself and the local industries that contribute to it. Phase II captures the effects that occur as a result of the wages and profits from Phase I being spent in the local economy. Phase III is an ongoing, annual effect that includes property tax payments and the result of the completed unit being occupied.

**Phase I:
Local Industries
Involved in
Home Building**

The jobs, wages, and local taxes (including permit, utility connection, and impact fees) generated by the actual development, construction, and sale of the home. These jobs include on-site and off-site construction work as well as jobs generated in retail and wholesale sales of components, transportation to the site, and the professional services required to build a home and deliver it to its final customer.

**Phase II:
Ripple Effect**

The wages and profits for local area residents earned during the construction period are spent on other locally produced goods and services. This generates additional income for local residents, which is spent on still more locally produced goods and services, and so on. This continuing recycling of income back into the community is usually called a *multiplier* or *ripple* effect.

**Phase III:
Ongoing,
Annual Effect**

The local jobs, income, and taxes generated as a result of the home being occupied. A household moving into a new home generally spends about three-fifths of its income on goods and services sold in the local economy. A fraction of this will become income for local workers and local businesses proprietors. In a typical local area, the household will also pay 1.25 percent of its income to local governments in the form of taxes and user fees, and a fraction of this will become income for local government employees. This is the first step in another set of economic ripples that cause a permanent increase in the level of economic activity, jobs, wages, and local tax receipts.

Modeling a Local Economy

The model defines a local economy as a collection of industries and commodities. These are selected from the detailed benchmark input-output tables produced by the U.S. Bureau of Economic Analysis. The idea is to choose goods and services that would typically be produced, sold, and consumed within a local market area. Laundry services would qualify, for example, while automobile manufacturing would not. Both business-to-business and business-to-consumer transactions are considered. In general the model takes a conservative approach and retains a relatively small number of the available industries and commodities. Of the roughly 600 industries and commodities provided in the input-output files, the model uses only 87 commodities and 89 industries.

The design of the model implies that a local economy should include not only the places people live, but also the places where they work, shop, typically go for entertainment, etc. This corresponds reasonably well to the concepts of Metropolitan Statistical Areas and Metropolitan Divisions, areas defined by the U.S. Office of Management and Budget based on local commuting patterns. Outside of these officially defined metropolitan areas, NAHB has determined that a county will usually satisfy the model's requirements.

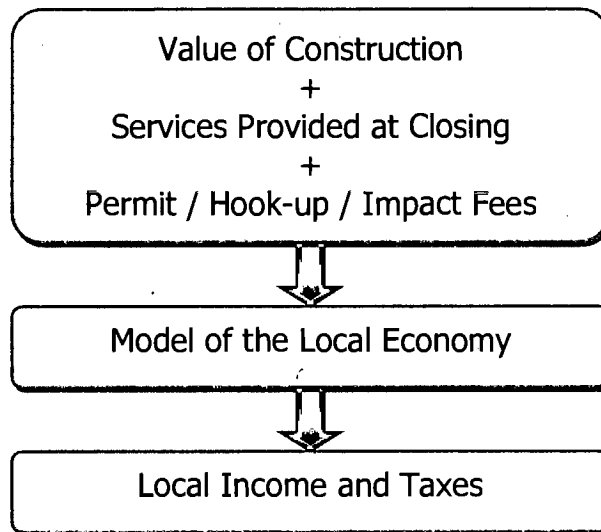
For a particular local area, the model adjusts the indirect business tax section of the national input-output accounts to account for the fiscal structure of local governments in the area. The information used to do this comes primarily from the U.S. Census Bureau's Census of Governments. Wages and salaries are extracted from the employee compensation section of the input-output accounts on an industry-by-industry basis. In order to relate wages and salaries to employment, the model incorporates data on local wages per job published by the Bureau of Economic Analysis.

Phase I: Construction

In order to estimate the local impacts generated by home building, it is necessary to know the sales price of the homes being built, how much raw land contributes to the final price, and how much the builder and developer pay to local area governments in the form of permit, utility connection, impact, and other fees. This information is not generally available from national sources and in most cases must be provided by representatives from the area in question who have specialized knowledge of local conditions.

The model subtracts raw land value from the price of new construction and converts the difference into local wages, salaries, business owners' income, and taxes. This is done separately for all 95 local industries. In addition, the taxes and fees collected by local governments during the construction phase generate wages and salaries for local government employees. Finally the number of full time jobs supported by the wages and salaries generated in each private local industry and the local government sector is estimated.

Summary of Phase I



Phase II: The Construction Ripple

Clearly, the local residents who earn income in Phase I will spend a share of it. Some of this will escape the local economy. A portion of the money used to buy a new car, for example, will become wages for autoworkers that are likely to live in another city, and increased profits for stockholders of an automobile manufacturing company who are also likely to live elsewhere. A portion of the spending, however, will remain within, and have an impact on, the local economy.

The car is likely to be purchased from a local dealer and generate income for a salesperson that lives in the area, as well for local workers who provide cleaning, maintenance, and other services to the dealership. Consumers also are likely to purchase many services locally, as well as to pay taxes and fees to local governments.

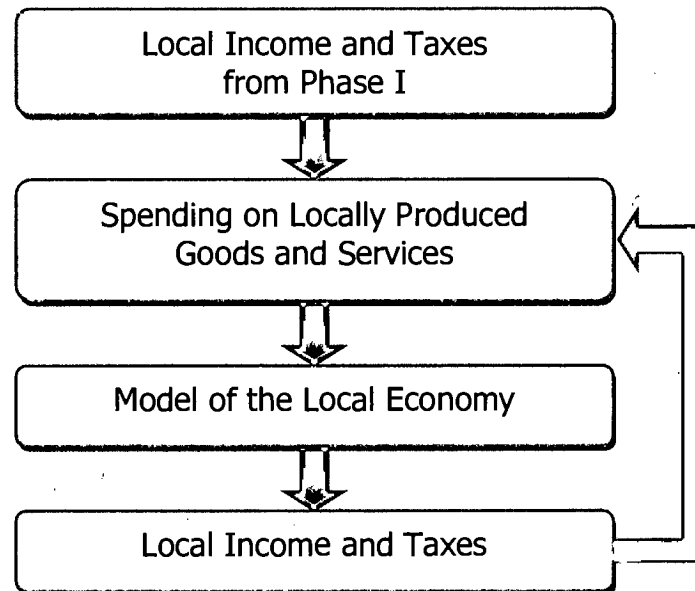
This implies that the income and taxes generated in Phase I become the input for additional economic impacts analyzed in what we call Phase II of the model. Phase II begins by estimating how much of the added income households spend on each of the local commodities.

This requires detailed analysis of data from the Consumer Expenditure (CE) Survey, which is conducted by the U.S. Bureau of Labor Statistics primarily for the purpose of determining the weights for the Consumer Price Index. The analysis produces household spending estimates for 55 local commodities. The remainder of the 87 local commodities enter the model only as business-to-business transactions.

The model then translates the estimated local spending into local business owners' income, wages and salaries, jobs, and taxes. This is essentially the same procedure applied to the homes sold to consumers in Phase I. In Phase II, however, the procedure is applied simultaneously to 56 locally produced and sold commodities.

In other words, the model converts the local income earned in Phase I into local spending, which then generates additional local income. But this in turn will lead to additional spending, which will generate more local income, leading to another round of spending, and so on. Calculating the end result of these economic is a straightforward exercise in mathematics.

Summary of Phase II



Phase III: The Ongoing Impacts

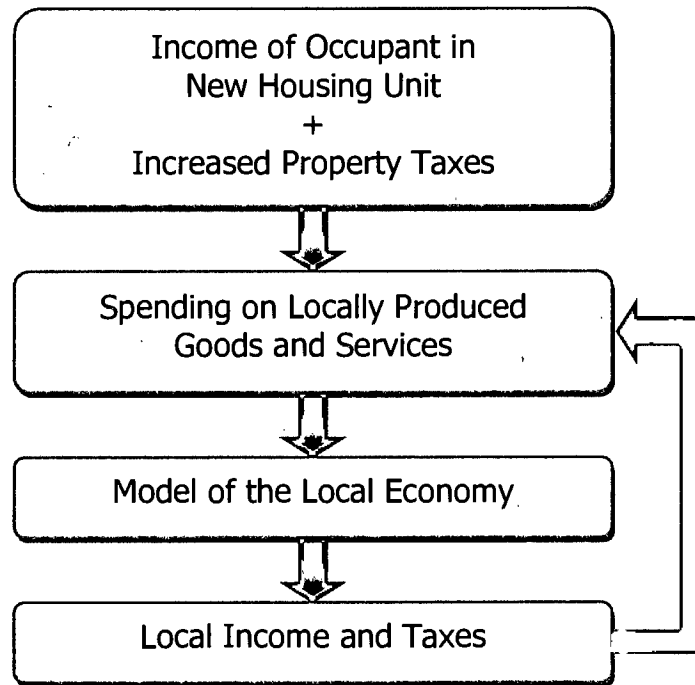
Like Phase II, Phase III involves computing the sum of successive ripples of economic activity. In Phase III, however, the first ripple is generated by the income and spending of a new household (along with the additional property taxes local governments collect as a result of the new structure). This does not necessarily imply that all new homes must be occupied by households moving in from outside the local area. It may be that an average new-home household moves into the newly constructed unit from elsewhere in the same local area, while average existing-home household moves in from outside to occupy the unit vacated by the first household. Alternatively, it may be that the new home allows the local area to retain a household that would otherwise move out of the area for lack of suitable housing.

In any of these cases, it is appropriate to treat a new, occupied housing unit as a net gain to the local economy of one household with average characteristics for a household that occupies a new home. This reasoning is often used, even if unconsciously, when it is assumed that a new home will be occupied by a household with average characteristics—for instance, an average number of children who will consume public education.

To estimate the impact of the net additional households, Phase III of the model requires an estimate of the income of the households occupying the new homes. The information used to compute this estimate comes from several sources, but primarily from an NAHB statistical model based on decennial census data. Phase III of the local impact model then estimates the fraction

of income these households spend on various local commodities. This is done with CE data and is similar to the procedure described under Phase II. The model also calculates the amount of local taxes the households pay each year. This is done with Census of Governments data except in the case of residential property taxes, which are treated separately, and for which specific information must usually be obtained from a local source. Finally, a total ripple effect is computed, using essentially the same procedure outlined above under Phase II.

Summary of Phase III



The details covered here provide a brief description of the model NAHB uses to estimate the local economic benefits of home building. For a more complete description, see the technical documentation at the end of the report. For additional information about the model, or questions about applying it to a particular local area, contact one of the following in NAHB's Housing Policy Department:

David Crowe, Chief Economist	(202) 266-8383, dcrowe@nahb.com
Paul Emrath, Assistant Staff Vice President	(202) 266-8449, pemrath@nahb.com
Elliot Eisenberg, Senior Economist	(202) 266-8398, eeisenberg@nahb.com



Local Impact of Home Building

**Technical Documentation for the
NAHB Model Used to Estimate
Income, Jobs, and Taxes**

Paul Emrath,
NAHB Housing Policy Department

June 2009

National Association of Home Builders
1201 15th Street, NW
Washington, DC 20005
202-266-8398

Technical Documentation for the NAHB Model Used to Estimate the Income, Jobs, and Taxes

The Housing Policy Department of the National Association of Home Builders (NAHB) maintains an economic model that it uses to estimate the local economic benefits of home building. The NAHB model is divided into three phases. Phases I and II are one-time effects. Phase I captures the effects that result directly from the construction activity itself and the local industries that contribute to it. Phase II captures the effects that occur as a result of the wages and profits from Phase I being spent in the local economy. Phase III is an ongoing, annual effect that includes property tax payments and the result of the completed unit being occupied.

The model can be customized to a to a specific local economy by replacing key housing market variables. This document explains describes the sources of data used and explains how the estimates are generated.

Modeling a Local Economy

In the NAHB model, a local economy is defined as a collection of industries and commodities, selected from the 2002 benchmark input-output accounts produced by the U.S. Bureau of Economic Analysis (BEA). In these accounts, definitions are based on North American Industry Classification System (NAICS). The most detailed, 6-digit NAICS codes are used in order to parse industries and commodities as precisely as possible in an attempt to include only business and consumer activities that are generally local in nature. As they are adapted by BEA, there are 426 industries in the 2002 benchmark accounts. A complete list can be found in BEA's detailed item output file: http://www.bea.gov/industry/io_benchmark.htm#2002data. The local economy as defined in the NAHB model retains the following 89 industries:

	NAICS	Detailed Industry Name
1	111400	Greenhouse and nursery production
2	212320	Sand, gravel, clay, and refractory mining
3	221100	Power generation and supply
4	221200	Natural gas distribution
5	221300	Water, sewage and other systems
6	230101	Nonresidential commercial and health care structures
7	230103	Other nonresidential structures
8	230201	Residential permanent site single- and multi-family structures
9	230202	Other residential structures (primarily dormitories, fraternity and sorority houses)
10	230301	Nonresidential maintenance and repair
11	230302	Residential maintenance and repair
12	323120	Support activities for printing
13	339950	Sign manufacturing
14	420000	Wholesale trade
15	485000	Transit and ground passenger transportation
16	492000	Couriers and messengers
17	493000	Warehousing and storage
18	4A0000	Retail trade

19	511110	Newspaper and publishers
20	515100	Radio and television broadcasting
21	515200	Cable and other subscription programming
22	517000	Telecommunications
23	519100	Other information services
24	518100	Internet service providers and web search portals
25	518200	Data processing, hosting, and related services
26	522A00	Nondepository credit intermediation and related activities
27	523000	Securities, commodity contracts, investments
28	524200	Insurance agencies, brokerages, and related services
29	525000	Funds, trust, and other financial vehicles
30	52A000	Monetary authorities and depository credit intermediation
31	531000	Real estate
32	532100	Automotive equipment rental and leasing
33	532230	Video tape and disc rental
34	532400	Machinery and equipment rental and leasing
35	532A00	General and consumer goods rental except video tapes and discs
36	533000	Lessors of nonfinancial intangible assets
37	541100	Legal services
38	541200	Accounting and bookkeeping services
39	541300	Architectural and engineering services
40	541400	Specialized design services
41	541511	Custom computer programming services
42	541512	Computer systems design services
43	54151A	Other computer related services, including facilities management
44	541800	Advertising and related services
45	541920	Photographic services
46	541940	Veterinary services
47	5419A0	All other miscellaneous professional and technical services
48	561100	Office administrative services
49	561200	Facilities support services
50	561300	Employment services
51	561400	Business support services
52	561600	Investigation and security services
53	561700	Services to buildings and dwellings
54	561900	Other support services
55	562000	Waste management and remediation services
56	611100	Elementary and secondary schools
57	611B00	Other educational services
58	621600	Home health care services
59	621A00	Offices of physicians, dentists, and other health practitioners
60	621B00	Other ambulatory health care services
61	622000	Hospitals
62	623000	Nursing and residential care facilities
63	624400	Child day care services
64	624A00	Individual and family services
65	624200	Community food, housing, and other relief services
66	711100	Performing arts companies
67	711200	Spectator sports

68	712000	Museums, historical sites, zoos, and parks
69	713940	Fitness and recreational sports centers
70	713950	Bowling centers
71	713A00	Amusement parks, arcades, and gambling industries
72	713B00	Other amusement and recreation industries
73	722000	Food services and drinking places
74	811192	Car washes
75	8111A0	Automotive repair and maintenance, except car washes
76	811200	Electronic equipment repair and maintenance
77	811300	Commercial machinery repair and maintenance
78	811400	Household goods repair and maintenance
79	812100	Personal care services
80	812200	Death care services
81	812300	Dry-cleaning and laundry services
82	812900	Other personal services
83	813100	Religious organizations
84	813A00	Grant making and giving and social advocacy organizations
85	813B00	Civic, social, professional and similar organizations
86	S00201	State and local government passenger transit
87	S00202	State and local government electric service
88	S00203	Other state and local government enterprises
89	S00500	General government industry

In contrast to the classification system used in some previous years, single-family and multifamily construction are combined into a single category. The Census Bureau maintains a description of what is included in each NAICS industry on its web site: <http://www.census.gov/cgi-bin/sssd/naics/naicsrch?chart=2002>. In BEA's system of input-output accounts, commodities generally conform to industry definitions. However, BEA does not include separate commodities for "state and local government passenger transit" or "state and local government electric service" (these commodities show up as passenger transit and electric service, irrespective of which industry produces them), so the local economy as defined in the NAHB model consists of 89 industries and 87 commodities.

This list includes trade, construction, and a number of industries under the general categories of finance, transportation, and services—but excludes virtually all manufacturing, mining, and agriculture, on the grounds that markets for manufactured products are at least regional—if not national or international—in nature.

The exclusion of many industries is a distinguishing feature of the NAHB local impact model and is consistent with the overall intent of the model: to analyze the impact of locating a housing unit and the household that occupies it in one place rather than another. From this perspective, a house built in Seattle, Washington should not cause additional airplanes to be built or additional software to be produced, even though the occupants of a home built in Seattle may use software produced in Seattle and travel on planes built in Seattle. Because these households would be likely to use these products the same way even if they lived in some other metropolitan area, use of these products is not a function of the home's location and. Hence, industries like software publishing and aircraft manufacturing are excluded from the model.

Based on the industries and commodities described above, a “total local requirements” matrix is constructed that shows the total output required from each of the local industries to produce \$1 of each local commodities.

To illustrate the derivation of this matrix, let

- c = an 87-element column vector of commodity outputs
- g = an 89-element column vector of industry outputs
- V = an 87×89 subset of the benchmark make table that shows how much of each commodity is produced by each industry
- h = an 89-element column vector showing how much scrap is produced by each industry
- U = a 89×87 subset of the benchmark use table that shows how much of each commodity used as an input by each industry. Coefficients for the wholesale trade commodity are set to zero, assuming that these transactions are often non-local in nature. The wholesale trade industry produces a considerable amount of the retail trade commodity. The effect of this is to retain retail trade in the model, irrespective of which industry produces it, but to exclude wholesale trade activities.

The following matrices can then be defined through standard input-output algebra:

$B = U \hat{g}^{-1}$ the direct requirements matrix, showing the amount of each commodity needed as a direct input to produce \$1 of each industry’s output. (The symbol $\hat{}$ indicates a matrix created from a vector by placing the vector’s elements on the matrix diagonal.) This is simply the use table scaled by industry output.

$j = \hat{g}^{-1} h$ a vector showing scrap as a fraction of each industry’s output. Many of the elements of this vector are zero in the NAHB local impact model, which excludes most of the manufacturing sector.

$D = V \hat{c}^{-1}$ an 87×89 market share matrix, or the make table scaled by commodity output. D shows the fraction of each commodity (excluding scrap) produced by each industry.

$F = (I-j)^{-1} D$ an 87×89 matrix showing, for \$1 worth of each commodity, the fraction produced by each industry. In short, F is D adjusted for scrap. F is often called a transformation matrix, because it can be used to transform commodities into the output of industries and vice versa.

$$\text{Total Local Requirements} = F(I-BF)^{-1}$$

The total local requirements matrix translates local commodities into the output of local industries. The NAHB model is designed to capture only a fraction of the output: the fraction

that becomes either income for local households or revenue for local governments. These fractions are estimated from a combination of value added components of the input-output tables, plus information taken from other BEA industry accounts. In the BEA accounts, the final price of a commodity is the sum of intermediate outputs plus value added by the industry. Retaining only the value added in each industry from a total requirements matrix avoids double counting and constrains the impact of selling a local commodity to be no more than the total price paid for the commodity.

The input-output accounts decompose value added into three components: compensation of employees, taxes on production and imports, and gross operating surplus. Other BEA industry accounts provide some additional on each component. The following table summarizes the information taken from these accounts that is used to help define a local economy.

	Wages & Salaries per Dollar of Employee Compensation	Wages & Salaries per Full-Time job Equivalents	Other Corporate as a % of Gross Operating Surplus	Other Non-Corp. as a % of Gross Operating Surplus
Farms	86.3%	32,330	27.8%	72.2%
Mining, except oil and gas	77.9%	61,399	62.7%	15.0%
Utilities	70.8%	81,471	71.3%	26.1%
Construction	82.6%	47,736	38.4%	59.9%
Miscellaneous manufacturing	69.9%	49,708	46.0%	52.1%
Wholesale trade	84.3%	61,935	81.4%	15.8%
Retail trade	85.0%	30,328	69.2%	27.3%
Transit and ground passenger transportation	81.1%	27,492	69.8%	26.4%
Other transportation and support activities	80.1%	44,802	57.5%	39.1%
Warehousing and storage	83.7%	39,941	83.3%	15.9%
Publishing industries	81.4%	75,687	80.8%	17.5%
Broadcasting and telecommunications	80.3%	69,858	68.3%	30.2%
Information and data processing services	86.3%	82,011	58.4%	39.8%
Federal Reserve banks, credit intermediation	82.9%	62,017	92.7%	3.8%
Securities, commodity contracts and investments	87.9%	212,191	73.5%	2.6%
Insurance carriers and related activities	82.0%	68,694	86.0%	14.0%
Funds, trusts and other financial vehicles	53.2%	95,698	95.8%	0.0%
Real estate	86.3%	49,838	3.2%	74.9%
Rental leasing services & lessors of intangible assets	85.1%	42,238	64.0%	33.8%
Legal services	86.4%	79,707	19.5%	78.7%
Computer systems design and related services	86.4%	92,108	4.7%	90.8%
Misc. professional, scientific, and technical services	86.1%	69,177	26.1%	72.5%
Administrative and support services	86.2%	32,067	44.8%	52.8%
Waste management and remediation services	85.2%	52,043	75.0%	22.8%
Educational services	86.9%	36,521	53.5%	40.9%
Ambulatory health care services	85.3%	56,174	40.8%	56.7%
Hospitals and nursing and residential care facilities	84.0%	42,062	36.7%	40.4%
Social assistance	87.1%	24,800	42.0%	53.7%
Performing arts, spectator sports, museums	83.5%	73,462	32.0%	66.7%
Amusements, gambling and recreation industries	86.4%	26,113	49.1%	49.4%
Food services and drinking places	86.4%	19,492	68.1%	30.3%
Other services, except government	87.2%	31,983	29.9%	63.6%
State and local general government	76.0%	48,175	NA	NA
State and local government enterprises	77.1%	52,160	NA	NA

In the NAHB model, local income is derived from two of the value-added components: compensation of employees and gross operating surplus, using other information from BEA industry accounts.

Due primarily to data limitations BEA, ratios from the relatively broad categories in the above table are sometimes applied to more narrowly defined local industries. For example, ratios for the broad categories "farms" and "mining" are each applied to a single, more narrowly defined local industry—"greenhouse and nursery production" and "sand, gravel, clay, and refractory mining," respectively.

The estimates of local income in the NAHB model exclude most corporate profits, based on the rationale that ownership of most corporations is national or international in scope. Even if a household living in Cleveland buys a product manufactured by a corporation located in Cleveland, profits derived from the sale are likely to be distributed to shareholders living in other locations.

The model makes an exception to this general rule for subchapter S corporations. S corporations tend to be smaller and more local and in this regard tend to resemble partnerships more than C corporations. S corporations also tend to be relatively common in particular industries, such as residential construction. The Internal Revenue Service (IRS) provides information on business receipts by form of business and industry (<http://www.irs.gov/taxstats/bustaxstats/article/0,,id=152029,00.html>) and this is used to decompose corporate profits into profits for S-corporations and C-corporations. The IRS tables provide relatively limited industry detail, so again percentages for a broadly defined industry are often applied to several of the more precisely defined 6-digit NAICS industries. The S-corporation profits by industry are then included as part of local income.

Local government revenue is estimated as a function of both local income and taxes on production and imports by industry. Across the country as a whole, BEA's national accounts show that taxes on production and imports collected by local governments (which consist largely of sales taxes) account for 36.1 percent of all TOPI (86.2 percent, for state and local governments are combined), and that the average effective state and local corporate income tax rate is 6.35 percent.

Up to this point, the local economy has been defined based on a technology that is location invariant. The fiscal structure of local governments is known to vary considerably across the country, however. At the stage, the model employs data from the most recent Census of Governments (<http://www.census.gov/govs/www/qid2002.html>). Census of Governments data are available for each of the roughly 87,000 units of government in the U.S., and these data can be used to customize the structure of local government finances to a particular area.

Aggregating personal taxes and fees over all local (or state and local) governments in the U.S. shows that these taxes and fees sum to 1.031 (4.466) percent of personal income. The NAHB model uses three local (or state and local) factors based on aggregate revenues divided by personal income, and the ratio of these measures for the area in question to the U.S. as a whole.

For a specific area,

Personal taxes =

$$1.0317\% \text{ (or } 4.446\%) \times \text{Local Personal Income} \times \text{Local Factor 1}$$

Business taxes =

$$36.1\% \text{ (or } 86.2\%) \times \text{TOPI in Local Industries} \times \text{Local Factor 2} + \\ 6.35\% \times \text{Corporate Profits in Local Industries} \times \text{Local Factor 3}$$

where the three local factors are derived on a case by case basis from data in the most recent Census of Governments. These factors are applied to value added in each local industry. This preserves the industry detail in the input-output accounts while customizing the analysis to a local area by using data from the Census of Governments, which is a distinguishing feature of the NAHB local impact model.

In the case of corporate profits in local industries for a particular metropolitan area or nonmetropolitan county, Local Factor 3 will usually be zero. Very few local governments impose a tax on corporate profits, so this will usually have an impact only when the model is applied to an entire state.

Phase I: Construction

As shown diagrammatically in "Background and a Brief Description of the Model Used to Estimate the Economic Benefits", Phase I of the model feeds the dollar amount of construction and ancillary locally produced items into the income and tax matrices derived from the model total local requirements. Accounting for everything that goes into building a home and delivering it to its customer is more complicated than it may at first appear.

For one thing, the Census Bureau subtracts several items from construction value before providing the numbers to BEA for use in the input-output and related GDP accounts. On new homes built for sale, the Census Bureau subtracts 1.1 percent of the sales price for landscaping, 0.5 percent for appliances, 2.9 percent for realtor and brokers fees, and 2.7 percent for marketing and finance costs. There are equivalent subtractions for custom homes (i.e., homes where the builder functions as a general contractor for a home built on the customer's lot).

However, the landscaping and purchases of appliances and marketing/broker services associated with a newly built home clearly are attributable to the construction of the home. Phase I of the NAHB model therefore accounts for these items as separate purchases of the local construction, retail trade, and real estate industries. For retail trade, only the gross margin of appliance purchases are counted. Gross margins for different types of retailers are available from the Census Bureau's Annual Retail Trade Survey (<http://www.census.gov/svsd/www/artstbl.html>).

In addition, there are settlement or closing costs associated with transferring property from a builder to the ultimate owner. In a typical case, these costs are shared between buyers and

sellers. Construction value as defined in the input-output accounts includes closing costs if they are paid by the seller, but not the buyer. When the local impact model was first developed, NAHB verified these details with economists at BEA.

In order to estimate both closing costs as a fraction of the home's price and the share of these costs the buyer pays, the NAHB model uses national average data compiled by the U.S. Department of Housing and Urban Development.⁶ The share of settlement costs paid for by the buyer for loan origination and discount fees, title and private mortgage insurance, and legal fees are counted as output of the local depository credit intermediation, insurance, and legal services industries, respectively.

Another category of closing costs sometimes paid by the buyer is mortgage or deed transfer taxes. Phase I of the NAHB model does not automatically include an amount for transfer taxes. In most (but not all) instances, these taxes are imposed by state, rather than, local governments. To the extent that transfer taxes apply in a specific case, that information needs to be supplied by the local entity requesting the analysis.

If the local entity requesting an analysis provides information that sales taxes are imposed on construction material and supplies a local sales tax rate, the model captures these taxes as revenue generated for local governments assuming that materials account for 30 percent of the final price of a housing unit. The figure of 30 percent is taken from information reported in the April 2004 *Professional Builder*, which is generally consistent with results from construction cost surveys NAHB has conducted over the years.

Phase II: The Construction Ripple

Phase I of the model translates home building activity into income for local workers and business proprietors, and revenue for local governments. This output serves as the input for Phase II, as part of the local income generated will be spent, generating more income, generating more spending, and so on. These spending ripples damp and eventually converge to a limit, which is the ultimate ripple or multiplier effect.

To convert local income to local spending, the model requires information about local household spending tendencies. Detailed spending information at the household level is available from the Consumer Expenditure (CE) Survey, produced by the U.S. Bureau of Labor Statistics (BLS) primarily for the purpose of determining the weights for the Consumer Price Index (<http://www.bls.gov/cex/home.htm>)⁷

⁶ Report to Congress on the Need for Further Legislation in the Area of Real Estate Settlements, 1981, Exhibits II-1 and II-6.

⁷ Technically, in the Consumer Expenditure Survey, the unit of measurement is actually not a household, but a *Consumer Unit*, a group of individuals who live in the same house and make joint purchasing decisions. There may be more than one Consumer Unit in a household.

The CE consists of two different types of surveys: 1) an interview survey that collects data on monthly expenditures as well as information on income and household characteristics, and 2) a diary survey that collects data on weekly expenditures of frequently purchased items. These are two separate surveys, each designed individually with weights that aggregate to an estimate of total spending in the U.S. When it estimates aggregate measures of consumer spending, BLS combines results from the two different types of surveys in a manner it does not disclose in detail to the public.

The NAHB local impact model uses only data from the interview survey, primarily to avoid the need for arbitrary decisions about which spending items to take from which survey. Based on its CE interview survey, BLS produces a public use microdata set consisting of quarterly files with household characteristics (including income), another set of quarterly files a record of income and other characteristics for each member of the household, and a set of fifty-one annual "EXPN" files with detailed information about various categories of expenditures.

These detailed files allow NAHB to maintain a conservative approach and exclude spending on items that may often be purchased from a vendor outside the local area. For example, BLS collects information on spending while on trips and vacations away from home in a separate "TRV" EXPN file. The NAHB local impact model does not include any spending information at all from the TRV file. NAHB processes the information from the EXPN files along with information on household characteristics and income to estimate spending tendencies on 47 locally produced commodities, as shown in the following table:

Local Spending Extracted from the CE EXPN Files

	Local commodity	NAICS Code	EXPN File	Description of items included in local spending
1	Greenhouse and nursery production	111400	CRB	Costs of all items and services for planting shrubs or trees, or otherwise landscaping the ground of the housing unit in which the consumer unit lives.
2	Power generation and supply	221100	UTC	Electricity bills for the housing unit in which the consumer unit lives.
3	Natural gas distribution	221200	UTC	Gas bills for the housing unit in which the consumer unit lives.
4	Water, sewage and other systems	221300	UTC	Water and/or sewage bills for the housing unit in which the consumer unit lives.
5	New residential additions and alterations, nonfarm	230130	CRB	Costs of all items and services associated with building an addition to the house or a new structure including porch, garage or new wing; finishing a basement or an attic or enclosing a porch; remodeling one or more rooms; building outdoor patios, walks, fences, or other enclosures, driveways, or permanent swimming pools; or other improvements or repairs to the housing unit in which the consumer unit lives.

	Local commodity	NAICS Code	EXPN File	Description of items included in local spending
6	Maintenance and repair of farm and nonfarm residential structures	230310	CRB	Costs of all items and services associated with repairing outdoor patios, walks, fences, driveways, or permanent swimming pools; inside painting or papering; outside painting; plastering or paneling; plumbing or water heating installations and repairs; electrical work; heating or air-conditioning jobs; flooring repair or replacement; insulation; roofing, gutters, or downspouts; siding; installation, repair, or replacement of window panes, screens, storm doors, awnings, etc.; and masonry, brick or stucco work for the housing unit in which the consumer unit lives.
7	Transit and ground passenger transportation	485000	EDA	Amount paid for private bus transportation to elementary or high school for members of the consumer unit.
			XPB	Costs for taxis, limousine service, and public transportation, except while on a trip.
8	Retail trade	4A0000	APA	Purchases of major appliances \times 26.5% (gross margin for electronics and appliance stores) \times 81% (adjustment for loss of local sales to internet and mail order business).
			APB	Purchases of other households appliances and other selected items \times 26.5% (gross margin for electronics and appliance stores) \times 81% (adjustment for loss of local sales to internet and mail order business).
			FRA	Purchases of home furnishings \times 48.1% (gross margin for furniture and home furnishing stores) \times 81% (adjustment for loss of local sales to internet and mail order business).
			CLA	Purchases of clothing \times 47.9% (gross margin for clothing and clothing accessories stores) \times 81% (adjustment for loss of local sales to internet and mail order business).
			CLB	Purchases of infants' clothing, watches, jewelry, and hairpieces \times 47.9% (gross margin for clothing and clothing accessories stores) \times 81% (adjustment for loss of local sales to internet and mail order business).
			CLC	Purchases of sewing materials \times 47.9% (gross margin for clothing and clothing accessories stores) \times 81% (adjustment for loss of local sales to internet and mail order business).
			OVB	Purchases of automobiles, including down payment and payment of principle on loans \times 16.2% (gross margin for automobile dealers) \times 81% (adjustment for loss of local sales to internet and mail order business).
			VOT	Purchases of gasoline and other fuels and fluids used in vehicles \times 16.4% (gross margin for gasoline stations) \times 81% (adjustment for loss of local sales to internet and mail order business).
			IHB	Share of health insurance premiums, after broker/agent share is subtracted, used to purchase prescription drugs and durable medical equipment \times 30.8% (gross margin for health and personal care stores) \times 81% (adjustment for loss of local sales to internet and mail order business).

	Local commodity	NAICS Code	EXPN File	Description of items included in local spending
	Retail trade (cont)		IHC	Number of persons covered by Medicare times average Medicare benefits per Medicare enrollee times the share of Medicare benefits used to purchase prescription drugs, other nondurable medical products, and durable medical equipment × 30.8% (gross margin for health and personal care stores) × 81% (adjustment for loss of local sales to internet and mail order business).
			MDB	Direct purchases of glasses, hearing aids, prescription medication, convalescent equipment, or other medical equipment × 30.8% (gross margin for health and personal care stores) × 81% (adjustment for loss of local sales to internet and mail order business).
			EDA	Purchases of books or other equipment for elementary or high school for members of the consumer unit × 39.8% (gross margin for sporting goods, hobby, book and music stores) × 81% (adjustment for loss of local sales to internet and mail order business).
			ENT	Amount paid for CDs or audio tapes, photographic film, video cassettes or tapes or discs, and books, but not through a mail order club or subscription × 39.8% (gross margin for sporting goods, hobby, book and music stores) × 81% (adjustment for loss of local sales to internet and mail order business).
			MIS	Expenses for flowers, potted plants, pet supplies and medicines, toys, and games, and computer or video hardware, software, and accessories × 43.8% (gross margin for miscellaneous store retailers) × 81% (adjustment for loss of local sales to internet and mail order business).
			XPA	Expenditure for food and nonfood items at grocery stores, and for food and beverages from places other than grocery stores × 29.4% (gross margin for food and beverage stores).
			XPB	Expenditures for cigarettes and other tobacco products × 31.4% (gross margin for all retailers excluding motor vehicle and parts dealers) × 81% (adjustment for loss of local sales to internet and mail order business).
9	Newspaper and publishers	511110	ENT	Expenses for newspapers and other periodicals not through a subscription.
10	Cable networks and program distribution	513200	UTI	Expenses for cable TV, satellite TV, and satellite radio services.
11	Telecommunications	513300	UTA	Telephone bills, irrespective of items included in service.
			UTP	Pre-paid phone card or public pay phone services.
12	Information services	514100	UTI	Expense for internet connection, excluding any away from home.
13	Nondepository credit intermediation and related activities	522A00	OVB	Interest payment on automobile loans.

	Local commodity	NAICS Code	EXPN File	Description of items included in local spending
14	Insurance agencies, brokerages, and other insurance related activities	524200	INB	Percent of premiums for all types of insurance other than health (percentage based on agent/brokers' share of industry).
			IHB	Percent of premiums for health insurance (percentage based on agent/brokers' share of industry).
15	Monetary authorities and depository credit intermediation	52A000	HEL	Interest paid on lump sum home equity loans, based only on the home in which the consumer unit lives.
			OPH	Interest paid on home equity lines of credit, based only on the home in which the consumer unit lives.
			OPI	Penalty charges on special or lump sum mortgage payment.
			XPB	Charges for safe deposit boxes, checking accounts, and other banking services.
16	Real estate	531000	RNT	Total rental payments for the housing unit in which the consumer unit lives.
			OPI	ground or land rent, portion of condo fee for management services, special payments for property management services--all of these only for the property in which the consumer unit lives.
17	Automotive equipment rental and leasing	532100	RTV	Expenses for renting vehicles.
			LSD	Expenses for leasing vehicles.
18	Video tape and disc rental	532230	ENT	Amount paid for rental of video cassettes, tapes, or discs.
19	General and consumer goods rental except video tapes and discs	532A00	APA	Expenses for renting major appliances.
			APB	Expenses for renting other household appliances and selected items.
			FRB	Expenses for renting furniture.
			CLD	Expenses for renting clothing.
			MDB	Expenses for renting convalescent or other medical equipment.
20	Legal services	541100	MIS	Expenses for services of lawyers or other legal professionals.
21	Accounting and bookkeeping services	541200	MIS	Accounting fees.
22	Photographic services	541920	ENT	Amount paid for film processing or printing digital photographs.
			MIS	Amount paid for professional photography fees.
23	Veterinary services	541940	MIS	Veterinarian expenses for pets.
24	Investigation and security services	561600	MIS	Home security service fees.
25	Services to buildings and dwellings	561700	APA	Charges for installing major appliances.
			EQB	Costs for pest control or repairing and servicing heating and air conditioning equipment.
			MIS	Other home services and small repair jobs around the house.
26	Waste management and remediation services	562000	UTC	Trash/garbage collection bills for the housing unit in which the consumer unit lives.

	Local commodity	NAICS Code	EXPN File	Description of items included in local spending
27	Elementary and secondary schools	611100	EDA	Tuition and other expenses for elementary or high school for members of the consumer unit.
28	Home health care services	621600	IHB	Share of health insurance premiums, after broker/agent share is subtracted, used to pay for home health care.
			IHC	Number of persons covered by Medicare times average Medicare benefits per Medicare enrollee times the share of Medicare benefits used to pay for home health care.
29	Offices of physicians, dentists, and other health practitioners	621A00	IHB	Share of health insurance premiums, after broker/agent share is subtracted, used to pay for physician, clinical, and dental services.
			IHC	Number of persons covered by Medicare times average Medicare benefits per Medicare enrollee times the share of Medicare benefits used to pay for physician, clinical, and dental services.
			MDB	Direct payments for eye care, dental care, or physician services.
30	Other ambulatory health care services	621B00	IHB	Share of health insurance premiums, after broker/agent share is subtracted, used to pay for other professional services.
			IHC	Number of persons covered by Medicare times average Medicare benefits per Medicare enrollee times the share of Medicare benefits used to pay for other professional services.
			MDB	direct payments for services by medical professionals other than physicians, lab tests, and other medical care.
31	Hospitals	622000	IHB	Share of health insurance premiums, after broker/agent share is subtracted, used to pay for hospital care.
			IHC	Number of persons covered by Medicare times average Medicare benefits per Medicare enrollee times the share of Medicare benefits used to pay for hospital care.
			MDB	Direct payments for hospital rooms or services.
32	Nursing and residential care facilities	623000	IHB	Share of health insurance premiums, after broker/agent share is subtracted, used to pay for nursing home care.
			IHC	Number of persons covered by Medicare times average Medicare benefits per Medicare enrollee times the share of Medicare benefits used to pay for nursing home care.
			MDB	Direct payments for care in convalescent of nursing home.
33	Child day care services	624400	EDA	Expenses for nursery school or child day care centers for members of the consumer unit.
			MIS	Expenses for babysitting, nanny services, or child care in the consumer unit's or someone else's home.
34	Performing arts companies	711100	SUB	Theater or concert season tickets.
			ENT	Single admissions to movies, theaters, and concerts.
35	Spectator sports	711200	SUB	Season tickets to sporting events.
			ENT	Single admissions to spectator sporting events

	Local commodity	NAICS Code	EXPN File	Description of items included in local spending
36	Fitness and recreational sports centers	713940	EDA	Recreational lessons and instruction for members of the consumer unit.
			SUB	Expenses for membership in golf courses, country clubs, health clubs, fitness centers, or other sports and recreational organizations.
			ENT	Fees for participating in sports.
37	Other amusement, gambling, and recreation industries	713A00	MIS	Expenses for lotteries and games of chance.
38	Food services and drinking places	722000	XPA	Expenditures for food and beverages at restaurants, cafeterias, cafes, drive-ins, etc.
39	Automotive repair and maintenance, except car washes	8111A0	VEQ	Expenses for vehicle maintenance and repair.
			VOT	Expenses for towing and automobile repair service policies.
40	Electronic equipment repair and maintenance	811200	EQB	Cost for repairs and services related to computers.
41	Household goods repair and maintenance	811400	EQB	Costs for repairing or servicing appliances, tools, sound, video, photographic, sports, and lawn and garden equipment; or repairing computer-related equipment.
			FRB	Costs for repairing furniture.
			CLD	Costs for repairing or altering clothing and accessories, or repairing watches or jewelry.
42	Personal care services	812100	IHC	Number of persons covered by Medicare times average Medicare benefits per Medicare enrollee times the share of Medicare benefits used to pay for other personal care services.
			MIS	Expenses for adult day care centers, and home care for invalids, convalescents, handicapped, or elderly persons.
43	Death care services	812200	MIS	Expenses for funerals, burials, cremation, and purchase and upkeep of cemetery lots or vaults.
44	Dry cleaning and laundry services	812300	XPB	Expenses for clothing and other items sent to drycleaners and laundry, as well as coin operated dry cleaning and laundry machines.
45	Other personal services	812900	CLD	Costs of clothing storage services.
			VOT	Fees for vehicle parking, boat docking and plane landing.
			MIS	Catering and pet services.
			XPB	Expenses for haircuts, hair styling, manicures, massages, and other salon services.
46	Religious organizations	813100	CNT	Contributions to religious organizations.
47	Civic, social, professional and similar organizations	813B00	SUB	Expenses for membership in civic, service, or fraternal organizations.

For the items included in retail sales, only the gross margins are included, and in most cases a further adjustment is made to account for loss of local sales to internet and mail order business. The fraction is based on the *Report on Sales Taxes* produced by the Government Accountability Office (GAO) in June of 2000 (GAO/GGD/OCE-00-165). Using numbers from Marketing

Logistics, GAO estimated that business-to-consumer remote sales in 2000 were 186 to 278 billion. A subsequent GAO update found no need to revise the analysis (March 28, 2002 press release). NAHB applied this sales loss estimate to personal consumption expenditures on durable and non durable goods from the GDP accounts in order to derive the factor used to deflate purchases and account for business local retailers lose due to remote sales through media such as the internet.

Insurance payments are separated into a share going to brokers and agents and the insurance companies, based on the proportional share of revenue reported in the latest Economic Census (http://www.census.gov/econ/census02/data/us/US000_52.HTM). The share going to brokers and agents is counted as local income. However, it is also assumed that the share going to insurance companies comes back in some cases as these companies pay medical costs for policy holders that go to health care providers in the local area. This is estimated using "Personal Health Care Expenditures by object & Source of Payment" reported by the Census Bureau in the *Statistical Abstract of the United States* (Table 128 in the 2008 Abstract).

A similar calculation is made for expenses covered by Medicare. The CE data include the number of household members covered by Medicare. Payments made by Medicare to local health care providers are estimated using statistics on "Medicare Benefits by Types of Provider," "Medicare Enrollees," and "Medicare Disbursements by Type of Beneficiary" (Tables 134, 136 and 137, respectively in the 2008 *Statistical Abstract of the United States*)

The consumer spending variables used in the model are all in the form of average propensities to consume—that is, average fractions of before-tax income spent on various items. As shown in the table above, The EXPN files generate local consumer spending estimates for 47 of the first 85 local commodities listed on pages 2 and 3. The others enter the model only through local business-to-business transactions in the local total requirements matrix.

To this, the local impact model adds seven categories of local commodities produced by local government enterprises:

- 1 Local government electric service
- 2 Local government natural gas distribution
- 3 Local government water & sewerage
- 4 Local government passenger transit
- 5 Local government liquor stores
- 6 Local government sanitary services
- 7 Local government hospitals

The introduction of these commodities does not increase total local spending. Instead, as each of these seven commodities has a corresponding commodity produced by private sector industry, the local impact model allocates consumption spending between the publicly produced and privately produced commodities based on information from the Census of Governments. This enables the model to be consistent with both national household consumption patterns and revenue collected by all government enterprises in a particular local area.

To this is added one other local commodity, general government, to account for tax and fee payments (computed in Phase II primarily from BEA personal income estimates and Census of Governments revenue data).

The results can be collected in a matrix 2×55 matrix, A :

$$A = \begin{bmatrix} a_1 & a_2 & a_3 & \dots & a_{54} & 0 \\ 0 & 0 & 0 & \dots & 0 & 1 \end{bmatrix}$$

The elements in the first row of A show the average fraction of income spent on each of the 54 local commodities (including those produced by local government enterprises such as publicly owned utilities or hospitals). The "0"s and "1" in the second row indicates that no taxes are spent directly by the household on any of the first 54 commodities; 100 percent is spent on the local general government commodity. This two-row structure is designed to align with the output from Phase I of the model, which comes in the form of before-tax local income and local tax estimates.

Several other matrices and vectors derived from the above concepts are needed to calculate the Phase II ripple or multiplier effect:

W : a 55×89 matrix that translates local commodities into local income,

G : a 55×89 matrix that translates local commodities into local government general revenue collected from persons, and

T : a 55×89 matrix that translates local commodities into local government general revenue collected from businesses

$$L = [W \quad G \quad T] \quad \text{therefore defines a } 55 \times 267 \text{ matrix}$$

x = a two element column vector containing local income and local taxes generated in Phase I

$$Y = \begin{bmatrix} i & 0 & 0 \\ 0 & i & 0 \\ 0 & 0 & i \end{bmatrix} \quad \text{a } 267 \times 3 \text{ matrix where } i \text{ is a 89-element unit column vector,}$$

$$Z = \begin{bmatrix} 1 & 0 \\ 0 & 1 \\ 0 & 1 \end{bmatrix}$$

In summary, x is the income and tax output from Phase 1, A translates income and taxes into spending on particular commodities, L translates the detailed commodity spending into income and taxes in each of 89 local industries, and Y and Z are technical devices for summing results.

Y collapses the components of a 267-element vector into a 3-element vector of income, personal taxes, and business taxes. Z converts a 3-element vector of this form into a 2-element income and tax vector.

The row vector defined as $x'A$ shows how much, in dollar terms, people who earn income during Phase I spend on each of the 55 local commodities, including local government.

The calculation $x'ALYZ$ produces a 2-element local income and local tax vector of the same form as x' . Postmultiplying a vector of this type by $ALYZ$ will always produce a similar, 2-element income and tax vector. Either by construction, or by checking that both eigenvalues are smaller than 1, it is possible to show that $ALYZ$ is a contracting matrix. This implies that the rounds below show successively smaller increments of income and taxes added to the local economy:

$$\begin{aligned}
 \text{Round 0: } & x' \\
 \text{Round 1: } & x' ALYZ \\
 \text{Round 2: } & x' ALYZ ALYZ \\
 \text{Round 3: } & x' ALYZ ALYZ ALYZ \\
 & \vdots \\
 & \vdots \\
 \text{Round } K: & x' \prod_{k=1}^K ALYZ
 \end{aligned}$$

The terms of this sequence can be summed in the usual manner to create an infinite series. Because $ALYZ$ is a contracting matrix, the result is a convergent series, the limit of which is

$$x' [I - ALYZ]^{-1}$$

This is the final multiplied effect on local income and local taxes at the end of Phase II. The factor $[I - ALYZ]^{-1}$ is a matrix version of the conventional Keynesian spending multiplier. Because x' is reported in Phase I, it is subtracted from the effect reported in Phase II.

For some purposes, especially estimating employment impacts, we are interested in tracking income in Phase II by industry. Calculations to accomplish this are based on the following sequence of 1×267 vectors:

$$\begin{aligned}
 \text{Round 1: } & x'AL \\
 \text{Round 2: } & x'ALYZAL \\
 & \vdots \\
 & \vdots \\
 \text{Round } K: & x'AL \prod_{k=1}^{K-1} YZAL
 \end{aligned}$$

Note that sequence begins with the spending vector $x'AL$ —that is, it excludes the income and taxes that have already been captured in Phase I. The limit of the series defined based on this sequence is

$$x'AL [I - YZAL]^{-1}$$

This is a 267-element row vector, the first 89 elements containing the final, multiplied effect on local income by industry generated during Phase II. As explained above, income by industry can be separated into business owners' income and wages and salaries, and the wages and salaries converted to full-time job equivalents.

From the standpoint of local governments, it may be desirable to track individual sources of revenue, such as particular fees and taxes. To facilitate this, it is useful to have a three element local income and local tax vector, where the tax revenue is decomposed into taxes collected from persons and taxes collected from businesses.

Consider the following sequence of such 3-element vectors:

$$\text{Round 1: } x'ALY$$

$$\text{Round 2: } x'ALY ZALY$$

⋮

$$\text{Round } K: x'ALY \prod_{k=1}^K ZALY$$

This sequence begins after *Round 0*, implicitly excluding income earned and taxes paid during Phase I. The limit of the infinite series defined by this sequence is

$$x'ALY [I - ZALY]^{-1}$$

This is the final, multiplied effect on local income, local government revenue collected from persons, and local government revenue collected from businesses in Phase II of the model. The tax structure for a particular local area, derived primarily from Census of Governments data as described above, can be applied to this result in order to decompose local government revenue into particular types of taxes and fees.

Phase III: The Ongoing Impacts

A distinguishing feature of the NAHB technique for estimating local impacts is the way it models characteristics and behavior of new housing unit occupants, depending on the particular type of unit being built. There are six basic variants of the NAHB model designed to accommodate different varieties of residential construction:

1. Generic Single-Family
2. Generic Multifamily
3. Active Adult
4. Family Low-Income Housing Tax Credit (LIHTC)
5. Elderly LIHTC
6. Remodeling

The remodeling version of the model does not in general incorporate ongoing impacts, so it requires no occupant income estimates. For the other five versions of the model, separate occupant income estimates are derived in a way that vary with location as well as with the type of units being built. The derivations are based on relationships between average income and standard variables that are typically available at the local level. The methods for establishing these relationships are summarized below.

Generic Single-Family. Regression of average income of home owners on area median family income and average value of the units using American Community Survey (ACS) microdata.

Generic Multifamily. Regression of average income of home owners on area median family income and average rent using ACS microdata.

Active Adult. Average income of movers into age-restricted owner occupied units and average income of all home buyers are computed from American Housing Survey (AHS) microdata the , and the ration of the two average incomes is formed/

Family LIHTC. Average incomes of all movers into rental units who have less than 60 percent of median family income for the U.S. as a whole, computed from CE data.

Elderly LIHTC. Average incomes of all elderly movers into rental units who have less than 60 percent of median family income for the U.S. as a whole, computed from CE data.

The ACS is the Census Bureau's replacement for the decennial Census long form (<http://www.census.gov/acs/www/>). The AHS, funded by the U.S. Department of Housing and Urban Development (HUD) and conducted by the Census Bureau, is the federal government's primary vehicle for collecting detailed information about housing units and their occupants at the national level (<http://www.huduser.org/datasets/ahs.html>).

The ratios and regression results listed above allow the model to be simultaneously customized to a particular area and a particular type of construction by inputting specific local information that is generally available. When customizing to a local area, median family income for that particular area is used. HUD produces median income estimates for all parts of the country in a timely fashion as part of the process it uses to establish income limits for various housing programs (<http://www.huduser.org/datasets/il.html>).

When it is necessary to translate rents into value or vice versa, a cap rate taken from the

Residential Finance Survey (<http://www.huduser.org/datasets/rfs.html>), also funded by HUD and conducted by the Census Bureau, is used.

In addition to average income, estimated spending tendencies for movers into each type of construction are needed. Separate spending vectors are estimated for each using household information available in the CE data. The table on the following page shows average local propensities to consume computed from the 2006 CE.

This modeling of average spending by different types of households soon after they move in is another distinguishing feature of the NAHB local impact model. In addition to the function they serve in the local model, average spending tendencies computed from CE data have also proven to be of interest for their implications at the national level.⁸

This modeling of average spending by different types of households soon after they move in is another distinguishing feature of the NAHB local impact model. In addition to the function they serve in the local model, average spending tendencies computed from CE data have also proven to be of interest for their implications at the national level.⁹

Compared to home buyers, renters tend to spend more of their incomes locally—partly due to the tendency of lower-income households to spend a greater fraction of their incomes on necessities, but also due to rental payments that go to a local owner, or owner employing a management company with a local presence. The equivalent housing expense for a home buyer would be a mortgage payment. Because mortgage payments typically are made to non-local owners of the mortgage through non-local servicers, they are excluded from the spending estimates in the NAHB local impact model.

Average propensities to spend on virtually all categories of local health care services are higher for households moving into construction designed for older residents (age-restricted active adult and elderly LIHTC).

As was described in Phase II, seven categories of commodities produced by local government enterprises are added to the model, and a share of local spending (which may be zero) is allocated to these enterprises instead of private producers based on revenues reported in the Census of Governments for each local government enterprises in the area.

Also as in Phase II, Census of Governments data are used to estimate most categories of tax and fee revenue generated for general (non-enterprise) governments in the area. The exemption is residential property taxes. Perhaps surprisingly, residential and non-residential property taxes are not reported separately. Moreover, some states have restriction on rate increases of other laws that tend to make property tax rates different on new construction. Particular developments (for example, those financed by the LIHTC program) may also be granted special forms of property tax relief.

⁸ See, for example, the October Special Study in *Housing Economics*: "Spending Patterns of Home Buyers." <http://www.nahb.org/generic.aspx?sectionID=734&genericContentID=106491&channelID=311>

⁹ See, for example, the October Special Study in *Housing Economics*: "Spending Patterns of Home Buyers." <http://www.nahb.org/generic.aspx?sectionID=734&genericContentID=106491&channelID=311>

Example of Average Local Spending Computed from CE Data

Output of industry purchased locally		All House-holds	New Home Buyers	New Multifamily Renters	Active Adult Buyers	New Family LIHTC	New Elderly LIHTC
1	Greenhouse and nursery production	0.157%	0.481%	0.000%	1.052%	0.002%	0.000%
2	Power generation and supply	2.998%	2.802%	0.014%	3.979%	0.014%	0.000%
3	Natural gas distribution	1.634%	1.266%	0.000%	1.609%	0.000%	0.000%
4	Water, sewage and other systems	0.701%	0.728%	0.000%	1.011%	0.000%	0.000%
5	Residential permanent site construction	2.095%	1.962%	1.699%	4.289%	0.003%	0.008%
6	Residential maintenance and repair	1.455%	1.218%	0.021%	2.752%	0.055%	0.048%
7	Transit and ground passenger transportation	0.225%	0.018%	0.100%	0.026%	0.795%	0.723%
8	Retail trade	12.321%	9.591%	13.058%	12.455%	17.559%	14.564%
9	Newspaper and publishers	0.050%	0.026%	0.021%	0.029%	0.103%	0.082%
10	Cable and other subscription programming	0.893%	0.589%	0.833%	0.998%	1.337%	1.336%
11	Telecommunications	3.956%	2.721%	3.156%	3.476%	5.937%	4.753%
12	Internet service providers and web search portals	0.149%	0.127%	0.209%	0.168%	0.191%	0.062%
13	Nondepository credit intermediation and related	0.621%	0.722%	0.566%	0.630%	0.565%	0.222%
14	Insurance agencies, brokerages, and related	0.473%	0.408%	0.364%	0.568%	0.389%	0.395%
15	Monetary authorities and depository credit	0.611%	0.804%	0.132%	0.941%	0.081%	0.059%
16	Real estate	8.088%	1.250%	23.185%	1.092%	34.079%	35.198%
17	Automotive equipment rental and leasing	1.021%	2.148%	0.250%	0.877%	0.195%	0.102%
18	Video tape and disc rental	0.090%	0.086%	0.147%	0.124%	0.129%	0.032%
19	General and consumer goods rental	0.042%	0.014%	0.004%	0.010%	0.074%	0.035%
20	Legal services	0.306%	0.161%	0.644%	0.191%	0.237%	0.001%
21	Accounting and bookkeeping services	0.124%	0.120%	0.096%	0.233%	0.178%	0.296%
22	Photographic services	0.076%	0.094%	0.050%	0.065%	0.073%	0.010%
23	Veterinary services	0.251%	0.191%	0.093%	0.250%	0.123%	0.170%
24	Investigation and security services	0.018%	0.036%	0.000%	0.050%	0.003%	0.001%
25	Services to buildings and dwellings	0.268%	0.295%	0.079%	0.575%	0.061%	0.100%
26	Waste management and remediation services	0.219%	0.247%	0.000%	0.323%	0.000%	0.000%
27	Elementary and secondary schools	0.232%	0.291%	0.043%	0.255%	0.291%	0.000%
28	Home health care services	0.619%	0.255%	0.310%	0.987%	1.047%	3.004%
29	Offices of physicians, dentists, etc.	3.440%	2.515%	3.049%	6.274%	4.172%	10.280%
30	Other ambulatory health care services	0.708%	0.540%	0.372%	1.154%	0.756%	1.876%
31	Hospitals	3.295%	2.125%	1.774%	6.774%	3.001%	9.707%
32	Nursing and residential care facilities	1.383%	0.539%	0.656%	2.098%	2.233%	6.421%
33	Child day care services	0.258%	0.395%	0.315%	0.044%	0.342%	0.000%
34	Performing arts companies	0.220%	0.184%	0.397%	0.225%	0.307%	0.118%
35	Spectator sports	0.084%	0.060%	0.145%	0.045%	0.114%	0.021%
36	Fitness and recreational sports centers	0.423%	0.617%	0.307%	1.136%	0.223%	0.215%
37	Other amusement and recreation industries	0.113%	0.064%	0.019%	0.159%	0.483%	0.862%
38	Food services and drinking places	3.777%	2.979%	4.791%	3.847%	5.381%	2.685%
39	Automotive repair and maintenance	1.690%	1.226%	1.478%	1.278%	1.950%	1.009%
40	Electronic equipment repair and maintenance	0.038%	0.035%	0.057%	0.066%	0.024%	0.053%
41	Household goods repair and maintenance	0.159%	0.138%	0.021%	0.305%	0.042%	0.053%
42	Personal care services	0.757%	0.367%	0.344%	1.520%	1.231%	3.574%
43	Death care services	0.233%	0.059%	0.000%	0.180%	0.055%	0.057%
44	Dry cleaning and laundry services	0.387%	0.119%	0.184%	0.123%	1.297%	1.035%
45	Other personal services	0.239%	0.163%	0.145%	0.286%	0.217%	0.053%
46	Religious organizations	0.828%	0.943%	0.668%	1.573%	0.630%	1.033%
47	Civic, social, professional and similar organizations	0.022%	0.005%	0.008%	0.008%	0.011%	0.024%

For these reasons, when customizing the local impact model to a specific area, information about property taxes on the units being built must be supplied by the entity requesting the analysis. Phase III of the model counts only property tax on the value of construction, assuming that the raw land would be taxed at the same rate if not developed.

Multifamily Phase III impacts are reduced to account for vacant units. By default, the single-family version of the model assumes that units are intended for owner-occupancy and have negligible vacancies. In the Census Bureau's Housing Vacancy Survey (HVS: <http://www.census.gov/hhes/www/housing/hvs/hvs.html>) homeowner vacancy rates are usually in the neighborhood of only one percent.

For multifamily units, the average multifamily rental annual vacancy rate over the prior decade, and average annual multifamily homeowner vacancy rate over the prior decade are used, depending on whether the units are condominiums or rental apartments. In other respects, Phase III treats condo buyers the same as single-family home buyers (the income and spending tendencies discussed above being based on buyers of owner-occupied housing units, irrespective of structure type).

Although vacancy rates are known to fluctuate, the model estimates annual ongoing impacts that are expected to persist for an extended period, so a long-term "natural" measure of vacancy rates is more appropriate for Phase III than a very current, possibly anomalous, number. The reduction for vacancies is applied to all Phase III multifamily impacts except for property taxes, which are assumed to be paid by the owner of the property, whether the units are occupied or not.

Local spending and taxes (including fees and charges paid to local government entities) generate income for local residents, and this income will be spent and recycled in the local economy, much as in Phase II of the model.

Let x_n denote the initial income and tax column vector for new home occupants, A_n denote the matrix formed from the consumption spending patterns of new home occupants, and otherwise maintain the notation used in Phase II of the model. Then consider the following sequence:

$$\text{Round 0: } x_n'$$

$$\text{Round 1: } x_n' A_n LYZ$$

$$\text{Round 2: } x_n' A_n LYZ ALYZ$$

$$\text{Round 3: } x_n' A_n LYZ ALYZ ALYZ$$

⋮

⋮

$$\text{Round } K: x_n' A_n LYZ \prod_{k=1}^K ALYZ$$

The sum of these terms forms an infinite series that converges to the limit

$$x_n' [I + (A_n - A)LYZ][I - ALYZ]^{-1}$$

When results are reported for Phase III the income earned by the occupants is subtracted from the final multiplied effect, so that only income generated for occupants of housing units already existing in the area is counted.

Note that, were new home occupants to spend the same fraction of their incomes on the various local commodities as average households, $A_n = A$ and the formula would simplify to

$$x_n' [I - ALYZ]^{-1}$$

The formula that produces a 267-element vector, the first 89 of which contain the added income by industry, for Phase III is

$$x_n' A_n L [I - YZAL]^{-1}$$

Again, the income in each industry can be disaggregated into business owners' income and wages and salaries, and the wages and salaries converted to full time jobs. These exclude any jobs filled by occupants of the new housing units.

The formula that produces a 3-element vector showing the final, multiplied effect on local income, local government general revenue from persons, and local general government revenue from business generated in Phase III is

$$x_n' A_n LY [I - ZALY]^{-1}$$

As in Phase II, the last two elements of the final 3-element vector can be disaggregated to show revenue generated by particular types of taxes, fees, and charges. The primary difference in Phase III is that the increase in residential property tax revenue (which is introduced into the model as a separate input independent of the Census of Government computations) needs to be subtracted before the decomposition procedure can be applied.

Final Notes

All of the matrix operations in the NAHB local impact model are performed using the O-Matrix package provided by Harmonic Software. The O-Matrix code used to generate Phase III impacts for single-family construction in 2005, and the code used to compute a local total requirements matrix the 1997 BEA input-output accounts are shown as examples of the use of the O-Matrix package on the Harmonic Software web site (<http://www.omatrix.com/userstories.html>).

The technical documentation on the NAHB model used to estimate the local income, jobs, and taxes generated by home building was prepared by Paul Emrath, Assistant Staff President of Housing Policy Research. For questions on the technical documentation, or on NAHB's impact of home building models in general, he may be contacted in NAHB's Housing Policy Department by phone at 202-266-8449, or by email at pemrath@nahb.com.

PROPOSED CHANGES

MAY 2, 2012

Exhibit 7



SENIOR - AGE RESTRICTED (50+)

PROPOSED SINGLE FAMILY LOTS
(MASTER BDRM DOWNSTAIRS)

SINGLE FAMILY LOTS

Mr. Kohloff,

Density as a generic topic has been a much talked about issue in our community. Due to the nature of tonight's meeting, I wanted to share with you my recollection of any ex-parte contact with residents regarding this new development.

I received an email from Doris Wehler, which you have a copy of, and I did not respond to her
i was part of the Metra tour with Councilor Goddard
I had lunch with Pat Johnson and Steve Gilmore several weeks ago and spoke about density in the generic sense and the topic of Brenchley could have come up as a contributing factor of our current density situation

I don't recall any other discussions specifically about Brenchley Estates that I have had, except with city staff regarding questions and dialogue about the proposal in front of Council, outside of these contacts. Regarding these specific contacts, I can report to you that I have not been biased by these or any other contact in my pursuit of judgment regarding the outcome of this resolution before us.

Scott Starr

*Rec'd 5/7/12
scs*

**Annual Effect on Local Business:
When Units are Occupied**

Impact of Building 100 Multifamily Units in a Typical Metro Area:

**NAHB Report 2009:
Impact Based on 100 units
1 year duration: see report*

Phase I & II: Construction Activity (1yr)	Brenchley Estates Phase I Jory Trail		Brenchley Estates Phase II The Grove	
	100 Units	324 Units	288 Units	Units
Local Income	\$ 7,889,000	\$ 25,560,360	\$ 22,720,320	
Local business Owners Income	\$ 2,300,800	\$ 7,454,592	\$ 6,626,304	
Local Wages and Salaries	\$ 5,587,900	\$ 18,104,796	\$ 16,093,152	
Local Taxes	\$ 826,800	\$ 2,678,832	\$ 2,381,184	
	\$ 16,604,500	\$ 53,798,580	\$ 47,820,960	

Phase III: Ongoing Annual Effect that Occurs When New Units are Occupied

Local Income	\$ 2,273,900	\$ 7,367,436	\$ 6,546,240
Local business Owners Income	\$ 972,400	\$ 3,150,576	\$ 2,800,512
Local Wages and Salaries	\$ 1,301,700	\$ 4,217,508	\$ 3,748,896
Local Taxes	\$ 395,000	\$ 1,279,800	\$ 1,137,600
	\$ 4,943,000	\$ 16,015,320	\$ 14,233,248

Perd 5/1/12 per

Impact of Building 100 Multifamily Units in a Typical Metro Area

Summary

Total One-Year Impact: Sum of Phase I and Phase II:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$7,889,000	\$2,300,800	\$5,587,900	\$826,800	122

Phase I: Direct and Indirect Impact of Construction Activity:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$5,317,500	\$1,450,500	\$3,866,700	\$501,800	80

Phase II: Induced (Ripple) Effect of Spending the Income and Taxes from Phase I:

Local Income	Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$2,571,500	\$850,300	\$1,721,200	\$325,000	42

Phase III: Ongoing, Annual Effect that Occurs When New Homes are Occupied:

Local Income	Local Business Owners' Income	Local Wages and Salaries	Local Taxes ¹	Local Jobs Supported
\$2,273,900	\$972,400	\$1,301,700	\$395,000	32

¹ The term local taxes is used as a shorthand for local government revenue from all sources: taxes, fees, fines, revenue from government-owned enterprises, etc.

*Rec'd 5/7/12
ack*

King, Sandy

From: Edmonds, Blaise
Sent: Monday, May 07, 2012 8:19 AM
To: King, Sandy
Subject: FW: Exhibits for Council Meeting:
Attachments: Scan001.pdf; Scan001.pdf; NAHB on local impact of home building.pdf; 2012 05 02 HEARING GRAPHIC PROPOSED CHANGES rev.pdf

Good morning Sandy, please include in the Council record for Brenchley estates - North and assign exhibit numbers.

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

-----Original Message-----

From: Clyde Holland [<mailto:Clyde@hollandpartners.net>]
Sent: Friday, May 04, 2012 6:02 PM
To: Neamtzu, Chris; Edmonds, Blaise
Cc: Tom Parsons; Brenner Daniels; Clyde Holland
Subject: FW: Exhibits for Council Meeting:

Chris and Blaze

Wow what a week this has been. I have been working with the equity and debt partners and have authorization to provide these to you. We are open to you presenting these at the workshop and we will be discussing them at the Council meetings Monday evening. We are approved for the age restriction and our position is we would like to build the 39 units as Senior units but if they really want to reduce the density we will support that decision.

If you could both please review these and if you see anything that should change please let us know. Brenner will be standing by Monday morning to change these up if need be.

Many Thanks Clyde

From: Terri Kehrli <tkehrli@hollandresidential.com<<mailto:tkehrli@hollandresidential.com>>>
To: Clyde Holland <clyde@hollandpartners.net<<mailto:clyde@hollandpartners.net>>>
Subject: Exhibits for Council Meeting:

King, Sandy

From: Edmonds, Blaise
Sent: Monday, May 07, 2012 11:39 AM
To: Joseph Bradford
Cc: Kohlhoff, Mike; Jacobson, Barbara; Neamtzu, Chris; King, Sandy; Jerry Offer (jerry.offer@otak.com)
Subject: RE: Exhibits for Council Meeting:

Hi Joseph, I would prefer not have the map because it would modify Panel B, Development Review Board's decision for the Stage I Preliminary Plan (Phasing, housing types - deletion of the 4-story building). Council is only looking at the Zone Map Amendment including density. Council is past the call-up procedure in the code to review Stage I. Depending on City legal opinion, Council may be able to remand Stage I back to the DRB to adjust Stage I to fit adjusted density and new phasing.

This would require another public hearing by the DRB. Again, if City legal feels it can be legally done separate Phase I for Lot 1 comprising the 288 apartments, community center, private park, public streets to allow building permits and public works permits for construction while a revised Stage I is reviewed by the DRB.

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

-----Original Message-----

From: Joseph Bradford [mailto:jbradford@hollandpartners.net]
Sent: Monday, May 07, 2012 11:08 AM
To: Edmonds, Blaise
Cc: Kohlhoff, Mike; Jacobson, Barbara; Neamtzu, Chris; King, Sandy; Jerry Offer (jerry.offer@otak.com)
Subject: RE: Exhibits for Council Meeting:

That is not our intent and we will submit a drawing that does not show that. We were simply trying to say that we are open to the phase II area being age restricted per Clyde's email.
I'll send over the revised exhibits together to be submitted to Council.

-----Original Message-----

From: Edmonds, Blaise [mailto:edmonds@ci.wilsonville.or.us]
Sent: Monday, May 07, 2012 11:01 AM
To: Joseph Bradford
Cc: Kohlhoff, Mike; Jacobson, Barbara; Neamtzu, Chris; King, Sandy; Jerry Offer (jerry.offer@otak.com)
Subject: FW: Exhibits for Council Meeting:

Hi Joseph, the map exhibit is still not correct as restricted housing is removing the southwest portion of the park. Unless this is your intent, staff would not support. The 56 pages of NAHB report, entered into the record even as background material must still be entered into the record as an exhibit. I am concerned Council may not have the time to read all of the information in the report before tonight's public hearing. This morning, Sandy King of Administration e-mailed the report, charts and map to Council. Hopefully Council will have time to read the material and not request the public hearing be continued.

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

-----Original Message-----

From: Joseph Bradford [mailto:jbradford@hollandpartners.net]
Sent: Monday, May 07, 2012 10:46 AM
To: Jerry Offer
Cc: Edmonds, Blaise
Subject: RE: Exhibits for Council Meeting:

Blaise,
Here are the two exhibits we should use.

Thanks,

joe

-----Original Message-----

From: Jerry Offer [mailto:jerry.offer@otak.com]
Sent: Monday, May 07, 2012 10:19 AM
To: Joseph Bradford
Cc: Edmonds, Blaise
Subject: FW: Exhibits for Council Meeting:

Joe,

As I mentioned to you, I noticed that the "Hearing Graphic Proposed Changes" (attached) shows senior age-restricted into the area of the private park where we have a playground, picnic table, and sport court proposed. Our drafter had just followed the mark-ups he had been provided. He is making a corrected hearing graphic exhibit which will need to be forwarded to Blaise. I am sorry I hadn't noticed this discrepancy earlier.

I will bring a board with the corrected exhibit on it to the meeting.

-----Original Message-----

From: Jerry Offer
Sent: Monday, May 07, 2012 9:40 AM
To: 'Joseph Bradford'
Subject: FW: Exhibits for Council Meeting:

-----Original Message-----

From: Edmonds, Blaise [mailto:edmonds@ci.wilsonville.or.us]
Sent: Monday, May 07, 2012 9:30 AM
To: Jerry Offer
Subject: FW: Exhibits for Council Meeting:

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

-----Original Message-----

From: Clyde Holland [mailto:Clyde@hollandpartners.net]
Sent: Friday, May 04, 2012 6:02 PM
To: Neamtzu, Chris; Edmonds, Blaise
Cc: Tom Parsons; Brenner Daniels; Clyde Holland
Subject: FW: Exhibits for Council Meeting:

Chris and Blaise

Wow what a week this has been. I have been working with the equity and debt partners and have authorization to provide these to you. We are open to you presenting these at the workshop and we will be discussing them at the Council meetings Monday evening. We are approved for the age restriction and our position is we would like to build the 39 units as Senior units but if they really want to reduce the density we will support that decision.

If you could both please review these and if you see anything that should change please let us know. Brenner will be standing by Monday morning to change these up if need be.

Many Thanks Clyde

From: Terri Kehrli
<tkehrli@hollandresidential.com<mailto:tkehrli@hollandresidential.com>>
To: Clyde Holland
<clyde@hollandpartners.net<mailto:clyde@hollandpartners.net>>
Subject: Exhibits for Council Meeting:

King, Sandy

From: Edmonds, Blaise
Sent: Monday, May 07, 2012 11:01 AM
To: jbradford@hollandpartners.net
Cc: Kohlhoff, Mike; Jacobson, Barbara; Neamtzu, Chris; King, Sandy; Jerry Offer (jerry.offer@otak.com)
Subject: FW: Exhibits for Council Meeting:
Attachments: 2012 05 02 HEARING GRAPHIC PROPOSED CHANGES rev.pdf; Effects on Wilsonville Projects.pdf

Hi Joseph, the map exhibit is still not correct as restricted housing is removing the southwest portion of the park. Unless this is your intent, staff would not support. The 56 pages of NAHB report, entered into the record even as background material must still be entered into the record as an exhibit. I am concerned Council may not have the time to read all of the information in the report before tonight's public hearing. This morning, Sandy King of Administration e-mailed the report, charts and map to Council. Hopefully Council will have time to read the material and not request the public hearing be continued.

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

-----Original Message-----

From: Joseph Bradford [<mailto:jbradford@hollandpartners.net>]
Sent: Monday, May 07, 2012 10:46 AM
To: Jerry Offer
Cc: Edmonds, Blaise
Subject: RE: Exhibits for Council Meeting:

Blaise,
Here are the two exhibits we should use.

Thanks,

joe

-----Original Message-----

From: Jerry Offer [<mailto:jerry.offer@otak.com>]
Sent: Monday, May 07, 2012 10:19 AM
To: Joseph Bradford
Cc: Edmonds, Blaise

Subject: FW: Exhibits for Council Meeting:

Joe,

As I mentioned to you, I noticed that the "Hearing Graphic Proposed Changes" (attached) shows senior age-restricted into the area of the private park where we have a playground, picnic table, and sport court proposed. Our drafter had just followed the mark-ups he had been provided. He is making a corrected hearing graphic exhibit which will need to be forwarded to Blaise. I am sorry I hadn't noticed this discrepancy earlier.

I will bring a board with the corrected exhibit on it to the meeting.

-----Original Message-----

From: Jerry Offer
Sent: Monday, May 07, 2012 9:40 AM
To: 'Joseph Bradford'
Subject: FW: Exhibits for Council Meeting:

-----Original Message-----

From: Edmonds, Blaise [<mailto:edmonds@ci.wilsonville.or.us>]
Sent: Monday, May 07, 2012 9:30 AM
To: Jerry Offer
Subject: FW: Exhibits for Council Meeting:

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

-----Original Message-----

From: Clyde Holland [<mailto:Clyde@hollandpartners.net>]
Sent: Friday, May 04, 2012 6:02 PM
To: Neamtzu, Chris; Edmonds, Blaise
Cc: Tom Parsons; Brenner Daniels; Clyde Holland
Subject: FW: Exhibits for Council Meeting:

Chris and Blaze

Wow what a week this has been. I have been working with the equity and debt partners and have authorization to provide these to you. We are open to you presenting these at the workshop and we will be discussing them at the Council meetings Monday evening. We are approved for the age restriction and our position is we would like to build the 39 units as Senior units but if they really want to reduce the density we will support that decision.

If you could both please review these and if you see anything that should change please let us know. Brenner will be standing by Monday morning to change these up if need be.

Many Thanks Clyde

From: Terri Kehrli
<tkehrli@hollandresidential.com<mailto:tkehrli@hollandresidential.com>>
To: Clyde Holland
<clyde@hollandpartners.net<mailto:clyde@hollandpartners.net>>
Subject: Exhibits for Council Meeting:

**Annual Effect on Local Business:
When Units are Occupied**

Impact of Building 100 Multifamily Units in a Typical Metro Area:

**NAHB Report 2009:
Impact Based on 100 units
1 year duration: see report*

Phase I & II: Construction Activity (1yr)	Brenchley Estates Phase I Jory Trail		Brenchley Estates Phase II The Grove			
	100	Units	324	Units	288	Units
Local Income	\$ 7,889,000		\$ 25,560,360		\$ 22,720,320	
Local business Owners Income	\$ 2,300,800		\$ 7,454,592		\$ 6,626,304	
Local Wages and Salaries	\$ 5,587,900		\$ 18,104,796		\$ 16,093,152	
Local Taxes	\$ 826,800		\$ 2,678,832		\$ 2,381,184	
	\$ 16,604,500		\$ 53,798,580		\$ 47,820,960	

Phase III: Ongoing Annual Effect that Occurs When New Units are Occupied

Local Income	\$ 2,273,900		\$ 7,367,436		\$ 6,548,832	
Local business Owners Income	\$ 972,400		\$ 3,150,576		\$ 2,800,512	
Local Wages and Salaries	\$ 1,301,700		\$ 4,217,508		\$ 3,748,896	
Local Taxes	\$ 395,000		\$ 1,279,800		\$ 1,137,600	
	\$ 4,943,000		\$ 16,015,320		\$ 14,235,840	

PROPOSED CHANGES

MAY 2, 2012



PROPOSED CHANGES

Ex. 7 revised
MAY 2, 2012





April 27th, 2012

Mayor Tim Knapp
CITY OF WILSONVILLE
29799 SW Town Center Loop E
Wilsonville, OR 97070

Dear Mayor Knapp:

On the morning of Thursday, April 26th 2012, Tualatin Valley Fire & Rescue Deputy Fire Marshal Jeffrey Lee was driving to an appointment when he discovered a car accident on Boeckman Road in Wilsonville. He found a male driver of a vehicle unconscious and unresponsive. The vehicle's doors were locked and Lee could not gain access to the patient.

Wilsonville Police Officers Josh Eagle and John Wildhaber responded to the call and arrived to find Lee and a group of bystanders attempting to enter the locked vehicle. Officer Wildhaber used his baton to break the car's window and worked with Lee to remove the gentleman from the car. He had no pulse and Officer Wildhaber and Lee immediately began to perform CPR. Officer Eagle grabbed the automated external defibrillator (AED) from his vehicle and properly applied the device to the patient's chest. Eagle, Wildhaber and Lee worked as a team performing CPR and using the AED to administer shocks to the patient until a fire engine arrived. These men were quick to respond and level-headed in this emergency medical situation.

The willingness of law enforcement officers to administer CPR or use an AED is a critical component of providing the best possible care for our citizens. On behalf of the firefighters who responded that morning and all Tualatin Valley Fire & Rescue staff, I express my sincere appreciation to officers Eagle and Wildhaber for their efforts. Additionally, I commend the Clackamas County Sheriff's Office for the provision of equipment and commitment to the training needed to partner with us in medical emergencies. This partnership is truly an undeniable benefit to the citizens of Wilsonville and Clackamas County.

Sincerely,

Michael R. Duyck
Fire Chief

MRD/bb

cc: Craig Roberts, Clackamas County Sheriff
Nick Watt, Wilsonville Police Chief
Brian Sherrard, TVF&R Division Chief, South Operations

*Rec'd 5/3/12
sek*

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

City Council Activities January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
Ordinance No. 700	LP08-0006 Stormwater Master Plan Update	RAPPOLD	Special Work Session January 31, 2012 February 23, 2012 Public Hearing: Ordinance No. 700 adopted

Planning Commission Activities January through March 2012			
Permit Number	Permit Description	Applicant/Staff	Hearing Date(s) / Actions
Open House	<ul style="list-style-type: none"> • Transportation System Update - Gaps and Deficiencies 	NEAMTZU	January 11
Work Session	<ul style="list-style-type: none"> • Sign Code Revisions 	PAULY	February 8
Work Sessions	<ul style="list-style-type: none"> • Water System Master Plan • Sign Code Modifications • Transportation System Update 	MENDE PAULY NEAMTZU	March 14

Committee for Citizen Involvement Activities January through March 2012		
Discussion Topics	Staff	Meeting Date(s) / Actions
<ul style="list-style-type: none"> • Communication Plan • Direction from Council on Priorities • City Council Goals - Review 	KNOLL & OTTENAD	March 14

Development Review Board Panel A Activities January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
DB11-0065	CLACKAMAS COMMUNITY COLLEGE Class 3 Site Design Review Install lighting for outdoor training lab.	CLACKAMAS COMMUNITY COLLEGE	February 13 Approved
DB12-0003	VILLAGE AT MAIN STREET/MATTRESS DISCOUNTERS Class 3 Master Sign Plan MSP Modification and Waiver 8639 SW MAIN ST	AINOR SIGN INC.	March 12 Approved

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Development Review Board Panel B Activities January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
DB12-0001	BULLOCK DENTAL Class 3 Signs - not MSP Tenant Sign 9415 SW WILSONVILLE RD	MEYER SIGN COMPANY OF OREGON I	January 23 Approved
DB12-0010	ENGELMAN PARK Class 3 Site Design Review DB12-0011 - Class 3, Type C, Tree Removal Plan 10245 SW WILSONVILLE RD	CITY OF WILSONVILLE	February 27 Approved
DB12-0012	BRENCHLEY ESTATES NORTH Quasijudicial-Zone Map Amendment DB12-0013 - Revised Stage I Preliminary Plan DB12-0014 - Class 3 Waiver DB12-0015 - Stage II Final Plan - Lot 1 DB12-0016 - Class 3 Site Design Review - Lot 1 DB12-0017 - Type C Tree Removal Plan DB12-0018 - Tentative Subdivision Plat 28375 SW PARKWAY AVE	BRENCHLEY ESTATES PARTNERS PHASE II Rep: Jerry Offer, OTAK	March 26 Approved Zone Map Amendment recommended to City Council; hearing scheduled for April 16

Pending City Council Activities Planning Projects Scheduled for Hearings / Work Sessions after March 30, 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
LP12-0001	<ul style="list-style-type: none"> • Sign Code Revisions 	NEAMTZU/PAULY	Work Session: May 7 Public Hearing: May 21
Work Session	<ul style="list-style-type: none"> • Draft TSP solutions - Joint work session with Planning Commission. 	Neamtzu	May 7
Work Sessions	<ul style="list-style-type: none"> • TSP • Brenchley Estates North Zone Map • Bicycle/Pedestrian/Emergency Bridge 	Neamtzu Edmonds Neamtzu	April 16
DB12-0012	BRENCHLEY ESTATES NORTH Quasijudicial-Zone Map Amendment DB12-0013 - Revised Stage I Preliminary Plan DB12-0014 - Class 3 Waiver DB12-0015 - Stage II Final Plan - Lot 1 DB12-0016 - Class 3 Site Design Review - Lot 1 DB12-0017 - Type C Tree Removal Plan DB12-0018 - Tentative Subdivision Plat 28375 SW PARKWAY AVE	BRENCHLEY ESTATES PARTNERS PHASE II Rep: Jerry Offer, OTAK	April 16
LP12-0002	<ul style="list-style-type: none"> • Water System Master Plan update 	Mende	Work Session TBD Public Hearing TBD

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Pending Planning Commission/CCI Activities Planning Projects Scheduled for Hearings / Work Sessions after March 30, 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
LP12-0001	<ul style="list-style-type: none"> • Sign Code Revisions 	NEAMTZU/PAULY	Public Hearing: April 11
Work Sessions	<ul style="list-style-type: none"> • Water Master Plan Update • Basalt Creek Transportation Planning • Community Survey 	MENDE	April 11
Joint Work Session	<ul style="list-style-type: none"> • TSP Update 	NEAMTZU	PC/City Council May 7
Open Houses	<ul style="list-style-type: none"> • Water Master Plan Update • TSP Update 	MENDE NEAMTZU	May 9 Tentative May/June
Work Sessions	<ul style="list-style-type: none"> • Water Master Plan Update • Basalt Creek Transportation Planning • Goal 9 Economic Opportunities Analysis • Economic Development Strategy • Discover Wilsonville 		May 9
LP12-0002	<ul style="list-style-type: none"> • Water Master Plan Update 	MENDE	Public Hearing: June 13
Work Sessions	<ul style="list-style-type: none"> • Port of Portland Large Lot Industrial Land Study • Basalt Creek Transportation Planning • Goal 9 Economic Opportunities Analysis • Economic Development Strategy 		June 13
Upcoming	<ul style="list-style-type: none"> • Legal Training • Goal 10 Housing Analysis (Periodic Review requirement) • TSP Update • Clackamas County Urban Growth Management Agreement (Periodic Review requirement) • Land-use approvals and time extensions • Diverted food waste code amendment • Old Town Plan Implementation 		Not yet scheduled

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Pending Development Review Board Activities Planning Projects Scheduled for Hearings / Work Sessions after March 30, 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
DB12-0002	DOLLAR TREE Class 3 Master Sign Plan Master Sign Plan Amendment for in old Hollywood Video suite 29756 SW TOWN CENTER LOOP W	MEYER SIGN COMPANY OF OREGON I	Withdrawn
DB12-0004	COPPER CREEK SUBDIVISION - CANYON CREEK RD Class 3 Planned Development Stage 1 Preliminary Plan - Modification to prior approval DB12-0005 - Class 3 Planned Development Stage 2, Final Plan DB12-0006 - Class 3 Waiver DB12-0007 - Class 3 Tentative Subdivision Plat Review DB12-0008 - Class 3 Site Design Review DB12-0009 - Class 3, Type C, Tree Removal Plan DB12-0019 - Class 3 Signs - not MSP 27490 SW CANYON CREEK RD	SPECTRUM DEVELOPMENT LLC	April 23
DB12-0020	FRED MEYER PROJECT – BUILDING J Class 3 Master Sign Plan Modification of Master Sign Plan 30100 SW BOONES FERRY RD	AINOR SIGN INC.	April 9

Scheduled Pre-Application Meetings January through March 2012	
Number	Description
PA12-0001	Minor modifications to landscaping, patio and ADA entry
PA12-0002	Carls Jr.
PA12-0003	Addition of pavement and 20' roll up door
PA12-0004	Construction of additional buildings to expand maintenance facilities
PA12-0005	Wilsonville family fun center addition

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Administrative Reviews January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
AR11-0062	MCDONALD'S CORP Planning Class II Review Addition of drive-thru signage / canopies and site directional painting. 29682 SW TOWN CENTER LOOP W	GREENTREE CONSULTING INC	Issued
AR11-0072	VILLEBOIS PDP-6 SOUTH - POLYGON NW COMPANY Planning Class I Review Parks Plan Review	POLYGON NORTHWEST/PAYMASTER	Pending
AR11-0076	LIVING COLOR NURSERY, LLC Planning Class I Review Temporary Use for a Christmas Tree Lot for 30 days 29800 SW BOONES FERRY RD	LIVING COLOR NURSERY, LLC	Issued
AR12-0001	ACE HARDWARE Planning Class II Review Propane Tank 29029 SW TOWN CENTER LOOP E	WILSONVILLE HARDWARE	Pending
AR12-0002	THE BOONE BUILDING Planning Class I Review Minor modifications to The Boone Building, including 1a) reduce roof pitch; 1b) modify roof and siding materials; 2) modify trash enclosure materials; and, 3) retaining existing sidewalk materials along Boones Ferry Rd. and Bailey St. 30485 SW BOONES FERRY RD	GROUP MACKENZIE	Issued
AR12-0003	VILLEBOIS VILLAGE CENTER Planning Class I Review Zoning Verification Letter 29480 SW VILLEBOIS DR S	MILLMAN SURVEYING, INC	Issued
AR12-0004	LOWRIE PRIMARY SCHOOL Planning Class I Review Modify the approved landscape plan	WEST LINN-WILSONVILLE SCHOOL DIST #3J	Issued
AR12-0005	VILLEBOIS SAP CENTRAL PDP 1/FDP 1 (ALEXAN) MIRAVAL/274MF Planning Class I Review Replace fountain at north corner of SW Orleans Ave. and SW Toulouse St. with a landscaped, 'raised' planter. 11395 SW TOULOUSE ST	VILLEBOIS APARTMENTS LLC	Issued
AR12-0006	LEGEND HOMES CORPORATION Planning Class II Review Villebois Sap East Architectural Pattern Book Modification: material change request for cladding material	LEGEND HOMES CORPORATION	Issued
AR12-0007	MCKESSON Planning Class I Review 30 Day TUP for Breakroom/Bathroom Trailer 9700 SW COMMERCE CIR	JUSTIN EGGE	Issued
AR12-0008	VILLAGE AT MAIN STREET Planning Class I Review Minor revision to allow for additional paved area for outdoor seating area. 30050 SW JESSICA ST	VILLAGE COMMERCIAL LLC	Issued

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Administrative Reviews January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
AR12-0009	WILSONVILLE/WENTWORTH CHEVROLET Planning Class II Review Wentworth Chevrolet - Proposal to modify portions of existing facade, including construction of a new entry element & signage (building mounted). 26051 SW BOONES FERRY RD	WILSONVILLE CHEVROLET	Pending
AR12-0010	CANYON CREEK APARTMENTS Planning Class I Review Zoning Compliance 26310 SW CANYON CREEK RD N	FIRST AMERICAN TITLE INSURANCE	Issued
AR12-0011	JORY TRAIL (BRENCHLEY ESTATES) Planning Class I Review Color change 28855 SW PARKWAY AVE	HOLLAND GROUP PARTNERS LP ASH	Issued
AR12-0012	VILLAGE @ OLD TOWN SQUARE LLC Planning Class I Review Updated Landscape for Bell Tower 30480 SW BOONES FERRY RD	VILLAGE @ OLD TOWN SQUARE LLC	Issued

Sign Reviews January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
SR11-0043	VILLAGE AT MAIN STREET Planning Class 1 Sign Review Two (2) monument signs to replace existing	VILLAGE AT MAIN STREET-	Issued
SR12-0001	WILSONVILLE BARBER Planning Class 1 Sign Review Installation of one sign in Suite E 29702 SW TOWN CENTER LOOP W	INTEGRITY SIGNS OREGON	Issued
SR12-0002	ONE SOURCE Planning Class 1 Sign Review CLASS 1 Sign Review 25599 SW 95TH AVE	PROFESSIONAL SIGN& GRAPHICS	Issued
SR12-0003	BULLOCK FAMILY DENTAL Planning Class 1 Sign Review Temporary Grand Opening Banner 9415 SW WILSONVILLE RD	J & A PROPERTIES	Issued
SR12-0004	WILSONVILLE BARBER Planning Class 1 Sign Review Grand Opening 1/16/12 to 2/13/12 29702 SW TOWN CENTER LOOP W	SBB INC DBA WILSONVILLE BARBER	Issued
SR12-0005	MATTRESS DISCOUNTERS Planning Class 1 Sign Review Tenant Sign - 58.5 sf 8639 SW MAIN ST	SECURITY SIGNS INC	Issued

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

**Sign Reviews
January through March 2012**

Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
SR12-0006	GREAT CLIPS Planning Class 1 Sign Review TEMPORARY SIGN FOR EVENT - 15 DAYS 30060 SW BOONES FERRY RD	TOKATEE HOLDING LLC	Issued
SR12-0007	BOULDER CREEK APARTMENTS Planning Class 1 Sign Review TEMPORARY RENTAL BANNER-24 SQ FT Expires 4/9/12 6600 SW WILSONVILLE RD	BOULDER CREEK LLC	Issued
SR12-0008	FRED MEYER PROJECT/ LITTLE CAESARS Planning Class 1 Sign Review Grand Opening Banner beginning 1/27 30060 SW BOONES FERRY RD	PACIFIC NINE GROUP LLC	Issued
SR12-0009	FRED MEYER PROJECT Planning Class 1 Sign Review Wilsonville Smiles Tenant Sign 30040 SW BOONES FERRY RD	MEYER SIGN COMPANY OF OREGON	Issued
SR12-0010	MATTRESS DISCOUNTERS Planning Class 1 Sign Review Grand Opening Banner- expires 3/8 30050 SW TOWN CENTER LOOP W	SECURITY SIGNS INC	Issued
SR12-0011	BULLOCK FAMILY DENTAL Planning Class 1 Sign Review See DB12-0001 9415 SW WILSONVILLE RD	MEYER SIGN COMPANY OF OREGON.	Issued
SR12-0012	CAMPING WORLD Planning Class 1 Sign Review Temporary Sign for Special Event 26875 SW BOONES FERRY RD	CAMPING WORLD	Issued
SR12-0013	NAILS UNLIMITED Planning Class 1 Sign Review Install one (1) sign 8249 SW WILSONVILLE RD	INTEGRITY SIGNS OREGON	Issued
SR12-0014	VILLAGE AT MAIN STREET/ BAKER ALLERGY & ASTHMA DERMATOLOGY NORTHWEST Planning Class 1 Sign Review Replace existing "Allergy, Asthma & Dermatology Associates, P.C." sign on north elevation with larger sign. 8642 SW MAIN ST	INTEGRITY SIGNS OREGON	Issued
SR12-0015	BRIDGE CREEK LLC Planning Class 1 Sign Review Temporary Rental Banner from 2/18-3/18 29697 SW ROSE LN	BRIDGE CREEK LLC	Issued
SR12-0016	FRED MEYER PROJECT/ WILSONVILLE SMILES Planning Class 1 Sign Review Grand Opening Banner 3/27/12 to 4/24/12 30040 SW BOONES FERRY RD	ANITA EBRAHIMI PACIFIC DENTAL	Issued
SR12-0017	WILSONVILLE LANES Planning Class 1 Sign Review Sign Change-Out 29040 SW TOWN CENTER LOOP E	MEYER SIGN COMPANY OF OREGON	Issued

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Sign Reviews January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
SR12-0018	LITTLE CAESARS Planning Class 1 Sign Review Temporary Banner For 1 24 SQ FT. 2/24-3/24 30060 SW BOONES FERRY RD	PACIFIC NINE GROUP LLC	Issued
SR12-0019	WILSONVILLE TOWN CENTER/ DOLLAR TREE Planning Class 1 Sign Review Three (3) wall graphics signs, three (3) blade signs, and one monument sign (west) copy change 29756 SW TOWN CENTER LOOP W	MEYER SIGN COMPANY OF OREGON	Issued
SR12-0023	PARK PAVILION: DOUG SEELY Planning Class 1 Sign Review Change of Copy Orthodontics 29585 SW PARK PL	YOUNG ELECTRIC SIGN COMPANY	Issued
SR12-0024	STERLING BANK Planning Class 1 Sign Review Copy change from Sterling Savings Bank 25529 SW GWEN DR	AKC SERVICES, INC	Issued
SR12-0025	FRED MEYER FUEL STATION Planning Class 1 Sign Review Rebranding of Fuel Station at Wilsonville Rd/Kinsman Rd. 9815 SW WILSONVILLE RD	TUBE ART SIGNS & SPORTS DISPLA	Issued
SR12-0026	DOLLAR TREE Planning Class 1 Sign Review Temporary Banner-Grand Opening 29756 SW TOWN CENTER LOOP W	ASAP PROMOTIONS, INC	Issued
SR12-0027	RAM BREWHOUSE Planning Class 1 Sign Review New permanent signage 29800 SW BOONES FERRY RD	SALEM SIGN CO INC	Issued
SR12-0028	RAM BREWHOUSE Planning Class 1 Sign Review Temporary Banner 29800 SW BOONES FERRY RD	SALEM SIGN CO INC	Issued

Tree Reviews January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
TR10-0083	HYDRO-TEMP MECHANICAL Type C Class 1 Tree Removal Permit Remove 8 trees. 28465 SW BOBERG RD	HYDRO-TEMP MECHANICAL, INC	Pending
TR11-0020	Type B Class II Tree Removal Permit Five (5) Trees 8840 SW HOLLY LN	BUGGSI HOSPITALITY GROUP LLC	Pending
TR11-0057	Type A Class 1 Tree Removal Permit 2 maples, 46" diameter. 7598 SW VLAHOS DR	DONNA CHAN	Pending

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Tree Reviews January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
TR11-0077	BRENCHLEY ESTATES Type C or Type D Class 1 Tree Removal Permit Remove 70 trees approved as part of Type 'C' Tree Removal Plan (DB11-0033).	RECAP/HOLLAND BRENCHLEY ESTATE	Partially Issued ½ of trees remaining
TR11-0088	Type A Class 1 Tree Removal Permit Removal of 1 tree 7882 SW CINNABAR ST	NELSON MARVIN D & SANDRA D	Issued
TR11-0097	LOWRIE'S MARKETPLACE Type A Class 1 Tree Removal Permit Remove two (2) Red Oak trees and replace. 30485 SW BOONES FERRY RD	BF2H R PATRICK HANLIN	Issued
TR11-0103	Type C or Type D Class 1 Tree Removal Permit Type C Tree Removal Plan 8445 SW ELLIGSEN RD	TUALATIN VALLEY FIRE AND RESCUE	Issued
TR12-0001	Type A Class 1 Tree Removal Permit Removal of 1 tree 7744 SW VLAHOS DR	HEPNER TONI M	Issued
TR12-0002	Type A Class 1 Tree Removal Permit Removal of 3 trees 27580 SW CANYON CREEK RD N	NADEAU ANDRE	Issued
TR12-0003	Type A Class 1 Tree Removal Permit Removal of 3 trees 30950 SW FIR AVE	MUENCH DOUGLAS E & GRACE N	Issued
TR12-0004	Type A Class 1 Tree Removal Permit Removal of 1 tree 29750 SW COURTSIDE DR	BOECKMAN CREEK CONDOMINIUM HOA	Issued
TR12-0005	Type A Class 1 Tree Removal Permit Remove two (2) trees. 7673 SW VLAHOS DR	WESTON BEAL	Issued
TR12-0006	Type A Class 1 Tree Removal Permit Removal of 3 trees for repair of a storm line 9805 SW BOECKMAN RD	MW WILSONVILLE, LLC	Issued
TR12-0007	Type A Class 1 Tree Removal Permit Removal of one tree 10872 SW ARTHUR CT	KENYON KATHERINE ANNE	Issued
TR12-0008	Type A Class 1 Tree Removal Permit Removal of 1 tree 25599 SW 95TH AVE	NORTHWEST TREE SPECIALISTS	Issued
TR12-0009	WASTEWATER TREATMENT PLANT Type C or Type D Class 1 Tree Removal Permit 9275 SW TAUCHMAN	CITY OF WILSONVILLE	Issued
TR12-0010	Type A Class 1 Tree Removal Permit Removal of 1 Sweet Gum Tree 7251 SW LYNNWOOD CT	BUNN PAUL E & KATHERINE A KUBI	Issued
TR12-0011	Type A Class 1 Tree Removal Permit Removal due to sewer damage 30470 SW PARKWAY AVE	JOSEPH SCHAFER	Issued
TR12-0012	Type B Class II Tree Removal Permit Removal of 16 trees 10475 SW WILSONVILLE RD	CITY WIDE TREE SERVICE	Pending

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Tree Reviews January through March 2012			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
TR12-0013	Type A Class 1 Tree Removal Permit Removal of one (1) tree. 10418 SW PLEASANT PL	DEREK KEEVIL	Issued
TR12-0014	PEGASUS BUILDING Type A Class 1 Tree Removal Permit Remove three (3) birch trees. . 30250 SW PARKWAY AVE	FINANCIAL PROTECTION AND INSUR	Pending
TR12-0015	Type A Class 1 Tree Removal Permit: Removal of one (1) White Birch-Backyard 30828 SW ORCHARD DR	PELLATZ PAUL R & PATRICIA L	Issued
TR12-0016	I-5 CORPORATE: JACK MARTIN PROPERTY Type B Class II Tree Removal Permit Removal of One (1) Oregon White Oak 27300 SW PARKWAY AVE	WILSONVILLE 2006 SE LLC	Pending
TR12-0017	Type A Class 1 Tree Removal Permit Removal of one tree 29799 SW TOWN CENTER LOOP E	CITY OF WILSONVILLE URBAN RENEWAL	Issued
TR12-0018	Type A Class 1 Tree Removal Permit Removal of 2 trees 29470 SW BROWN RD	RICHARD LING	Issued
TR12-0019	Type A Class 1 Tree Removal Permit Maple Street tree had major limb failure during 3/21- 3/22 snow storm. Replacement required per subdivision street tree plan. 7649 SW THORNTON DR	MARILYN B SIMMONS	Issued
TR12-0020	Type A Class 1 Tree Removal Permit Removal of one tree 28452 SW MEADOWS LOOP	GIPSON GARY D & KAY	Issued
TR12-0021	Type A Class 1 Tree Removal Permit Removal of one tree 7581 SW WIMBLEDON CIR N	FULTON MARIA E TRUSTEE	Issued
TR12-0022	Type A Class 1 Tree Removal Permit Removal of one tree 28451 SW MEADOWS LOOP	TAYLOR HENRY A & FRANCES T	Issued
TR12-0023	MENTOR GRAPHICS DATA CENTER Type C or Type D Class 1 Tree Removal Permit Minor Addendum to Type C Tree Removal Plan Permit for Trees 552 and 574 8005 SW BOECKMAN RD	TEREGAN & ASSOCIATES	Issued

**Wilsonville Planning Division
2012 First Quarter Report
January through March**

Code Enforcement January through March 2012		
Permit Number	Code Enforcement Description	Action
CE10-0069	Topped Trees - DAYS INN. Property in the process of developing tree replacement program.	Pending
CE11-0012	BPA Tree Removal	Pending
CE11-0013	BPA Tree Removal	Pending
CE11-0034	Debris from Demolished House. Progress continues 9/22/11.	Pending
CE11-0043	Code Enforcement for shed that does not meet setbacks.	Pending
CE12-0001	Ace Cash Connection-Illegal banner hanging from storefront-Resolved 2/3/12.	Resolved
CE12-0002	Barber shop-illegal grand opening banner and flags.	Resolved
CE12-0003	Adjacent properties dumping yard debris & other junk on City of Wilsonville property.	Pending
CE12-0004	Open storage of junk.	Pending
CE12-0005	Inoperable vehicle in driveway & illegal storage of dryer/junk. RESOLVED 3/21/12.	Pending
CE12-0006	Open storage of junk posted 3/12/12. Owner will have it cleaned up by 3/26/12 RESOLVED 3/26/12.	Pending
CE12-0007	Shed does not meet setbacks. Issue will be resolved by 5/19/12.	Pending

Planning Staff Activities, Projects and Meetings January through March 2012	
Recurring Monthly Activities	
Archiving/Purging of Planning Records	Metro meetings
Basalt Creek Planning	Villebois Meetings
Budget meetings	Oregon Institute of Technology (OIT) meetings
Chamber of Commerce Government Affairs Committee meetings	Parks Team Meetings
Community Service Team meetings	Posting of Public Notices on project sites
Counter – Customer Service	Pre-Construction meetings
Conditions of Approval Tracking	Project Site Visits/inspections
Development Coordination Meetings	SMART Site Planning
Eden Permit Tracking	Stormwater Master Plan Update
Fred Meyer meetings	Tonquin Trail meetings
French Prairie Bicycle/Pedestrian/Emergency Bridge	Transportation Systems Plan Update
Green Team Meetings	Updating Planning's web pages
I-5/Wilsonville Road Landscape and art meetings	Washington County Planning Directors meetings
Mental Health Community Housing meetings	

WILSONVILLE
PUBLIC WORKS DEPARTMENT
 City Council Report, April 17, 2012

PUBLIC WORKS ADMINISTRATION

Public Works Training

Public Works staff has revamped and improved the training program for its department with its different divisions, and sections for its regular full-time employees as well as its seasonal employees.

Over the winter months, Public Works schedules and completes the majority of reoccurring training. We utilize a number of resources to accomplish this including staff led sessions, other public agencies, industry groups and subject experts. Some of the topics covered, instruction provider and number of attendees are listed below.

Training	Instructor	Staff Attendance
First Aid	CPR Lifeline	30
CPR / AED	CPR Lifeline	30
Work Zone Traffic Control (Public Agency Flagging)	ODOT Technology Transfer (T2 Center)	15
Confined Space Entry	Public Works Supply	20
Personal Protective Equipment	Public Works Supply	20
Bucket Truck Operation	Public Works Staff	14
Aerial & Scissor Lift Operation	Public Works Staff	12
Hearing & Noise Conservation	TVF&R	22
Bloodborne Pathogens	TVF&R	22
New Dump Truck/Sander	Public Works Staff	15
Winter Operations	Public Works Staff	20
Hazardous Communications (MSDS Online)	Public Works Staff	30
Fall Protection	Public Works Supply	20
Emergency Management Tabletop Exercises	Public Works Staff	10
Hazardous Materials Operations Level	Padre Promotions	25

ROADS & STORM WATER MAINTENANCE

Bike Lane Thermoplastic & Button Markings

Public works responded to a citizen concern regarding a bike lane marking and the roadway surface on Boones Ferry Road. We have refreshed the thermoplastic bike lane markings and placed reflective buttons in front of catch basins that are not in bike lanes but where bikes travel along the curb line. The reflective buttons in front of the catch basins are a short term solution. The long term solution will be to replace the catch basins with a curb inlet-type catch basin and repair the road surface. This work should take place this summer in conjunction with the Road Maintenance Program.



WATER DISTRIBUTION

Mainline Repair on Winchester Way

On Wednesday, March 21, 2012, the Water Distribution Section responded to a reported water leak on the Charbonneau Golf Course. Upon arrival, the crew obtained Emergency Locate requests and began excavating the leak after confirming with the golf course staff and our sanitary sewer collections crew that it was a City water issue.

This was the day it snowed all afternoon without sticking and the crew worked several hours to expose the 6" cast iron water main's full circle break. The break was repaired with a repair band, under pressure to eliminate contamination of the system due to the exposure. Due to adequate valving, the repair was made without placing customers out of service. This break will be noted for future replacement efforts. It's actual location at the end of Winchester Way, crossing the golf course to Lake Point Court.

Annual Hydrant Flushing Program

The week of March 23, we will begin our annual water system flushing program. The majority of our effort is weekly on Wednesdays with follow-up work on Thursdays and Fridays. The flushing will conclude by mid-June.

During the flushing program the fire hydrants are used to flow larger than normal amounts of water through our systems pipes. During this operation, some discoloration of the water may occur. Signs with information and flyers are placed in the areas prior to flushing.

The flushing is done to accomplish the following:

- Remove fine sediments that may settle out in the system
- Verify the proper operation of the fire hydrants and valves
- Allows us to check for closed valves and poor flow in the mainlines
- Identifies weaknesses in the water system

WATER TREATMENT

Willamette River Water Treatment Plant (WRWTP)

For the month of March the WRWTP processed 110.49 million gallons (MG) of river water which produced 100.17 MG of treated water that was delivered to the City's distribution system. Sherwood's demand for treated water was consistent this month with the delivery of 1.0 to 1.3 million gallons per day (MGD) seven days a week for a monthly total of 34.01 MG.

Three plant tours were given in March and 13 people now have a better understanding of the operation of the WRWTP.

The City of Wilsonville, Tualatin Valley Water District, City of Sherwood and Veolia Water North America-West have been meeting over the past month and continue to meet to negotiate the Operations and Maintenance Contract for the WRWTP. The final contract will be presented to the City Council for approval in June.

WASTEWATER TREATMENT

Wastewater Treatment Plant (WWTP)

In March, a total of 83.148 million gallons (MG) of wastewater influent was sent to the WWTP and 92.464 of treated and disinfected effluent was discharge to the river. Another 8.49 MG of treated water became reuse water also known as W3 water.

A total of 280,900 Kilo Watt Hours (KWH) was recorded at the plant electrical meter for the month of March with a daily average of 9,061 KWH per day. This was the energy required to the removal of 6689 lbs per day for Biological Oxygen Demand (BOD) and 6086 lbs. per day of Total Suspended Solids (TSS).

PARK MAINTENANCE

Fertilizer and Lime Application

The Park Maintenance crews worked hard to complete the fertilizer and lime application around the City as the weather continues to be a challenge. Crews use a combination of contracted services as well as in-house resources to accomplish these tasks before the warm weather and crowds begin showing up at the parks.

In the photo on the right, Sr Utility Worker Tommy Reeder goes over the details with the contractor in Memorial Park. The photos also show the contractor in action during the application. Take note of the special tires used to perform the application over soft turf areas, with very little damage



Water Features

The water feature season this year will be from June 16 through September 16. This schedule is a change from prior years and is an attempt to take advantage of more dry and warmer days for optimum play.

Community Garden

The Community Garden season is upon us as Senior Utility Worker Chuck Jacoby struggles to find a dry period in the weather long enough to allow the soils to be tilled so that users can begin planting their crops. If the soil is tilled before its dry enough the friability of the soil will be compromised. In other words the gardeners will be left with large dirt clods to contend with thus making it more difficult to work the soil. That being said, there is no reason to worry about crews standing around watching dirt dry as there are plenty of other tasks demanding our time. As most people know the grass is growing at a rapid rate, ball field play is at its busiest and water features are being cleaned up and operationally tested in preparation for the upcoming season.



Aerial Lift and Scissor Lift Training

Public Works staff also took advantage of the rainy springtime weather to accomplish some in-house training. The training was planned in order to comply with OSHA requirements of being certified in scissor lift and aerial lift operations. The training was instructed by Park Maintenance staff members Tommy Reeder and Tim Skipper, which consisted in both classroom and in-field training.



City of Wilsonville

March 2012



Clackamas County Sheriff's Office
2223 Kaen Rd
Oregon City, OR 97045

www.co.clackamas.or.us/sheriff

Monthly Summary

During March 2012, the Clackamas County Sheriff's Office provided law enforcement service to the City of Wilsonville on a 24 hour a day basis. During this time period the Sheriff's Office answered 501 calls for service, which was an average of 16.2 calls per day.

The monthly average for calls for service during the past three years has been 489.3. The 501 calls in the City during the month of March reflect a 6.2% increase over the average during the last three years.

Below is a chart showing the number of calls for service in the City during the last 5 years.

<u>Year</u>	<u>Number of Calls</u>	<u>Monthly Average</u>	<u>Daily Average</u>
2007	6,508	542.3	17.8
2008	6,271	522.6	17.2
2009	6,273	522.8	17.2
2010	5,803	483.6	15.9
2011	5,539	461.6	15.2

An overall look at the shift activity reflects the following percentages of calls taken, traffic stops made and reports taken for March.

	<u>Percentage of Calls Taken</u>	<u>Percentage of Traffic Stops</u>	<u>Percentage of Reports Taken</u>
Graveyard:	20.8%	25.2%	18.0%
Day Shift:	44.9%	53.2%	54.6%
Swing Shift:	34.3%	21.6%	27.3%

During March 2012, 575 traffic stops were made in the City with the following breakdown for each shift.

	<u>Total</u>		<u>Graveyard</u>		<u>Days</u>		<u>Swing Shift</u>	
Stops Made:	575	=	145	25.2%	306	53.2%	124	21.6%
Citations Issued:	331	=	60	18.1%	209	63.1%	62	18.7%

Included in the above totals are 243 traffic stops (42.3%) and 160 citations (48.3%) issued by the Traffic Unit.

Calls for Service

Number of Calls Per Shift	March 2012		Monthly Average 2011	
	501		461.6	
Graveyard (2100-0700)	104	20.8%	88.3	19.1%
Day Shift (0700-1700)	225	44.9%	211.7	45.9%
Swing Shift (1100-0300)	172	34.3%	161.7	35.0%
Average Number of Calls Per Day	16.2		15.2	

The chart on the following page shows the types of calls for service received during the month. These calls do not reflect actual criminal activity. In some cases the call was dispatched as a particular type of incident, but it was later determined to be of a different nature. For actual criminal activity during the month see the "Reports Taken" chart.

Other Officer Activity

Type of Activity	March 2012	2011 Monthly Average
Follow-Up Contact	51	68.7
Foot Patrol	3	2.1
Premise Check	47	40.9
Subject Stop	25	29.8
Suspect Contact	3	9.8
Suspicious Vehicle Stop	46	28.8
Warrant Service	15	9.5
Total:	190	189.5

Types of Calls

Type of Calls	March 2012	2011 Monthly Average
Abandoned Vehicle	6	0.9
Accidents (All)	26	20.4
Alarms	66	51.8
Animal Complaint		7.0
Assault	1	5.3
Assist Outside Agency	11	12.8
Assist Public	63	47.1
Burglary	11	4.8
Criminal Mischief	11	15.0
Death Investigation		1.8
Disturbance	24	23.5
Extra Patrol Request	5	3.0
Fire Services	11	5.5
Fraud	11	11.6
Hazard	21	9.8
Juvenile Problem	16	11.6
Kidnap		.0
Mental	4	3.7
Minor In Possession	1	1.4
Missing Person		2.0
Noise Complaints	10	8.1
Open Door / Window		1.1
Promiscuous Shooting		0.9
Property Found / Lost / Recovered	10	9.3
Provide Information	12	14.3
Prowler	2	1.5
Recovered Stolen Vehicle		0.8
Robbery	4	0.5
Runaway Juvenile	3	4.3
Sexual Crime (All)	3	2.3
Shooting		0.1
Stolen Vehicle / UUMV	5	3.1
Suicide Attempt / Threat	6	6.8
Suspicious Circumstances	9	9.5
Suspicious Person	20	17.3
Suspicious Vehicle	10	10.6
Theft / Shoplift	36	39.5
Threat / Harassment / Menacing	14	16.5
Traffic Complaint	25	22.1
Unknown / Incomplete Call	7	14.6
Unwanted / Trespassing	6	9.1
Vice Complaints (Drugs)	11	7.8
Violation of Restraining Order	1	2.5
Welfare Check	11	12.3
Other Not Listed Above	8	7.8
Total:	501	461.6

Median Response Times to Dispatched Calls

All Dispatched Calls	All Calls	Priority 1 & 2 Calls
Input to dispatch: (Time call was on hold)	3.0 Minutes	2.0 Minutes
Dispatch to Arrival: (Time it took deputy to arrive after being dispatched)	4.0 Minutes	4.0 Minutes

During March, 205 reports were taken. 18.0% were written by the graveyard shift, 54.6% by the dayshift units and 27.3% were written by the swing shift units.

Reports Taken

Type of Report	March 2012	2011 Monthly Average	
Accident	13	10.8	
Theft	21	29.3	
Criminal Mischief	12	12.2	
Burglary	7	3.4	
Stolen Vehicle		2.5	
Identity Theft	3	2.7	
Assault	2	3.1	
Drug Crimes	8	3.3	
Miscellaneous Reports	139	125.7	
Report Totals:	205	193.0	

Shift Totals	March 2012		2011 Monthly Average	
Graveyard Shift:	37	18.0%	33.8	17.5%
Day Shift:	112	54.6%	105.0	54.4%
Swing Shift:	56	27.3%	54.2	28.1%

Arrests By Age Group

March 2012

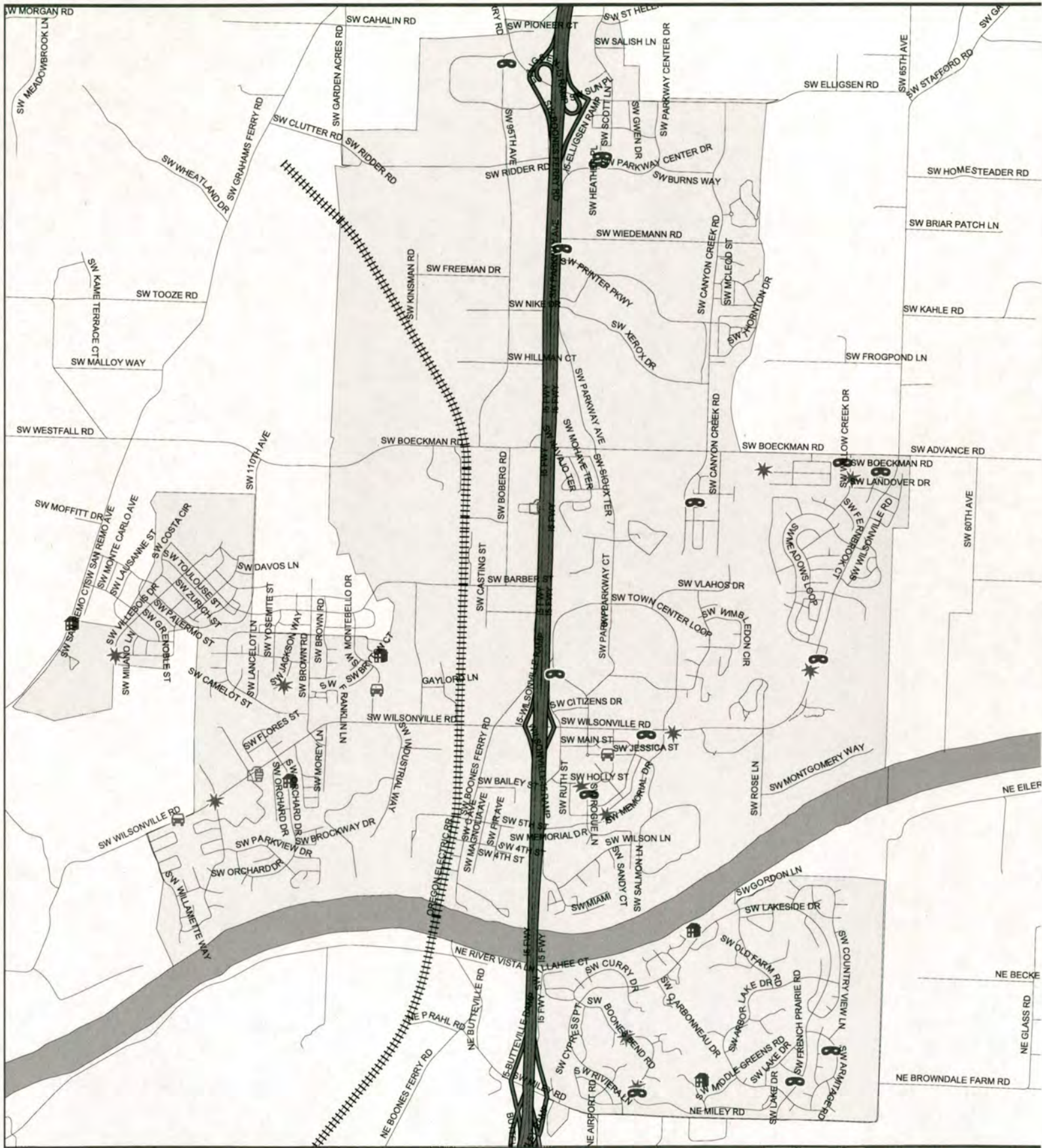
This chart counts the total number of charges. The number of people arrested is totaled at the bottom.

		JUVENILES		ADULTS		
Part I Crimes	Type	Probable Cause	Warrants	Probable Cause	Warrants	Total
Arson	Pr					
Assault, Aggravated	Pe					
Burglary	Pr			1	1	2
Attempt Murder	Pe					
Murder	Pe					
Rape	Pe					
Robbery	Pe			1	2	3
Theft (general)	Pr			3	3	6
Stolen Vehicles	Pr					
Part I Totals		0	0	5	6	11
Part II / Other Crimes	Type	Probable Cause	Warrants	Probable Cause	Warrants	Total
Assault, Simple	Pe			2	1	3
Child Abuse/Neglect	Pe					
Criminal Mischief	Pr			1		1
Criminal Mistreatment	Pe					
Criminal Trespass	Be			2		2
Cruelty to Animals	Be					
Disorderly Conduct	Be					
Drug Charges (all)	Be	5		2	3	10
Forgery	Pr					
Fraud Use Credit Card	Pr				1	1
Harassment	Pe			2	1	3
Identity Theft	Pr				2	2
Kidnapping	Pe					
Menacing	Pe					
Negotiate a Bad Check	Pr					
Offensive Littering	Be					
Public/Private Indecency	Be					
Recklessly Endangering	Pe			1	1	2
Resisting Arrest	Be					
Sex Crimes (Other)	Pe					
Sexual Abuse	Pe					
Sodomy	Pe					
Strangulation	Pe			1		1
Unlawful Entry into Motor Vehicle	Pr					
Violation of Restraining Order	Pe			1	2	3
Weapons Violations	Be					
Crimes Not Listed above	Be	2		7	13	22
Part II / Other Totals		7	0	19	24	50
Grand Total:		7	0	24	30	61
Crime Types		Probable Cause	Warrants	Probable Cause	Warrants	Total
Person Crimes		0	0	8	7	15
Property Crimes		0	0	5	7	12
Behavioral Crimes		7	0	11	16	34
Traffic Charges				14	8	22
Number of People Arrested on These Charges:		6	0	27	19	



Wilsonville March 2012

	Assault		Stolen Vehicle
	Burglary		Theft
	Criminal Mischief		



Celebrating National Public Works Week
Creating a Lasting Impression



*The Wilsonville Public Works Department
Invites you to an Open House !!*

Please join us in celebrating Public Works Week

When: May 19, 2012

Time: 10 am to 2 pm

Where: Fred Meyer Parking Lot

Come meet your dedicated Public Works professionals!



*Let us share with you what we do 24/7 to take care of our
Community and see some of the equipment we use, to do it*

~ Equipment Show & Tell, Exhibits, Booths & BBQ ~

For more information, please call Public Works at 503-682-4092

As promised, this is a written summary of the activities at the JPACT meeting this morning. For anyone wishing to get a copy of the agenda and all the handout materials, they are available at Metro's website, www.oregonmetro.gov, and look for the JPACT section.

Updates: The group was updated by Chair Collette on the Washington D.C. trip and told that there was positive notice given to the fact that Metro had singled out one project, the Sunrise Corridor improvements, as the priority request for the next round of TIGR grant funding.

Other updates included the comment period on the Draft Revisions to the 1999 Oregon Highway Plan (OHP) revising freight issues and policies is open and will close May 11 while the Oregon Transportation Plan (OTP) Tolling and Congestion Pricing Amendments comment period is also open; that comment period will close May 18. Metro has sent comments on these revisions that can be found on the website.

Metro also sent a letter to ODOT on the STIP draft 2015-18 project eligibility criteria. In addition, Metro did some "housekeeping" changes to the Regional Transportation Functional Plan that will allow the requests for extensions on compliance deadlines and exceptions to specific requirements an administrative function with appeals to Metro Council still available. They also exempted Johnson City, Maywood Park and Rivergrove from all RTFP requirements because they have very few streets in their jurisdictions.

Finally, Metro is updating its process for public engagement and is seeking comments on its proposal. If you have questions or want more information after reading the packet materials, contact Patty Unfred at Metro. The ordinance on the new review process is scheduled to go to Metro Council on May 10 & 17 for adoption.

Action Item: JPACT approved the FY2012-13 Unified Planning Work Program. This is a joint program that tracks the spending of Federal dollars on projects in our planning area, including Vancouver, Washington, during the current budget year.

Information/Discussion: JPACT members heard about the plans for moving the discussion on Climate Smart Communities forward in the coming months. The plan is to create a range of scenario options for applying strategies in the region that represent the best paths for achieving the Legislative directed climate goals for light vehicle GHG reduction.

There was a great deal of thoughtful discussion around the need to recognize that incremental improvements are important, local communities need to be honestly engaged to understand and select

the best options for each community according to their aspirations, that there is no “one size fits all” formula and the Legislature needs to be informed of Metro’s progress and given the local feedback to decide if the legislation needs to be revamped to reflect the reality of economics. The members around the table want to know what MPAC and the informal Mayor’s groups are thinking about the Climate Smart scenario process as it continues, rather than work in a vacuum. There was discussion about the changing reality of transportation funding and major projects vs. more focus on local bus scheduling and fleet management to serve surrounding communities internally. It was a good settling point for doing practical planning in this decade instead of the utopian aspirations that may not be fiscally or politically possible. JPACT members favor still aiming for GHG reductions but thought the goal should also include examining broader sources that contribute to air contaminants.

JPACT members gave approval to work through the process as presented. There will be several opportunities to comment on and contribute to the scenario discussions between now and September.

The next JPACT meeting is May 10, 2012.

Submitted by Donna Jordan, C-4 Cities Representative for JPACT

www.oregonmetro.gov

2011 Compliance Report

Metro Code Chapter 3.07 Urban Growth
Management Functional Plan

and

Metro Code Chapter 3.08 Regional
Transportation Functional Plan

March 2012



Metro | *Making a great place*

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor

Suzanne Flynn

TABLE OF CONTENTS

Executive Summary	2
Introduction	3
Overview	3
Urban Growth Management Functional Plan Compliance Status	4
Regional Transportation Functional Plan Compliance Status	4
Recommendations	5
Options Available	6
Appendices A, B, C and D	

EXECUTIVE SUMMARY

This 2011 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan. The purpose of this requirement is to implement regional goals to make this region a greater place to live, work and play. For the first time, this compliance report also addresses compliance with the Metro Code requirements included in the Regional Transportation Functional Plan.

In 2011, most local governments that had outstanding compliance issues requested and were granted extensions of their compliance deadlines for Urban Growth Management Functional Plan requirements. Two local governments, the City of Fairview and the City of Troutdale, requested extensions which were granted to December 31, 2011. However, neither city met the compliance deadline.

Six jurisdictions requested deadlines of December 31, 2011 for requirements of the Regional Transportation Functional Plan. Two of these jurisdictions have completed Transportation System Plan updates and are currently in compliance and four are still in the process of completing Transportation System Plan updates.

Staff is recommending that that the Regional Transportation Functional Plan procedures for extending compliance deadlines and granting exceptions be changed to match the procedures in the Urban Growth Management Functional Plan. Staff also recommends adding a section to allow an exemption from transportation requirements in certain circumstances.

2011 COMPLIANCE REPORT

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan

March 2012

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit annually to the Metro Council the status of compliance by cities and counties with the requirements of the Metro Code Chapter 3.07 (Urban Growth Management Functional Plan). In an effort to better integrate land use and transportation requirements, this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) as well as the Urban Growth Management Functional Plan (UGMFP).

On December 16, 2010 the Metro Council adopted Ordinance 10-1244B which amended several Urban Growth Management Functional Plan titles. The Oregon Land Conservation and Development Commission are expected to consider acknowledgement of the components of the ordinance including changes to the UGMFP in Spring 2012. Until the Commission acknowledges the changes to the UGMFP, the titles in effect on December 15, 2010 remain in effect. Once the Commission acknowledges the UGMFP changes, Metro is required to provide each local government the date in which they must come into compliance.

Overview

In 2011, 12 local governments requested extensions of their compliance deadlines for specific compliance requirements for the Urban Growth Management Functional Plan. Under Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. All extension requests were found to meet one of the criteria and were granted by the COO. The COO decision was appealed to the Council in two cases and, after a public hearing, the Council denied the appeals and the extension were upheld.

By statute cities and counties have two years following the date of acknowledgement of Metro's Regional Transportation Plan (November 24, 2011) to bring their Transportation System Plans (TSPs) into compliance with any new or changed regional requirements. However, Metro exercised its authority under the state's Transportation Planning Rule to extend city and county deadlines beyond the two-year statutory deadline. Metro consulted with each city and county to determine a reasonable timeline for this work and adopted a schedule that is part of the Regional Transportation Plan Ordinance No. 10-1241B. The deadlines were phased (2011, 2012, 2013) to take advantage of funding opportunities and the availability of local and Metro staff resources.

Urban Growth Management Functional Plan Compliance Status

Two jurisdictions, the cities of Fairview and Troutdale, are out of compliance with Title 13 Nature in Neighborhoods requirements. The Metro Council has directed staff to schedule a public hearing on the City of Troutdale's non-compliance. *[Note: As of February 2012, the City of Fairview has submitted Title 13 material and Metro staff is reviewing it to determine if it complies with Title 13 requirements].* Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan as of the end of 2011.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary since 1998. Appendix C summarizes the compliance dates for each UGMFP title.

Regional Transportation Functional Plan Compliance Status

Six jurisdictions requested deadlines of 2011. As described below and in Appendix D two of these jurisdictions have completed TSP updates and are currently in compliance with the Regional Transportation Functional Plan (RTFP), and four have not yet completed TSP updates.

Beaverton: The City of Beaverton adopted its TSP in September 2010 and is in compliance with all Regional Transportation Functional Plan requirements in effect on December 31, 2011.

Tigard: The City of Tigard adopted its TSP in November 2010 and is in compliance with all Regional Transportation Functional Plan requirements in effect on December 31, 2011.

Damascus: The City of Damascus is not in compliance with the Regional Transportation Functional Plan.

The City of Damascus started the development of its TSP in June 2009, but the project was put on hold due to significant revisions to the City's draft comprehensive plan map. The development of the TSP is scheduled to resume in March 2012. The City Council reaffirmed the appointments to the Transportation Steering Committee and Transportation Topic Specific Team in 2011. An 18-month work plan is in place to complete the TSP. The estimated completion date of the TSP is August 2013. The TSP is scheduled to be adopted by the Damascus City Council with the completed Comprehensive Plan and submitted to DLCD in Fall 2014.

Multnomah County: Multnomah County is not in compliance with the Regional Transportation Functional Plan. The County's TSP, including the unincorporated urban pockets, will be completed in partnership with the City of Portland, whose deadline is December 31, 2013. The County would like to amend its compliance deadline to December 31, 2013 to match up with the City of Portland.

The County's urban roads are also addressed in TSP updates for cities of Fairview, Troutdale and Wood Village, and the City of Gresham for the Pleasant Valley and Springwater Corridor Plan Areas. The cities' TSPs will reflect the outcome of the East Metro

Connections Plan, anticipated in Summer 2012. The County coordinates with the cities on their TSPs as part of compliance with the RTP. The County will also amend its Comprehensive Framework Plan Transportation Elements as part of RTP compliance.

Troutdale: Troutdale is not in compliance with the Regional Transportation Functional Plan. An update to Troutdale's TSP is a required task under the city's approved Periodic Review work program. The City was recently informed that its periodic review assistance grant application has been approved. This grant will enable the City to hire a transportation planning consultant to complete the TSP update. Compliance with the RTFP will be one of the tasks for the TSP update. The City is waiting to receive the grant agreement from the State in order to commence work on the TSP update. Its intention is to complete the TSP update by July 1, 2013; however, given the uncertainty of when the grant agreement will be executed with the state and work actually commences, it is more reasonable to assume the work will be completed by December 31, 2013.

Wood Village: The City of Wood Village planned to complete its TSP in 2011 until the East Metro Connections Plan (EMCP) was chosen to be completed as Metro's next Corridor study. During scope development and early stages of the EMCP, it was a concern that beginning the TSP process could result in a plan that would be prematurely outdated by the adoption of the EMCP. As the EMCP scope took shape it became apparent that portions of the Wood Village TSP could be accomplished concurrent with the EMCP. It was then that Wood Village began its TSP update and with a proper process in mind its completion is planned for Spring 2012. The City would like to amend its deadline to December 31, 2012.

The remaining jurisdictions in the region have deadlines of either 12/31/12 or 12/31/13 by which they anticipate completing TSP updates to come into compliance with the RTFP (see Appendix D).

Metro staff recommends exemption from RTFP requirements for three jurisdictions (Johnson City, Maywood Park, and Rivergrove). The transportation system in these cities is generally adequate to meet their needs, little population or employment growth is expected and exempting them would not make it more difficult to accommodate regional or state transportation needs or to meet regional performance targets.

Recommendations

In 2010, Council amended the Urban Growth Management Functional Plan to simplify and streamline the compliance process. Metro staff recommends amending the Regional Transportation Functional Plan procedures for extending compliance deadlines (3.08.620) and granting exceptions to specific requirements (3.08.630) to match the procedures within the UGMFP (3.07.830 and 3.07.840). The changes would allow Metro's COO to grant extensions and exceptions, rather than requiring a public hearing and decision by the Metro Council. Under the new process, a hearing before the Council would only be held if a person or jurisdiction appeals the COO order.

Metro staff recommends amending the RTFP to add a section (3.08.640) providing for exemption from all RTFP requirements. A jurisdiction would be eligible for an exemption if:

- Its existing transportation system is generally adequate to meet its needs;
- Little population or employment growth is expected, and;
- Exempting them would not make it more difficult to accommodate regional or state transportation needs or to meet regional performance targets.

Staff recommends exemption for three jurisdictions (Johnson City, Maywood Park, and Rivergrove).

Metro staff also recommends moving the schedule of deadlines for RTFP compliance (table 3.08-4) from the RTFP into the RTP Appendix (Exhibit A to Ordinance No. 10-1241). This change will ensure that Metro Code need not be amended in the future if the COO grants an extension to a compliance deadline. Staff recommends establishing new deadlines in Table 3.08-4 for four jurisdictions (Damascus, Troutdale, Wood Village, and Multnomah County). The rationale for these extensions is provided earlier in this report.

Options Available

Metro Code (3.07.850) provides that the Metro Council may initiate enforcement if a city or county has failed to meet a deadline for compliance with a functional plan requirement.

APPENDIX A

Summary of Compliance Status as of December 31, 2011 (Functional Plan in effect as of 12/15/2010)

	Title 1 Housing Capacity	Title 2 ¹ Parking Management	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6 ² Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Beaverton	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Cornelius	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Damascus	Extended to 12/31/2013	See footnote	Extended to 12/31/2013	Extended to 12/31/2013	See footnote	Extended to 12/31/2013	Extended to 12/31/2013	Extended to 12/31/2013
Durham	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	Out of compliance
Forest Grove	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Areas 69 & 71 extended to 12/31/2012	In compliance
Johnson City	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Lake Oswego	In compliance	See footnote	In compliance	Pending final city action	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Extended to 6/30/2014 for Beavercreek Rd and South End	In compliance
Portland	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	In compliance	Extended to 6/30/2012
Rivergrove	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

¹ While Title 2 was removed from the Urban Growth Management Functional Plan through Ordinance 10-1244B, the requirements of Title 2 were added to the Regional Transportation Functional Plan (Metro Code 3.08) in the same ordinance. Compliance with parking requirements should be addressed in each local government's Transportation System Plan.

² Once acknowledged by LCDC, Title 6 will be an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply. Metro is not intending to require local jurisdictions to comply with the previous version of Title 6 (pre-Ordinance No. 10-1244B).

	Title 1 Housing Capacity	Title 2 ¹ Parking Management	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6 ² Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Tigard	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Troutdale	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	Out of compliance
Tualatin	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 5/31/2012; Basalt Creek extended to 9/30/2016	In compliance
West Linn	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	East Wilsonville Extended to 12/31/2015; Basalt Creek extended to 9/30/2016	In compliance
Wood Village	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Multnomah County	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	Area 93 extended to 6/2/2021	In compliance
Washington County	In compliance	See footnote	In compliance	In compliance	See footnote	In compliance	West Bull Mountain & Cooper Mountain extended to 11/30/2012	In compliance

¹ While Title 2 was removed from the Urban Growth Management Functional Plan through Ordinance 10-1244B, the requirements of Title 2 were added to the Regional Transportation Functional Plan (Metro Code 3.08) in the same ordinance. Compliance with parking requirements should be addressed in each local government's Transportation System Plan.

² Once acknowledged by LCDC, Title 6 will be an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply. Metro is not intending to require local jurisdictions to comply with the previous version of Title 6 (pre-Ordinance No. 10-1244B).

**APPENDIX B
TITLE 11 NEW AREA PLANNING COMPLIANCE
(as of December 31, 2011)**

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek Concept Plan	Happy Valley	yes	Concept plan and implementation measures completed; development on-going.
Pleasant Valley Concept Plan	Gresham and Portland	yes	Concept plan and implementation measures completed; city annexed 524 acres and development to begin in eastern section.
1999 UGB Expansion			
Witch Hazel Community Plan	Hillsboro	yes	Concept plan and implementation measures completed; development on-going.
2000 UGB Expansion			
Villebois Village	Wilsonville	yes	Concept plan and implementation measures completed; development on-going.
2002 UGB Expansion			
Springwater Community Plan	Gresham	yes	Concept plan and implementation measures completed for this mostly industrial area; waiting annexation & development.
Damascus/Boring Concept Plan	Happy Valley	yes	HV portion: Concept plan and implementation measures completed; waiting annexation and development.
	Damascus	DCLD extension to June 2014; FP extension to 12/31/13; CET extension to 7/31/14	Damascus portion: Comprehensive plan map approved, then overturned by vote; city working on next steps to comply with DLCD deadline of June 2014. NOTE: City has Functional Plan extension to 12/31/13 and CET extension to 7/31/14.
	Gresham	yes	Gresham portion, called Kelley Creek Headwaters Plan, was adopted by city in 2009.
Park Place Master Plan	Oregon City	yes	Concept plan and implementation measures completed; waiting annexation & development
Beavercreek Road	Oregon City	Extension to 6/30/14	Concept plan is completed and accepted by Metro; City has put on hold adoption of the final implementing ordinances pending LUBA appeal and work load.
South End Road	Oregon City	Extension to 6/30/14	City working on scope of work & intends to start in early 2012.
East Wilsonville (Frog Pond area)	Wilsonville	Extension to 12/31/15	City initially completed site analysis w/private builders in 2008; currently City is evaluating and budgeting for major sewer upgrade for eastern portion of City which must be completed before planning and development of site.
Coffee Creek 1 (NW Wilsonville)	Wilsonville	yes	Concept plan and implementation measures completed, including master plan for area adopted, for this industrial area; waiting development.
NW Tualatin Concept Plan (Cipole Rd & 99W)	Tualatin	yes	Concept plan and implementation measures completed for this small industrial area.
SW Tualatin Concept Plan	Tualatin	yes	Concept plan and implementation measures completed for this industrial area.
Brookman Concept Plan	Sherwood	yes	Concept Plan and implementation measures completed; waiting development

Project	Lead Government(s)	Compliance	Status
Study Area 59	Sherwood	yes	Concept plan and implementation measures completed; school constructed.
Study Area 61 (Cipole Rd)	Tualatin	Extension to 5/31/12	City is working with Wash County and Sherwood on going forward with planning.
99W Area (near Tualatin-Sherwood Rd)	Sherwood	yes	Concept plan and implementation measures completed.
King City	King City	yes	Concept plan and implementation measures completed; annexed to city with portion developed as park and rest in floodplain.
West Bull Mountain Concept Plan	Washington County	Extension to 11/30/12	Concept plan adopted; City of Tigard to take over planning for area.
Cooper Mountain area	Washington County	Extension to 11/30/12	Washington County in talks with Beaverton for City to plan this area.
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	yes	Concept plan and implementation measures completed; annexed to City.
Study Area 69 & 71	Hillsboro	Extension to 12/31/12 or 1 yr after UGB inclusion, whichever earlier	Areas are included in South Hillsboro Area Plan. NOTE: Since the ordinance that brought the South Hillsboro area into the UGB was not effective or acknowledged before 2012, the 12/31/12 date is the deadline for compliance.
Study Area 77	Cornelius	yes	Concept plan and implementation measures completed; annexed to City.
Forest Grove Swap	Forest Grove	yes	Concept plan and implementation measures completed; annexed to City.
Shute Road Concept Plan	Hillsboro	yes	Concept plan and implementation measures completed; annexed to City and portion developed with Genentech.
North Bethany Subarea Plan	Washington County	yes	Concept plan and implementation measures completed with final code modifications to be completed in early 2012.
Bonny Slope West Concept Plan (Area 93)	Multnomah County	Extension to 6/2/21 or 2 yrs after agreement w/other govt, whichever earlier	Concept plan map developed though not yet adopted by Board of Commissioners; extension order issued by Metro based on difficulty of deciding on service provider(s).
2004/2005 UGB Expansion			
Damascus area	Damascus	See under 2002 above	Included with Damascus comp plan (see above)
Tonquin Employment Area	Sherwood	yes	Concept plan and implementation measures completed.
Basalt Creek/West RR Area Concept Plan	Tualatin and Wilsonville	Extension to 9/30/16	Cities scheduled to begin planning in early 2012.
N. Holladay Concept Plan	Cornelius	yes	Concept plan completed; implementation to be finalized after annexation to City.

Project	Lead Government(s)	Compliance	Status
Evergreen Concept Plan	Hillsboro	yes	Concept plan and implementation measures completed.
Helvetia Concept Plan	Hillsboro	yes	Concept plan and implementation measures completed.

**APPENDIX C:
COMPLIANCE DATES FOR THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN**

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 1: Adopt minimum dwelling unit density (3.07.120.B)	12/16/2010		2 years after acknowledgment by LCDC
Title 1: Allow accessory dwelling unit in SFD zones (3.07.120.G) <i>(provision included in previous version of Metro Code as 3.07.140.C)</i>	12/8/2000		12/8/2002
Title 3: Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/8/2002
Title 3: Floodplain management performance standards (3.07.340.A)	12/8/2000	12/8/2001	12/8/2002
Title 3: Water quality performance standards (3.07.340.B)	12/8/2000	12/8/2001	12/8/2002

¹ A city or county that amends its plan to deal with the subject of a Functional Plan requirement any time after the effective date of the requirement (the date noted) must ensure that the amendment complies with the Functional Plan

² A city or county that has not yet amended its plan to comply with a Functional Plan requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

³ Cities and counties must amend their plans to comply with a new Functional Plan requirement within two years after acknowledgement of the requirement (the date noted)

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 3: Erosion control performance standards (3.07.340.C)	12/8/2000	12/8/2001	12/8/2002
Title 4: Limit uses in Regionally Significant Industrial Areas (3.07.420)	7/22/2005	7/22/2006	7/22/2007
Title 4: Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regional Significant Industrial Areas (3.07.420D)	12/16/2010	1 year after acknowledgment by LCDC	2 years after acknowledgment by LCDC
Title 4: Limit uses in Industrial Areas (3.07.430)	7/22/2005	7/22/2006	7/22/2007
Title 4: Limit uses in Employment Areas (3.07.440)	7/22/2005	7/22/2006	7/22/2007
Title 6: (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)			
Title 7: Adopt strategies and measures to increase housing opportunities (3.07.730)			6/30/2004
Title 8: Compliance Procedures (45-day notice to Metro for amendments to a comprehensive plan or land use regulation) (3.07.820)	2/14/2003		

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 11: Develop a concept plan for urban reserve prior to its addition to the UGB (3.07.1110)			2 years after acknowledgement by LCDC
Title 11: Prepare a comprehensive plan and zoning provisions for territory added to the UGB (3.07.1120)	12/8/2000	12/8/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
Title 11: Interim protection for areas added to the UGB (3.07.1130) <i>(provision included in previous version of Metro Code as 3.07.1110)</i>	12/8/2000	12/8/2001	12/8/2002
Title 12: Provide access to parks by walking, bicycling, and transit (3.07.1240.B)			7/7/2005
Title 13: Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs (3.07.1330.B)	12/28/2005	1/5/2008	1/5/2009
Title 13: Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs (3.07.1330.C & D)	12/28/2005	1/5/2008	1/5/2009
Title 13: Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices (3.07.1330.E)	12/28/2005	1/5/2008	1/5/2009

APPENDIX D

Summary of Compliance Status

(Regional Transportation Functional Plan in effect as of 6/10/2010)

	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Damascus	Not in compliance	Not in compliance	Not in compliance	Not in compliance	Not in compliance
Durham	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Fairview	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
Forest Grove	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Gladstone	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Gresham	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Happy Valley	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
Hillsboro	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Johnson City	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
King City	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Lake Oswego	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Maywood Park	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
Milwaukie	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
Oregon City	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
Portland	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
Rivergrove	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
Sherwood	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	Not in compliance	Not in compliance	Not in compliance	Not in compliance	Not in compliance
Tualatin	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
West Linn	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
Wilsonville	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
Wood Village	Not in compliance	Not in compliance	Not in compliance	Not in compliance	Not in compliance
Clackamas County	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12
Multnomah County	Not in compliance	Not in compliance	Not in compliance	Not in compliance	Not in compliance
Washington County	12/31/12	12/31/12	12/31/12	12/31/12	12/31/12

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note - a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.

THE LEO COMPANY

MARKETING, PUBLIC & GOVERNMENT AFFAIRS COUNSEL

City of Wilsonville Activity Report for February 2012 The Leo Company, LLC

Overview

During the month of February, The Leo Company focused work on City priorities during 2012's 35-day Legislative Session. We continue to provide research and counsel on several long term policy issues, coordinate local government policy with other governments and coordinate a number of city external affairs projects. We work in support of the City Council goals at the supervision of the Public Affairs Director.

February Legislative Session

The 2012 35-day session was historic in many ways. Oregon's first 'annual' session, the perception going in was that the Legislature would balance the budget, attend to a few 'housekeeping measures' and then go home. What happened was a full-out policy session on a very short timeframe and a very quick legislative tempo! In the end when all was said and done at the March 5th adjournment, much was said and little was done.

Governor Kitzhaber was able to pass some of his healthcare and education bill, including moving Oregon closer to an operational health exchange which would allow insurance companies to offer basic health care plans, in a local adaptation of the national healthcare debate. We will no doubt hear more about this at both the State and Federal levels in 2013.

Balancing the state budget was the primary job of the Legislature in 2012, but was especially challenging with the projected revenue shortfall of close to \$341 Million. We saw bills on education planning, health care reform, hand guns permits at schools and public places and a limited number of other issues. Issues that might have impacted the City of Wilsonville were flagged by the League of Oregon Cities, including opposition to any bill which would have reduced the City shared revenue or the City of Wilsonville's ability to serve its citizens.

Summary of Bills of Interest from the 2012 Legislative Session

Development & Urban Services

HB 4090: The City opposed this bill which authorized owners of property located within urban growth boundaries to be provided urban infrastructure on demand. The City Council sent a letter on February 16th to all members of the Oregon House expressing our concerns with the 11 Amendments. The bill passed the House by a one vote margin and subsequently died in the Senate Committee. We expect a similar bill will be presented in the 2013 Legislative session.

Transient Lodging Tax

SB 1519: The City joined with the Wilsonville Chamber in supporting this bill which would capture unpaid Transient Lodging Tax Revenues from online lodging Registration Services. This bill died in the Senate Finance and Revenue Committee. The online booking industry promised improvements in the collection of these revenues. Cities and tourism interests will monitor this carefully and may bring this bill back in January.

Transportation

SB 1543: ODOT's annual funding bill, including the state's portion of the Sellwood Bridge reconstruction. Funded improvements to Hwy 26 improvement in the Hillsboro area – **PASSED**

SB 1546: Exempts ODOT from obtaining a local permit prior to hazardous tree removal, but establishes legislative history regarding rural intent, and commitment to notification and compliance with port removal local tree ordinances – **PASSED**

SB 1556: Allows contracting agency to voluntarily give preference to bidders proposing to exceed Federal "Buy America" requirements on Federally-funded transit projects – **PASSED**

SB 1591: Increases funding for roadside rest areas with new fees and removes off-the-top allocation of \$3 million per year from 2009 gas tax increase to roadside rest areas (50-30-20 formula results in \$600,000 per year additional road revenues to cities) – **PASSED**

HB 1502: Legislature- approved road building and major renovation projects funded over a six-year period: \$591,920 for road construction. This is notable in that this is a very small amount relative to the State's Capitol Road construction needs – **PASSED**

Rest Areas

SB 1591: Increases funding for roadside rest areas with new fees, and removes off-the-top allocation of \$3 million per year from 2009 gas tax increase to roadside rest areas (50-30-20 formula results in \$600,000 per year additional road revenues to cities) This does NOT affect the Baldock Rest Areas, which were already funded in the 2011 Session – **PASSED**

Court Bills

HB 4167: Clarifies that parking fines are not subject to state assessment on fine revenue and changes the effective date of fine changes made in 2011 – **PASSED**

HB 4169: Places a \$100 fee on district attorney or municipal prosecutor diversions – **PASSED**

Public Safety

SB 1559: Requires the Oregon Office of Emergency Management to distribute 9-1-1 revenue directly to 9-1-1 call centers on behalf of cities and counties. This passed over objections that Wilsonville expressed with the League of Oregon Cities. Some cities are 9-1-1 fund recipients; some pass the money through to federated dispatch functions. This is the bill most contrary to our interests that passed during the 2012 Session. The impact of Wilsonville is that now our 9-1-1 dispatch money will go directly to the provider, instead of first to the City and then to the provider – **PASSED**

For more information on bills relating to Oregon cities, see the League of Oregon Cities (LOC) website: http://www.orcities.org/Portals/17/Legislative/PDFs/2012_bill_summary_final.pdf

For more information on ODOT Bills:
<http://www.oregon.gov/ODOT/GOVREL/docs/2012-leg-sum.pdf>

French Prairie Forum Meeting

The topics at the French Prairie Forum in February included discussion of Transportation System Plans of local county and city governments. Transportation System Plans – Clackamas County, Presentation by Larry Conrad, Principal Transportation Planner. Gave an update on key legislative issues concerning the communities in the French Prairie region including HB 4090, HB 4095, and SB 1560, HB 4028, HB 4093 and other bills of interest, as well as the budget shortfall and consequences for local governments. Mark Ottenad gave a recap of the Bicycle Tourism Workshop. We also discussed the Aurora Airport tower and Master plan implementation.

Chamber Governmental Affairs Committee hears from business advocates

Attended the monthly meeting of the Chamber's Government Affairs Committee, with presentations by two candidates running for Clackamas County Commission, positions 2 and 4 respectively. They presented their positions and answered questions on issues of concern to citizens and businesses in the Wilsonville area. We gave a follow-up on upcoming Legislative issues and participated in discussions.

Summary of February Monthly Activities:

February 1st – Attended the monthly meeting of the Chamber's Government Affairs Committee, gave a follow-up on upcoming Legislative issues and participated in discussions. Two candidates running for Clackamas County Commission presented their positions and answered questions on issues of concern to citizens and businesses in the Wilsonville area.

February 3rd – Submitted testimony in support of SB 1519 before the Senate Finance and Revenue Committee concerning the Transient Lodging Tax.

February 6th – Attended the LOC meeting of city lobbyists to discuss upcoming Legislative issues in the short session. Coordinated policy relating to legislation.

February 7th – Monitored the Senate Transportation Committee Work Session on SB 1556.

February 9th – Attended the metro-area lobbyists' meeting to discuss Legislative issues of concern to communities in the Portland metro region. Monitored HB 4090 at House Agriculture and Natural Resources Committee hearing.

February 13th – Attended the LOC meeting of city lobbyists to discuss Legislative issues of concern to cities, coordinated efforts to defeat HB 4090. Spoke with sponsors of the legislation to express City of Wilsonville concerns.

February 14th - Monitored HB 4090, reported to concerned parties. Circulated Floor letter expressing the City of Wilsonville's concerns.

February 15th – Facilitated the French Prairie Forum, monthly meeting of local government representatives to discuss local government policies including transportation, potential state legislation and infrastructure. Gave an update of the February Legislative Session, discussed pending legislative issues,

February 16th – Attended the LOC meeting of city lobbyists to discuss Legislative issues of concern to cities, helped develop Senate strategy on HB 4090.

February 20th – Attended the LOC meeting of city lobbyists to discuss Legislative issues of concern to cities. Monitored HB 4090, reported that it passed on the House floor, and moved to the Senate Environment Committee.

February 21st – Met with Clackamas County Commissioner Paul Savas to review issues of concern for the City of Wilsonville, continue discuss about transportation connections and to see where opportunities exist to coordinate on transportation planning, especially related to Boone Bridge capacity and the proposed Arndt Road I-5 interchange.

February 22nd – Monitored HB 4090, the urban services to anyone in the UGB, reported in that it was not scheduled for a hearing in the Senate and is now dead.

Objectives for Coming Month of March 2012:

1. Represent the City at Metro and League of Oregon Cities lobby meetings. Continue to build coalitions with other local governments to effectively represent City of Wilsonville interests at the Legislature and in other governmental forums.
2. Prepare a final report of the Legislative Session. Coordinate with League of Oregon Cities and other local government groups concerning legislation that passed and now passing into law.
3. Assist City Attorney and Public Affairs Director in the review of statutory authorities which might have changed during the Legislative Session and work at the request of City staff to better understand legislative changes as they impact Wilsonville.
4. Attend the Wilsonville Chamber of Commerce Government Affairs Committee meetings and give assistance in understanding workforce-related legislative issues as requested by the Public Affairs Director.
5. Work with the other French Prairie governments through the French Prairie Forum to coordinate policies concerning area south of the Willamette River. Maintain ongoing relationships with the other governments in the French Prairie Forum. Find opportunities for mutual cooperation.

6. Monitor the Baldock Rest Area planning issues. Work under the direction of the City Attorney and Public Affairs Director to coordinate issue management related to I-5 infrastructure issues.
7. Provide 'as requested' assistance to the Public Affairs Director to attend meetings and coordinate with various officials and groups in support of the City's Public Affairs program.
8. Provide contacts and communication with the Korean American Community concerning the long term maintenance of the Korean War Memorial.
9. Other duties as assigned by the City Council, Public Affairs Director and City Manager.

Greg Leo
The Leo Company
April, 2012

City of Wilsonville

Community Development Activity



2011 In Review

2011 was a record-setting year in terms of construction activity in Wilsonville. In spite of the slow economy, the City issued building permits for a greater value of construction than in any prior year—more than \$128 million in building valuation, or double the average year. A break-out of building-permit values for 2011 shows:

- **New Residential—\$52 million:** Home-builders applied for 81 building permits for new single-family dwellings—mostly in Villebois—with a total valuation of nearly \$16 million. The City issued permits for 376 multi-family units with a value of over \$36 million primarily for Brenchley Estates, located at the former Thunderbird Mobile Club site.
- **New Commercial/Industrial—\$61 million:** Nine separate building permits that total \$61 million in value were issued for major non-residential projects, including completion of the Old Town Square shopping center anchored by Fred Meyer stores. A total of 400 to 500 permanent jobs were created by businesses at Old Town Square. Additional projects include America’s Tire Company in north Wilsonville and Wilsonville Road Business Park’s four buildings.
- **Commercial/Industrial Renovations—\$14.5 million:** The City issued 266 permits for over \$14 million in additions and tenant improvements to non-residential buildings.

During 2011 the City also advanced over **\$12 million** in public works projects, including the I-5/Wilsonville Road interchange, waterline partnerships with the City of Sherwood, investment in aging sewer lines, street maintenance and other infrastructure projects. In total, the combined **\$139.5 million private and public investments** in Wilsonville during the past year sustained an estimated 1,500 to 1,900 jobs in various sectors, including construction, suppliers, delivery, etc.

2012 Forecast

Wilsonville’s leading role in new development throughout the Portland area of 25 cities is confirmed by a recent report from Metro regional government, which shows Wilsonville with the second-greatest amount of construction activity by value on a per-capita basis. Wilsonville continues to invest in the building and maintenance of essential infrastructure that attracts quality businesses and residential investments to our fine community. City leaders seek to enhance Wilsonville as a desirable place to live, raise a family, to work and to grow successful businesses.

The City’s Community Development Department is expecting this year to again see large numbers in construction valuation as residential construction continues. A review of recent and upcoming developments illustrates Wilsonville’s upsurge in activity (see projects identified by number on attached map):

Residential Housing: Right now, over 800 housing units are in the planning, permitting or construction phases:



Polygon Homes construction at Villebois

1. Villebois Village: With 835 units already constructed there will be significant on-going activity over the next several years. Construction of the new \$15 million Lowrie Primary School is on schedule with a September grand opening targeted. Moving the school site has had the intended effect of incenting new housing starts since younger families like being close to their children’s school. Now, four area homebuilders—Arbor, Legend, Polygon and Lennar have construction workers building new homes in Villebois. Re-

siting the school is a strong example of the City being sensitive and responsive to community needs, partnering with the School District, and taking the lead in making proactive adjustments to previously approved plans.

2. Jory Trail at the Grove (formerly Brenchley Estates): The Holland Partner Group broke ground this fall 2011 on a phase 1, a \$26 million, 360-unit residential development at the site of the former Thunderbird Mobile Club. A second phase is in the review process with a proposed mix of 359 multi-family and 39 single-family homes with construction scheduled to begin this summer.



Jory Trail at the Grove (former Thunderbird Mobile Club)

3. Bell Tower Apartments: Marathon Management is constructing a \$10 million retail/mixed-use, 56-unit residential apartment adjacent to the new Old Town Square.

4. Smaller Residential Developments: City staff is seeing an upsurge in smaller residential development proposals, ranging from single-lot infill projects, to a 21-lot subdivision and a 33-lot subdivision.

Commercial/Industrial/Public Facilities Construction: New construction sprouting up in both the south and north ends of town include:

5. TVFR Command Center: Construction of a 14,696 square foot fire station and 4,849 square foot command center facility (total floor area of approximately 19,545 square feet), and associated site improvements.



Boone Building near Old Town Square

Wilsonville high-tech manufacturers like Mentor Graphics and Rockwell Collins that have existing relationships. OIT's presence provides an attraction for recruiting business to Wilsonville and enhances the city as a location to host new "spin-off" companies.

6. Boone Building: Nearing completion is a 19,500 SF two-story office/retail/medical office building that is anticipated to be open this fall.

7. Oregon Institute of Technology: OIT, Oregon's leading four-year technology and applied-sciences university, purchased the former building along Parkway Avenue to consolidate four locations in the Portland area to Wilsonville. Already, there is great synergy between "Oregon Tech" and

8. Wilsonville Road Business Park: A \$13 million, 111,500 square-foot business and light-industrial flex-space development by Pacific NW Properties is now complete.

Other new stores include the **Ram Restaurant & Brewery** proposed for the former, vacant Chili's building and the redevelopment of the former SMART administration office on Wilsonville Road into a dental office.

Long Range Planning

Coffee Creek Industrial Area

Coffee Creek is 226-acres and was added to the city's UGB in 2002. This area has an adopted master plan that will guide future development. This Regionally Significant Industrial Area will accommodate approximately 1,500 permanent full-time jobs with over \$50M in direct payroll and an increased assessment from \$16M today to over \$250M.

Basalt Creek Planning Area

The City of Wilsonville, in partnership with the City of Tualatin, will be planning over 600 acres of future industrial (approximately 300 acres for Wilsonville) and residential (approximately 300 acres for Tualatin) uses between the two cities. Soon to be initiated concept planning will establish jurisdictional and service boundaries, land use, transportation, parks and open space.

Frog Pond Area

At 181 acres, this area was added to the UGB in 2002 and is currently unplanned. Frog Pond is a future residential area that could accommodate 1,000 dwelling units in a wide variety of housing categories and supporting retail services. Planning for this area will be initiated in 2013/14.

Advance Road School and Park Site

The West Linn/Wilsonville School District owns 40-acres of land in a newly designated urban reserve area on Wilsonville's east side. The area will include two new schools, a primary and middle school as well as a future 10-acre community park with sports fields.

Capital Projects

Major Projects: Construction in 2012 – (* denotes UR funding)

Roads

1. I-5/Wilsonville Rd. Interchange (completion)*
2. Boeckman Road Repair (closure beginning July 2012)
3. 95th & Boones Ferry Rd. Intersection
4. Grahams Ferry Road Improvements
5. Boeckman Road Bike/Ped Improvements (East)*

Wastewater

6. Wastewater Plant Upgrade*

Water

7. Kinsman Rd. Waterline (Sherwood)

Stormwater

8. Repairs At Rivergreen And Morey's Landing
9. Boeckman Creek@Wilsonville Rd. Improvements

Building

10. SMART Admin /Fleet Maintenance Facility

Parks

11. Engelman Park
12. Villebois Piazza

Major Projects: Design/Development in 2012 - (* denotes UR funding)

Roads

- Transportation System Plan Update
- Barber Road Extension*
- Kinsman Road Extension*
- Tooze Road Improvements*

Wastewater

- Collection System Master Plan
- Memorial Park Pump State Relocation
- Boeckman Creek Sewer Line Replacement (Frog Pond Expansion)

Water

- Water Master Plan Update
- Sherwood Waterline Projects
- West Side Water Reservoir

Parks

- Memorial Park Improvements
- Villebois Parks (SAP E)

Major Projects: 5-Year Horizon

- Coffee Creek Industrial Area Infrastructure
- Frog Pond Infrastructure
- Advance Road Sports Fields

- Water Plant Expansion
- Villebois Parks
- Bike/Ped/Emergency Vehicle Bridge

Economic Development

This winter the City retained ECONorthwest to assist the City in developing an Economic Development Strategy. The draft strategy will include the results of public input obtained through focus group meetings, one-on-one interviews with business leaders and community members, an advisory committee, an online open house, and an economic development summit. The final strategy will include specific action items and will be presented to City Council for adoption.

This process was kicked off in March with the first of four Advisory Committee meetings. A series of four focus group meetings was held on April 12th with the results discussed at the second Advisory Committee meeting held on April 19th. The Economic Development Summit is scheduled for May 31st, with the Online Open House occurring the week before and after the Summit. An update of the City's Economic Opportunity Analysis will be available for review at that time.

Several common themes emerged from the focus group meetings. These themes will be further vetted and refined into a vision of the City's economic future along with goals and actions for achieving this vision.

In general terms, these themes are as follows:

- City staff and Leadership
- Regulations
- Balancing Growth with Maintaining High Quality of Life
- Transportation
- Workforce
- Economic Opportunities
- Business Retention and Attraction
- Availability of Serviced Land and Built Space

Further information on this process is available under the "What's New" tab on the City's website and under Economic Development Advisory Committee:

<http://www.ci.wilsonville.or.us/Index.aspx?page=986>



29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

WILSONVILLE CITY COUNCIL NOTICE OF DECISION

FILE NO: **Ordinance No. 703**, An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural – Holding (RA-H) Zone To The Planned Development Residential – 4 (PDR-4) Zone On 19.962 Acres Comprising The Northerly Portions of Tax Lots 103, 105, And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group, Applicant

APPLICANT: **Holland Partner Group.**
REQUEST: Amendment to Zone Map from the Residential Agricultural-Holding Zone to the Planned Development Residential-4 Zone on 19.962 acres comprising the northerly portions of Tax Lots 103, 105, and 200 of Section 14A, T3S, R1W, Clackamas County, Oregon.

After conducting public hearings, the City Council voted to adopt Ordinance No. 703 as submitted and adopted findings and conclusions to support their action.

This decision has been finalized in written form as **Ordinance No. 703** and placed on file in the city records at the Wilsonville City Hall this 8th day of May, 2012, and is available for public inspection. The date of filing is the date of decision. Any appeal(s) must be filed with the Land Use Board of Appeals (LUBA) in accordance with ORS Chapter 197, within twenty-one days from the date of decision. Copies of Ordinance No. 703 may be obtained from the City Recorder, 29799 SW Town Center Loop East, Wilsonville, OR 97070, (503) 570-1506.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop Road, Wilsonville, Oregon 97070 or telephone (503) 682-4960.



**AFFIDAVIT OF MAILING
NOTICE OF CITY COUNCIL DECISION
OF THE CITY OF WILSONVILLE**

STATE OF OREGON)
)
COUNTIES OF CLACKAMAS)
)
CITY OF WILSONVILLE)

I, Sandra C. King, do hereby certify that I am City Recorder of the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Decision regarding **Ordinance No. 703**, An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural – Holding (RA-H) Zone To The Planned Development Residential – 4 (PDR-4) Zone On 19.962 Acres Comprising The Northerly Portions of Tax Lots 103, 105, And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group, Applicant, the is a true copy of the original notice; that on, May 8, 2012, I did cause to be e-mailed and mailed via U.S. Mail copies of such notice of decision in the exact form hereto attached to the agencies listed in Exhibit “A”:

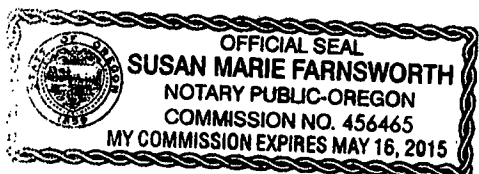
Witness my hand this 8th day of May, 2012.

Sandra C. King
Sandra C. King, MMC, City Recorder

Subscribed and sworn to before me this 8th day of May, 2012.

Susan Marie Farnsworth
NOTARY PUBLIC, STATE OF OREGON

My commission expires: May 16, 2015



Via Email:

Brenner Daniels, Holland Partners
BDaniels@hollandresidential.com

Doris Wehler
dawehler@gaim.com

John Ludlow
John070@heavenet.com

Randy Myers
Randy@brownstonehomes.net

Via U.S. Mail: please see attached list.

**BRENCHLEY NOTICE OF
DECISION MAILING LABELS
ORD 703.**

Portland General Electric Co
121 SW Salmon St
Portland OR 97204

Robert Jones
PO Box 750
Washougal WA 98671

Mentor Graphics Corp
8005 SW Boeckman RD
Wilsonville OR 97070

Elliott & Associates
901 NE Glisan St
Portland OR 97232

Verizon Northwest Inc
PO Box 1003
Everett WA 98206

Woodleaf Apartments LLC
4950 Mapleton DR
West Linn OR 97068

Theresa Jacobsen
28549 SW Ash Meadows Blvd #1
Wilsonville OR 97070

Myrna Puffinburger
28549 SW Ash Meadows Blvd #2
Wilsonville OR 97070

DA & Meredith Hildrebrant
PO Box 490
Beavercreek OR 97004

Kevin Johnson
28549 SW Ash Meadows Blvd #4
Wilsonville OR 97070

Leslye Burns-Smith
28549 SW Ash Meadows Blvd #5
Wilsonville OR 97070

Margaret Mala
28687 SW Roger Blvd #72
Wilsonville OR 97070

Jennifer Doherty
28615 SW Ash Meadows Blvd #7
Wilsonville or 97070

Jeanne Stearns
28615 SW Ash Meadows Blvd #8
Wilsonville OR 97070

Donna Laroe
343 Wood DR
Lodi, CA 95242

Loren & Karen Cogdill
61164 Lodgepole DR
Bend OR 97702

Jila Bowman
6903 SW Cedar Pointe
Wilsonville OR 97070

Linda Koussa
28625 SW Ash Meadows Blvd #1
Wilsonville OR 97070

William & Joyce Oyala
28625 SW Ash Meadows Blvd #13
Wilsonville OR 97070

G VonWalter
28525 SW Ash Meadows Blvd #1
Wilsonville OR 97070

Kimberley Buchanan
28525 SW Ash Meadows Blvd #1
Wilsonville OR 97070

Linda Baxter
28593 SW Ash Meadows Blvd #1
Wilsonville OR 97070

Duane & Patricia Probst
28593 SW Ash Meadows Blvd #1
Wilsonville OR 97070

Kenneth Kudas
28693 SW Ash Meadows Blvd #1
Wilsonville OR 97070

William Helzer
28593 SW Ash Meadows Blvd #1
Wilsonville OR 97070

Karen Wilson
3030 SW Advance Rd
Wilsonville OR 97070

John Dehoney
8229 SW Mariners Dr
Wilsonville OR 97070

Michelle Chase
28740 SW Parkway Ave #a3
Wilsonville OR 97070

Gina Huntley
PO Box 3014
Wilsonville OR 97070

Chris Wilson
28740 SW Parkway Ave #d4
Wilsonville OR 97070

Patricia Lynn
28740 SW Parkway Ave #d4
Wilsonville OR 97070

Linda Gomez
28740 SW Parkway Ave #d4
Wilsonville OR 97070

Brenchley Estates Partners LP
1111 Main St #750
Vancouver WA 97660

Smith-Hall Industries
88311 Huff Ave NE
Salem OR 97303

Les Schwab Tire Centers
PO Box 5350
Bend OR 97708

WSW LLC
29025 SW Town Center Loop West
Wilsonville OR 97070

Washington Federal Savings
425 Pike St
Seattle WA 98101

Ash Meadows Homeowners Assoc
278 SW Arthur St
Portland OR 97201

Terry & Debbi Mostul
7585 SW Hunziker St
Tigard OR 97223

Oak View Condo Homeowners
PO Box 1549
Sherwood OR 97140

West-Linn/Wilsonville School Dist.
PO Box 35
West Linn OR 97068

Otak Inc.
Attn: Jerry Offer
17355 SW Boones Ferry Rd
Lake Oswego OR 97035

Holland Partner Group
Attn John Hendry
1111 Main Street #750
Vancouver WA 97660

Loretta Knobel
28635 SW Roger Blvd #69
Wilsonville OR 97070

Ray Lister
7925 SW Vlahos Dr. #508
Wilsonville OR 97070

Keith Buisman
17355 SW Boones Ferry Rd
Lake Oswego OR 97035

King, Sandy

From: King, Sandy
Sent: Tuesday, May 08, 2012 11:36 AM
To: 'randy@brownstonehomes.net'
Subject: Notice of decision
Attachments: Ord703 Brenchley.docx

Attached is the notice of decision for Ordinance No. 703.

Sandra C. King, MMC
City Recorder
City of Wilsonville
503-570-1506

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

King, Sandy

From: King, Sandy
Sent: Tuesday, May 08, 2012 11:35 AM
To: 'john070@heavenet.com'
Subject: Notice of decision
Attachments: Ord703 Brenchley.docx

Attached is the notice of decision re: Ordinance 703.

Sandra C. King, MMC
City Recorder
City of Wilsonville
503-570-1506

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

King, Sandy

From: King, Sandy
Sent: Tuesday, May 08, 2012 11:34 AM
To: 'dawelher@gaim.com'
Subject: Notice of decision
Attachments: Ord703 Brenchley.docx

Notice of decision for Ord. 703 adopted 5/7/12

Sandra C. King, MMC
City Recorder
City of Wilsonville
503-570-1506

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

King, Sandy

From: King, Sandy
Sent: Tuesday, May 08, 2012 11:33 AM
To: 'bdaniels@hollandresidential.com'
Subject: Notice of decision
Attachments: Ord703 Brenchley.docx

Attached is the notice of decision re: Adoption of Ordinance No. 703.

Sandra C. King, MMC
City Recorder
City of Wilsonville
503-570-1506

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

**WILSONVILLE CITY COUNCIL
NOTICE OF DECISION**

FILE NO: **Ordinance No. 703**, An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural – Holding (RA-H) Zone To The Planned Development Residential – 4 (PDR-4) Zone On 19.962 Acres Comprising The Northerly Portions of Tax Lots 103, 105, And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group, Applicant

APPLICANT: **Holland Partner Group.**
REQUEST: Amendment to Zone Map from the Residential Agricultural-Holding Zone to the Planned Development Residential-4 Zone on 19.962 acres comprising the northerly portions of Tax Lots 103, 105, and 200 of Section 14A, T3S, R1W, Clackamas County, Oregon.

After conducting public hearings, the City Council voted to adopt Ordinance No. 703 as submitted and adopted findings and conclusions to support their action.

This decision has been finalized in written form as **Ordinance No. 703** and placed on file in the city records at the Wilsonville City Hall this 8th day of May, 2012, and is available for public inspection. The date of filing is the date of decision. Any appeal(s) must be filed with the Land Use Board of Appeals (LUBA) in accordance with ORS Chapter 197, within twenty-one days from the date of decision. Copies of Ordinance No. 703 may be obtained from the City Recorder, 29799 SW Town Center Loop East, Wilsonville, OR 97070, (503) 570-1506.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop Road, Wilsonville, Oregon 97070 or telephone (503) 682-4960.

**WILSONVILLE CITY COUNCIL
NOTICE OF DECISION**

FILE NO: **Ordinance No. 703**, An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural – Holding (RA-H) Zone To The Planned Development Residential – 4 (PDR-4) Zone On 19.962 Acres Comprising The Northerly Portions of Tax Lots 103, 105, And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group, Applicant

APPLICANT: **Holland Partner Group.**
REQUEST: Amendment to Zone Map from the Residential Agricultural-Holding Zone to the Planned Development Residential-4 Zone on 19.962 acres comprising the northerly portions of Tax Lots 103, 105, and 200 of Section 14A, T3S, R1W, Clackamas County, Oregon.

After conducting public hearings, the City Council voted to adopt Ordinance No. 703 as submitted and adopted findings and conclusions to support their action.

This decision has been finalized in written form as **Ordinance No. 703** and placed on file in the city records at the Wilsonville City Hall this 8th day of May, 2012, and is available for public inspection. The date of filing is the date of decision. Any appeal(s) must be filed with the Land Use Board of Appeals (LUBA) in accordance with ORS Chapter 197, within twenty-one days from the date of decision. Copies of Ordinance No. 703 may be obtained from the City Recorder, 29799 SW Town Center Loop East, Wilsonville, OR 97070, (503) 570-1506.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop Road, Wilsonville, Oregon 97070 or telephone (503) 682-4960.

**WILSONVILLE CITY COUNCIL
NOTICE OF DECISION**

FILE NO: **Ordinance No. 703**, An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural – Holding (RA-H) Zone To The Planned Development Residential – 4 (PDR-4) Zone On 19.962 Acres Comprising The Northerly Portions of Tax Lots 103, 105, And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group, Applicant

APPLICANT: **Holland Partner Group.**
REQUEST: Amendment to Zone Map from the Residential Agricultural-Holding Zone to the Planned Development Residential-4 Zone on 19.962 acres comprising the northerly portions of Tax Lots 103, 105, and 200 of Section 14A, T3S, R1W, Clackamas County, Oregon.

After conducting public hearings, the City Council voted to adopt Ordinance No. 703 as submitted and adopted findings and conclusions to support their action.

This decision has been finalized in written form as **Ordinance No. 703** and placed on file in the city records at the Wilsonville City Hall this 8th day of May, 2012, and is available for public inspection. The date of filing is the date of decision. Any appeal(s) must be filed with the Land Use Board of Appeals (LUBA) in accordance with ORS Chapter 197, within twenty-one days from the date of decision. Copies of Ordinance No. 703 may be obtained from the City Recorder, 29799 SW Town Center Loop East, Wilsonville, OR 97070, (503) 570-1506.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop Road, Wilsonville, Oregon 97070 or telephone (503) 682-4960.

**WILSONVILLE CITY COUNCIL
NOTICE OF DECISION**

FILE NO: **Ordinance No. 703**, An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural – Holding (RA-H) Zone To The Planned Development Residential – 4 (PDR-4) Zone On 19.962 Acres Comprising The Northerly Portions of Tax Lots 103, 105, And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group, Applicant

APPLICANT: **Holland Partner Group.**
REQUEST: Amendment to Zone Map from the Residential Agricultural-Holding Zone to the Planned Development Residential-4 Zone on 19.962 acres comprising the northerly portions of Tax Lots 103, 105, and 200 of Section 14A, T3S, R1W, Clackamas County, Oregon.

After conducting public hearings, the City Council voted to adopt Ordinance No. 703 as submitted and adopted findings and conclusions to support their action.

This decision has been finalized in written form as **Ordinance No. 703** and placed on file in the city records at the Wilsonville City Hall this 8th day of May, 2012, and is available for public inspection. The date of filing is the date of decision. Any appeal(s) must be filed with the Land Use Board of Appeals (LUBA) in accordance with ORS Chapter 197, within twenty-one days from the date of decision. Copies of Ordinance No. 703 may be obtained from the City Recorder, 29799 SW Town Center Loop East, Wilsonville, OR 97070, (503) 570-1506.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop Road, Wilsonville, Oregon 97070 or telephone (503) 682-4960.

Jerry Offer
Otak, Inc.
17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035

John Hendry
Holland Partners Group
1111 Main Street, Suite 50
Vancouver, WA 98660

VIA: Certified Mail, Return Receipt Requested

March 29, 2012

John Hendry
Holland Partners Group
1111 Main Street, Suite 50
Vancouver, WA 98660

Re: Brenchley Estates - North

Case Files: Request A: DB12-0012 – Zone Map Amendment
Request B: DB12-0013 – Revised Stage I Preliminary Plan, Brenchley
Estates-North and Jory Trail at the Grove
Request C: DB12-0014 – Waivers
Request D: DB12-0015 – Stage II Final Plan – Lot 1
Request E: DB12-0016 – Site Design Review – Lot 1
Request F: DB12-0017 – Type ‘C’ Tree Plan – Lot 1
Request G: DB12-0018 – 5-Lot Tentative Subdivision Plat and Waiver to
block size standards

Two copies of the Development Review Board’s decision on your referenced project, including conditions of approval rendered are attached. ***Please note that these approvals are contingent upon the City Council’s approval of the Zone Map Amendment, which is scheduled for a hearing on April 16, 2012.***

Please note that your signature acknowledging receipt and acceptance of the Conditions of Approval is required to be returned to the Planning Office before the decision is effective. One copy is provided for this purpose. Please sign and return to the undersigned. Thank you.

Shelley White
Planning Administrative Assistant


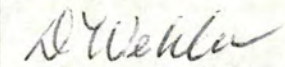
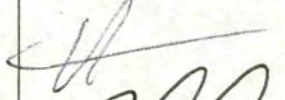
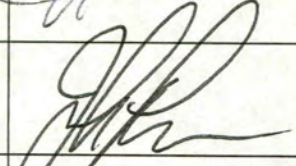
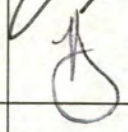
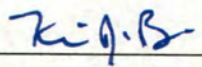
CC: Jerry Offer – Otak, Inc.

ATTENDANCE

CITY OF WILSONVILLE
29799 SW TOWN CENTER LOOP E.

DEVELOPMENT REVIEW BOARD
Panel B

MEETING DATE March 26, 2012

Name (Printed) Company Name	Name (Signature)	ADDRESS CITY, STATE & ZIP CODE	EMAIL ADDRESS PHONE NUMBER	DO YOU WISH A COPY OF THE DECISION? IF SO, INDICATE THE PROJECT NAME OR FILE NUMBER
Brenner Daniels Hillcrest Partners		1111 Main Street Suite 500 98660 Vancouver, WA 98660	BRENNER.DANIELS@HILLCREST DENTAL.COM	Yes
Doris Wehler		6855 SW Boeckman, WV	dwehler@gmail.com	yes
Ray Lister		7935 SW Lakeside Dr #508 WV		
John Lister		97070	you have	yes
RANDY MYERS		20475 S. W. 97068? Fernview mo	Randy@brownstone homes.net	yes.
KEITH BUISMAN		17355 SW BONES CTAK FERRY ROAD LAKEOSWEGO, OR 97035	Keith.buisman@ctak.com 503-699-1562	

Margaret Mala
28687 SW Roger Blvd #72
Wilsonville OR 97070

Ray Lister
7925 SW Vlahos Dr. #508
Wilsonville OR 97070

Loretta Knobel
28635 SW Roger Blvd #69
Wilsonville OR 97070

Emailed to:

- Brenner Daniels, Holland Partners,
BDaniels@Hollandresidential.com
- Doris Wehler, dawehler@gmail.com
- John Ludlow, john070@hevanet.com
- Randy Myers, Randy@Brownstonehomes.net

Straessle, Linda

From: Straessle, Linda
Sent: Thursday, March 29, 2012 11:38 AM
To: 'BDaniels@Hollandresidential.com'; 'daweher@gmail.com'; 'john070@hevanet.com';
'Rand@Brownstonehomes.net'
Subject: Brenchley Estates N DRB Notice of Decision
Attachments: Notice of Decision package.pdf

You indicated on the sign-up sheet at the March 26, 2012 Wilsonville Development Review Board meeting that you would like a copy of the Notice of Decision for the Brenchley North project. The Notice of Decision package is attached. Please call or email me if you prefer a paper copy.

Linda Straessle
Administrative Assistant
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville OR 97070
(503) 570-1571
straessle@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this Email address may be subject to the Oregon Public Records Law.

Straessle, Linda

From: Microsoft Outlook
To: 'Rand@Brownstonehomes.net'
Sent: Thursday, March 29, 2012 11:39 AM
Subject: Undeliverable: Brenchley Estates N DRB Notice of Decision

server.trinetech.com rejected your message to the following e-mail addresses:

'Rand@Brownstonehomes.net' (Rand@Brownstonehomes.net) <<mailto:Rand@Brownstonehomes.net>>

server.trinetech.com gave this error:
<Rand@Brownstonehomes.net>: Recipient address rejected: User unknown in local recipient table

The e-mail address you entered couldn't be found. Please check the recipient's e-mail address and try to resend the message. If the problem continues, please contact your helpdesk.

Diagnostic information for administrators:

Generating server: WVMail.city.ci.wilsonville.or.us

Rand@Brownstonehomes.net

server.trinetech.com #550 5.1.1 <Rand@Brownstonehomes.net>: Recipient address rejected: User unknown in local recipient table ##

Original message headers:

Received: from WVMbx1.city.ci.wilsonville.or.us (:::1) by
WVMail.city.ci.wilsonville.or.us (:::1) with mapi id 14.01.0355.002; Thu, 29
Mar 2012 11:39:01 -0700
From: "Straessle, Linda" <straessle@ci.wilsonville.or.us>
To: "'BDaniels@Hollandresidential.com'" <BDaniels@Hollandresidential.com>,
"dawehler@gmail.com" <dawehler@gmail.com>, "john070@hevanet.com"
<john070@hevanet.com>, "'Rand@Brownstonehomes.net'"
<Rand@Brownstonehomes.net>
Subject: Brenchley Estates N DRB Notice of Decision
Thread-Topic: Brenchley Estates N DRB Notice of Decision
Thread-Index: Ac0N2yF3c4Y0KUlcQZydm23z4pukRQ==
Date: Thu, 29 Mar 2012 18:38:27 +0000

Straessle, Linda

From: Straessle, Linda
Sent: Thursday, March 29, 2012 11:44 AM
To: 'Randy@Brownstonehomes.net'
Subject: FW: Brenchley Estates N DRB Notice of Decision
Attachments: Notice of Decision package.pdf

You indicated on the sign-up sheet at the March 26, 2012 Wilsonville Development Review Board meeting that you would like a copy of the Notice of Decision for the Brenchley North project. The Notice of Decision package is attached.

Please call or email me if you prefer a paper copy.

I am sending this email due to the lack of a city or zip code on the address you provided on the sign-up sheet, and Wilsonville does not have a "Fernview Rd" within its city limits.

Linda Straessle
Administrative Assistant
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville OR 97070
(503) 570-1571
straessle@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this Email address may be subject to the Oregon Public Records Law.

31W11 00600
Portland Gen Elec Co
121 SW Salmon St
Portland, OR 97204

31W11 00701
Robert Jones
P.O. Box 750
Washougal, WA 98671

31W12 00501
Mentor Graphics Corp
8005 SW Boeckman Rd
Wilsonville, OR 97070

31W13CB00700
Elliott & Associates
101 NE Glisan St
Portland, OR 97232

31W13B 02701
Verizon Northwest Inc
P.O. Box 1003
Everett, WA 98206

31W13B 02900
Woodleaf Apartments LLC
4950 Mapleton Dr
West Linn, OR 97068

31W13BC00100
Theresa Jacobsen
28549 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC00200
Myrna Puffinburger
28549 SW Ash Meadows Blvd #2
Wilsonville, OR 97070

31W13BC00300
D A & Meredith Hilderbrand
P.O. Box 490
Beavercreek, OR 97004

31W13BC00400
Kevin Johnson
28549 SW Ash Meadows Blvd #4
Wilsonville, OR 97070

31W13BC00500
Leslye Burns-Smith
28549 SW Ash Meadows Blvd #5
Wilsonville, OR 97070

31W13BC00600
Margaret Mala
28687 SW Roger Blvd #72
Wilsonville, OR 97070

31W13BC00700
Jennifer Doherty
28615 SW Ash Meadows Blvd #7
Wilsonville, OR 97070

31W13BC00800
Jeanne Stearns
28615 SW Ash Meadows Blvd #8
Wilsonville, OR 97070

31W13BC00900
Donna Laroe
343 Wood Dr
Lodi, CA 95242

31W13BC01000
Loren & Karen Cogdill
1164 Lodgepole Dr
Bend, OR 97702

31W13BC01100
Jila Bowman
6903 SW Cedar Pointe
Wilsonville, OR 97070

31W13BC01200
Linda Koussa
28625 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01300
William & Joyce Oyala
28625 SW Ash Meadows Blvd #13
Wilsonville, OR 97070

31W13BC01400
G VonWalter
28625 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01500
Kimberly Buchanan
28625 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01600
Linda Baxter
28593 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01700
Duane & Patricia Probst
28593 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01800
Kenneth Kudas
28593 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01900
William Helzer
28593 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC90A01
Karen Wilson
3030 SW Advance Rd
Wilsonville, OR 97070

31W13BC90A02
John Dehoney
8229 SW Mariners Dr
Wilsonville, OR 97070

31W13BC90A03
Michelle Chase
28740 SW Parkway Ave #a3
Wilsonville, OR 97070

31W13BC90A04
Gina Dever Huntley
P.O. Box 3014
Wilsonville, OR 97070

31W13BC90D04
Chris Wilson
28740 SW Parkway Ave #d4
Wilsonville, OR 97070

31W13BC90D05
Patricia Lynn
28740 SW Parkway Ave #d5
Wilsonville, OR 97070

31W13BC90D06
Linda Gomez
28740 SW Parkway Ave #d6
Wilsonville, OR 97070

31W14A 00100
Branchley Estates Partners LP
1111 Main St #750
Vancouver, WA 98660

~~31W14A 00200
Branchley Estates Partners LP
1111 Main St #750
Vancouver, WA 98660~~

31W14D 00100
Smith-Hall Industries Inc
8811 Huff Ave NE
Salem, OR 97303

31W14D 00104
Les Schwab Tire Centers
P.O. Box 5350
Bend, OR 97708

31W14D 00107
Wsw LLC
29025 SW Town Center Loop W
Wilsonville, OR 97070

31W13CB00800
Washington Federal Savings
425 Pike St
Seattle, WA 98101

~~31W14D 00109
Smith-Hall Industries Inc
8811 Huff Ave NE
Salem, OR 97303~~

31W13BC08200
Ash Meadows Homeowners Assn
278 SW Arthur St
Portland, OR 97201

31W11 00703
Terry & Debbi Mostul
7585 SW Hunziker St
Tigard, OR 97223

~~31W14A 00103
Branchley Estates Partners LP
1111 Main St #710
Vancouver, WA 98660~~

31W13BC90000
Oak View Condo Homeowners
P.O. Box 1549
Sherwood, OR 97140

~~31W13B 02603
Mentor Graphics Corp
8005 SW Boeckman Rd
Wilsonville, OR 97070~~

~~31W13B 02705
Verizon Northwest Inc
P.O. Box 1003
Everett, WA 98206~~

West-Linn/Wilsonville School Dist
P.O. Box 35
West Linn, OR 97068

Otak, Inc.
Attn: Jerry Offer
17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035

Holland Partner Group
Attn: John Hendry
1111 Main Street, Ste. 750
Vancouver, WA 98660



29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

May 10, 2012

Jack Orchard
Ball Janic
101 SW Main Street, Suite 1100
Portland, OR 97204

Re: Brenchley Estates Notice of Council Decision

Mr. Orchard;

Mike Kohlhoff asked that I forward you copies of Ordinance No. 703 adopted Monday, May 7, 2012 amending the City of Wilsonville Zoning Map for Holland Partner Group for their Brenchley Estates project in Wilsonville.

A copy of Ordinance No. 703 is enclosed, as is the Notice of Decision.

Should you have any questions, please feel free to give me a call at 503-570-1506.

Sincerely,

Sandra C. King, City Recorder

/sck

Enclosures(2)



City of Wilsonville

City Council Meeting Action Minutes

DATE: MEETING DATE 5/7/12
LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR
TIME START: 5:00 P.M. TIME ADJOURNED: 9:40 AM REMARKS: Councilor Starr excused from work session; Councilor Núñez attended regular meeting via telephone for the Brenchley Estates matter.

ATTENDANCE LOG

COUNCILORS	STAFF	STAFF
Mayor Knapp	Brian Cosgrove	Delora Kerber
Council President Núñez – attended via telephone for Brenchley Estates matter	Mike Kohlhoff	Martin Brown
Councilor Hurst	Jeanna Troha	Becky White
Councilor Goddard	Sandy King	Keith Katko
Councilor Starr – excused from work session	Gary Wallis	Dan Knoll
	Blaise Edmonds	Mike Ward
	Steve Adams	

AGENDA	ACTIONS
WORK SESSION	
TSP Solutions	Direction provided to staff of changes to make before the open house.
MAYOR'S BUSINESS	
Library Board Appointment	Continued to May 21, 2012 to allow Councilor Núñez to be present.
DRB Board Vacancy	Directed City Recorder to begin recruitment process.
REGULAR MEETING	
<u>New Business:</u>	
A. Resolution No. 2359 – City Council Compensation	Continued to May 21, 2012 meeting to allow Councilor Núñez to be present.
B. Resolution 2360 – Mayor's Compensation Adjustment	Adopted 3-0 Mayor recused himself and did not participate in discussion or vote.
C. Resolution No. 2361 – 2012 Street Maintenance contract award to Brix Paving	Adopted 4-0.
CONTINUING BUSINESS	
A. Ordinance No. 703 – Zone change for Brenchley Estates	Adopted 5-0 Zone Map Amendment from RA-H to PDR-4 for Brenchley Estates – North which enables development of 288 apartment units (Phase 1), 25 single family houses for market rate sale and 46 age restricted housing units for seniors (50+) in Phase 3. This approval reduced the housing density by 39 units for a total of 359 units.

PREPARED BY: SCK 5/9/12

N:\City Recorder\Minutes\5712 action minutes.docx

City of Wilsonville
City Council Meeting
May 7, 2012 Sign In Sheet

Name	Mailing Address
KERN WISE	
D. Wehler	
RANDY MYERS	P.O. BOX 2375 LAKE OSWEGO.
ANNE EASTERLY	
CAROLYN HALE	11609 SW TOULOUSE ST #306
KEITH BUSMAN	17355 SW BOXES FERRY RD LAKE OSWEGO, OR 97035