

**WILSONVILLE CITY HALL
DEVELOPMENT REVIEW BOARD PANEL A**

MONDAY, SEPTEMBER 14, 2015 - 6:30 P.M.

I. **Call To Order:**

II. **Chairman's Remarks:**

III. **Roll Call:**

Mary Fierros Bower Kristin Akervall
Lenka Keith James Frinell
Ronald Heberlein Council Liaison Julie Fitzgerald

IV. **Citizen's Input:**

V. **City Council Liaison's Report:**

VI. **Consent Agenda:**

A. Approval of minutes of July 13, 2015 DRB Panel A meeting

Documents: [July 13 2015 Minutes.pdf](#)

VII. **Public Hearing:**

A. Resolution No. 312.

Republic Services CNG Fueling Station: Mr. Eric Anderson, Republic Services - Applicant. The applicant is requesting approval of a Stage I Preliminary Plan Revision, Stage II Final Plan, Site Design Review and Type C Tree Removal Plan for the Republic Services property located at 10295 SW Ridder Road, to develop a compressed natural gas (CNG) fueling station. The site is located on Tax Lot 1400 Section 2C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon. Staff: Blaise Edmonds

Case Files: DB15-0051 Revised Stage I Preliminary Plan
DB15-0052 Revised Stage II Final Plan, Phase 2
DB15-0053 Site Design Review, Phase 2
DB15-0057 Type C Tree Plan

Documents: [Republic SR.Exhibits.pdf](#), [Exhibit B1.pdf](#), [Exhibit B2.pdf](#)

VIII. **Board Member Communications:**

A. Results of the July 27, 2015 DRB Panel B meeting

Documents: [DRB-B July 27 2015 Results.pdf](#)

B. Results of the August 24, 2015 DRB Panel B meeting

Documents: [DRB-B August 24, 2015 Results.pdf](#)

C. Discussion topic: Paperless staff reports, exhibits and application notebook

materials

IX. Staff Communications

X. Adjournment

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this 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 such services, please call the Planning Assistant at 503 682-4960

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, SEPTEMBER 14, 2015

6:30 PM

VI. Consent Agenda:

- A.** Approval of minutes from July 13, 2015 DRB Panel A meeting

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

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

I. Call to Order

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

II. Chair’s Remarks

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

III. Roll Call

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

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

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

V. City Council Liaison Report

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

VI. Consent Agenda:

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

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

VII. Public Hearing:

A. Resolution No. 306. Villebois PDP6 Central Row Homes: Polygon WLH, LLC– Applicant for RCS-Villebois Development LLC – Owner. The applicant is requesting approval of a Zone Map Amendment from Public Facility (PF) Zone to Village (V) Zone, Specific Area Plan – Central Refinements, Preliminary Development Plan, Tentative Subdivision Plat, Type ‘C’ Tree Plan and Final Development Plan for the development of 31 row houses in Phase 6 of SAP-Central. The subject property is located on Tax Lot 3500 of Section 15AC, T3S, R1W, Clackamas County, Oregon. Staff: Michael Wheeler

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

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

Chair Fierros Bower called the public hearing to order at 6:35 p.m. and read the conduct of hearing format into the record. All Board members declared for the record that they had visited the site. No board

member, however, declared a conflict of interest, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

jewel to have in any community and the natural area was also being enhanced with another recreational opportunity called active play. This year, Polygon hoped to expand the regional park system further. Polygon's customers have said that parks were what make Villebois a special place, and it was a joy to be able to build that type of infrastructure for the community.

- Polygon also continued to advance transportation infrastructure for the community, including the recent completion of another extension of Grahams Ferry Rd, as well as Villebois Dr which included a roundabout in the extension to the north.
- The market conditions had put Polygon in a position to be able to come forward tonight with a series of applications to help enhance the number of home styles in Villebois, specifically at the town home price point. Though one was proposed in this application, a total of three were intended for Villebois. The market depth was at a place where single-family homes had reached a price point where expanding the number of options for attached products needed to be considered. Many single-family detached opportunities had been provided along the edges of Villebois, so now Polygon was before the Board to discuss expanding the number of attached, for sale, owner-occupied options in Villebois.
- He presented a four-slide PowerPoint, noting that the SAP Central Comparison - Land Use Plan showed how a site initially designated for townhomes (i.e. row homes) and village apartments would look like as a town home community, essentially switching from a rental component to an all for-sale component.
- With regard to what elevations would be different, he displayed the Site Map for Villebois PDP 6C and indicated where the English Revival and French Revival Elevations would be located on the site.

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

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

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

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

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

Mr. Gast replied that Polygon was very confident about saving the tree. He noted their arborist's direction was followed very closely and she had a realistic view about being able to preserve the tree in the context of the development. She had worked in and around the trees in Villebois for more than five years and had been right every time. Polygon had asked and she confirmed that saving the tree was worth pursuing, which was why it was in the plan.

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

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

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

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

There were no further questions for the Applicant.

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

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

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

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

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

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

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

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

- B. Resolution No. 307. Villebois PDP-7 Central Row Homes: Polygon WLH, LLC–Applicant.** The applicant is requesting approval of a Zone Map Amendment from Public Facility (PF) Zone to Village (V) Zone, Specific Area Plan – Central refinements, Preliminary Development Plan, Tentative Subdivision Plat, Final Development Plan and Type ‘C’ Tree Removal and Preservation Plan for the development of row houses in Phase 7 of SAP-Central. The subject property is located on Tax Lot 2700 of Section 15AC, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

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

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

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

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

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

- He believed Preliminary Development Plan (PDP) 7 Central was the most exciting part of Villebois, and noted it had application requests very similar to what was just presented for PDP 6 Central. The Board would be considering a Villebois Central PDP for 68 row homes, and one parcel not part of the Final Development Plan (FDP) or PDP that was located in the southwest corner and planned for a future mixed-use building, which would come under a separate application.
- An aerial photograph was displayed showing the Piazza in the heart of the Village Center that had unique textures, pervious paver bricks, and was designed for events. Over time, there would be a more critical mass of development around the Piazza with a lot of energy being generated from the Piazza and people spilling out onto SW Mont Blanc, Villebois Dr North, and the other streets, making the location of the subject property unique.
- The Zone Map Amendment would change the Public Facilities Zone to a Village Zone, because the approximately 3.4 gross acre site used to be part of the old Dammasch Hospital facilities.

- The Site Land Use Plan (Slide 7) illustrated the location of the Brownstone units along the Woonerf, as well as the location of the London style units, which were also located in the core area of Villebois.
- The Applicant proposed a refinement to replace part of Ravenna St with a linear park that would be wide enough for pedestrians and bicycles with concrete panels, benches, and some landscaping. The linear park was intended to be a pedestrian corridor so bollards would be placed at its entrances from the alleys and public streets to prevent cars from driving on it.
 - He understood that once built, the remaining part of SW Ravenna Lp would be renamed SW Paris Street.
 - Mont Blanc St was a private street that would have paver bricks as part of the Woonerf design.
- The Circulation Plan and Street Sections (Sheet 7, Slide 8) identified the different street profiles, which were all approved under the Circulation Plan for SAP Central.
- The Preliminary Plat (Slide 9) showed the lots of varying widths. The 68 units were for sale units, not rentals, and would be in nine buildings.
- The FDP (Slide 10) showed the Address Streets extending off the Piazza, previously named The Plaza. The Woonerf and Villebois Drive were the two Address Streets being considered tonight. He noted the Courtyard had not been seen yet, but some of the Barber Residential had been reviewed, including the Seville and other row houses built along Barber Street. The Linear Green included the offices and row houses under construction. Each Address Street had a different set of design criteria that determined the design outcome of that site plan.
 - He read the definition of a Woonerf which was intended to make people first and cars second. Driving through the area would be slow and gentle. (Slide 11)
 - The displayed image would be similar to what would be seen in Villebois. Though no towers were in Villebois, there would be curbless sidewalks and room to spill out on to the street if there was a big event at the Piazza, as well as bollards, brick, street furniture, lighting, benches, all of which followed the Community Elements Book approved in the SAP. It would be a really exciting place and the architecture had to reflect that street in terms of the building design and how to compress close to the street to give that energy.
 - He reviewed the building elevations of the Brownstone units proposed along the Woonerf, as well as the London style homes, noting the truly unique designs might be seen in the older areas of Boston and Philadelphia. Features included steps up to the unit, planter boxes, and courtyards in front of double doors big enough for a café table and a couple of chairs.
 - The facades of the buildings would face the street. The public space where people could congregate along the Woonerf would transition to the semi-public space of the little courtyards, and then ultimately to the private realm of houses. These elements made older neighborhoods so unique and were also captured in this particular project.
 - The rear elevations had balconies to provide some private, outdoor recreation space.
 - The Applicant worked hard with the consulting architect, Steve Coyle, who reviewed the designs of the homes in great detail and the Applicant had achieved an excellent design.
 - A number of the buildings would be in close proximity to each other, so the enhanced side elevations included grid in the windows, window trim, and wrapping the brick around the building to reflect the brick in front. Brick was not generally required on all sides of the buildings, but that was the architectural standards for the Woonerf and SW Villebois Drive North.
 - The Applicant had carefully thought out how Mont Blanc, the Woonerf Street, would be constructed. The Layout Plan (Slide 18) detailed the pavers that would be used for the Woonerf block
- He displayed the Landscape Plan and the cut sheet from the Community Elements Book (Slide 20) that showed the waste paper baskets, bicycle racks, bollards, benches, light poles, etc. that would be incorporated into the street.
- The proposal included five SAP Refinements, which he described with these key comments.

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

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

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

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

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

Ronald Heberlein stated there was no crosswalk there, it was just an alley and not a continuation of anything that seemed logical to have the pavers stop there, whereas if it was continued up to what would

now be Paris St, at least presumably, there would be a crosswalk or a good break point for the pavers to transition to standard asphalt.

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

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

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

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

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

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

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

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

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

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

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

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

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

Chair Fierros Bower called for the Applicant's testimony.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Gast said that he had built about 2,400 such homes and this was the first time he had ever gotten the question. He clarified that the floor plans were more representative of concepts that had been done before

but the reality was that there would be some adjustments to the interior spaces. He noted the peninsula, adding they have had it as a u-shape the other way with caps going under the window, but that did not work with the door. They have also had an island in that kitchen.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chair Fierros Bower called for the Applicant's rebuttal.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Frinell agreed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chair Fierros Bower agreed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chair Fierros Bower called the Applicant forward.

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

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

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

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

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

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

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

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

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

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

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

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

The following new condition was added to Revised Exhibit A1:

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

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

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

VIII. Board Member Communications

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

IX. Staff Communications

There were none.

X. Adjournment

The meeting adjourned at 9:16 p.m.

Respectfully submitted,

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

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, SEPTEMBER 14, 2015

6:30 PM

VII. Public Hearing:

- A. Resolution No. 312. Republic Services CNG Fueling Station: Mr. Eric Anderson, Republic Services – Applicant.** The applicant is requesting approval of a Stage I Preliminary Plan Revision, Stage II Final Plan, Site Design Review and Type ‘C’ Tree Removal Plan for the Republic Services property located at 10295 SW Ridder Road, to develop a compressed natural gas (CNG) fueling station. The site is located on Tax Lot 1400 Section 2C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon. Staff: Blaise Edmonds

Case Files: DB15-0051 Revised Stage I Preliminary Plan
DB15-0052 Revised Stage II Final Plan, Phase 2
DB15-0053 Site Design Review, Phase 2
DB15-0057 Type ‘C’ Tree Plan

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 312**

A RESOLUTION ADOPTING FINDINGS AND CONDITIONS APPROVING A STAGE I PRELIMINARY PLAN REVISION, STAGE II FINAL PLAN, SITE DESIGN REVIEW AND TYPE 'C' TREE REMOVAL PLAN FOR THE REPUBLIC SERVICES PROPERTY LOCATED AT 10295 SW RIDDER ROAD, TO DEVELOP A COMPRESSED NATURAL GAS (CNG) FUELING STATION. THE SITE IS LOCATED ON TAX LOT 1400 SECTION 2C, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, WASHINGTON COUNTY, OREGON. MR. ERIC ANDERSON, REPUBLIC SERVICES - 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 staff report on the above-captioned subject dated September 3, 2015, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board at a scheduled meeting conducted on September 14, 2015, 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 A of the City of Wilsonville does hereby adopt the staff report dated September 3, 2015, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations for:

- DB15-0051 Revised Stage I Preliminary Plan
- DB15-0052 Revised Stage II Final Plan for Phase 2
- DB15-0053 Site Design Review for Phase 2
- DB15-0057 Type 'C' Tree Plan for Phase 2

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 14th day of September, 2015 and filed with the Planning Administrative Assistant on _____. 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)*.

Mary Fierros Bower, Chair, Panel A
Wilsonville Development Review Board

Attest:

Shelley White, Planning Administrative Assistant

Exhibit A1
STAFF REPORT
WILSONVILLE PLANNING DIVISION

Republic Services
Compressed Natural Gas (CNG) Fueling Station

DEVELOPMENT REVIEW BOARD PANEL ‘A’
QUASI-JUDICIAL PUBLIC HEARING
STAFF REPORT

HEARING DATE	September 14, 2015
DATE OF REPORT:	September 3, 2015

APPLICATION NOS.:

DB15-0051 Revised Stage I Preliminary Plan
DB15-0052 Revised Stage II Final Plan, Phase 2
DB15-0053 Site Design Review, Phase 2
DB15-0057 Type ‘C’ Tree Plan, Phase 2

REQUEST/SUMMARY: The Development Review Board is being asked to review; Stage I Preliminary Plan (master plan) revision, Stage II Final Plan revision for Phase 2, Site Design Review for Phase 2, Type ‘C’ Tree Plan to develop a Compressed Natural Gas (CNG) fueling station at Republic Services. Recent phased improvements included a new maintenance building and container/drop box storage area, associated improvements including storm detention and landscape screening. The current Phase 2 approval shows future office expansion, parking area and a future driveway from SW Ridder Road.

The applicant has indicated to staff that Republic Services plans have changed as they are undergoing a fleet conversion from diesel trucks to CNG vehicles. (See details in Compliance Narrative in Exhibit B1). Therefore Phase 2 plans are now to construct a CNG fueling station, rather than the office expansion. The applicant’s Master Plan – 2015 Update shows the future office expansion adjoining the maintenance building as Phase 3.

LOCATION: North side of SW Ridder Road, east of SW Garden Acres Road. The property is specifically known as Tax Lot 1400, Section 2C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon.

OWNER: Mr. Eric Anderson of Republic Services (Willamette Resources)
APPLICANT: Republic Services and Clean Energy, Design/Build Contractor
APPLICANT’S REP.: Mr. Ben Altman, Pioneer Design Group, LLC

COMPREHENSIVE PLAN MAP DESIGNATION: Industrial

ZONE MAP CLASSIFICATION: PDI (Planned Development Industrial)

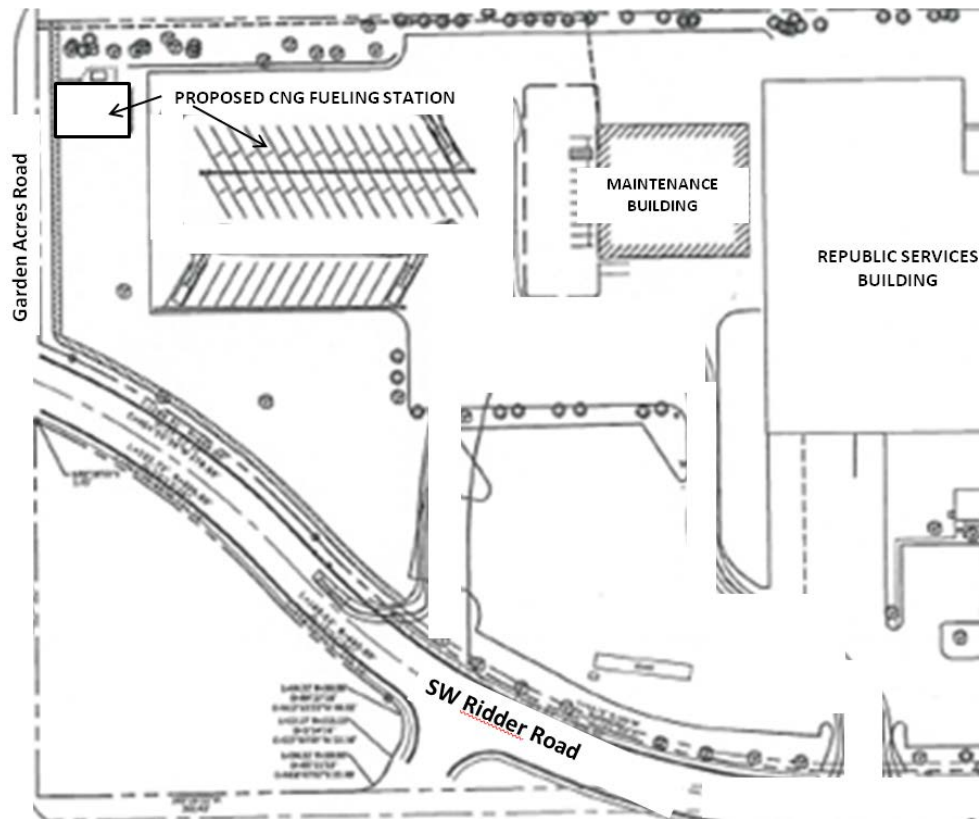
STAFF REVIEWERS: Blaise Edmonds, Manager of Current Planning
Steve Adams PE, Development Engineering Manager
Kerry Rappold, Natural Resource Program Manager

STAFF RECOMMENDATION: Approve the requested revised Stage I Preliminary Plan, approve with conditions the proposed revised Stage II Final Plan and Site Design Review for Phase 2. Approve Type ‘C’ Tree Plan to remove three trees.

APPLICABLE REVIEW CRITERIA

Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.031	Authority of the Development Review Board
Subsection 4.035 (.04)	Site Development Permit Application
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.117	Standards Applying to Industrial Development in All Zones
Section 4.118	Standards Applying to Planned Development Zones
Section 4.135	Planned Development Industrial Zone (PDI)
Section 4.140	Planned Development Regulations
Section 4.154	On-site Pedestrian Access and Circulation
Section 4.155	Parking, Loading, and Bicycle Parking
Section 4.167	Access, Ingress, and Egress
Section 4.175	Public Safety and Crime Prevention
Section 4.176	Landscaping, Screening, and Buffering
Section 4.177	Street Improvement Standards
Sections 4.199.20 through 4.199.60	Outdoor Lighting
Sections 4.300 through 4.320	Underground Utilities
Sections 4.400 through 4.440	Site Design Review
Section 4.620.40	Type ‘C’ Tree Permit

Vicinity Map



BACKGROUND/SUMMARY:

Stage I Preliminary Plan (Master Plan) Revision (DB15-0051)

The subject property was first approved for a solid waste material recovery facility, administrative offices, and related operations in the 1990's:

- Case File 91PC33 – Stage I Master Plan Willamette Resources
- Case File 94DR18 – Site Design Review, Willamette Resources
- Case File 99DB03 – Site Design Review, Keller Drop Boxes

Republic Services administrative offices and the solid waste Material Recovery Facility (MRF) are located on Tax Lot 1400 as approved by the city (Case Files 94DR18 and 99DB03). The MRF contains 55,750 square feet of floor area, and the offices have 4,850 square feet of floor area totaling 60,600 square feet.

Phase I Improvements (2014)

- DB14-0032 Stage I Preliminary Plan Revision
- DB14-0033 Stage II Final Plan – 13,750 sq. ft. maintenance building, and container storage yard.
- DB14-0034 Site Design Review - maintenance building and container storage yard.
- DB4-0035 Type 'C' Tree Plan.

This Application - Proposed Revised Stage I Preliminary Plan – Phase 2 (Master Plan) 2015:

Please refer to pages 5 through 14 of the Compliance Narrative in Exhibit B1 for a detailed description of the proposed revised Preliminary Development Plan revision. Phase 4 is outside the city limits and is not within the jurisdictional review of the City. As stated in the Request/Summary statement the container/drop box storage yard would be replaced with the proposed CNG fueling station, and including a CNG equipment compound at the northwest corner of Tax Lot 1400. The CNG fueling station will initially provide stalls for 30 trucks within the existing paved area.

SW Garden Acres Road: The city has taken a phased approach to requiring public improvements that are based on the applicant's multi-phased development plan consistent with the projects impacts. For purposes of Dolan, the staff finds that there is not a nexus between the proposed CNG fueling station for street dedication at SW Garden Acres Road that would be proportional to the impact created by the project.

Proposed Revised Stage I Preliminary Plan – Phase 3 (Master Plan) 2016 – 17:

The future 3,960 sq. ft. office addition to the maintenance building becomes Phase 3.

Truck fueling parking will be expanded to the west stalls creating all 58 trucks.

Contemplated Phases on Land Outside the City

Phase 4, (2 to 10 years):

Republic Services owns property to the north of their current operations as well as Phase 1, 2 and 3. Though drawings showing planned future improvements in Phase 4 on these properties have been submitted, (see Plan Sheet 1 of 3) the City is taking no action as the land is currently outside the City's jurisdiction and no annexation has been requested.

Proposed Stage II Final Plan Revision for Phase 2 (DB15-0052)

Republic Services relocated its truck maintenance operation from Sherwood to this site. Republic Services is undergoing a fleet conversion from diesel to CNG. Last year's development included a 13,750 square foot maintenance building is located on the west side of the MRF building. The maintenance building replaced an outdoor storage yard. Related improvements included 11 parking spaces (9 standard/2 handicapped) and one loading space immediately west of the maintenance building, a paved, container storage yard (west of the new building), supplemental landscaping and parking, and storm water quality and detention facilities. The proposed revised Phase 2 plan shows a CNG fueling station replacing the container/drop box storage yard area.

- **Section 4.140.09(J)(1) Land Use:** The location, design, size of the project, both separately and as a whole, are consistent with the Planned Development Residential – 5 Zone. See Discussion Topics.

- **Section 4.140.09(J)(2) Traffic:** It is estimated that the proposed CNG fueling station project would generate 0 p.m. peak hour trips. The location, design, size of the project is such that traffic generated by can be accommodated safely, 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 which complies with Subsection 4.140.09(J)(2).
- **Section 4.140.09(J)(3) Public Facilities and Services:** The location, design, size and uses of the proposed CNG fueling station project are such that the use to be accommodated will be adequately served by existing or immediately planned facilities and services.

Site Design Review (DB15-0053)

Architectural Design

Staff finds that the CNG fueling station is very utilitarian including compressors, dryer, switchgear, CNG hose fill posts to serve Republic Services trucks. The proposed 8'-8" x 34' CNG compound electrical control canopy will be an open steel framed structure. There is no architectural asset for such a CMG facility so the applicant is depending on existing perimeter landscaping and slatted chain link fencing to screen it from off-site view.

Landscape Design and Screening along Garden Acres Road

The applicant indicates: "No new parking is being provided and existing landscaping is consistent with prior approvals." Plan Sheet 16/16 of Exhibit B1), shows the current landscape treatment along SW Ridder Road and SW Garden Acres Road. It is a 6 foot high landscape buffer and proposed is a new 6 foot high chain link fence with vinyl slats along the back side to further buffer the project site at SW Garden Acres Road. This meets applicable code standards for screening of the proposed CNG fueling station. Existing landscaping features a combination of trees and shrubs within and adjacent south is a truck parking lot. As noted in this report, the landscape buffering and street trees were expanded to include the SW Garden Acres Road frontage."

Type 'C' Tree Plan (DB15-0057)

Three (3) trees are located within SW Gardens Acres Road right-of-way and are adjacent to the CNG equipment compound site. The applicant is proposing to remove those trees which are shown on Sheet 2 of 3 for Existing Conditions. See page 1 of the Arborist's Report in Exhibit B1. The tree numbers are 7566 – 7568. They are English hawthorn in poor condition. Eventually, additional street trees would be planted when SW Garden Acres road improvements occur.

The applicant has indicated to staff that the proposed tree removal should be Type 'B' process, not requiring DRB review. To the contrary, Subsection 4.610.40(.01)WC requires Type 'C' DRB process connected to site plan review by the DRB for the proposed development. The applicant

is proposing to pay into the City Tree Fund instead of replacing the three trees which is allowed by code.

CONCLUSION AND CONDITIONS OF APPROVAL:

Staff has reviewed the applicant’s analysis of compliance with the applicable criteria. This Staff Report adopts the applicant’s responses as Findings of Fact in regards to the Stage I revision, Stage II Final Plan revision for Phase 2, Site Design Review and Type ‘C’ Tree Plan. Based on the Findings of Fact and information included in this Staff Report, and information received from a duly advertised public hearing, Staff recommends that the Development Review Board approve the proposed application.

The applications and supporting documents are hereby adopted for approval with the following conditions:

PD = Planning Division conditions PF = Engineering Conditions. DRB approved conditions from Case File DB14-0033. NR = Natural Resources Conditions	
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Planning Division Conditions:

REQUEST A: DB15-0051 Stage I Preliminary Plan Revision

No conditions for this request.

REQUEST B: DB15-0052 Revised Stage II Final Plan for Phase 2. This action does not approve the CNG fueling station expansion in Phase 3.

Planning Division Conditions:

PDB 1. Minor changes in an approved revised Stage II Final Plan for Phase 2 may be approved by the Planning Director through the Class I Administrative Review Process if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City’s Community Development Department. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance

related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

The following Engineering Division PF conditions were approved by the Development Review Board in Case File DB14-0033 and they are applicable to this application. For reference those Stage II Final Plan conditions are the following:

Standard Comments:

PFB 1. All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.

PFB 2. Applicant shall submit insurance requirements to the City of Wilsonville in the following amounts:

Coverage (Aggregate, accept where noted)	Limit
Commercial General Liability	
General Aggregate (per project)	\$ 2,000,000
Fire Damage (any one fire)	\$ 50,000
Medical Expense (any one person)	\$ 10,000
Business Automobile Liability Insurance	
Each Occurrence	\$ 1,000,000
Aggregate	\$ 2,000,000
Workers Compensation Insurance	\$ 500,000

PFB 3. 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.

PFB 4. 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 City of Wilsonville Public Work's Standards.

PFB 5. 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 utility improvements shall be approved at the time of the issuance of a Public Works Permit. Private utility improvements are subject to review and approval by the City Building Department.
- c. In the plan set for the PW Permit, existing utilities and features, and proposed new private utilities shall be shown in a lighter, grey print. Proposed public improvements shall be shown in bolder, black print.
- d. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
- e. 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.

- f. 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.
- g. 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.
- h. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- i. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482.
- j. Existing/proposed right-of-way, easements and adjacent driveways shall be identified.
- k. All engineering plans shall be printed to PDF, combined to a single file, stamped and digitally signed by a Professional Engineer registered in the State of Oregon.
- l. All plans submitted for review shall be in sets of a digitally signed PDF and three printed sets.

PFB 6. Submit plans in the following general format and order for all public works construction to be maintained by the City:

- a. Cover sheet
- b. City of Wilsonville construction note sheet
- c. General construction note sheet
- d. Existing conditions plan.
- e. Erosion control and tree protection plan.
- f. 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.
- g. Grading plan, with 1-foot contours.
- h. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
- i. Detailed plans; show plan view and either profile view or provide i.e.'s 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'.
- j. Street plans.
- k. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference
- l. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
- m. 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 of drain inlets, structures, and piping for outfall structure. Note that although storm water detention facilities are typically privately maintained they will be inspected by engineering, and the plans must be part of the Public Works Permit set.

	<ul style="list-style-type: none"> n. Detailed plan for water quality facility (both plan and profile views). Note that although storm water quality facilities are typically privately maintained they will be inspected by Natural Resources, and the plans must be part of the Public Works Permit set. o. Composite franchise utility plan. p. City of Wilsonville detail drawings. q. Illumination plan. r. Striping and signage plan. s. Landscape plan.
PFB 7.	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.
PFB 8.	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.
PFB 9.	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.
PFB 10.	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.
PFB 11.	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.
PFB 12.	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 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.
PFB 13.	Storm water quality facilities shall have approved landscape planted and/or some other erosion control method installed and approved by the City of Wilsonville prior to streets and/or alleys being paved.
PFB 14.	Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.
PFB 15.	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.
PFB 16.	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.
PFB 17.	Sidewalks, crosswalks and pedestrian linkages in the public right-of-way shall be in compliance with the requirements of the U.S. Access Board.
PFB 18.	No surcharging of sanitary or storm water manholes is allowed.
PFB 19.	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.
PFB 20.	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.
PFB 21.	The applicant shall provide a ‘stamped’ engineering plan and supporting information that shows the proposed street light locations meet the appropriate AASHTO lighting standards for all proposed streets and pedestrian alleyways.
PFB 22.	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.
PFB 23.	Street and traffic signs shall have a hi-intensity prismatic finish meeting ASTM 4956 Spec Type 4 standards.
PFB 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.
PFB 25.	Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer. Landscaping plantings shall be low enough to provide adequate sight distance at all street intersections and alley/street intersections.
PFB 26.	Applicant shall design interior streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles.
PFB 27.	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. Stormwater or rainwater LID facilities may be located within the public right-of-way upon approval of the City Engineer. Applicant shall maintain all LID storm water components and private conventional storm water

facilities; maintenance shall transfer to the respective homeowners association when it is formed.

PFB 28. The applicant shall “loop” proposed waterlines by connecting to the existing City waterlines where applicable.

PFB 29. All water lines that are to be temporary dead-end lines due to the phasing of construction shall have a valved tee with fire-hydrant assembly installed at the end of the line.

PFB 30. 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 Collectors. A 10-ft PUE shall be provided along Minor and Major Arterials.

PFB 31. For any new public easements created with the project the Applicant shall be required to produce the specific survey exhibits establishing the easement and shall provide the City with the appropriate Easement document (on City approved forms).

PFB 32. Mylar Record Drawings:
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, and a digitally signed PDF.

Specific Comments:

PFB 33. At the request of Staff, DKS Associates completed a Transportation Impact Analysis dated April 28, 2014. For the combined, proposed Phase 1 and Phase 2 improvements the project is hereby limited to no more than the following impacts. **Though the traffic report pertains to both phases only Phase 1 is being approved at this time.**

Estimated New PM Peak Hour Trips	34
Estimated Weekday PM Peak Hour Trips Through Elligsen Road Interchange Area	23
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	3

Staff note: The Community Development Director has waived the requirement for a Transportation Impact Analysis for the subject Phase 2 application for the CNG fueling station because there would be no net increase in PM hour traffic. See Exhibit C4.

PFB 34. In the 2013 Transportation Systems Plan Ridder Road is identified as a Collector with a required right-of-way (ROW) of 73 feet for the planned street cross section (36.5 feet half street ROW). With Phase 1 permitting Applicant shall dedicate sufficient ROW to accommodate the future full build out of Ridder Road; this will require an additional 6.5 feet of ROW dedication of property adjacent to those portions of

	Ridder Road that have an existing 60 foot ROW, and an additional 11.5 feet of ROW dedication of property adjacent to those portions of Ridder Road that have an existing 50 foot ROW to the City to accommodate a half-street width of 36.5 feet.
PFB 35.	In the 2013 Transportation Systems Plan Garden Acres Road is identified as an alternative collector (street improvement project SI-0). For this future industrialized area the cross section would be similar to Ridder Road – right-of-way (ROW) of 73 feet for the planned street cross section (36.5 feet half street ROW). With Phase 1 permitting Applicant shall dedicate sufficient ROW to accommodate the future full build out of Garden Acres Road; this will require an additional 14.0 feet of ROW dedication of property adjacent to Garden Acres Road to the City to accommodate a half-street width of 36.5 feet.
PFB 36.	Access to public right-of-way at Ridder Road shall be via the two existing driveways. No public access is presently requested or granted onto Garden Acres Road.

Natural Resources Division 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.

Stormwater Management:	
NR 1.	Pursuant to the City of Wilsonville Public Works Standards, source controls are required for fuel dispensing facilities.
Other:	
NR 2.	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: <ul style="list-style-type: none"> 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.
NR 3.	The applicant shall comply with all applicable state and federal requirements for the proposed construction activities and proposed facilities (e.g. DEQ NPDES #1200–C permit).

REQUEST C DB15-0053 Site Design Review for Phase 2.

<u>Planning Division Condition:</u>	
PDC 1.	Construction, site development and fencing shall be carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. Minor revisions may be approved by the Planning Director through

administrative review pursuant to Section 4.030.

REQUEST D: DB15-0057 Type ‘C’ Tree Plan for Phase 2.

Planning Division Conditions:

- PDD 1.** Prior to removal the Applicant/Owner shall obtain a Type C Tree Permit from the Planning Division through the Class I Administrative review process ensuring compliance with the approved Type ‘C’ Tree Plan.
- PDD 2.** Solvents, building material, construction equipment, soil, or irrigated landscaping, shall not be placed within the drip line of any preserved tree, unless a plan for such construction activity has been approved by the Planning Director or Development Review Board based upon the recommendations of an arborist.
- PDD 3.** Prior to operating the CNG fueling station the Applicant/Owner shall remit payment to the City’s Tree Fund for the required three (3) mitigation trees which are included in the proposal. See Finding D5.
- PDD 4.** The Applicant/Owner shall install six (6) foot high, chain link tree protection fencing along the drip lines of the existing trees within the landscape buffer at SW Garden Acres Road and at the the drip line of existing trees along the northerly property line of the project site.

MASTER EXHIBIT LIST:

The following exhibits are hereby entered into the public record by the Development Review Board as confirmation of its consideration of the application as submitted. This is the exhibit list that includes exhibits for Planning Case File DB15-0051 through DB15-0053, 0057 and 0058.

PLANNING STAFF MATERIALS

- A1.** Staff report and findings (this document)
A2. Staff’s PowerPoint Presentation for Public Hearing (to be presented at Public Hearing)

MATERIALS FROM APPLICANT

- B1.** Applicant’s Notebook and Plan Sets: (under separate cover)
Revised application dated August 28, 2015, Redefined Phasing Plan and Interim Design Revisions, Compliance Narrative and Findings, Storm Drainage Report, Prior Approval, AR14-0069, Lighting Details, and Tax Maps.

Reduced Plans

- Master Plan – 2015 Update
- PDI Stage II. Phase II Development Plan
- C-10 CNG Fueling Station, Republic Services – Site Plan
- C-10 1) CNG Fueling Station, Republic Services – General Arrangement and Elevations
- C-10 2) CNG Fueling Station, Republic Services – General Arrangement and Elevations
- 1/3 Master Plan – 2015 Update (Stage I Preliminary Plan)
- 2/3 Existing Conditions
- 3/3 PDI Stage II, Phase 2 Development Plan
- 15/15 Irrigation Plans, Notes & Legends
- 16/16 Partial Planting Plan
- 16B/16 Partial Planting Plan, Legend, Notes & Details

- B2.** Large Format Plans (Under Separate Cover)
1/3 Master Plan – 2015 Update (Stage I Preliminary Plan)

3/3 PDI Stage II, Phase 2 Development Plan

C1. Natural Resource Conditions from Kerry Rappold, Natural Resources Program Manager dated August 31, 2015

C2. City waiver for DKS Transportation Impact Analysis.

Engineering Division conditions of approval: None proposed.

Building and TVFR conditions of approval: None proposed

OTHER CORRESPONDENCE

Correspondence in favor (none received)

Correspondence opposed (none received)

Correspondence neutral (none received)

FINDINGS OF FACT:

1. The statutory 120-day time limit applies to this application. The application was received on June 26, 2015. On August 7th, 12th and 28th, 2015 the applicant submitted revised plans. The application was deemed complete on August 10 2015. The City must render a final decision for the request, including any appeals, by December 8, 2015.
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	FD-20	Future Development 20 acres (Washington Co.)
East:	PF	BPA electrical substation
South:	PDI	Interstate Trucking, Tarr card lock fuel station
West:	FD-20	Future Development 20 acres (Washington Co.)

3. Prior land use actions include:
 - Case File 91PC33 – Stage I Master Plan Willamette Resources
 - Case File 94DR18 – Site Design Review, Willamette Resources
 - Case File 99DB03 – Site Design Review, Keller Drop Boxes

Phase 1 Improvements (2014)

 - DB14-0032 Stage I Preliminary Plan Revision
 - DB14-0033 Stage II Final Plan
 - DB14-0034 Site Design Review
 - DB14-0035 Type C Tree Plan
 - AR14-0069 Screening outdoor storage.
4. 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.

GENERAL INFORMATION

Section 4.008 Application Procedures-In General

Review Criteria: This section lists general application procedures applicable to a number of types of land use applications and also lists unique features of Wilsonville’s development review process.

Finding: These criteria are met.

Details of Finding: The application is being processed in accordance with the applicable general procedures of this Section.

Section 4.009 Who May Initiate Application

Review Criterion: “Except for a Specific Area Plan (SAP), applications involving specific sites may be filed only by the owner of the subject property, by a unit of government that is in the process of acquiring the property, or by an agent who has been authorized by the owner, in writing, to apply.”

Finding: This criterion is satisfied.

Details of Finding: The application has been submitted on behalf of the property owner, Republic Services. The application form is signed by Mr. Eric Anderson, Republic Services.

Subsection 4.010 (.02) Pre-Application Conference

Review Criteria: This section lists the pre-application process.

Finding: These criteria are satisfied.

Details of Finding: The pre-application conference was held in accordance with this subsection.

Subsection 4.011 (.02) B. Lien Payment before Application Approval

Review Criterion: “City Council Resolution No. 796 precludes the approval of any development application without the prior payment of all applicable City liens for the subject property. Applicants shall be encouraged to contact the City Finance Department to verify that there are no outstanding liens. If the Planning Director is advised of outstanding liens while an application is under consideration, the Director shall advise the applicant that payments must be made current or the existence of liens will necessitate denial of the application.”

Finding: This criterion is satisfied.

Details of Finding: No applicable liens exist for the subject property. The application can thus move forward.

Section 4.014 Burden of Proof is on the Applicant

Review Criterion: “The burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case. In the case of an appeal, the burden of proof rests with the appellant.”

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided the necessary findings of fact for approval with conditions of the requested development applications in accordance with this Section.

Subsection 4.035 (.04) A. General Site Development Permit Submission Requirements

Review Criteria: “An application for a Site Development Permit shall consist of the materials specified as follows, plus any other materials required by this Code.” Listed 1. through 6. j.

Finding: These criteria are satisfied.

Details of Finding: The applicant has provided all of the applicable general submission requirements contained in this subsection.

Section 4.110 Zoning-Generally

Review Criteria: “The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.” “The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.”

Finding: These criteria are satisfied.

Details of Finding: This proposed development is in conformity with the applicable zoning district and general development regulations listed in Sections 4.150 through 4.199 have been applied in accordance with this Section.

Section 4.117 Standards Applying to Industrial Development in any Zone

Review Criteria: “All industrial development, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses and activities shall be subject to the performance standards specified in Section 4.135 (.05) ((PDI Zone).”

Finding: These criteria are satisfied.

Details of Finding: This proposed development is in conformity with the applicable criteria in Section 4.135 (.05) as noted below.

Section 4.118 Standards Applying to all Planned Development Zones

Review Criteria: Subsection 4.118 (.01) applies to height guidelines for “S” overlay zones related to solar access.

Finding: These criteria are satisfied.

Details of Finding: This criterion is satisfied because an “S” overlay has not been adopted for this property.

Review Criteria: Subsection 4.118 (.02) states “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.”

Finding: These criteria are satisfied.

Details of Finding: This criterion is satisfied because the development does not propose any new or relocated above ground utilities.

CONCLUSIONARY FINDINGS

REQUEST A: DB15-0051 STAGE I PRELIMINARY PLAN REVISION

Planned Development Regulations

Subsection 4.140 (.01) Purpose of Planned Development Regulations

- A1. **Review Criterion:** The proposed revised Stage I Master Plan shall be consistent with the Planned Development Regulations purpose statement.
Finding: This criterion is satisfied.
Details of Finding: The applicant asserts the application is consistent with the purpose statement and staff concurs based upon the findings in this report.

Subsection 4.140 (.02) Lot Qualifications for Planned Developments

- A2. **Review Criterion:** “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.”
Finding: This criterion is satisfied.
Details of Finding: The property owned by the applicant, which is the subject of this application, is of sufficient size to be developed in a manner consistent the purposes and objectives of Section 4.140. The proposed CNG fueling station use and activities can be accommodated while retaining existing landscaping and buffering on the site.
- A3. **Review Criteria:** “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.”
Finding: These criteria are satisfied.
Details of Finding: The subject property is greater than 2 acres, is designated for industrial development in the Comprehensive Plan, and is zoned Planned Development Industrial (PDI). The property has been and continues to be developed as a planned development in accordance with this subsection. The Phase 4 area not currently in the City will be required to be annexed and rezoned at the time of Stage II Final Plan.

Subsection 4.140 (.03) Ownership Requirements for Submitting Planned Development Application

- A4. **Review Criterion:** “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.”
Finding: This criterion is satisfied.
Details of Finding: The land included in the current application is under the single ownership of Republic Services and an authorized representative, Eric Anderson, has signed the application.

Subsection 4.140 (.04) Professional Design Team Required for Planned Developments

- A5. **Review Criteria:** “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. One of the professional consultants chosen by the applicant shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.”

Finding: This criterion is satisfied.

Details of Finding: As can be found in the applicant’s submitted materials, appropriate professionals have been involved in the planning and permitting process. Mr. Ben Altman of Pioneer Design Group has been designated the coordinator for the planning portion of the project.

Subsection 4.140 (.05) Planned Development Permit Process

- A6. **Review Criteria:** “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.”

Finding: These criteria are satisfied.

Details of Finding: The subject property is greater than 2 acres, is designated for industrial development in the Comprehensive Plan, and is zoned Planned Development Industrial. The property has been and continues to be developed as a planned development in accordance with this subsection.

Subsection 4.140 (.06) Stage I Master Plan Consistent with Comprehensive Plan

- A7. **Review Criteria:** “The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the Comprehensive Plan.” “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.”

Finding: These criteria are satisfied.

Details of Finding: The proposed CNG fueling station, as found elsewhere in this report, complies with the Planned Development Industrial zoning designation, which implements the Comprehensive Plan designation of ‘Industrial’ for this property. All other applicable Development Code criteria that implement the Comprehensive Plan are being met, or will be met as conditions of approval.

Subsection 4.140 (.07) Stage I Master Plan Application Requirements and Hearing Process

- A8. **Review Criteria:** This subsection establishes that the Development Review Board shall consider a Stage I Master Plan after completion or submission of a variety of application requirements.

Finding: These criteria are satisfied.

Details of Finding: Review of the proposed Stage I Master Plan revision has been scheduled for a public hearing before the Development Review Board in accordance with

this subsection and the applicant has met all the applicable submission requirements as follows:

- The property affected by the Stage I Master Plan revision is under the sole ownership of Republic Services. The application is signed by Mr. Eric Anderson as an authorized representative.
- The application for a Stage I Master Plan revision has been submitted on a form prescribed by the City.
- The professional design team and coordinator have been identified (See Finding A5).
- The applicant has described the CNG fueling station use involved in the Master Plan revision and its location.
- Boundary survey information has been provided as part of the lot consolidation legal description for the property.
- Sufficient topographic information has been submitted (In the Reduced Plans tab of Exhibit B1).
- A tabulation of the land area to be devoted to various uses has been provided.
- A project phasing plan has been provided on sheet 1 of 3 in Exhibit B1.
- Any necessary performance bonds will be required by the City.
- There are no proposed waivers to site development standards.

Section 4.023 Expiration of Development Approvals

A9. **Review Criterion:** “Except for Specific Area Plans (SAP), land use and development permits and approvals, including both Stage I and Stage II Planned Development approvals, shall be valid for a maximum of two years, unless extended as provided in this Section.”

Finding: This criterion is satisfied.

Details of Finding: It is understood the requested approval with expire after two (2) years unless extended.

Planned Development Industrial (PDI) Zone

Subsection 4.135 (.01) Purpose of Planned Development Industrial Zone

A10. **Review Criterion:** “The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.”

Finding: This criterion is satisfied.

Details of Finding: The proposed CNG fueling station use is consistent with the purpose of the PDI zone as it includes an industrial service operation as well as associated and supportive use.

Subsection 4.135 (.02) PDI Zone Governed by Planned Development Regulations

A11. **Review Criterion:** “The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.”

Finding: This criterion is satisfied.

Details of Finding: As noted in these findings and the associated Stage I/II and Site Design Review application information, the proposal is being reviewed in accordance with Section 4.140.

Subsection 4.135 (.03) Allowed Uses in PDI Zone

A12. **Review Criteria:** Uses that are typically permitted: Listed A. through T.

Finding: These criteria are satisfied.

Details of Finding: The proposed CNG fueling station use includes the following listed in this subsection: “motor vehicle services”. The existing recycling operation is permitted industrial use in the PDI zone.

Subsection 4.135 (.05) Block and Access Standards in PDI Zone

A13. **Review Criterion:** “The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).”

Finding: This criterion is satisfied.

Details of Finding: The proposed CNG fueling station will not affect the established street system or existing block sizes. No mixed-use or residential development is proposed requiring block spacing defined in Subsection 4.131(.03).

REQUEST B: DB15-0052 STAGE II FINAL PLAN, PHASE 2 REVISION

Planned Development Regulations

Subsection 4.140 (.01) Purpose of Planned Development Regulations

B1. **Review Criterion:** The proposed Stage II Final Plan shall be consistent with the Planned Development Regulations purpose statement.

Finding: This criterion is satisfied.

Details of Finding: Based on the information provided in the application narrative, staff finds that the purpose of the planned development regulations is met by the proposed Stage II Final Plan revision, based on the findings in this report.

Subsection 4.140 (.02) Lot Qualifications for Planned Developments

B2. **Review Criterion:** “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.”

Finding: This criterion is satisfied.

Details of Finding: The subject development site is of sufficient size to be developed in a manner consistent the purposes and objectives of Section 4.140 as noted in the findings in this report.

B3. **Review Criteria:** “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.”

Finding: These criteria are satisfied.

Details of Finding: The 1.93 acre site is less than 2 acres, is designated for industrial development in the Comprehensive Plan, and is zoned Planned Development Industrial.

The property will be developed as a component of a planned development in accordance with this subsection.

Subsection 4.140 (.03) Ownership Requirements for Submitting Planned Development Application

- B4. **Review Criterion:** “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.”

Finding: This criterion is satisfied.

Details of Finding: The 1.93 acres included in the proposed Stage II Final Plan revision is under the single ownership of Republic Services and an authorized representative, Mr. Eric Anderson, has signed the application.

Subsection 4.140 (.04) Professional Design Team Required for Planned Developments

- B5. **Review Criteria:** “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. One of the professional consultants chosen by the applicant shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.”

Finding: These criteria are satisfied.

Details of Finding: As can be found in the applicant’s submitted materials, appropriate professionals have been involved in the planning and permitting process. Mr. Ben Altman of Pioneer Design Group has been designated the coordinator for the planning portion of the project.

Subsection 4.140 (.05) Planned Development Permit Process

- B6. **Review Criteria:** “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.”

Finding: These criteria are satisfied.

Details of Finding: The subject 1.93 acres is less than 2 acres, is designated for industrial development in the Comprehensive Plan, and is zoned Planned Development Industrial. The property has been and continues to be developed as a planned development in accordance with this subsection.

Stage II Final Plan Submission Requirements and Process

Subsection 4.140 (.09) A. Timing of Submission

- B7. **Review Criterion:** “Unless an extension has been granted by the Development Review Board, within two (2) years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire

development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development”

Finding: This criterion is satisfied.

Details of Finding: The applicant is submitting a Stage II Master Plan concurrently with a Stage I Master Plan.

Subsection 4.140 (.09) B. Determination by Development Review Board

B8. **Review Criterion:** “the Development Review Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and shall approve, conditionally approve, or disapprove the application”.

Finding: This criterion is satisfied.

Details of Finding: The Development Review Board shall consider all applicable permit criteria set forth in the Planning and Land Development Code, and the staff is recommending the Development Review Board approve the application with conditions of approval.

Subsection 4.140 (.09) C. Conformance with Stage I and Additional Submission Requirements

B9. **Review Criteria:** “The final plan shall conform in all major respects with the approved preliminary development plan, and shall include all information included in the preliminary plan plus the following:” listed 1. through 6.

Finding: These criteria are satisfied.

Details of Finding: The applicant states, and staff concurs, that the Stage II Final Plan revision substantially conforms to the proposed revised Stage I Preliminary Plan revision. The applicant has provided the required drawings and other documents showing all the additional information required by this subsection.

Subsection 4.140 (.09) D. Stage II Final Plan Detail

B10. **Review Criterion:** “The final plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development or phase of development.”

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided sufficiently detailed information to indicate fully the ultimate operation and appearance of the CNG fueling station, including a detailed site plan, CNG compound elevation drawings, and material information to review the application.

Applicant’s Table 1 found in Exhibit B1:

**Table 1
UPDATED STAGE I MASTER PLAN
Existing and Proposed Site Improvements**

Type of Land Use	Existing Ground Foot Print Square Feet	Proposed Ground Foot Print Square Feet	Percent Foot Print	
			Existing	Proposed
Material Recovery Facility	55,750			
Truck Maintenance Facility		13,750 Phase 1		
CNG Fueling		CNG Compound 2,340 New Phase 2		
Administrative Offices	4,850	3,960 new Phase 3		
Total Built Building Footprint	60,600	78,644	14.87	15
Parking & Drive Lanes – • 42 cars spaces • 41 truck spaces	214,332	251,854	52.59	48
Drop Box Storage Existing paved truck parking		36,633 (reduced to 26,052)		7
Landscaping – Improved	132,468	150,163	32.50	28.3
Unimproved	112,735	6,309		1.7
Total Site	407,544 sf	520,279		100

Subsection 4.140 (.09) E. Submission of Legal Documents

B11. **Review Criterion:** “Copies of legal documents required by the Development Review Board for dedication or reservation of public facilities, or for the creation of a non-profit homeowner’s association, shall also be submitted.”

Finding: This criterion is satisfied.

Details of Finding: No additional legal documentation is required for dedication or reservation of public facilities.

Subsection 4.140 (.09) I. and Section 4.023 Expiration of Stage II Approval

B12. **Review Criterion:** This subsection and section identify the period for which Stage II approvals are valid.

Finding: This criterion is satisfied.

Details of Finding: The Stage II Final Plan approval, along other associated applications, will expire two (2) years after approval, unless an extension is approved in accordance with these subsections.

Subsection 4.140 (.09) J. 1. Planned Development Permit Requirements: Conformance with Comprehensive Plan and other Applicable Plans and Ordinances

B13. **Review Criteria:** “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.”

Finding: These criteria are satisfied.

Details of Finding: The subject property is zoned Planned Development Industrial consistent with the Industrial designation in the Comprehensive Plan. As noted in this report, the location, design, size, and use are consistent with other applicable plans, maps, and ordinances, or will be consistent by meeting the recommended conditions of approval.

Subsection 4.140 (.09) J. 2. Planned Development Permit Requirements: Traffic Concurrency

- B14. **Review Criteria:** “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.” Additional qualifiers and criteria listed a. through e.

Finding: These criteria are satisfied.

Details of Finding: The requirement for a Transportation Impact Analysis for the proposed development was waived by the Community Development Director per Subsection 4.031(.02) B. See Exhibit C4. Therefore, off-site transportation mitigation is not necessary.

Subsection 4.140 (.09) J. 3. Planned Development Permit Requirements: Facilities and Services Concurrency

- B15. **Review Criteria:** “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.”

Finding: These criteria are satisfied.

Details of Finding: Facilities and services, including utilities, are available and sufficient to serve the proposed development.

Subsection 4.140 (.09) L. Adherence to Approved Plan and Modification Thereof

- B16. **Review Criteria:** “The applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a development. The approved final plan and stage development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or final development plan may be approved by the Director of Planning if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.”

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDB 1.

Details of Finding: Condition of Approval PDB 1 ensures adherence to approved plans except for minor revisions by the Planning Director.

Industrial Development in Any Zone

Subsection 4.117 (.01) Standards Applying to Industrial Development in Any Zone

B17. **Review Criteria:** “All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4.135 (.05) (PDI Zone).”

Finding: These criteria are satisfied.

Details of Finding: All applicable performance standards are being and will continue to be met. See Finding B29.

Standards Applying in All Planned Development Zones

Subsection 4.118 (.01) Additional Height Guidelines

B18. **Review Criterion:** “In cases that are subject to review by the Development Review Board, the Board may further 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 three or more story buildings 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.”

Finding: This criterion is satisfied.

Details of Finding: Staff does not recommend the Development Review Board require a height less than what the applicant proposes. The proposed 10’ – 6” height of the canopy covering the CNG compound provides for fire protection access, is not adjacent to a low density residential zone, and does not impact scenic views of Mt. Hood or the Willamette River.

Subsection 4.118 (.02) Underground Utilities

B19. **Review Criteria:** “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.”

Finding: These criteria are satisfied.

Details of Finding: All additional utilities on the property were installed underground.

Subsection 4.118 (.03) Waivers

B20. **Review Criteria:** “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” waive a number of standards as listed in A. through E.

Finding: These criteria are satisfied.

Details of Finding: There are no proposed waivers to site development standards.

Subsection 4.118 (.03) E. Other Requirements or Restrictions

B21. **Review Criteria:** “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 adopt other requirements or restrictions, inclusive of, but not limited to, the following:” Listed 1 through 12.

Finding: These criteria are satisfied.

Details of Finding: No additional requirements or restrictions are recommended pursuant to this subsection.

Subsection 4.118 (.05) Requirements to Set Aside Tracts for Certain Purposes

B22. **Review Criteria:** “The Planning Director, Development Review Board, or on appeal, the City Council, may as a condition of approval for any development for which an application is submitted, require that portions of the tract or tracts under consideration be set aside, improved, conveyed or dedicated for the following uses:” Recreational Facilities, Open Space Area, Easements.”

Finding: These criteria are satisfied.

Details of Finding: No additional tracts are being required for the purposes given.

Planned Development Industrial Zone

Subsection 4.135 (.01) Purpose of Planned Development Industrial Zone

B23. **Review Criterion:** “The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.”

Finding: This criterion is satisfied.

Details of Finding: The proposed CNG fueling station use is consistent with the purpose of the PDI zone as they include industrial operations as well as associated and supportive uses.

Subsection 4.135 (.02) PDI Zone Governed by Planned Development Regulations

B24. **Review Criterion:** “The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.”

Finding: This criterion is satisfied.

Details of Finding: As described in the findings for this request and associated Stage I /II and Site Design Review requests, the proposed CNG fueling station use is being reviewed in accordance with Section 4.140.

Subsection 4.135 (.03) Allowed Uses in PDI Zone

B25. **Review Criteria:** “Uses that are typically permitted:” Listed A. through T.

Finding: These criteria are satisfied.

Details of Finding: The proposed uses include the following listed in this subsection: E. “Motor vehicle services, or other services complimentary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.” The proposed CNG fueling station use is appropriate within the PDI Zone.

Subsection 4.135 (.04) Block and Access Standards in PDI Zone

B26. **Review Criteria:** “The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).”

Finding: These criteria are satisfied.

Details of Finding: The previously approved block spacing and access is not being changed. In addition, Section 4.131(.02) is not relevant to this application and Section 4.131(.03) only applies to residential or mixed-use development – not industrial uses.

Subsection 4.135 (.05) Industrial Performance Standards

B27. **Review Criteria:** “The following performance standards apply to all industrial properties and sites within the PDI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.” Standards listed A. through N.

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDB 2 and PDB 3.

Details of Finding: The proposed project meets the performance standards of this subsection as follows:

- Pursuant to standard A (enclosure of uses and activities), the applicant is requesting to relocate outdoor storage for the drop box containers to the east side of the Republic Services property, and to relocate the storage of residential bins to the north side of the property for which staff is recommending approval. Existing employee and visitor vehicle parking on the site is proposed to remain essentially unchanged.
- Pursuant to standard B (vibrations), there is no indication that the proposed CNG use of the site will produce vibrations detectable off site without instruments.
- Pursuant to standard C (emissions), the current operation has given no indication that odorous gas or other odorous matter is or will be produced.
- Pursuant to standard D (open storage), the CNG fueling station will have landscape and install slatted fence screening along the frontage of SW Ridder Road and SW Garden Acres Road according to the development code standards.
- Pursuant to standard E (night operations and residential areas), the recycling use is not in the vicinity of any residential areas. The closest residences are located a significant distance to the west and north.
- Pursuant to standard F (heat and glare), there is no indication that the proposed CNG use of the CNG fueling station operations will produce consequential amounts of heat or glare, and the residential uses in the vicinity are a sufficient distance away to not be affected.
- Pursuant to standard G (dangerous substances), there are no prohibited dangerous substances expected on the development site.
- Pursuant to standard H (liquid and solid wastes), staff has no evidence to suggest that the standards defined for liquid and solid waste in this subsection have been or would be violated.
- Pursuant to standard I (noise), the current Republic Services operation has not violated the City’s Noise Ordinance and the proposed CNG fueling station would generate low noise levels.

- Pursuant to standard J (electrical disturbances), staff has no evidence to suggest that any prohibited electrical disturbances have been or would be produced by the proposed CNG fueling station operations.
- Pursuant to standard K (discharge of air pollutants), staff has no evidence to suggest that any prohibited discharges have been or would be produced by the proposed project.
- Pursuant to standard L (open burning), no open burning is proposed on the development site.
- Pursuant to standard M (outdoor storage), the current and proposed outdoor storage areas are properly paved and appropriately screened.

Subsection 4.135 (.06) Other PDI Standards

B28. **Review Criteria:** This section lists other standards of the PDI zone including: minimum individual lot size, maximum lot coverage, front yard setback, rear and side yard setback, corner vision, off street parking and loading, and signs.

Finding: These criteria are satisfied.

Details of Finding: The proposed development meets these standards as follows:

- The property is of sufficient size to allow for the required amount of landscaping, parking, and other applicable site requirements along with lot coverage of the proposed development.
- The required thirty foot (30’) front, rear, and side yard requirements will be met.
- The vision clearance standards of Section 4.177 are met.
- Off-street parking and loading requirements are or will be met.
- No new signs are proposed.

Section 4.139.02 Applicability of SROZ Regulations

B29. **Review Criteria:** This section identifies where the Significant Resource Overlay Zone (SROZ) regulations apply.

Finding: These criteria are satisfied.

Details of Finding: None of the proposed development is within the SROZ or its impact area, thus the SROZ regulations do not apply.

Section 4.139.04 Uses and Activities Exempt from SROZ Regulations

B30. **Review Criteria:** This section identifies the uses and activities exempt from SROZ regulations.

Finding: These criteria are satisfied.

Details of Finding: None of the proposed development is within the SROZ or its impact area, thus the SROZ regulations do not apply.

On-site Pedestrian Access and Circulation

Subsection 4.154 (.01) B. 1. Continuous Pathway System

B31. **Review Criterion:** “A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.”

Finding: This criterion is satisfied or will be satisfied by Condition of Approval PDB 5.

Explanation of Finding: The property was initially developed with close proximity between the employee parking and the business offices and entrance on the east side of the existing building. Trucks circulate around the perimeter of the building, and the major truck access to the recycling facility (MRF) is located on the southwest side of the existing building.

Last year's maintenance building development in Phase 1 presented a unique situation where the truck driveway entrance into the building is central to the site. The grade change associated with the truck entry and maneuvering trucks made a pedestrian walkway between the existing and proposed offices impractical and potentially dangerous. Phase 1 does provide pedestrian paths between the parking adjacent to the building and the building allowing a safe place for access from the parking area to the maintenance building.

There is no practical way to confine employees at designated walkways while they are fueling trucks within the CNG facility.

Subsection 4.154 (.01) B. 2. Safe, Direct, and Convenient Pathways

B32. **Review Criteria:** "Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:

- a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
- b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations, which do not involve a significant amount of unnecessary out-of-direction travel.
- c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
- d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.)."

Finding: These criteria are satisfied.

Explanation of Finding: As noted above, the existing site layout presents significant challenges to provide safe and direct connections. Pedestrian facilities were provided in the area of the site for the recent maintenance building development in Phase 1.

Parking and Loading

Subsection 4.155 (.02) General Parking Provisions

B33. **Review Criteria:** This subsection lists a number of general provisions for parking.

Finding: These criteria are satisfied.

Details of Finding: The applicant has provided sufficient information demonstrating compliance with the provisions in this subsection applicable to Stage II Final Plan review. Staff specifically notes the following:

- In relation to provision A no waivers to parking standards have been requested

- In relation to provisions B and C current parking is provided meeting code.
- Provision E is not relevant because the parking is not shared by multiple property owners.
- In relation to provisions D and F parking for the current development was calculated summing the requirements of different uses and considering existing parking.
- In relation to provision K current parking is paved and provided with adequate drainage.
- In relation to provision L compliance with the outdoor lighting ordinance and vegetative screening will prevent artificial lighting from shining into adjoining structures or affecting passersby.
- In relation to provision M all the proposed uses are listed in the Code.
- In relation to provision N no compact parking stalls are proposed nor are they required.
- In relation to provision O all current planting areas that vehicles may overhang are 7 feet or greater in depth.

Subsection 4.155 (.03) A. Functional Design of Parking, Loading, and Delivery Areas

B34. **Review Criteria:** “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:

1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
2. To the greatest extent possible, separate vehicle and pedestrian traffic.”

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDB 5.

Details of Finding: Access and maneuvering areas have been designed to applicable standards. No evidence exists that they would not serve the functional needs of the proposed CNG fueling station development. The primary employee parking and pedestrian areas are immediately west of the entrances to existing office/maintenance buildings, while the loading and delivery area is located on south side of the interior of the maintenance building. As noted above, achieving the complete separation of vehicle and pedestrian traffic is not practical on this site because of offices located on both sides of the site with grade changes and truck maneuvering area in between.

Subsection 4.155 (.03) B. 1.-3. Parking Area Landscaping

B35. **Review Criteria:** “Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:” Listed 1. through 3.

Finding: These criteria are satisfied.

Details of Finding: Approximately 28% of the site area is planted landscaping. Perimeter landscaping was recently installed along SW Ridder Road and SW Garden Acres Road.

Subsection 4.155 (.03) C. Parking and Loading Areas-Safe and Convenient Access

B36. **Review Criterion:** “Be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces, provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.”

Finding: This criterion is satisfied.

Details of Finding: There currently are 3 ADA spaces. The site currently has 81 vehicle car spaces. The proposed CNG fueling station will not require additional parking. Therefore, the existing parking easily meets this standard. The number of ADA spaces exceeds the code requirements.

Subsection 4.155 (.03) G. Parking Minimum and Maximum

B37. **Review Criteria:** “Tables 5, below, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space.”

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDB 11.

Details of Finding: Due to the lack of pedestrian connectivity across the site, it is not practical to expect someone to park in the existing parking area near the existing offices and walk to the proposed CNG fueling station. Parking areas on different sides of the site are not cross functional.

For proposed revised Phase 2 the parking requirement are:

Use	Floor Area	Min	Max	Min	Required
Existing Maintenance Building Addition	13,750	1.6 per 1,000 SF	none	22	22
Proposed CNG Fueling Station	0	0	0	0	0

Twelve (12) additional parking spaces were constructed along the north side of the property near the maintenance building to satisfy the minimum requirement. These parking spaces will be temporary as the parking requirements will be fully met with the parking area proposed with Phase 3 (future office building). The tree and landscaping requirements for these 12 additional spaces are met by existing trees and vegetation along the north property line.

**Applicant’s Table 3
2015 proposed parking, with CNG Fueling**

Type Parking	West Side Fleet Maintenance	East Side MRF & Administration
Cars std.	20	58
ADA	1	2
Delivery Truck	1	
Trucks	58, replaces box storage	
Trailers		17
Drop Boxes		Replaces truck parking.
Temp. Offices		3

For the proposed CNG fueling station vehicle and bicycle parking requirements is none because no structure is involved.

For Phase 3 the parking requirement is:

Use	Floor Area/Seats	Floor		Min	Max
		Min	Max		
Future Office Building	3,960	2.7 per 1000 SF	4.1 per 1000 SF	11	17
Total				33	none

Section 4.167 Access, Ingress, and Egress

B38. **Review Criterion:** “Each access onto streets or private drives shall be at defined points as approved by the City and shall be consistent with the public's health, safety and general welfare. Such defined points of access shall be approved at the time of issuance of a building permit if not previously determined in the development permit.”

Finding: This criterion is satisfied.

Details of Finding: The two existing access drives serving the development have been approved by the City.

Natural Features

Section 4.171 Protection of Natural Features and Other Resources

B39. **Review Criteria:** This section provides for the protection of a number of natural features and other resources including: general terrain preparation, hillsides, trees and wooded areas, high voltage powerline easements and rights of way and petroleum pipeline easements, earth movement hazard areas, soil hazard areas, historic resources, and cultural resources.

Finding: These criteria are satisfied.

Details of Finding: As noted herein, there are no significant natural features or resources on the site.

Public Safety and Crime Prevention

Subsection 4.175 (.01) Design to Deter Crime and Ensure Public Safety

B40. **Review Criteria:** “All developments shall be designed to deter crime and insure public safety.”

Finding: These criteria are satisfied.

Details of Finding: The design of the site and buildings places the entrances, parking and pedestrian circulation areas in locations that are generally observable from multiple vantage points. This along with the proposed exterior lighting for the CNG fueling station is expected to result in a safe environment for all people working at or visiting the site.

Landscaping Standards

Subsection 4.176 (.01) Purpose of Landscape, Screening, and Buffering

B41. **Review Criteria:** “This Section consists of landscaping and screening standards and regulations for use throughout the City. The regulations address materials, placement, layout, and timing of

installation. The City recognizes the ecological and economic value of landscaping and requires the use of landscaping and other screening or buffering to:" Listed A. through K.

Finding: These criteria are satisfied.

Details of Finding: In complying with the various landscape standards in Section 4.176 the applicant has demonstrated the proposed revised Stage II Final Plan is in compliance with existing landscaping.

Subsection 4.176 (.02) B. Landscaping Standards and Code Compliance

B42. **Review Criteria:** "All landscaping and screening required by this Code must comply with all of the provisions of this Section, unless specifically waived or granted a Variance as otherwise provided in the Code. The landscaping standards are minimum requirements; higher standards can be substituted as long as fence and vegetation-height limitations are met. Where the standards set a minimum based on square footage or linear footage, they shall be interpreted as applying to each complete or partial increment of area or length"

Finding: These criteria are satisfied.

Details of Finding: No waivers or variances to landscape standards have been requested. All current landscaping and screening comply with standards of this section.

Subsection 4.176 (.02) C. 1. General Landscape Standards-Intent

B43. **Review Criteria:** "The General Landscaping Standard is a landscape treatment for areas that are generally open. It is intended to apply in situations where distance is used as the principal means of separating uses or developments and landscaping is required to enhance the intervening space. Landscaping may include a mixture of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees."

Finding: These criteria are satisfied.

Details of Finding: The existing landscape treatment at 28.3% coverage for Republic Services property wide has a variety of plant materials and placement consistent with the general landscape standard.

Subsection 4.176 (.02) C. 2. General Landscape Standards-Required Materials

B44. **Review Criteria:** "Shrubs and trees, other than street trees, may be grouped. Ground cover plants must fully cover the remainder of the landscaped area (see Figure 21: General Landscaping). The General Landscaping Standard has two different requirements for trees and shrubs:

- a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.
- 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."

Finding: These criteria are satisfied.

Details of Finding: The current landscape treatment site wide for Republic Services meets the functional requirements of this subsection.

Subsection 4.176 (.02) E. 2. High Screen Standard-Required Materials

B45. **Review Criteria:** "Sufficient high shrub to form a continuous screen at least 6 feet high and 95% opaque, year-round. In addition, 1 tree is required for every 30 linear feet of landscaped area, or as

otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A 6-foot high masonry wall or a berm may be substituted for the shrubs, but the trees and frond cover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area (see figure 23: High Screen Landscaping.”

Finding: These criteria may be satisfied by Condition of Approval PDB 3.

Details of Finding: The current landscape treatment along SW Ridder Road and SW Garden Acres Road meets the functional requirements of this subsection. A new 6 foot high chain link fence with vinyl slats will be installed inside of the current landscape buffer to provide addition screening of the proposed CNG fueling station.

Subsection 4.176 (.03) Landscape Area and Locations

B46. **Review Criteria:** “Not less than fifteen percent (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten percent (10%) parking area landscaping required by section 4.155.03(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement. Landscaping shall be located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures. Landscaping shall be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable.”

Finding: These criteria are satisfied.

Details of Finding: Approximately 30% (28.3% landscaped + 1.7% unimproved) of the overall Republic Services property is landscaped in more than three distinct areas, including the frontage areas along SW Ridder Road and SW Garden Acres Road.

Subsection 4.176 (.04) Buffering and Screening

B47. **Review Criteria:** “Additional to the standards of this subsection, the requirements of the Section 4.137.5 (Screening and Buffering Overlay Zone) shall also be applied, where applicable.

- C. All exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent streets or properties.
- D. All outdoor storage areas shall be screened from public view, unless visible storage has been approved for the site by the Development Review Board or Planning Director acting on a development permit.
- E. In all cases other than for industrial uses in industrial zones, landscaping shall be designed to screen loading areas and docks, and truck parking.
- F. In any zone any fence over six (6) feet high measured from soil surface at the outside of fence line shall require Development Review Board approval.”

Finding: These criteria are satisfied.

Details of Finding: As discussed above, there is sufficient existing screening along SW Ridder Road and SW Garden Acres Road frontages, where a combination of plantings, fencing and street trees along the street right-of-way and other screening are expected to provide appropriate screening. Staff finds that this will be sufficient to screen the proposed CNG fueling station.

Subsection 4.176 (.09) Landscape Plans

B48. **Review Criteria:** “Landscape plans shall be submitted showing all existing and proposed landscape areas. Plans must be drawn to scale and show the type, installation size, number and placement of materials. Plans shall include a plant material list. Plants are to be identified by both their scientific and common names. The condition of any existing plants and the proposed method of irrigation are also to be indicated.”

Finding: These criteria are satisfied.

Details of Finding: Applicant’s Plan Sheets 15, 16 and 16B in the Reduced Plans tab of Exhibit B1 provide the required information.

Section 4.177 Street Improvement Standards

Subsection 4.177 (.01) General Conformance with Public Works Standards and TSP

B49. **Review Criteria:** “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.”

Finding: These criteria are satisfied.

Details of Finding: As part of the engineering permit process and inspections, conformance with the standards will be ensured.

Subsection 4.177 (.01) B. Curbs, Utility Strips, and Sidewalks Required

B50. **Review Criteria:** “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.”

Finding: These criteria are satisfied.

Details of Finding: Conditions of Approval in case files DB14-0033 require the right-of-way dedication to enable full build out of SW Ridder Road to TSP standards.

Subsection 4.177 (.01) E. Access Drives and Travel Lanes

B51. **Review Criteria:** This subsection sets standards for access drives and travel lanes.

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDB 10 of DB14-0032 and 0033.

Details of Finding:

- Existing drives provide a clear travel lane, free from obstructions.
- Existing drives are asphalt and are capable of carrying a 23-ton load.
- Existing emergency access lanes are improved to a minimum of 12 feet and the development has been reviewed and approved by the Fire District.
- The access provided is sufficient for the intended function of the site.

Subsection 4.177 (.01) F. Corner or Clear Vision Area

B52. **Review Criteria:** “A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:” Listed a. through e.

Finding: These criteria are satisfied.

Details of Finding: Clear vision area criteria have been reviewed by Engineering Staff and were met with last year's DRB review of the maintenance building.

Sections 4.199.10 through 4.199.60 Outdoor Lighting

B53. **Review Criterion:** This section establish the City standards for Outdoor Lighting. A complete listing of the standards are on pages 53-57 of the applicant's narrative, see Compliance Narrative and Findings tab of Exhibit B1.

Finding: These criteria are satisfied.

Details of Finding: As further explained by the applicant in the Compliance Narrative and Findings tab of Exhibit B1 (Lighting Details), the proposed new lighting for the CNG fueling station complies with the prescriptive option, does not constitute a major addition, and is exempt from lighting curfew. New lighting discussed is limited to pole lighting.

REQUEST C: DB15-0053 SITE DESIGN REVIEW
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Site Design Review

Subsection 4.400 (.01) and Subsection 4.421 (.03) Excessive Uniformity, Inappropriateness of Design, Etc.

C1. **Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Excessive uniformity, inappropriateness or poor design of the exterior appearance of structures and signs and the lack of proper attention to site development and landscaping in the business, commercial, industrial and certain residential areas of the City hinders the harmonious development of the City, impairs the desirability of residence, investment or occupation in the City, limits the opportunity to attain the optimum use in value and improvements, adversely affects the stability and value of property, produces degeneration of property in such areas and with attendant deterioration of conditions affecting the peace, health and welfare, and destroys a proper relationship between the taxable value of property and the cost of municipal services therefor."

Finding: These criteria are satisfied.

Explanation of Finding: Staff summarizes the compliance with this subsection as follows:

Excessive Uniformity: The design of the CNG fueling station has one except small metal framed canopy to cover the CNG compound. It will be a metal structure similar to the other buildings on the site.

Inappropriate or Poor Design of the Exterior Appearance of Structures: Staff finds that the CNG fueling station is very utilitarian including compressors, tanks, dual hose fill posts to serve Republic Services trucks, etc. The proposed CNG compound electrical control canopy would be an open steel framed structure. There is no architectural asset for such a facility so the site plan is depending on existing perimeter landscaping to screen it from off-site view.

Lack of Proper Attention to Site Development: The appropriate professional services have been used to design the site incorporating unique features of the site including site size and shape and available access, demonstrating appropriate attention being given to site development.

Lack of Proper Attention to Landscaping: Professional designed The current landscape treatment has a variety of plant materials, all demonstrating appropriate attention being given to landscaping.

Section 4.420 Site Design Review-Jurisdiction and Power of the Board

C2. **Review Criteria:** The section states the jurisdiction and power of the Development Review Board in relation to site design review including the application of the section, that development is required in accord with plans, and variance information.

Finding: These criteria will be satisfied by Condition of Approval PDC 1.

Details of Finding: A condition of approval has been included to ensure construction, site and development are carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents.

Subsection 4.421 (.01) Site Design Review-Design Standards

C3. **Review Criteria:** “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.” Listed A through G.

Finding: These criteria are satisfied.

Details of Finding: The applicant has provided sufficient information demonstrating compliance with the standards of this subsection in the compliance narrative.

Section 4.156 Signs

C4. **Review Criteria:** This section contains the sign regulations for the City.

Finding: These criteria are satisfied.

Details of Finding: No signs are proposed.

Landscaping

Subsection 4.176 (.02) B. Landscape Standards and Compliance with Code

C5. **Review Criterion:** “All landscaping and screening required by this Code must comply with all of the provisions of this Section, unless specifically waived or granted a Variance as otherwise provided in the Code. The landscaping standards are minimum requirements; higher standards can be substituted as long as fence and vegetation-height limitations are met. Where the standards set a minimum based on square footage or linear footage, they shall be interpreted as applying to each complete or partial increment of area or length”

Finding: This criterion is satisfied.

Details of Finding: No waivers or variances to landscape standards have been requested. Thus all current landscaping and screening complies with standards of this section.

Subsection 4.176 (.02) C. 2. General Landscape Standards-Required Materials

- C6. **Review Criteria:** “Shrubs and trees, other than street trees, may be grouped. Ground cover plants must fully cover the remainder of the landscaped area (see Figure 21: General Landscaping). The General Landscaping Standard has two different requirements for trees and shrubs:
- a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.
 - 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.”

Finding: These criteria are satisfied.

Details of Finding: The existing landscape treatment for the Republic Services meets the plant material and spacing requirements of this subsection. The landscaping along SW Ridder Road was also recently extended along SW Garden Acres Road.

Subsection 4.176 (.02) E. 2. High Screen Standard-Required Materials

- C7. **Review Criteria:** “Sufficient high shrub to form a continuous screen at least 6 feet high and 95% opaque, year-round. In addition, 1 tree is required for every 30 linear feet of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A 6-foot high masonry wall or a berm may be substituted for the shrubs, but the trees and frond cover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area (see figure 23: High Screen Landscaping.”

Finding: These criteria may be satisfied by Condition of Approval PDB 3.

Details of Finding: The landscape buffer along SW Ridder Road and SW Garden Acres Road meet the functional requirements of this subsection.

Subsection 4.176 (.03) Landscape Area and Locations

- C8. **Review Criteria:** “Not less than fifteen percent (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten percent (10%) parking area landscaping required by section 4.155.03(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement. Landscaping shall be located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures. Landscaping shall be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable.”

Finding: These criteria are satisfied.

Details of Finding: Approximately 28.3% of the site is covered in landscaping meeting code.

Subsection 4.176 (.04) Buffering and Screening

- C9. **Review Criteria:** “Additional to the standards of this subsection, the requirements of the Section 4.137.5 (Screening and Buffering Overlay Zone) shall also be applied, where applicable.
- C. All exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent streets or properties.

- D. All outdoor storage areas shall be screened from public view, unless visible storage has been approved for the site by the Development Review Board or Planning Director acting on a development permit.
- E. In all cases other than for industrial uses in industrial zones, landscaping shall be designed to screen loading areas and docks, and truck parking.
- F. In any zone any fence over six (6) feet high measured from soil surface at the outside of fenceline shall require Development Review Board approval.”

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDB 3.

Details of Finding: As discussed above, there is sufficient screening along the SW Ridder Road and SW Garden Acres Road frontages, where a combination of plantings and street trees along the street right-of-way and other screening are expected to provide appropriate screening. Staff finds that this will be sufficient to screen the proposed CNG fueling station from offsite view.

Subsection 4.176 (.06) A. Plant Materials-Shrubs and Groundcover

- C10. **Review Criteria:** This subsection establishes plant material and planting requirements for shrubs and ground cover.

Finding: These criteria are satisfied by current landscaping.

Details of Finding: There is existing landscaping.

Subsection 4.176 (.06) B. Plant Materials-Trees

- C11. **Review Criteria:** This subsection establishes plant material requirements for trees.

Finding: These criteria are satisfied by current landscaping.

Details of Finding:

Subsection 4.176 (.06) C. Plant Materials-Large Buildings

- C12. **Review Criteria:** “Where a proposed development includes buildings larger than twenty-four (24) feet in height or greater than 50,000 square feet in footprint area, the Development Review Board may require larger or more mature plant materials:” Listed 1.-3.

Finding: These criteria are satisfied.

Details of Finding: The recently planted trees between SW Garden Acres Road and the proposed site of the CNG fueling station will have mature heights. At SW Ridder Road, street trees, comprise Red Sunset maples, evergreens, and Douglas fir, will be retained. In addition, more trees were planted along the new driveway, which will also provide tree screening with Red Sunset maples, Austrian pine, and Douglas firs. All of these trees have mature heights that are greater than 24 feet.

Subsection 4.176 (.06) D. Plant Materials-Street Trees

- C13. **Review Criteria:** This subsection establishes plant material requirements for street trees.

Finding: These criteria are satisfied.

Details of Finding: Red Sunset Maples on 30-foot center with 2-inch caliper were planted along the portion of the SW Ridder Road frontage, which did not have street trees. These trees complement the existing street trees on the eastern portion of the property frontage.

The new street trees are listed as a satisfactory street tree in this subsection. Similar tree plantings are at SW Garden Acres Road frontage.

Subsection 4.176 (.06) E. Types of Plant Species

C14. **Review Criteria:** This subsection discusses use of existing landscaping or native vegetation, selection of plant materials, and prohibited plant materials.

Finding: These criteria are satisfied.

Details of Finding: The current landscape treatment meets the standards of this subsection.

Section 4.177 Street Improvement Standards

C15. **Review Criteria:** This section establishes standards for sidewalks and pathways.

Finding: These criteria are satisfied.

Details of Finding: The current access improvements and improvements within the street right-of-way are consistent with the proposed Stage II Final Plan for the CNG fueling station and purpose of site design review.

Sections 4.199.10 through 4.199.60 Outdoor Lighting

C16. **Review Criterion:** This section establish the City standards for Outdoor Lighting. A complete listing of the standards are on pages 49 - 51 of the applicant's narrative, see Compliance Narrative and Findings tab of Exhibit B1.

Finding: These criteria are satisfied.

Details of Finding: As further explained by the applicant on pages 49 - 52 of their narrative and supporting compliance report, see Compliance Narrative and Findings tab of Exhibit B1, the proposed new lighting complies with the prescriptive option, does not constitute a major addition, and is exempt from lighting curfew. New lighting is limited to 7 new dual head lighting fixtures on 20 foot poles and dual head lights, one at each end of the K-rail runs and one in the center of the K-rail run. This configuration will be the same for both the central and south parking lots.

REQUEST D: DB15-0057 TYPE 'C' TREE PLAN
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Subsection 4.600.50 (.03) A. Access to Site for Tree Related Observation

D1. **Review Criterion:** "By submission of an application, the applicant shall be deemed to have authorized City representatives to have access to applicant's property as may be needed to verify the information provided, to observe site conditions, and if a permit is granted, to verify that terms and conditions of the permit are followed."

Finding: This criterion is satisfied or will be satisfied by Condition of Approval PDD 1.

Details of Finding: In previous site development permits the applicant agreed to ensure the required access is allowed.

Subsection 4.610.00 (.03) B. Type C Tree Removal Review Authority

D2. **Review Criterion:** "Type C. Where the site is proposed for development necessitating site plan review or plat approval by the Development Review Board, the Development Review Board shall

be responsible for granting or denying the application for a Tree Removal Permit, and that decision may be subject to affirmance, reversal or modification by the City Council, if subsequently reviewed by the Council.”

Finding: This criterion is satisfied.

Details of Finding: Three (3) trees are located within SW Gardens Acres Road right-of-way and are adjacent to the CNG equipment compound site. The applicant is proposing to remove those trees which are shown on Sheet 2 of 3 for Existing Conditions. See page 1 of the Arborist’s Report in Exhibit B1. The tree numbers are 7566 – 7568. They are English hawthorn in poor condition. Eventually, additional street trees would be planted when SW Garden Acres road improvements occur.

The applicant has indicated to staff that the proposed tree removal should be Type ‘B’ process, not requiring DRB review. To the contrary, Subsection 4.610.40(.01) requires Type ‘C’ DRB process connected to site plan review by the DRB for the proposed development. The requested tree removal is connected to site plan review by the Development Review Board for the proposed development. The tree removal is thus being reviewed by the DRB. The applicant is proposing to pay into the City Tree Fund instead of replacing the three trees which is allowed by code.

Subsection 4.610.00 (.06) A. Conditions Attached to Type C Tree Permits

D3. **Review Criterion:** “Conditions. Attach to the granting of the permit any reasonable conditions considered necessary by the reviewing authority including, but not limited to, the recording of any plan or agreement approved under this subchapter, to ensure that the intent of this Chapter will be fulfilled and to minimize damage to, encroachment on or interference with natural resources and processes within wooded areas;”

Finding: This criterion is satisfied.

Details of Finding: The conditions of approval related to trees and landscaping will ensure this criterion is satisfied, and no additional conditions are recommended pursuant to this subsection.

Subsection 4.610.00 (.06) B. Completion of Operation

D4. **Review Criterion:** “Whenever an application for a Type B, C or D Tree Removal Permit is granted, the reviewing authority shall:” “Fix a reasonable time to complete tree removal operations;”

Finding: This criterion is satisfied.

Details of Finding: It is understood all tree removal activity will occur concurrently with the site development, and it must be completed prior to occupancy of the development. Staff concludes this is a reasonable time frame for completing the tree removal.

Subsection 4.610.00 (.06) B. Completion of Operation

D5. **Review Criterion:** “Whenever an application for a Type B, C or D Tree Removal Permit is granted, the reviewing authority shall:” “Require the Type C permit grantee to file with the City a cash or corporate surety bond or irrevocable bank letter of credit in an amount determined necessary by the City to ensure compliance with Tree Removal Permit conditions and this Chapter.

1. This requirement may be waived by the Planning Director if the tree removal must be

completed before a plat is recorded, and the applicant has complied with WC 4.264(1) of this Code.”

Finding: This criterion is satisfied.

Details of Finding: All the required mitigation trees are included in the proposal to payment to the City’s Tree Fund. Prior to operating the CNG fueling station the Applicant/Owner shall remit payment to the City’s Tree Fund for all the required mitigation trees which are included in the proposal. See proposed Condition PPD 3.

Subsection 4.610.10 (.01) Standards for Tree Removal, Relocation or Replacement

D6. **Review Criteria:** “Except where an application is exempt, or where otherwise noted, the following standards shall govern the review of an application for a Type A, B, C or D Tree Removal Permit:” Listed A. through J.

Finding: These criteria are satisfied.

Details of Finding: The tree removal satisfies the applicable standards of this subsection because:

- A. The trees are not located within an SROZ
- B. Tree preservation is important, but the trees are part of the existing perimeter landscaping for the existing parking and storage area, which need to be expanded.
- C. No wooded areas are being affected by the removal.
- D. The land clearing, which is prompting the tree removal, is necessary to expand the use.
- E. Residential development is not proposed, and therefore this subsection is not relevant.
- F. The development will comply with all other requirements, and no waivers are requested.
- G. The applicant is providing a minimum of 1 for 1 payment to the City’s Tree Fund of the tree (3) regulated trees to be removed within SW Garden Acres Road right of way that are in poor condition. Those trees are adjacent to CNG equipment compound site.
- H. The applicant has held the tree removal to the absolute minimum, and the tree removal is necessary to allow reasonable and permitted expansion of the use.
- I. A tree survey was completed for the property by a professional arborist.

Subsection 4.610.40 (.01) Type C Tree Plan Reviewed with Stage II Final Plan

D7. **Review Criteria:** “Approval to remove any trees on property as part of a site development application may be granted in a Type C permit. A Type C permit application shall be reviewed by the standards of this subchapter and all applicable review criteria of Chapter 4. Application of the standards of this section shall not result in a reduction of square footage or loss of density, but may require an applicant to modify plans to allow for buildings of greater height. If an applicant proposes to remove trees and submits a landscaping plan as part of a site development application, an application for a Tree Removal Permit shall be included. The Tree Removal Permit application will be reviewed in the Stage II development review process, and any plan changes made that affect trees after Stage II review of a development application shall be subject to review by DRB. Where mitigation is required for tree removal, such mitigation may be considered as part of the landscaping requirements as set forth in this Chapter. Tree removal shall not commence until approval of the required Stage II application and the expiration of the appeal period following that decision. If a decision approving a Type C permit is appealed, no trees shall be removed until the appeal has been settled.”

Finding: Because the proposed three trees to be removed are in poor condition the applicant may be requesting an early grading permit after the DRB approval of which the

City is willing to work with the applicant to remove the trees prior to expiration of the appeal period.

Details of Finding: The proposed Type C Tree Removal Plan is being reviewed concurrently with the Stage II Final Plan.

Section 4.610.40 (.02) Submission of Tree Maintenance and Protection Plan

D8. **Review Criteria:** “The applicant must provide ten copies of a Tree Maintenance and Protection Plan completed by an arborist that contains the following information:” Listed A. 1. through A. 7.

Finding: These criteria are satisfied.

Details of Finding: The applicant is not proposing Tree Maintenance and Protection Plan since he is proposing payment to the City’s Tree Fund for tree mitigation.

Subsection 4.620.00 (.01) Tree Replacement Requirement

D9. **Review Criterion:** “A Type B or C Tree Removal Permit grantee shall replace or relocate each removed tree having six (6) inches or greater d.b.h. within one year of removal.”

Finding: This criterion is satisfied or will be satisfied by Condition of Approval PDD 2

Details of Finding: The applicant is not proposing on-site tree replacement since he is proposing payment to the City’s Tree Fund for tree mitigation.

Subsection 4.620.00 (.02) Basis for Determining Replacement

D10. **Review Criteria:** “The permit grantee shall replace removed trees on a basis of one (1) tree replanted for each tree removed. All replacement trees must measure two inches (2”) or more in diameter.”

Finding: These criteria are satisfied.

Details of Finding: The applicant is not proposing tree replacement since he is proposing payment to the City’s Tree Fund for tree mitigation.

Subsection 4.620.00 (.03) Replacement Tree Requirements

D11. **Review Criteria:** “A mitigation or replacement tree plan shall be reviewed by the City prior to planting and according to the standards of this subsection.

A. Replacement trees shall have shade potential or other characteristics comparable to the removed trees, shall be appropriately chosen for the site from an approved tree species list supplied by the City, and shall be state Department of Agriculture Nursery Grade No. 1 or better.

B. Replacement trees must be staked, fertilized and mulched, and shall be guaranteed by the permit grantee or the grantee’s successors-in-interest for two (2) years after the planting date.

C. A “guaranteed” tree that dies or becomes diseased during that time shall be replaced.

D. Diversity of tree species shall be encouraged where trees will be replaced, and diversity of species shall also be maintained where essential to preserving a wooded area or habitat.”

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDD 3.

Details of Finding: The arborist has identified three regulated trees west of the proposed site for the CNG compound which are within SW Garden Acres Road right-of-way. The

applicant is not proposing on-site tree replacement since he is proposing payment to the City's Tree Fund for tree mitigation.

Subsection 4.620.00 (.04) Replacement Tree Stock Requirements

D12. **Review Criteria:** “All trees to be planted shall consist of nursery stock that meets requirements of the American Association of Nurserymen (AAN) American Standards for Nursery Stock (ANSI Z60.1) for top grade.”

Finding: These criteria are satisfied.

Details of Finding: Plant materials shall be installed according to best industry standards.

Subsection 4.620.00 (.05) Replacement Trees Locations

D13. **Review Criteria:** “The City shall review tree relocation or replacement plans in order to provide optimum enhancement, preservation and protection of wooded areas. To the extent feasible and desirable, trees shall be relocated or replaced on-site and within the same general area as trees removed.”

Finding: These criteria are satisfied.

Details of Finding: The applicant is not proposing on-site tree replacement since he is proposing payment to the City's Tree Fund for tree mitigation.

COMMUNITY DEVELOPMENT MEMORANDUM

To: Blaise Edmonds, Manager of Current Planning

From: Kerry Rappold, Natural Resources Program Manager

Date: August 31, 2015

RE: Industrial Development (DB15-0052 – Republic Services CNG Fueling Station)

This memorandum includes staff conditions of approval. The conditions of approval are based on the submitted Stage I Master Plan Revision, 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.

Stormwater Management

1. Pursuant to the City of Wilsonville Public Works Standards, source controls are required for fuel dispensing facilities.

Other

2. 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.

3. The applicant shall comply with all applicable state and federal requirements for the proposed construction activities and proposed facilities (e.g., DEQ NPDES #1200-C permit).



Community Development
29799 SW Town Center Loop East
Wilsonville, OR 97070
Phone 503-682-4960
Fax 503-682-7025
TDD 503-682-0843
Web www.ci.wilsonville.or.us

September 1, 2015

Attn: Pamela Pullen
Clean Energy
4675 MacArthur Ct.
Suite 800
Newport Beach, CA 92660

RE: ***CNG Fueling Facility***
Willamette Resources, Inc. Wilsonville
Request for Waiver of Traffic Study

Dear Ms. Pullen,

This letter is in response to your request for approval of a waiver of the requirement for a traffic impact study (Study) in association with the proposed ***Compressed Natural Gas (CNG) Fueling Facility at the Willamette Resources, Inc. site in Wilsonville Oregon.***

In the information provided in an email by Ben Altman, Pioneer Design Group, dated September 1, 2015, it was stated that the proposed CNG Fueling Facility is anticipated to have no effect on trip generation as Republic Services plans to replace 30 of its diesel waste hauling trucks with CNG fueled trucks. It is understood that this work not alter the total number of trucks in the fleet (58), that there will be no change from the two existing access driveways onto Ridder Road, and virtually no change in trip generation is expected as the site improvements only affect on-site circulation, parking and container storage. Therefore, no PM Peak Hour impacts are anticipated to the City's transportation network.

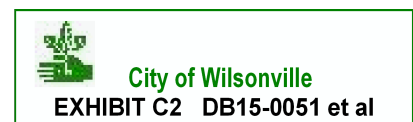
Based on the above findings, a recommendation to waive the Study will be forwarded to the Development Review Board (DRB). Irrespective of the Staff recommendation to waive the analysis, the DRB may determine that a Study is necessary to make a recommendation or decision concerning the proposed project. A copy of this letter is being forwarded to the Planning Division and will be entered into the application file.

Sincerely,

A handwritten signature in blue ink that reads "Nancy Kraushaar".

Nancy Kraushaar, P.E.
Community Development Director

cc: Chris Neamtzu, Planning Director
Steve Adams, Development Engineer Manager
Ben Altman, Senior Planner, Pioneer Design Group



**Land Use Application
City of Wilsonville**

RECEIVED
AUG 28 2015

**Republic Services
Solid Waste Transfer Station**

BY: _____

**Modified Stage I Master Plan, with
Revised Phasing Schedule; and
2015 Modified Phase 2, Expansion Plan,
including:
Stage II Final Development Plans and
Site Design Review for CNG Fueling Station**

June 26, 2015, REVISED August 28, 2015

APPLICANT/OWNER:

**Republic Services
10295 SW Ridder Road
Wilsonville, OR 97070
Contact: Eric Anderson, Controller
EAnderson@republicservices.com
503-404-2124**

PROJECT MANAGER - Design/Build:

**Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
Contact: Kent Falk
Kent.Falk@cleanenergyfuels.com
949-437-1000**

APPLICANT'S REPRESENTATIVES:

**Pioneer Design Group - Planning and Civil Engineering
9020 SW Washington Square Dr., Suite 170
Portland, OR 97223
Contact: Ben Altman
baltman@pd-grp.com
503-643-8286 Dir. 971-708-6258**



**City of Wilsonville
EXHIBIT B1 DB15-0051 et al**



29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

August 10, 2015

Mr. Ben Altman
Pioneer Design Group
9020 SW Washington Square Dr., Suite 170
Portland, Oregon 97223

Application Nos.: DB15-0051 et seq (CNG Fueling Station)

Legal Description.: Tax Lots 1400 and 1500, Section 2C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon.

Status: Notice that Your APPLICATION IS COMPLETE

Submitted Requests:

DB15-0051 Revised Stage I Preliminary Plan
DB15-0052 Stage II Final Plan
DB15-0053 Site Design Review
DB15-0057 Type 'C' Tree Plan
DB15-0058 Setback Waiver

Dear Ben:

You are listed as the applicant's representative on the City of Wilsonville Site Development Application submitted on June 26, 2015, for property owned by Republic Services, for the development components described in the table, above. On August 7, 2015, you submitted additional material intended to add Type 'C' Tree Plan and a setback waiver. On the basis of the material submitted, staff has determined that your application is complete. The date of that determination was today, August 10, 2015.

Staff will process the application based upon the material currently on file. For the purpose of applying the 120-day time limit, the application was deemed to be complete today, August 10, 2015.



Error! Reference source not found. August 10, 2015

A hearing has been scheduled before the Development Review Board at 6:30 PM on September 28, 2015. Notification of the hearing will be mailed at least 20 days prior to the hearing. A staff report will be available on September 21, 2015.

As a matter of the adequacy of your application, please note the following:

1. Please provide revised Stage I Preliminary Stage I Plan and Stage II Final Plan showing where outdoor storage of drop boxes, commercial bins, residential yard debris, recycle and trash bins, etc., will be located. Show how the relocated outdoor storage would impact truck parking and required vehicle parking. Show how outdoor screening will be provided for the relocated outdoor storage areas.
2. Please provide 10 copies of the revised project narrative, findings, and reduced 11" by 17" plans, full sheet plans drawn to scale and folded and 10 cd's of the project narrative, findings, and plans.

If you have any questions about your application, please phone me, or send e-mail to me at edmonds@ci.wilsonville.or.us. Thank you.

Sincerely,



Blaise Edmonds
Manager of Current Planning

Application

CITY OF WILSONVILLE

29799 SW Town Center Loop East
Wilsonville, OR 97070
Phone: 503.682.4960
Fax: 503.682.7025

Web: www.ci.wilsonville.or.us

Pre-Application meeting date:

Planning Division

Development Permit Application

Final action on development application or zone change is required within 120 days in accordance with provisions of ORS 227.175

A pre application conference is normally required prior to submittal of an application. Please visit the City's website for submittal requirements

Incomplete applications will not be scheduled for public hearing until all of the required materials are submitted.

TO BE COMPLETED BY APPLICANT:

Please PRINT legibly

Applicant:

Republic Services, Inc., Eric Anderson, Cntrlr.

Address: 10925 SW Ridder Road

Phone: 503-570-0626

Fax: _____

E-mail: EAnderson@republicservices.com

Authorized Representative:

Pioneer Design Group, Ben Altman

Address: 9020 SW Washington Sq. Rd. #170

Phone: Dir. 971-708-6258

Fax: _____

E-mail: baltman@pd-grp.com

Property Owner:

Republic Services (Willamette Resources)

Address: Same as Above

Phone: _____

Fax: _____

E-mail: _____

Property Owner's Signature:

Printed Name: _____

Date: _____

Applicant's Signature (if different from Property Owner):

Printed Name: Eric Anderson

Date: 6-29-15

Site Location and Description:

Project Address if Available: 10925 SE Ridder Road

Suite/Unit _____

Project Location: Northeast corner of Ridder/Garden Acres Road

Tax Map #(s): T3S R1W 2C

Tax Lot #(s): 1400

County: Washington Clackamas

Request:

~~Modified Stage I Master Plan and Phasing Schedule, Revised Phase II, Stage II Development Plans for CNG Fueling Station and related Site Improvements and Revisions related to truck parking & circulation and container storage.~~

Project Type: Class I Class II Class III

Residential

Commercial

Industrial

Other (describe below)

Application Type:

Annexation

Appeal

Comp Plan Map Amend

Conditional Use

Final Plat

Major Partition

Minor Partition

Parks Plan Review

Plan Amendment

Planned Development

Preliminary Plat

Request to Modify Conditions

Request for Special Meeting

Request for Time Extension

Signs

Site Design Review

SROZ/SRIR Review

Staff Interpretation

Stage I Master Plan

Stage II Final Plan

Type C Tree Removal Plan

Tree Removal Permit (B or C)

Temporary Use

Variance

Villebois SAP

Villebois PDF

Villebois PDP

Waiver

Zone Map Amendment

Other

City of Wilsonville
Community Development Department
Engineering and Planning Divisions

29799 SW Town Center Loop E
Wilsonville, OR 97070
Phone: 503 682-4960; Fax 503 682-7025
adams@ci.wilsonville.or.us

This form must be completed and returned to Steve Adams, Development Engineering Manager, to initiate a traffic Scope of Services, a request for a traffic study waiver, a determination of de minimus traffic impact, or other traffic-related issues.

REQUEST FOR TRAFFIC STUDY – PLEASE READ COMPLETELY

Traffic Study Scope of Services Waiver from Traffic Study requirement
Other Traffic Related Request _____

Requested by:

PAMELA PULLEN Date: 5/4/15

Property address:

10295 RIDDER ROAD

Legal description:

35102C001400
Tax lot(s) Section

Project name:

COMPRESSED NATURAL GAS FUELING FACILITY

Property owner:

WILLAMETTE RESOURCES INC.

Name:

Address:

10295 SW RIDDER ROAD WILSONVILLE, OR

Applicant:

Name:

Address:

CLEAN ENERGY - PAMELA PULLEN

4675 MACARTHUR COURT, STE 800, NEWPORT BEACH, CA 92660

Authorized representative:

(Contact person)*

Name:

Company:

Address:

Phone:

PAMELA PULLEN

CLEAN ENERGY

4675 MACARTHUR CT. STE 800 NEWPORT BEACH

949-437-9025 Email: PPULLEN@CLEANENERGYFUELS.COM

*Note: This person will receive all correspondence regarding traffic analysis.

Process: A Request, along with a site plan and project description must be submitted to the Engineering Division. The request is forwarded to the City's traffic consultant who will prepare a Scope of Services, which will include the necessary fee. The prepared Scope will be reviewed by the Engineering Division, and once approved, will be forwarded to the authorized representative listed above. When the applicant reviews and submits the fee indicated in the Scope of Services, the scope will be authorized by Staff and forwarded to the traffic consultant. When the traffic study has been received and approved by the City's Engineering Division, it will be forwarded to the applicant and the Planning Division.

A request for a Waiver from a traffic study will be reviewed by the Community Development Director and the Engineering Division and the requestor will be notified by mail.

Note: If the project description and/or site plan change from what was originally submitted, additional traffic analysis and fees may be required.

Compliance Narrative

**Land Use Application
City of Wilsonville**

**Republic Services
Solid Waste Transfer Station**

**Modified Stage I Master Plan, with
Revised Phasing Schedule; and
2015 Modified Phase 2, Expansion Plan,
including:
Stage II Final Development Plans and
Site Design Review for CNG Fueling Station**

June 26, 2015, REVISED August 28, 2015

APPLICANT/OWNER:

**Republic Services
10295 SW Ridder Road
Wilsonville, OR 97070
Contact: Eric Anderson, Controller
EAnderson@republicservices.com
503-404-2124**

PROJECT MANAGER - Design/Build:

**Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
Contact: Kent Falk
Kent.Falk@cleanenergyfuels.com
949-437-1000**

APPLICANT'S REPRESENTATIVES:

**Pioneer Design Group - Planning and Civil Engineering
9020 SW Washington Square Dr., Suite 170
Portland, OR 97223
Contact: Ben Altman
baltman@pd-grp.com
503-643-8286 Dir. 971-708-6258**

FACT SHEET:

Project Name: Republic Service CNG Fueling Station – DB15-0051

Type of Application: 2015 Modified Stage I Master Plan Update; Modified Stage II, Phase 2 Final Development Plan; with Site Design Review for CNG Fueling Station

Site Location: 10295 SW Ridder Road

Tax Lots: T3S R1W, Map 2C, Lot 1400, and Lots 600, 601 (Master Plan Only), City of Wilsonville, Washington County

Land Area: Future Development: Lots 600 & 601 – 9.81 Acres, 427,324 sq. ft. Master Plan Total 23.51, Acres, 1,024,095 square feet
Current Development: Lots 1400 – 1.93 Acres, 84,000 sq. ft.

Comp. Plan/Zoning: Industrial/PDI, Planned Development Industrial

Applicant/Owner: Republic Services, Inc.

Design Team:

Project Manager – Design/Build
Clean Energy
Kent Falk
Pamela Pullen

Planning, Civil Engineering
Pioneer Design Group
Ben Altman, Planning
Brent Fitch, PE

Structural Engineering
Innova Technologies
Adrianna Gonorazky

MEP Engineering
Clean Energy
Richard Remillard

Geo-Tech
Professional Service Industries
Robert Russell, PE

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I. Introduction

This application is submitted on behalf of Republic Services and Clean Energy, Design/Build Contractor. The requested Land Use actions include the following:

1. 2015 Modified Stage I, PD Master Plan, with Update Phasing Schedule;
2. 2015 Modified Phase 2, Expansion Plan for CNG Equipment Compound and Fueling Stations, including Stage II, Final Development Plans;
3. Type C Tree Removal; and
4. Architectural and Site Design Review

No signage is proposed at this time. Any signage, if determined necessary, will be minor and is anticipated to be covered by a separate Type I of II sign permit application.

Lot Consolidation

As part of the prior approved development plan, the application submitted documentation from Washington County for a Tax Lot Consolidation of Tax Lots 1400 and 1500, T3S R1W, Map 2C. This consolidation eliminated a property line conflict with the building location. The consolidated Tax Lot is now just 1400.

Brief History

The property is designated for Industrial use on the Comprehensive Plan. The current zoning is PDI, Planned Development Industrial.

Republic Services Corporation currently owns Tax Lot 600, 601, and 1400, Map T3S R1W 2C. The initial site development included their current Administrative Offices and solid waste Material Recovery Facility (MRF), developed on Tax Lot 1400 (94DR18 and 99DB03). The current MRF and related facilities was constructed by United Disposal and Willamette Resources in the mid to late 1990s. The existing MRF contains 55,750 square feet and 4,850 square feet of office space. Last year (2014) under DB14-0032-0035 a 13,750 square foot maintenance building, located to the west of the MRF was approved and constructed, together with related paved truck parking and container storage.

Tentative Plans were also submitted for a second phase 3,850 to 3,960 square foot expansion of the Maintenance Offices. This addition was anticipated for 2015. However, due to time and budget constraints the DRB application was withdrawn prior to final approval. Therefore the anticipated office expansion will still require Stage II; and Architectural and Site Design approval.

New 2015 Phase 2 Project Description

Republic's plans have now changed some, as they are under-going a fleet conversion from diesel trucks to CNG vehicles, see details below. Therefore their Phase 2 plans are now to construct CNG fueling stations, rather than the office expansion. The Office expansion is now anticipated for 2016.

The accommodation of the new CNG time fill spaces is part of the overall plan by Republic Services to convert diesel powered waste collection trucks to CNG fueled trucks over time.

Time-fill fueling provides efficiency and cost savings. A time-fill station can be designed to fuel any given number of trucks in any given window of time. Typically, trucks return from their route at the end of a day and hook up to a time fill post for the night. At a specific time the fueling begins. The fueling is a slow fill process and can take up to several hours. This is generally done through the course of the night. Once the designated vehicles fill, the system sensors will shut down the fueling and the vehicles sit ready for their routes and assignments of the day.

Relative to parking it is important to understand that with this CNG Fueling configuration, the trucks will be refueled during the evening hours. Therefore, the stalls will be available during the work-day and will be used by the drivers for parking their personal cars. This double use of available parking eliminates the need to add more impervious paving.

NOTE: *Eliminating one diesel waste collection truck with a "natural gas" vehicle is equivalent to taking 325 cars off the road. With the initial 30 truck conversion that calculates to the equivalent of 9,750 cars removed, and a total equivalent of 18,850 when the full current fleet of 58 trucks is completed.*

The overall benefit of CNG as an alternative fuel continues to be proven by providing quieter, cleaner running vehicles that benefit the environment and communities we serve. Clean Energy, along with our partners support the future of clean air and environmental initiatives by continuing to support the conversion of vehicles for transportation and fleet service companies, along with heavy-duty trucking to CNG powered vehicles.

The CNG fueling facility will consist of compressor equipment that will receive natural gas by means of a public utility gas pipeline located in the proximity of the proposed site. The natural gas will be metered, compressed, and distributed through fueling posts for dispensing purposes. Major equipment will include a vendor fabricated compressor with enclosure, natural gas dryer, CNG storage buffer vessel (above ground tank), electrical switchgear, interconnecting piping, electrical conduit, and factory installed safety control systems. There will be a canopy cover over the electrical controls, but no fully enclosed building. The major compressor equipment will be installed in an area screened by a chain-link fence.

Stage I Master Plan

With the CNG conversion, there are necessary adjustments to the prior submitted Stage I Master Plan. The Master Plan envisions future development phases including the two Tax Lots to the north (600 & 601). However, development of these two parcels will require annexation to the City. The updated phasing is outlined below.

Tax Lots 600 & 601 are within the Urban Growth Boundary, but are currently not within the City Limits. Therefore the City does not have land use authority over this portion of the site, until the property is annexed. The current CNG related improvements and the pending Maintenance Office addition will complete development of Tax Lot 1400. Therefore the next step will be to proceed with annexation, which is currently anticipated for 2017 or later.

Expansion to the northern properties will likely include additional employee parking, a third row of CNG fueling stations, and container storage. At this time no new buildings are anticipated, but that could change. The Master Plan also reflects the City's planned future extension of Kinsman Road up the east side of the property, based on current preliminary alignment from the City.

Design Team

The Planned Development Regulations require a Design Team. The professional Design Team for this project includes the following:

- Clean Energy, Project Managers – Design/Build Contractor & MEP Engineering
- Pioneer Design Group, Planning and Civil Engineering
- Innova Technologies, Structural Engineering
- Professional Service Industries, Geotechnical Engineering

Surrounding Development

To the north and west of the Material Recovery Facility is undeveloped industrial land, which is currently not within the City Limits, but is within the urban growth boundary.

To the east is BPA Substation.

To the south is the Tarr Oil Card-lock fuel station, Hartung (Oregon) Glass and Interstate Trucking.

Existing Access and Road Improvements

The subject site has excellent collector street access via Ridder Road, which intersects with 95th Avenue, approximately one half mile to the east. 95th Avenue intersects with SW Boones Ferry Road (arterial) just under a half mile to the north, and with Boeckman Road (arterial) about one mile to the south.

As part of the initial development of the MRF Ridder Road was improved to City standards and realigned with Clutter Street to form a continuous street section with urban design horizontal curve. The existing facility has two access drives off of Ridder Road.

As part of the 2014 land use approvals, Republic dedicated 11.5 feet for additional right-of-way along the site frontage on both Ridder and Garden Acres Roads. However, frontage improvements were deferred to a later phase.

As part of the Master Plan, Republic anticipates adding a third driveway access to the west, aligned with the access road for Hartung (Oregon) Glass on the south side of the road. But, changes to access are directly linked to decisions the City will ultimately make regarding the final alignment of the proposed extension of Kinsman Road, along the east property line.

The western property line abuts SW Garden Acres Road, which is a cul-de-sac, at the north end, to stop through traffic. This is currently a narrow rural road. The Republic operations currently have no access from Garden Acres Road. Republic also dedicated 11.5 feet for additional right-of-way along the site frontage for Garden Acres Road. And again, frontage improvements were deferred to a later phase. And, the applicant argues they have no direct impact on Garden Acres, as there is no access and none of their vehicles use this road, except for regular schedule garbage pick-up for the few residences.

The City's Transportation System Plan envisions an extension of Kinsman Road between Ridder and Day Roads. This future street will run along the eastern boundary of Republic's property. This street is designated as a minor arterial, which calls for a 73-81 foot right-of-way. This anticipated street is reflected on the Stage I Master Plan.

The close proximity of this future road to the existing eastern driveway will likely force closure of that driveway. Closure of that driveway directly affects on-site circulation. Further, the City has suggested that they may force the full street onto Republic's property in order to avoid impacting the adjacent BPA substation. If that is the case, then the road will force relocation of the truck scales, as well as other major site modifications.

At this time, Republic does not anticipate any need for access from either Kinsman or Garden Acres Road. The need for any such access is closely linked with the final alignment of Kinsman Road and the related site impacts.

NOTE: The ultimate impacts to on-site facilities and circulation, as well as any changes in access are unknown until the City determines the specific alignment of Kinsman Road. Therefore the applicant requests that any required frontage improvements for Ridder and Garden Acres Roads be deferred until the alignment of Kinsman Road is known, together with related site impacts.

Existing Utilities

The subject site is currently served by a full range of urban services. There are city water, storm drainage, and sewer lines in Ridder Road.

- Water a 12” water main was extended down Ridder Road as part of the initial development. There are three fire hydrants located on the property and the MRF is protected by a sprinkler system.
- Sanitary Sewer is connected to the Seely Ditch basin, via an 8” line extended across Ridder Road from the south.
- Storm Water is managed on-site, utilizing a series of catch basins and a water quality swale along the Ridder Road frontage.
- Private utilities provide electrical power, phone, cable, and gas to the site. All of these utilities currently serve the site and are adequate to support the proposed new development.

Proposed Development – 2015 Revised Stage I Master Plan

Based on current corporate thinking and waste manage trends, Republic Services has evaluated long range needs of the company and anticipates additional site development will be necessary in the future. As noted, current plans (CNG Phase 2 & Office Addition Phase 3) will maximize the potential development of Lot 1400. This means any future development will be an expansion to the two northern Tax Lots (600 & 601). However, as noted, the alignment of Kinsman Road may significantly affect existing as well as future site design. Therefore Master Planning at this time is very conceptual and subject to change.

At this time, no new buildings are anticipated, although there have been preliminary discussions about a potential lease user. The only know additional site development needed will be for additional truck fleet parking/fueling, maintenance employee marking and possible additional container storage. These improvements are currently planned for Tax Lot 601. There are no current plans for Tax Lot 600, because of the unknown impacts of Kinsman Road.

Anticipated Future Development – 2015 Stage I Master Plan

- Phase 2: Immediate 2015 – CNG Fueling System, which will entail new site development of only about 2,340 square feet. The CNG fueling system has two components:
 - An equipment compound, which brings the fuel into the site from the street, and controls distribution to the fueling stations. These improvements will not include any new enclosed building. There will be a canopy covering the electrical controls in the equipment compound. The Canopy meets setback standards, so no waiver is requested; and

- The fueling stations are located at the front of the truck parking stalls. The Revised Site Plan provides parking/fueling stalls for 30 trucks, within the existing paved area, previously designated for container storage. Stripping only (no fueling) will also be provided along the south edge of the paved area for 14 trucks.
- The existing 14 truck stalls south of the Maintenance Shop will be retained as is, for Phase 2.
- The container storage will be relocated to the east side, where the trucks are currently be parked. With the revised Site Plan, the available storage space for carts and containers is reduced from 36,633 square feet to 26,052 square feet.

However, it is noted that with some service changes, particularly in Clackamas County, the number of containers required will be significantly reduced, so those remaining will fit within the existing truck parking areas. Any containers that will not fit within the designated areas will be stored off-site at the Clackamas or Woodburn sites.

Residential roll carts will be stored along the north side of the drive isle north of the MRF and Shop, separated from the containers. 18 roll carts can be stored in a standard parking stall, so the area north of the shop can accommodate 360 carts. The narrower area (curb-offset) north of the MRF can accommodate a double row of roll carts, or about 100 carts, for a total of 460.

- The location of the CNG Compound is located at the northwest corner of the existing paved area, now used for container storage. This location avoids any on-site tree removal. However, the Project Arborist found three trees, not previously identified, within the Garden Acres Road right-of-way. At least 1 and likely all 3 of these trees will be removed. The Arborist has provided a supplemental Memo, to her original 2014 Report addressing the marginal quality of these 9 on-site and 3 off-site trees.

The location of the Compound meets all standard PDI setbacks for the also electrical equipment canopy. The Canopy is 10' 6" tall and 8' 8" wide, with open sides (not fully enclosed).

- Phase 3: 2016-17 years – 3,960 square foot office addition to maintenance building, with additional employee parking and supplemental landscaping, expansion of the storm water quality/detention to pick-up existing east side storm water. This phase essentially completes development of the property currently within the City limits.

In addition, the truck parking/fueling area will be expanded to the west stalls adding stall for 14 more trucks. The paved parking area will be expanded by approximately 12,870 square feet. This expansion will accommodate all 58 existing trucks.

- Phase 4+: 2-10 years – Additional CNG fueling and truck parking, Possible third driveway to Ridder Road, possibly a truck wash bay, additional employee parking, together with expanded drop box storage, and supplemental landscaping and storm water quality/detention. These improvements will require annexation of Tax Lots 600 & 601, together with subsequent Stage II and DRB applications. But the major issue relative to annexation is determination of the alignment of Kinsman Road.

**Table 1
UPDATED STAGE I MASTER PLAN
Existing and Proposed Site Improvements**

Type of Land Use	Existing Ground Foot Print Square Feet	Proposed Ground Foot Print Square Feet	Percent Foot Print	
			Existing	Proposed
Material Recovery Facility	55,750			
Truck Maintenance Facility		13,750 Phase 1		
CNG Fueling		CNG Compound 2,340 New Phase 2		
Administrative Offices	4,850	3,960 new Phase 3		
Total Built Building Footprint	60,600	78,644	14.87	15
Parking & Drive Lanes – • 42 cars spaces • 41 truck spaces	214,332	251,854	52.59	48
Drop Box Storage Existing paved truck parking		36,633 (reduced to 26,052)		7
Landscaping – Improved	132,468	150,163	32.50	28.3
Unimproved	112,735	6,309		1.7
Total Site	407,544 sf	520,279		100

Proposed – New Phase 2 - Stage II, Final Development Plans – CNG Fueling Stations

The CNG conversion will be phased in over the next several years as new trucks are acquired. Republic currently operates a fleet of 58 trucks. The initial CNG conversion (trucks ordered) will involve replacing 30 trucks.

The CNG conversion includes the following site improvements and modifications:

- A CNG equipment compound (pumping facility). This facility will be located adjacent to the Garden Acres right-of-way, immediately west of the paved container storage area.
- Relocating the container storage to the east side of the MRF/Administrative Offices, where trucks are currently parked near the scales.
- Re-stripping the paved area west of the Maintenance facility for truck parking. With these truck stalls, double line fuel stations will be constructed at the front of the parking stalls. The re-configured truck parking will include:
 - A double row in the center of the paved area, accommodating 30 trucks. The fuel stations will be served by a line extended from the CNG Compound between the two rows of trucks, with double hose standards in front of each set of opposing parking stalls.
 - The Compound will result in removal of 9 poor quality trees, and an interim reduce north setback (16 feet) for the electrical control canopy.
 - Stripping will also be provided along the southern edge of the paved area, accommodating 14 trucks (diesel). As the CNG fleet is expanded (Phases 3 & 4), fuel stations will be added for this row of trucks.
 - The current parking area south of the maintenance shop will temporarily continue to be utilized for parking of the 14 remaining trucks in the fleet.
 - The container storage will be relocated to the east side, where the trucks are currently be parked. It is noted that with some service changes, particularly in Clackamas County, the number of containers required will be significantly reduced, so those remaining will fit within the existing truck parking areas.
- The CNG equipment compound will be screened with blue slatted fencing, as well as the existing landscape screening. The truck parking area is already screened.

Revised Phase 2 & 3 Approvals

With this revised phasing plan, Republic is now requesting Stage II and Design Review for the new Phase 2, CNG Fueling conversion. A subsequent application for Phase 3 will be for final design approval for the maintenance office addition (likely 2016). These two approvals will allow full development of Tax Lot 1400, which is within the City Limits.

It is noted that the phase 2 office expansion was accounted for in the prior DKS Traffic Impact Report. And, for the CNG conversion, the applicant is requesting a Waiver, as this project will have not net effect on site generated traffic.

The scope of this requested DRB approval is limited to the Phase 2 CNG improvements. A subsequent application will address the now Phase 3 Office addition and expanded truck parking/fueling.

With this application we are providing the following Revised and/or Additional Drawings:

- Refined Phasing Plan, showing three + phases;
- Design details and elevations for the CNG Compound, Auto-Turn details, reconfigured truck parking and relocated container storage;
- Grading Plan, for CNG Compound pad, and drainage to existing paving; and
- Code Compliance Narrative.

Proposed – Phase 2 - Stage II, Final Development Plans – CNG Fueling

Phase 1: The revised phasing is driven by a corporate decision to expedite the anticipated conversion of the truck fleet to CNG. The initial 30 trucks have been ordered and are due delivery in October of this year. So, the CNG fueling system now has priority over the maintenance office addition.

Initially (Phase 2) the proposed CNG equipment compound will be constructed, together with the first 30 fueling stations. The second 20 fueling stations will be added, along the southern parking area, when the next new trucks are ordered, linked with Phase 3.

The CNG equipment compound will only occupies a small 2,340 square foot footprint for the equipment. The Phase 2 improvements only increase impervious area by 325 cubic feet, resulting from concrete equipment pads, the rest of the equipment compound will be gravel. There will be no fully enclosed building, but there will be a canopy over the electrical controls in the equipment compound. All other site modifications will be on existing pavement. The Phase 3 expansion will include approximately 12,870 square feet of new paving, which will require expansion of the detention pond.

Therefore, no modification to the detention pond is necessary to accommodate the additional impervious cover of the CNG Compound. Appropriate erosion control measures will be employed during construction, as required by code.

The fueling stations consist of the service line run underground down the front of the parking stalls. At the front of each opposing set of stalls, there will be a standard with double fueling hoses (9 foot pole on top of k-rail, with two hoses). So initially for the 30 center stalls there will be 14 double hose standards and one single hose standard. When needed, the service line and fueling standards will be constructed, including 14 single hose standards added for the stalls along the southern perimeter of the parking area.

At some later date, linked with annexation of Lots 600 & 601, a third line of 14 fueling stations will be added along the north boundary of the parking area. However, these future improvements will be addressed in a subsequent application, and will complete the conversion of the existing fleet of 58 trucks.

In addition to the revised truck parking on the west side, the container storage will be relocated from the west side to the east side. On the east side, adjacent to the scales, there are 28 truck stalls. These will be used for container storage until the area to the north is annexed.

Preliminary Traffic Assessment

The current traffic impacts for Republic's operations were considered as part of the prior approval for the maintenance shop, and accounted for the existing 58 truck fleet. It is also noted that the now Phase 3 maintenance office expansion was accounted for in the prior DKS Traffic Impact Report.

The conversion to CNG will not have any net effect on trip generation as it only represents replacement vehicles. Therefore, for the CNG Conversion, the applicant is requesting a Waiver, as this project will have not net effect on site generated traffic.

Compliance Report Format

In the following sections, compliance with applicable Plan policies and Code provisions are addressed. Specific Comprehensive Plan policies and Code provisions determined to be applicable to this application are presented in *10 pt Bold Italic*, with our compliance response presented in 12 pt regular type.

II. Comprehensive Plan Compliance

The subject property is designated for industrial use on the Comprehensive Plan Map. Consistent with the Industrial Plan designation, the property is zoned Planned Development Industrial (PDI).

There are no identified flood plains or natural hazards or significant natural resource areas associated with this property. The property is also not within a designated Area of Special Concern.

Industrial Development

Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas. Therefore, there is little need for more than one industrial designation. For all practical purposes, all development should be guided by the same general standards dealing with intensity, etc.

Policy 4.1.3 City of Wilsonville shall encourage light industrial compatible with the residential and urban nature of the City.

Implementing Measure 4.1.3.a *Develop an attractive and economically sound community.*
Implementing Measure 4.1.3.b *Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.*

Implementing Measure 4.1.3.c *Favor capital intensive, rather than labor intensive industries within the City.*

Implementing Measure 4.1.3.d *Encourage industries interested in and willing to participate in development and preservation of a high-quality environment. Continue to require adherence to performance standards for all industrial operations within the City.*

Implementing Measure 4.1.3.e *Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.*

Implementing Measure 4.1.3.f *Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.*

Implementing Measure 4.1.3.g *Encourage energy-efficient, low-pollution industries.*

Implementing Measure 4.1.3.h *The City, in accordance with Title 4 of the Metro urban Growth Management Functional Plan, supports appropriate retail development within Employment and Industrial Areas. Employment and Industrial areas are expected to include some limited commercial uses, primarily to serve the needs of people working or living in the immediate Employment or industrial Areas, as well as office complexes housing technology-based industries. Where the City has already designated land for commercial development within Metro's employment areas, the City has been exempted from Metro development standards.*

Implementing Measure 4.1.3.i *The City shall limit the maximum amount of square footage of gross leasable retail area per building or business in areas designated for industrial development. In order to assure compliance with Metro's standards for the development of industrial areas, retail uses with more than 60,000 square feet of gross leasable floor area per building or business shall not be permitted in areas designated for industrial development.*

Implementing Measure 4.1.3.j *All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed with a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.*

RESPONSE

The current and proposed uses for the property are industrial, thereby being consistent with the Industrial Plan and Zone designations. The original planning approvals confirmed that the MRF is an appropriate industrial use, consistent with Wilsonville's goals and design objectives.

The company's waste hauling and material recovery activities are an essential function with an urban environment.

There is an existing tree buffer along the west and north property lines. The MRF was located on the eastern portion of the property to create as much physical space separating it from the rural residential uses on Garden Acres Road.

As noted in the Introduction, Republic owns the two tax lots immediately to the north. These lots area currently undeveloped and thereby provide additional interim buffer for the nearby rural residential uses. Now the properties surrounding the site are all planned for industrial use (Coffee Creek Concept Plan), even though there are still a few homes along Garden Acres Road.

Consistent with *Implementing Measure 4.1.3.d* Republic Services has a proven track record of being very actively involved and willing to participate in development and preservation of a high-quality environment. The proposed expansion will maintain the same high quality design. The company also is a continuing contributor to many local community activities.

Consistent with *Implementing Measure 4.1.3.e.*, the existing MRF has been located to as to take advantage of existing transportation corridors such as the local arterial network and freeway.

Consistent with *Implementing Measure 4.1.3.g* Republic Services is continually evaluating the energy-efficiency of their operations. The proposed CNG conversion for the truck fleet is a key corporate strategy to advance the company's energy efficiency and an effort to promote clean air.

Based on the above findings the proposed development is consistent with the Industrial policies.

Public Facilities and Services

GOAL 3.1: *To assure that good public facilities and services are available with adequate capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.*

Primary facilities and services include: *those which significantly impact public health and safety and are directly linked to the land development process, in terms of service capacity, location, and design, or directly affect public health and safety. Therefore, adequate provisions must be made for these facilities/services prior to or concurrently with urban level development.*

These facilities and services include:

Sanitary sewer; Water service; Roads and transportation; Storm drainage; Fire protection; and Police protection and public safety.

Timing – Concurrency Issues

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).*

Implementing Measure 3.1.2.a *Urban development will be allowed only in areas where necessary facilities and services can be provided.*

Implementing Measure 3.1.2.b *Development, including temporary occupancy, that threaten the public's health, safety, or general welfare due to a failure to provide adequate public facilities and services, will not be permitted. Development applications will be allowed to proceed on the following basis:*

1. *Planning approvals may be granted when evidence, including listing in the City's adopted Capital Improvements Program, supports the finding that facilities/services will be available within two years. Applicants may be encouraged or required to plan and complete development in phases, in order to assure that the rate of development does not exceed the capacity of needed facilities/services.*
2. *Building permits will be issued when planning approvals have been granted and funding is in place to assure completion of required facilities/services prior to occupancy. Applicants must sign a statement acknowledging that certificates of occupancy will not be given until adequate facilities/services, determined by the Building Official, after consulting with the City Engineer, are in place and operational. Parks, recreation facilities, streets and other transportation system improvements may be considered to be adequately in place and operational if they are listed in the City's adopted Capital Improvements Program, or other funding is committed for their completion within two years. In such cases, water, sewer, and storm drainage facilities must be available, to the satisfaction of the City Engineer, on at least a temporary basis, prior to occupancy.*
3. *Final certificates of occupancy will not be given until required facilities/services are in place and operational. Temporary certificates of occupancy may only be granted when the Building Official determines, after consulting with the City Engineer, that needed facilities and services will be in place and operational at the conclusion of the time period specified in the temporary certificate of occupancy. Nothing in this policy is intended to indicate that a temporary certificate of occupancy will be granted without assurance of full compliance with City requirements.*

Paying for Needed Facilities and Services

Policy 3.1.3 The City of Wilsonville shall take steps to assure that the parties causing a need for expanded facilities and services, or those benefiting from such facilities and services, pay for them.

Implementing Measure 3.1.3.a Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments. The City may establish and collect systems development charges (SDC's) for any or all public facilities/services, as allowed by law. An individual exception to this standard may be justified, or SDC credits given, when a proposed development is found to result in public benefits that warrant public investment to support the development.

RESPONSE

The subject site is already served by a full range of urban services. The proposed CNG conversion will not have any significant impact on the City's existing services and facilities. There will be no additional demand for sanitary sewer, water, or storm drainage systems. The existing city systems currently provide more than adequate service to support the existing and proposed new level of development. No major system improvements are needed to support this development.

The subject site is currently served by a full range of urban services. There are city water, storm drainage, and sewer lines in Ridder Road.

- Water a 12" water main was extended down Ridder Road as part of the initial development. There are three fire hydrants located on the property and the MRF is protected by a sprinkler system. The city is now served by a Willamette River

Treatment Plant, which provides ample water supply for both current and future use demands. The City also maintains its original well system as back supply.

- Sanitary sewer is connected to the Seely Ditch basin, via an 8” line extended across Ridder Road from the south.
- Storm water is managed on-site, utilizing a series of catch basins and a water quality swale along the southwest frontage and discharges to the existing 15” line in Ridder Road. On-site storm system improvements associated with the proposed truck maintenance facility have been designed and constructed to minimize downstream impacts, through on-site water quality treatment and detention.

The initial CNG improvements only add minimal new impervious cover, which is adequately accounted for in the current on-site system. A short drainage swale will be constructed to direct run-off from the equipment compound to the existing paved parking surface, and then to the existing water quality/detention. Appropriate erosion control measures will be employed during construction, as required by code.

- Private utilities provide electrical power, phone, cable, and gas to the site. All of these utilities currently serve the site and are adequate to support the proposed new development.

Therefore, we conclude that adequate sanitary sewer, water and storm drainage facilities and services are available to serve the proposed expansion project including the truck maintenance facility. No new on-site system improvement will be necessary. Therefore this application complies with Policy 3.1.4 and Implementing Measures 3.1.4.e and f., and with Policy 3.1.7, and Implementing Measures 3.1.7.c., d., e., h., n., p., r., s., and t.

Fire Protection Plan

Policy 3.1.8. The City of Wilsonville shall continue to coordinate planning for fire safety with the Tualatin Valley Fire Rescue District.

Implementing Measure 3.1.8.a All development plans, as approved by the Development Review Board, shall be approved by the City’s Building Division for consistency with the state Uniform Fire Code (as amended by the Tualatin Valley Fire and Rescue District and subsequently adopted by the City of Wilsonville).

Implementing Measure 3.1.8.c. The City shall require that all buildings be designed to a maximum, fire flow rating of 3,000 GPM at 20 p.s.i. or such other standard as may be agreed to by the City and Fire District.

RESPONSE

The Tualatin Valley Fire and Rescue District serves Wilsonville. The District has a fire station located on Kinsman Road, which is approximately 2 miles to the south from the subject site. There is a second fire station located on Elligsen Road across from Argyle

Square, which is less than 1.5 miles from the site. The District maintains adequate fire protection and fire fighting capability to serve the city, and has a record of excellent response times.

The maintenance facility development included three on-site hydrants and the buildings are all protected by sprinklers.

The building design and fire protection system has been designed consistent with the 3,000 GPM fire flow standards.

Therefore Policy 3.1.8 and Implementing Measures 3.1.8a & c are met.

Roads and Transportation System Plan

The subject site fronts on Ridder Road. Ridder Road is designated as a Collector Street in the 2013 Transportation System Plan (TSP). It is also designated a “Freight Route”, but is not designated a “Bike Route”. Ridder Road intersects with 95th Avenue to the east and Grahams Ferry Road to the west, both of which are designated Minor Arterials.

There is a traffic signal at the intersection of Ridder and 95th Avenue, about a half mile to the east. This gives the proposed development quick and easy access to one of the city’s only 3 east/west freeway crossing, thus allowing for excellent accessibility.

The City has a network of streets which serve the east side or the west side, with only three connection points east–west across I-5. The base arterial network includes:

- East/West: Wilsonville Road, Boeckman Road and Elligsen Road.
- North/South: Grahams Ferry Road, 95th Avenue, Kinsman Road, Parkway Avenue/Town Center Loop W., and Canyon Creek Road

The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

At the time of original construction the frontage of the property along Ridder Road was constructed consistent with the Transportation Master Plan in effect at that time (1990). The current improvements include a 60 foot right-of-way, with 40 foot paved travel lane section curb-to-curb, and curb-tight 5 foot sidewalk, along the north side.

However, the recently update 2013 Transportation System Plan (TSP) has changed the collector street design standards, to include a planter strip, with off-set sidewalk, bike lanes and parallel on-street parking lanes. The new right-of-way standard calls for 69-93 feet. The City’s new street standards required provision of bicycle facilities and sidewalks on all new streets, even if they are not designated as a “Bike Route.”

Consequently, as part of the maintenance facility improvements, Republic dedicated an additional 11.5 feet for right-of-way for both Ridder and Garden Acres Roads. But,

frontage improvements to the new standard were deferred to a latter phase of development.

NOTE: As noted above, the ultimate impacts to on-site facilities and circulation, as well as any changes in access are unknown until the City determines the alignment of Kinsman Road. Therefore the applicant requests that any required frontage improvements for Ridder and Garden Acres Roads be deferred until the alignment of Kinsman Road is known, together with related site impacts.

The current traffic impacts for Republic's operations were considered as part of the prior approval for the maintenance shop, and accounted for the existing 58 truck fleet, and the transfer of maintenance employees from Sherwood to Wilsonville. It is also noted that the now Phase 3 maintenance office expansion was accounted for in the prior DKS Traffic Impact Report. The conversion to CNG will not have any net effect on trip generation as it only represents replacement vehicles. Therefore, for the CNG Conversion, the applicant is requesting a Waiver, as this project will have not net effect on site generated traffic.

Conclusion – Urban Services

All necessary primary urban services are and will be available, with adequate capacities, to support the proposed development.

CONCLUSION – Comprehensive Plan Compliance

Based on the response findings above, we believe we have demonstrated that the proposed Development Plans will be in full compliance with the applicable policies, objectives, and implementing measures of the Comprehensive Plan and Transportation System Plan.

III. Development Code Compliance

Consistent with the Industrial designation in the Comprehensive Plan, the subject property is zoned PDI, Planned Development Industrial. The Property is not within a designated Regionally Significant Industrial Area. The PDI and other applicable zoning standards are addressed in the following sections. To simplify the format, Code provisions are generally addressed in the order in which they appear in the Code.

Section 4.117. Planned Development Industrial.

(.01) All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4.135 (.07) (PDI Zone).

Section 4.118. Standards applying to all Planned Development Zones:

(.01) Height Guidelines: In "S" overlay zones, the solar access provisions of Section 4.137 shall be used to determine maximum building heights. In cases that are subject to review by the Development Review Board, the Board may further 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 three or more story buildings 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.

RESPONSE

The City has not adopted an "S" Overlay zone for the area of Republic's facility. The proposed height of the truck maintenance building is within the code standards and can be adequately protected by available fire-fighting apparatus.

There is limited nearby rural residential development, which has already been provided with adequate screening and buffering from the developed portion of the property. The proposed CNG equipment compound is small, only about 2,340 square feet, and will have limited visual impact, with appropriate screening from Garden Acres Road. The truck parking and fueling stations will be located in the area currently used for container storage, which already has approved screening, which will remain. The containers will be moved to the east side of the site.

The height of the equipment in the CNG compound varies from 4-8 feet, with a canopy cover over the electrical controls. The canopy height will be 10.5 feet, see attached elevation details. These improvements will not create any conflicts with views of Mt. Hood or the Willamette River, as neither of these scenic features are currently visible from the property, due to trees to the east and distance from the river.

Therefore the development complies with the applicable provisions of this section.

(.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;*
- 4. lot coverage;*
- 5. lot depth;*
- 6. street widths;*
- 7. sidewalk requirements;*
- 8. height of buildings other than signs;*
- 9. parking space configuration;*
- 10. minimum number of parking or loading spaces;*
- 11. shade tree islands in parking lots, provided that alternative shading is provided;*
- 12. fence height;*
- 13. architectural design standards;*
- 14. transit facilities; and*
- 15. solar access standards, as provided in Section 4.137.*

B. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

- 1. open space requirements in residential areas;**
- 2. minimum density standards of residential zones;**
- 3. minimum landscape, buffering, and screening standards;**

C. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways, and the action taken will not violate any applicable federal, state, or regional standards:

- 1. maximum number of parking spaces;**
- 2. standards for mitigation of trees that are removed;**
- 3. standards for mitigation of wetlands that are filled or damaged; and**
- 4. trails or pathways shown in the Parks and Recreation Master Plan.**

D. Locate individual building, accessory buildings, off-street parking and loading facilities, open space and landscaping and screening without reference to lot lines; and

E. Adopt other requirements or restrictions, inclusive of, but not limited to, the following:

- 1. Percent coverage of land by buildings and structures in relationship to property boundaries to provide stepped increases in densities away from low density development.**
- 2. Parking ratios and areas expressed in relation to use of various portions of the property and/or building floor area.**
- 3. The locations, width and improvement of vehicular and pedestrian access to various portions of the property, including portions within abutting street.**
- 4. Arrangement and spacing of buildings and structures to provide appropriate open spaces around buildings.**
- 5. Location and size of off-street loading areas and docks.**
- 6. Uses of buildings and structures by general classification, and by specific designation when there are unusual requirements for parking, or when the use involves noise, dust, odor, fumes, smoke, vibration, glare or radiation incompatible with present or potential development of surrounding property. Such incompatible uses may be excluded in the amendment approving the zone change or the approval of requested permits.**
- 7. Measures designed to minimize or eliminate noise, dust, odor, fumes, smoke, vibration, glare, or radiation which would have an adverse effect on the present or potential development on surrounding properties.**
- 8. Schedule of time for construction of the proposed buildings and structures and any stage of development thereof to insure consistency with the City's adopted Capital Improvements Plan and other applicable regulations.**
- 9. A waiver of the right of remonstrance by the applicant to the formation of a Local Improvement District (LID) for streets, utilities and/or other public purposes.**
- 10. Modify the proposed development in order to prevent congestion of streets and/or to facilitate transportation.**
- 11. Condition the issuance of an occupancy permit upon the installation of landscaping or upon a reasonable scheduling for completion of the installation of landscaping. In the latter event, a posting of a bond or other security in an amount equal to one hundred ten percent (110%) of the cost of the landscaping and installation may be required.**

12. A dedication of property for streets, pathways, and bicycle paths in accordance with adopted Facilities Master Plans or such other streets necessary to provide proper development of adjacent properties.

RESPONSE

The site improvements have been designed to comply with all applicable standards, including the 30 foot perimeter setbacks for the CNG equipment compound electrical controls canopy. Therefore no waiver of Standards is being requested.

The adjacent streets all have adequate rights-of-way and therefore no dedication of property for streets, pathways, and bicycle pathways is required to comply with adopted Facilities Master Plans.

Therefore the development complies with the applicable provisions of this section.

(.08) Wetland Mitigation and other mitigation for lost or damaged resources. The Development Review Board may, after considering the testimony of experts in the field, allow for the replacement of resource areas with newly created or enhanced resource areas. The Board may specify the ratio of lost to created and/or enhanced areas after making findings based on information in the record. As much as possible, mitigation areas shall replicate the beneficial values of the lost or damaged resource areas.

(.09) Habitat-Friendly Development Practices. To the extent practicable, development and construction activities of any lot shall consider the use of habitat-friendly development practices, which include:

A. Minimizing grading, removal of native vegetation, disturbance and removal of native soils, and impervious area;

B. Minimizing adverse hydrological impacts on water resources, such as using the practices described in Part (a) of Table NR-2 in Section 4.139.03, unless their use is prohibited by an applicable and required state or federal permit, such as a permit required under the federal Clean Water Act, 33 U.S.C. §§1251 et seq., or the federal Safe Drinking Water Act, 42 U.S.C. §§300f et seq., and including conditions or plans required by such permit;

C. Minimizing impacts on wildlife corridors and fish passage, such as by using the practices described in Part (b) of Table NR-2 in Section 4.139.03; and

D. Using the practices described in Part (c) of Table NR-2 in Section 4.139.03.

RESPONSE

There are no wetland resources associated with this property. There is also no designated or protected SROZ on, adjacent to or near the site. The Phase 2 CNG improvements constitute a very limited impact to surface cover with only about 2,340 square feet of new improvements. The rest of the site alterations will occur on existing paved areas. With the revised site plan, 1-3 trees will be removed within the right-of-way. These trees will be addressed by a Type B Tree Removal Permit. Therefore this development will not result in loss or damage to any protected resources, therefore no mitigation is necessary.

Section 4.135 Planned Development Industrial Zone.

(.01) Purpose. The purposed of the PDI zone is to provide on-going opportunities for varied industrial operations, along with a range of related and compatible uses; to provide the

flexibility to accommodate the changing nature of industrial employment centers; and to facilitate the redevelopment of under-utilized industrial sites.

(.02) The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

(.03) Examples of uses that are typically permitted:

- A. Warehouses and other buildings for storage of wholesale goods, including cold storage plants.*
- B. Storage and wholesale distribution of agricultural and other bulk products, provided that dust and odors are effectively contained within the site.*
- C. Assembly and packing of products for wholesale shipment.*
- D. Manufacturing and processing.*
- E. Motor vehicle services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.*
- F. Manufacturing and processing of electronics, technical instrumentation components and health care equipment.*
- G. Fabrication*
- H. Office complexes – Technology*
- I. Corporate Headquarters*
- J. Call centers*
- K. Research and development*
- L. Laboratories*
- M. Repair, finishing and testing of product types manufactured or fabricated within the zone.*
- N. Industrial services.*
- O. Any use allowed in the PDC Zone, subject to the following limitations:*
 - a. Service Commercial uses (defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices) not to exceed 5000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*
 - b. Office Complex use (as defined in Section 4.001) shall not exceed 30% of total floor area with a project site.*
 - c. Retail use, not to exceed 5000 square feet of indoor and outdoor sales, service or inventory storage area for a single building and 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.*
 - d. Combined uses under Subsections 4.135(.03)(O)(.01) and (3.) shall not exceed a total of 5000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.*
- P. Training facilities whose primary purpose is to provide training to meet industrial needs.*
- Q. Public facilities.*
- R. Accessory uses, buildings and structures customarily incidental to any permitted uses.*
- S. Temporary buildings or structures for uses incidental to construction work. Such structures to be removed within 30 days of completion or abandonment of the construction work.*
- T. Other similar uses, which in the judgment of the Planning Director, are consistent with the purposes of the PDI Zone.*

(.04) Block and Access Standards:

The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).

RESPONSE

As stated, “*the purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses*”. The MRF and Disposal operations conducted at this site have previously been approved as allowable industrial uses in the PDI Zone. The truck maintenance operations and the proposed CNG fueling are a normal and customary accessory uses to the current permitted operations. There are no retail uses associated with this new development or the campus in general.

Therefore the proposed development and uses are allowed uses consistent with the purpose of the PDI Zone.

The existing development, lotting pattern and abutting road network establish the existing block spacing. The 2013 TSP does not anticipate any future new roads that would be directly affected by this development, which have not already been appropriately addressed.

The TSP does, however, anticipate a future extension of Kinsman Road, north of Ridder Road to Day Road. The preliminary projected alignment for this road is reflected on the updated Stage I Master Plan, submitted with this application. However, the alignment has not officially been set, yet, and there are no current plans for construction of this road.

The Site Master Plan does, however, anticipate adding a third access towards the western boundary of the site as part of Phase 4 improvements. If constructed this new access will be aligned with Peters Road, which is the access to Hartung (Oregon) Glass and Tarr’s Card-lock station on the south side of Ridder Road. But, again, this access may not be built, and other access and site circulation revisions can only be determined once the Kinsman Road alignment is determined. Kinsman Road, when constructed will alter the existing block pattern.

Therefore the proposed development complies with the PDI zoning provisions in this section.

(.05) Performance Standards. *The following performance standards apply to all industrial properties and sites within the PDI Zone, and are intended to minimize the potential impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.*

- A.** *All uses and operations except storage, off-street parking, loading, and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.*

- B. *Vibration: Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property on which the use is located.*
- C. *Emission of odorous gases or other odorous matter in quantities as detectable at any point on any boundary line of the property on which the use is located shall be prohibited.*
- D. *Any open storage shall comply with the provisions of Section 4.176, and this Section.*
- E. *No building customarily used for night operations, such as a baker or bottling and distribution station, shall have any opening, other than stationary windows or required fire exits, within one hundred (100) feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such operation shall not be within one hundred (100) feet of any residential district.*
- F. *Heat and Glare:*
 - a. *Operations producing heat or glare shall be conducted entirely within an enclosed building.*
 - b. *Exterior lighting on private property shall be screened, baffled, or directed away from adjacent residential properties. This is not intended to apply to street lighting.*
- G. *Dangerous Substances: Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.*
- H. *Liquid and Solid Waste:*
 - a. *Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.*
 - b. *Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.*
 - c. *No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.*
 - d. *No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.*
 - e. *All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.*
 - f. *All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.*
- I. *Noise: Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality governing noise control in the same or similar locations.*
- J. *Electrical Disturbances. Except for electrical facilities wherein the City is preempted by other governmental entities, electrical disturbances generated by uses within the PDI Zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited.*
- K. *Discharge Standards: There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.*
- L. *Open burning is prohibited.*

- M. Storage:*
- a. Outdoor storage must be maintained in an orderly manner at all times.*
 - b. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.*
 - c. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six (6) feet in height.*
- N. Landscaping:*
- a. Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.*
 - b. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan Blackberries, English Ivy, Cherry Laurel, Reed Canary Grass, or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.*
 - c. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.*

RESPONSE

Consistent with prior approvals, all existing buildings and operations comply with the above performance standards. As described herein, the proposed CNG fuel facility has been designed, and will be constructed and operated maintaining consistency with these standards. There is a rural residential area to the northwest of the property along Garden Acres Road. All other surrounding properties are industrial. The overall site design has given appropriate attention to minimizing off-site impacts, such as noise emitting door openings.

Noise Mitigation

The site modifications for the CNG fueling are not anticipated to create any significant new noise impacts, outside of the normal decibel range for industrial uses.

The area for the reconfigured truck parking/fueling is an area currently used for truck maneuvering and container storage, so the change in activity and related noise will be nominal. There will be some additional noise generated by the equipment in the compound, primarily linked with the compressor. But overall, the net noise impacts will be similar to existing conditions.

Specific measures have previously been taken to minimize or eliminate noise and vibration, which may otherwise have an adverse effect on nearby rural residential lots to the north. Other surrounding properties are all industrial and not subject to noise sensitivity.

It is noted that there was extensive neighborhood coordination during the initial planning and construction of the MRF to minimize and address neighbor concerns and complaints. Republic has maintained good neighbor relations with the neighborhood over the years.

The existing trees along the northwestern property line will be preserved as a visual buffer. The rest of the unused portions of the property have and will continue to be maintained a grassy field consistent with the requirements of this section.

(.08) Other Standards:

- A. Minimum Individual Lot Size:** *No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).*
- B. Maximum Lot Coverage:** *No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).*
- C. Front Yard Setback:** *Thirty (30) feet. Structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned right-of-way shown on any adopted City street plan.*
- D. Rear and Side yard Setback:** *Thirty (30) feet. Structures on corner or through lots shall observe the minimum rear and side yard setback on both streets. Setbacks shall also be maintained from the planned right-of-way shown on any adopted City street plan.*
- E. No setback is required when side or rear yard abuts on a railroad siding.**
- F. Corner Vision:** *Corner lots shall have not sight obstruction to exceed the vision clearance standards of Section 4.177.*
- G. Off-Street Parking and Loading:** *As provided in Section 4.155.*
- H. Signs:** *As provided in Section 4.156.*

RESPONSE

The overall site has been designed to provide a 60-foot perimeter setback along the north and east yards, which are double the requirements of the PDI Zone. The buildings are all located with at least double the standard 30 foot front yard setbacks.

The proposed CNG equipment compound will be located behind the 6 foot landscape screening (high screen standard) installed with the maintenance facility improvements. Perimeter blue slatted fencing will be installed around the Compound matching existing fencing, thereby maintaining appropriate screening. It is noted that the additional right-of-way dedicated along Ridder Road creates a conflict with Republic's existing entry sign. When the road is widened the sign will need to be moved or modified. As reflected on the update Master Plan, future phases will also need to factor in encroaching right-of-way for the planned future extension of Kinsman Road north to Day Road.

The existing parking areas are all setback at least 30 feet, providing for a landscaped buffer along the road frontage. For the parking area, landscaping has been designed to assure proper sight distance at the driveway. The existing landscaping also provides appropriate screening of the parking area from the street, and shade tree islands have been added.

Off-street parking and signage are addressed below under the General Development Regulations section of this report. This phase does not add any new parking it just rearranges the locations of trucks and containers. And, no new signage is proposed.

Section 4.139.00 Significant Resource Overlay Zone (SROZ)

Section 4.139.01 SROZ - Purpose

The Significant Resource Overlay Zone (SROZ) is intended to be used with any underlying base zone as shown on the City of Wilsonville Zoning Map. The purpose of the Significant Resource Overlay Zone is to implement the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway. In addition, the purposes of these regulations are to achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources. It is not the intent of this ordinance to prevent development where the impacts to significant resources can be minimized or mitigated.

Section 4.139.02 Where These Regulations Apply

The regulations of this Section apply to the portion of any lot or development site, which is within a Significant Resource Overlay Zone and its associated "Impact Areas". The text provisions of the Significant Resource Overlay Zone ordinance take precedence over the Significant Resource Overlay Zone maps. The Significant Resource Overlay Zone is described by boundary lines shown on the City of Wilsonville Significant Resource Overlay Zone Map. For the purpose of implementing the provisions of this Section, the Wilsonville Significant Resource Overlay Zone Map is used to determine whether a Significant Resource Impact Report (SRIR) is required. Through the development of an SRIR, a more specific determination can be made of possible impacts on the significant resources.

Unless otherwise exempted by these regulations, any development proposed to be located within the Significant Resource Overlay Zone and/or Impact Area must comply with these regulations. Where the provisions of this Section conflict with other provisions of the City of Wilsonville Planning and Land Development Ordinance, the more restrictive shall apply.

The SROZ represents the area within the outer boundary of all inventoried significant natural resources. The Significant Resource Overlay Zone includes all land identified and protected under Metro's UGMFP Title 3 Water Quality Resource Areas and Title 13 Habitat Conservation Areas, as currently configured, significant wetlands, riparian corridors, and significant wildlife habitat that is inventoried and mapped on the Wilsonville Significant Resource Overlay Zone Map.

RESPONSE

The Comprehensive Plan does not designate any portion of the property for resource protection (SROZ). Therefore these criteria are not applicable.

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.*
- 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.*

RESPONSE

The initial site development of the MRF was limited to Tax Lot 1400. The 2014 updated Stage I Master Plan identified the CNG fueling/truck parking to be located on the northern expansion area, which is subject to annexation prior to development.

However, with the expedited CNG conversion, the Master Plan has been updated, and now reflects some additional CNG truck parking/fueling, maintenance employee parking and container storage on the northern property.

The new Master Plan provides coordinated development of all of Republic's ownership, to the extent that they know what they need over the next 10 years. The applicant recognizes the need to annex Lot 600 & 601 prior to any proposed site development. But also emphasizes the need to determine the alignment for Kinsman Road, before any specific site planning can be completed.

The following sections address compliance with the applicable provisions of the PDI zoning regulations and the Planned Development regulations in general.

Consistency with the Comprehensive Plan was addressed in the previous section of this narrative. This section addresses compliance with the general provisions of the

zoning regulations and demonstrates how the proposed development is consistent with the stated intent of the PD zoning, which is, *“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”*.

(.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. Smaller sites may also be developed through the City’s PD procedures, provided that the location, size, lot configuration, topography, open space and natural vegetation of the site warrant such development.

(.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.

RESPONSE

Republic Services owns 3 tax lots, totaling 21.75 acres. The updated Master Plan identifies phased development for the northern two properties, totaling 9.81 acres. Therefore the PDI and PD regulations continue to apply.

(.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.

RESPONSE

The Planned Development Regulations require a Design Team. The Professional Design Team for this project is listed on Pages 2 & 6 of this report. The team meets the qualifications of this section.

PDI Stage I Master Plan

(.07) Preliminary Approval (Stage One):

- B.** *The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impacts 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:*
- a. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.*
 - b. Topographic information as set forth in Section 4.035.*
 - c. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre.*
 - d. A staged development schedule demonstrating that the developer intends (et sic) 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.*
 - e. 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.*
 - f. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.*
 - g. Statement of anticipated waivers from any of the applicable site development standards.*

RESPONSE

All existing and proposed Phase 2 (CNG) & 3 (Office Addition) site development is limited to Tax Lot 1400. The 2014 updated Stage I Master Plan identified limited phased improvements on Tax Lots 600 & 601. The new 2015 Master Plan reflects the new phasing, with the CNG improvements advanced in the schedule and relocated to Tax Lot 1400.

At this time, Republic only anticipates additional truck and employee parking and container storage on Tax Lot 601, with no definite uses for Tax Lot 600. However, changes in waste management practices continue to evolve, including new technologies, so the longer term plans are subject to revision. For this reason future anticipated needs have been shown to the extent they are understood at this time.

The following sections address compliance with the applicable provisions of the PDI zoning regulations and the Planned Development regulations in general.

The applicant has assembled a Professional Design Team, as listed on the Fact Sheet at the beginning of this document. The overall Project Management is provided by Clean Energy, who is the Design/Build Contractor for Republic Services. For the Planning review the Design Team is led by Ben Altman of Pioneer Design Group.

This application was filed on a standard application form provided by the City and filed with the Planning Division, with a signed application and the applicable filing fee.

The Stage I portion of this application provides the required submission information, and indicates the development will not include any commercial uses. The information provided is sufficient for the City to determine the overall scale and potential impacts of the development anticipated by the Master Plan.

A boundary survey and legal description of the property was previously provided and was prepared by a professional surveyor. Topographic information was also previously provide and is relied upon for the Phases 2 & 3 improvements on Tax Lot 1400. Only a boundary survey was completed for Lots 600 & 601.

This is not a residential development, so there is no need to provide density calculations.

A tabulation of the land area allocation devoted to various uses is shown in Table 1, page 9, which represents the proposed updated Stage I Master Plan.

The applicant intends to immediately begin construction, of Phase 2, upon receiving planning approvals. In fact the applicant will likely submit construction plans to the building department, to be reviewed for Permits in parallel with the design review process. The Design Team's Work program anticipates construction to be initiated and completed in late summer, 2015. This facility needs to be operational as quickly as possible, as the trucks have been order and are due delivery in August.

Site design plans have been provided to clearly show the scale of the CNG Compound and related parking/fueling stations. Utilities and Grading Plans have also been provided, although there are no new public utilities connections. The only services needed for this conversion are gas and electrical.

For Phase 2, the new impervious cover will only add about 325 cubic feet of storage demand, which can be adequately accommodated by the existing detention pond. Therefore for this phase no additional storage capacity is necessary. The CNG Compound will be set at an elevation to ultimately allow the drainage to flow onto the future pavement expansion, and then to the existing water quality/detention. A supplemental storm drainage report has been provided showing the updated storm calculations. No additional detention is required for the limited increase in impervious cover.

Through close coordination with the planning department, we believe the proposed development plans comply with the applicable PDI standards for Stage I Master Plan approval.

CONCLUSION – Stage I Master Plan

Based on the above findings the proposed development is found to comply with the applicable provisions of Section 4.140(.07).

PDC Stage II, Final Development Plan

(.09) Final Approval (Stage II).

- A. *Unless an extension has been granted by the Development Review Board, within two (2) years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submissions in stages has been authorized pursuant to Section 4.035 for the first unit of the development, a public hearing shall be held on each such application as provided in Section 4.013.*
- B. *After such hearing, the Development Review Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and shall approve, conditionally approved, or disapprove the application.*
- C. *The final plan shall conform in all major respects with the approved preliminary development plan, and shall include all information included in the preliminary plan plus the following:*
 - i. *The location of water, sewerage and drainage facilities;*
 - ii. *Preliminary building and landscaping plans and elevations, sufficient to indicate the general character of the development;*
 - iii. *The general type and location of signs;*
 - iv. *Topographic information as set forth in Section 4.035;*
 - v. *A map indicating the types and locations of all proposed uses; and*
 - vi. *A grading plan.*
- D. *The final plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development or phase of development. However, Site Design Review is separate and more detailed review of proposed design features, subject to the standards of Section 4.400.*
- E. *Copies of legal documents required by the Development Review Board for dedication or reservation of public facilities, or for creation of non-profit homeowner's association, shall be submitted.*

RESPONSE

This application includes a request for both Stage I and Stage II approvals. Therefore the two-year time line for submitting a Stage II application is met. The Stage II plans substantially conform in all major respects with the Updated Stage I Master Plan.

The Stage II Development Plans include:

1. The location of water, sewer, and storm drainage;
2. Preliminary site development, with associated reconfigured parking and storage areas and elevation details, sufficient to indicate the character of the development;

3. Topographic information as set forth in Section 4.035;
4. A Site Plan indicating the types and locations of all proposed uses; and
5. A grading plan, reflecting minor fill needed for the CNG Compound, to match grade with the existing pavement.

Truck Maintenance Facility and New CNG Fueling

The Phase 1 maintenance building is located immediately to the west of the existing MRF building and will contain 13,750 square foot. The building provides 4 pull-through service bays, offices, rest rooms, and parts and tool storage.

Employee parking for the maintenance facility is provided along the west side of the building. Nine (9) standard spaces and 1 ADA space are provided. These spaces are shown as interim, in that the proposed Phase 3 office addition will require that these spaces be moved farther west, as reflected on the Stage I Master Plan.

The new proposed Phase 2 site improvements are at the northwest edge of the existing paved area and are limited to the 2,340 square foot CNG equipment compound. With this location, only minor revisions to the on-site storm drainage are necessary for the new impervious cover. While full site detention will ultimately be required, the City is allowing the applicant to phase in the required detention.

The Phase 2 improvements will result in only minor additional detention requirements for the new impervious cover, and the existing pond has adequate capacity. Additional detention will be provided for existing impervious cover with Phase 3 improvements. Water quality treatment was provided for the existing improvements, and no additional treatment is necessary for the limited new impervious cover of the Phase 2 expansion.

Sufficient details have been provided so as to indicate fully the ultimate operation and appearance of the proposed maintenance facility, together with the existing operations.

Phase 3 improvements (anticipated for 2016) include a 3,850 to 3,960 square foot office addition, relocated and expanded parking around the building. There is parking for 15 truck and 9 cars, and 1 ADA stall associated with the fleet maintenance building.

However this parking is located in the area for the proposed office expansion. This area is already paved, so there will be no new impervious cover added with the office addition.

This is industrial property not residential, all under single ownership, so there is no homeowner's association proposed or required.

Therefore, we believe we have satisfied all the Stage II requirements consistent with Code standards.

- I. 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 the Planned Development Regulations in Section 4.140:***

- a. *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.*
- b. *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 of 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.*
- c. *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.*

Conclusion – Planned Development Permit and PDI Zoning

Based on the above findings the proposed development is found to comply with the applicable provisions of Section 4.140(.09). The above findings demonstrate that the location, design, size, and uses, both separately and as a whole, are consistent with the Comprehensive Plan.

The findings within this report, together with the previous DKS Traffic Impact Study, including Stage II development further demonstrate that the traffic generated by the maintenance building development will be minimal, and therefore can be accommodated safely and without congestion in excess of level of service "D" on existing arterial and collector streets. Further, the MRF, which is non-residential, together with the proposed maintenance building has direct access to arterial streets, so traversing of local streets will be avoided.

The above findings also demonstrate that the proposed development will be adequately served by all primary public facilities and services. No new City services are required by the proposed CNG improvements.

Therefore, Stage II approval should be granted, as requested.

General Development Regulations

Section 4.154. On-site Pedestrian Access and Circulation.

(.01) On-site Pedestrian Access and Circulation

A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. Standards. Development shall conform to all of the following standards:

1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.

2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:

a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.

b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.

c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.

d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.).

3. Vehicle/Pathway Separation. Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.

4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light color concrete inlay between asphalt, or similar contrast).

5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.

6. All pathways shall be clearly marked with appropriate standard signs.

RESPONSE

The site is located such that reasonable access is provided by existing public sidewalks, although it is quite a walk from the site east to 95th Avenue. Bicycle parking provisions were addressed with the prior approval for the maintenance shop and are unchanged by this phase of improvements.

There currently is no Smart Transit service to the property. The closest bus route is on 95th Avenue, which is approximately one half mile east of the site.

Bicycle parking consistent with code requirements was previously provided. The CNG improvements do not add any requirements for additional bike racks, as no new building space is being added.

Consistent with the prior approval, interim parking for the maintenance office was provided. This parking will be relocated and increased, with the proposed Phase 3 office addition, now anticipated for 2016.

The Existing Site improvements provide an interim pedestrian walkway from the parking area to the main office door. The interim parking is proposed with wheel stops provided 7 feet back from the west edge of the building. This will provide for a protected 4 foot wide walking isle between the building and parking.

An actual sidewalk will be provided as soon as the Phase 3 office addition is made. This addition is now anticipated for 2016. Consistent with the City's requirements, the long range plan is to provide employee parking for the maintenance operations on the west side, in closer proximity to the maintenance building.

With the CNG conversion, the truck fueling/parking stalls will be utilized by the drivers for their personal vehicles during the day, thereby eliminating the need for additional paved parking. However, the full shift in parking layout will not be completed until the property to the north is annexed to allow for site development. At that time, improved pedestrian circulation will also be provided.

NOTE: The applicant is currently working with the City on a Development Agreement related to the pending annexation of Republic's 10 acres to the north. The Agreement will address anticipated right-of-way requirements, likely required alteration of access and circulation.

It is noted that the City's TSP calls for the extension of Kinsman Road up the east side of Republic's property, and also affecting portions of the property. The location of this street is anticipated to force closure of the eastern driveway, which is the primary truck access for the MRF. Closure of this driveway will necessitate a complete redesign of access and on-site circulation for the existing developed and future development properties. Therefore the ultimate access and site circulation layout is not known at this time.

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.

(.01) Purpose:

A. The design of parking areas is intended to enhance the use of the parking area as it relates to the site development as a whole, while providing efficient parking, vehicle circulation and attractive, safe pedestrian access.

B. As much as possible, site design of impervious surface parking and loading areas shall address the environmental impacts of air and water pollution, as well as climate change from heat islands.

C. The view from the public right of way and adjoining properties is critical to meet the aesthetic concerns of the community and to ensure that private property rights are met. Where developments are located in key locations such as near or adjacent to the I-5 interchanges, or involve large expanses of asphalt, they deserve community concern and attention.

(.02) General Provisions:

A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.

1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.

2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

B. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for the vehicles, as determined by the Planning Director.

C. In cases of enlargement of a building or a change of use from that existing on the effective date of this Code, the number of parking spaces required shall be based on the additional floor area of the enlarged or additional building, or changed use, as set forth in this Section. Current development standards, including parking area landscaping and screening, shall apply only to the additional approved parking area.

D. In the event several uses occupy a single structure or parcel of land, the total requirement for off-street parking shall be the sum of the requirements of the several uses computed separately, except as modified by subsection "E," below.

E. Owners of two (2) or more uses, structures, or parcels of land may utilize jointly the same parking area when the peak hours of operation do not overlap, provided satisfactory legal evidence is presented in the form of deeds, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. [Amended by Ord. # 674 11/16/09]

F. Off-street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.

G. Off-Site Parking. Except for single-family dwellings, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. The right to use the offsite parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them.

(.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:*
- 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.*
 - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.*

RESPONSE

Consistent with prior approvals, existing parking spaces are provided for employees, periodic individual customers (paying bills), 58 trucks and drop box storage.

As noted the long range plan is to fully separate parking for the MRF and Administrative Operations on the east side from the Fleet Maintenance Operations on the west side, as reflected on the Existing Conditions Plan and the Updated Stage I Master Plan.

The current parking configuration is as follows:

**Table 2
2015 Existing Parking**

Type Parking	West Side Fleet Maintenance	East Side MRF & Administration
Cars std.	20	58
ADA	1	2
Delivery Truck	1	
Trucks	15	28
Trailers		17
Drop Boxes	35,633 sf. Ft.	
Temp. Offices		3

The proposed CNG improvements do not alter the need for parking, but does result in a reconfiguration and relocation of the truck parking and container storage. But no additional parking is provided. With the CNG fueling/parking all trucks will now be on the west side of the property. The container storage is being moved to the east side where the majority of the trucks are currently parked.

Further, it is important to understand that with this CNG Fueling configuration, the trucks will be refueled during the evening hours. Therefore, the stalls will be available during the work-day and will be used by the drivers for parking their personal cars. This double use of available parking eliminates the need to add more impervious paving.

**Table 3
2015 Proposed Parking, with CNG Fueling**

Type Parking	West Side Fleet Maintenance	East Side MRF & Administration
Cars std.	20	58
ADA	1	2
Delivery Truck	1	
Trucks	58, replaces box storage	
Trailers		17
Drop Boxes		Replaces Truck Parking
Temp. Offices		3

With the CNG improvements we are essentially swapping the location of truck parking and drop box storage. All of the trucks and drop boxes will be on existing paved areas.

B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

1. Landscaping of at least ten percent (10%) of the parking area designed to be screened from view from the public right-of-way and adjacent properties.

This landscaping shall be considered to be part of the fifteen percent (15%) total landscaping required in Section 4.176.03 for the site development.

2. Landscape tree planting areas shall be a minimum of eight (8) feet in width and length and spaced every eight (8) parking spaces or an equivalent aggregated amount.

a. Trees shall be planted in a ratio of one (1) tree per eight (8) parking spaces or fraction thereof, except in parking areas of more than two hundred (200) spaces where a ratio of one (1) tree per six (six) spaces shall be applied as noted in subsection (.03)(B.) (3.). A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.

b. Except for trees planted for screening, all deciduous interior parking lot trees must be suitably sized, located, and maintained to provide a branching minimum of seven (7) feet clearance at maturity.

RESPONSE

No new parking is being provided and existing landscaping is consistent with prior approvals. Therefore compliance is maintained.

Because the Phase 1 office and parking is an interim design, the typical tree islands were not provided, as they would need to be removed for Phase 2, which has now moved to Phase 3 (2016). However, Section 4.155(.03)2. provides, "*Landscape tree planting areas shall be a minimum of eight (8) feet in width and length and spaced every eight (8) parking spaces or an equivalent aggregated amount.*"

Interim compliance with the shade tree standard has been provided with two shade trees in the triangle planter area along the west side of the driveway to the shop.

When the pending Phase 3 office addition is constructed, the interim parking will be moved to the west, and 8 additional spaces will be provided, together with a 5 foot wide sidewalk along the west and south perimeter of the building.

At that time, the total parking area will be 3,402 square feet. This paved area will require 340 square feet of landscaping. With the phase 3 office addition, it is anticipated that two shade tree planters (20'x20') will be constructed at each end of the western parking area, for a total of 800 square feet of landscaping, thereby exceeding the 10% minimum parking area landscaping requirements.

Because of the nature of the fueling stations/truck parking, no shade trees are proposed in the truck parking area. This is consistent with the prior approved container storage.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions.

- 1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards.***
- 2. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.***
- 3. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.***
- 4. Bicycle parking space requirements may be waived by the Development Review Board per Section 4.118(.03)(A.)(9.) and (10.).***

B. Standards for Required Bicycle Parking

- 1. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle.***
- 2. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.***
- 3. When bicycle parking is provided in racks, there must be enough space between the rack and any obstructions to use the space properly.***
- 4. Bicycle lockers or racks, when provided, shall be securely anchored.***
- 5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for***

bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.

2. For a proposed multi-family residential, retail, office, or institutional development, or for a park and ride or transit center, where six (6) or more bicycle parking spaces are required pursuant to Table 5, 50% of the bicycle parking shall be developed as long-term, secure spaces. Required long-term bicycle parking shall meet the following standards:

a. All required spaces shall meet the standards in subsection (B.) above, and must be covered in one of the following ways: inside buildings, under roof overhangs or permanent awnings, in bicycle lockers, or within or under other structures.

b. All spaces must be located in areas that are secure or monitored (e.g., visible to employees, monitored by security guards, or in public view).

c. Spaces are not subject to the locational criterion of (B.)(5.).

RESPONSE

The Maintenance Facility Site Development provides for 6 required bicycle spaces. The proposed Phase 2 CNG conversion does not add any new requirements for bike facilities. Therefore the proposed parking meets code standards, and no waiver is necessary or requested.

4.155(.05) A loading berth shall contain space twelve (12) feet wide, thirty-five (35) feet long, and have a height clearance of fourteen (14) feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased to accommodate the larger vehicles.

RESPONSE

This provision has been previously addressed with prior approval, and is not applicable to this application.

H. Signs: As provided in Section 4.156.

(.08) Sign Permit Requirements in PDC and PDI Zones.

A. Freestanding Signs

a. One freestanding sign is allowed for the first two-hundred (200) linear feet of site frontage. One additional freestanding sign may be added for through lots having at least two-hundred (200) feet of frontage on one street and one-hundred (100) feet on the other street.

b. The maximum height of a freestanding sign shall be twenty (20) feet. If there is a building on the site, the maximum height shall be twenty (20) feet above the average grade of the building footprint.

B. Signs on Buildings

a. The total of building signs shall be determined as follows:

i. Square feet of all building signs shall not exceed the longest side of the largest building (i.e., on square foot of sign area for each

- linear foot of building) occupied by the use advertised, up to a maximum of two-hundred (200) square feet, whichever amount is less, except as provided in "ii" and "iii" below. The length of the building is to be measured at the foundation line.*
- ii. The two-hundred (200) square foot maximum noted in "i" above, shall be increased by twenty (20) percent to allow for building signs at separate building entrances; or*
 - iii. The two-hundred (200) square foot maximum noted in "i" above, shall be increased by fifty (50) percent to allow for building signs at separate building entrances that are located at least fifty (50) feet apart or on different sides of the building.*
- C. Types of signs permitted on buildings include wall flat, fascia, projecting, marquee and awning signs. Roof-top signs are prohibited.*

RESPONSE

No additional signage is proposed at this time. If additional directional signage is subsequently determined necessary, it will be addressed through a separate Type I or II Sign Permit application.

It is noted, however, on the Stage I Master Plan that with pending road widening on Ridder Road the existing entry sign will need to be relocated or modified, as it encroaches into the additionally dedicated (11.5 ft.) of right-of-way. But, it is also anticipated that the extension of Kinsman Road will likely force closure of the east driveway, where the sign is located.

4.167 General Regulations - Access, Ingress and Egress

(.01) Each access onto streets shall be at defined points as approved by the City and shall be consistent with the public's health, safety and general welfare. Such defined points of access shall be approved at the time of issuance of a building permit if not previously determined in the development permit.

RESPONSE

Site access from Ridder Road is currently provided at two defined points as previously approved by the City. These access drives have been constructed consistent with City standards designed to protect the public's health, safety and general welfare.

The modified Phase 2 Improvements will not change the existing two access points. Therefore compliance is maintained.

4.171 General Regulations – Protection of Natural Resources and other Resources

(.01) Purpose. It is the purpose of this Section to prescribe standards and procedures for the use and development of land to assure the protection of valued natural features and cultural resources. The requirements of this Section are intended to be used in conjunction with those of the Comprehensive Plan and other zoning standards. It is further the purpose of this Section:

- A. To protect the natural environmental and scenic features of the City of Wilsonville.***
- B. To encourage site planning and development practices which protect and enhance natural features such as riparian corridors, streams, wetlands, swales, ridges, rock outcroppings, views, large trees and wooded areas.***

C. To provide ample open space and to create a constructed environment capable and harmonious with the natural environment.

(.04) Trees and Wooded Areas.

A. All developments shall be planned, designed, constructed and maintained so that:

- 1. Existing vegetation is not disturbed, injured, or removed prior to site development and prior to an approved plan for circulation, parking and structure location.*
- 2. Existing wooded areas, significant clumps/groves of trees and vegetation, and all trees with a diameter at breast height of six inches or greater shall be incorporated into the development plan and protected wherever feasible.*
- 3. Existing trees are preserved within any right-of-way when such trees are*

B. Trees and woodland areas to be retained shall be protected during site preparation and construction according to City Public Works design specifications, by:

- 1. Avoiding disturbance of the roots by grading and/or compacting activity.*
- 2. Providing for drainage and water and air filtration to the roots of trees which will be covered with impermeable surfaces.*
- 3. Requiring, if necessary, the advisory expertise of a registered arborist/horticulturist both during and after site preparation.*
- 4. Requiring, if necessary, a special maintenance, management program to insure survival of specific woodland areas of specimen trees or individual heritage status trees.*

RESPONSE

There are no protected resources (SROZ) associated with this property. Existing tree along the eastern boundary were preserved by the original development and will remain protected with future expansion phases.

There are no hillsides, floodplains or other significant natural features such as riparian corridors, streams, wetlands, swales, ridges, rock outcroppings, or views associated with this part of the property. The overall site design provides a constructed environment compatible and harmonious with the natural environment.

The development site occupies about 90% of tax lot 1400, with the western 10% remaining in open grassy field with scattered trees. There are a larger number of trees that were preserved or planted as part of the existing development, which are shown on the Existing Conditions Plan Sheet. This phase of improvements will not result in any tree removal.

All grading, filling and excavating done in connection with any development will be in accordance with the Uniform Building Code. Therefore the proposed development complies with the provisions of this section.

4.175 Public Safety and Crime Prevention

(.01) All developments shall be designed to deter crime and insure public safety.

(.02) Addressing and directional signing shall be designed to assure identification of all buildings and structures by emergency response personnel, as well as the general public.

(.03) Areas vulnerable to crime shall be designed to allow surveillance. Parking and loading areas shall be designed for access by police in the course of routine patrol duties.

(.04) Exterior lighting shall be designed and oriented to discourage crime.

RESPONSE

Republic Services is of course concerned about deterring crime and ensuring public safety throughout its property. They essentially operate on a 24 hour per day basis, so there are employees on-site during most parts of the day and evening hours. Moving the truck maintenance on-site will actually increase eyes on the property during the evening hours, since a majority of the routine truck maintenance occurs at night, when the trucks are out of service. The site is also designed to allow reasonable surveillance by the City's police as part of their routine community patrols.

The existing design for the site provides for appropriate addressing and directional signage designed to assure easy identification of this facility and routing for the various activities.

Attention has been given to avoid creating areas vulnerable to crime, and to the extent practical the design allows for natural surveillance from the street as well as from the ground level and drive isles.

Providing and maintaining natural surveillance design factor was a major challenge for the Design Team. The CNG equipment compound will be visible from Garden Acres Road, with a setback of only 6 feet, so sight-obscuring landscaping and fencing will be provided, consistent with the "high screen" standard, also consistent with existing perimeter screening.

As previously discussed regarding Section 4.155, the parking and loading areas have also been designed for easy access and observation by City police in their course of routine patrols. Exterior lighting has been minimized, but designed and oriented to discourage crime. See also Sections 4.199 and 4.400 discussions below.

Therefore the proposed development complies with these standards.

4.176 Landscaping and Buffering

(.02) Landscaping and Screening Standards.

A. Subsections "C" through "I," below, state the different landscaping and screening standards to be applied throughout the City. The locations where the landscaping and screening are required and the depth of the landscaping and screening is stated in various places in the Code.

B. All landscaping and screening required by this Code must comply with all of the provisions of this Section, unless specifically waived or granted a Variance as otherwise provided in the Code. The landscaping standards are minimum requirements; higher standards can be substituted as long as fence and vegetation height limitations are met. Where the standards set a minimum based on square footage or linear footage, they shall be interpreted as applying to each complete or partial increment of area or length (e.g., a landscaped area of between 800 and 1600 square feet shall have two trees if the standard calls for one tree per 800 square feet.

C. General Landscaping Standard.

1. Intent. The General Landscaping Standard is a landscape treatment for areas that are generally open. It is intended to be applied in situations where distance is used as the principal means of separating uses or developments and landscaping is required to enhance the intervening space. Landscaping may

include a mixture of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees.

2. Required materials. Shrubs and trees, other than street trees, may be grouped. Ground cover plants must fully cover the remainder of the landscaped area (see Figure 21: General Landscaping). The General Landscaping Standard has two different requirements for trees and shrubs:

- a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.*
- 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.*

D. Low Screen Landscaping Standard.

1. Intent. The Low Screen Landscaping Standard is a landscape treatment that uses a combination of distance and low screening to separate uses or developments. It 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.

2. Required materials. The Low Screen Landscaping Standard requires sufficient low shrubs to form a continuous screen three (3) feet high and 95% opaque, year-round. In addition, one tree is required for every 30 linear feet of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A three (3) foot high masonry wall or a berm may be substituted for the shrubs, but the trees and ground cover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. (See Figure 22: Low Screen Landscaping).

RESPONSE

No new landscaping is needed for these Phase 2 improvements. The existing perimeter screening is consistent with (high screen) Code requirements. Black slatted fencing, matching existing perimeter fencing, will be provided around the CNG equipment compound for additional visual buffering.

*(.03) **Landscaping Area.** Not less than fifteen (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten (10%) parking area landscaping required by Section 4.155(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement. Landscaping shall be located in at least three separate and distinct area of the lot, on of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable.*

*(.04) **Buffering and Screening.** Additional to the standards of this subsection, the requirements of Section 4.137.5 (Screening and Buffering Overlay Zone) shall also be applied, where applicable.*

A. All intensive or higher density developments shall be screened and buffered from less intense or lower density developments.

B. Activity areas on commercial and industrial sites shall be buffered and screened from adjacent residential areas. Multi-family developments shall be screened and buffered from single-family areas.

C. All exterior, roof and ground mounted, mechanical and utility equipment shall be

screened from ground level off-site view from adjacent streets or properties.

D. All outdoor storage areas shall be screened from public view, unless visible storage has been approved for the site by the Development Review Board or Planning Director acting on a development permit.

E. In all cases other than for industrial uses in industrial zones, landscaping shall be designed to screen loading areas and docks, and truck parking.

F. In any zone any fence over six (6) feet high measured from soil surface at the outside of fence line shall require Development Review Board approval.

RESPONSE

As part of the prior development, perimeter landscape buffering was provided for screening and buffering along the both Ridder and Garden Acres Road frontages, consistent with the large parking area requirements. The approved screen/buffer consists of a 6 foot planted screening, with slatted fencing around the perimeter of the paved parking/.storage area. City staff has concluded that this landscaping is adequate for the proposed CNG equipment compound, so only perimeter blue slatted fencing is proposed, for additional screening.

The CNG Compound will result in removal of 9 poor quality trees. However the existing screening along Garden Acres Road, and existing trees on Republic's future annexation property to the north will maintain adequate visual screening in this northwest corner.

The Code requires a minimum of 15% of the site must be landscaped. The existing landscaping is 32.5% of the gross developed site area.

The landscaping is provided in, at least, 4 areas around the perimeter of the site and building and includes shade tree islands within the parking area. This design is consistent with the established landscape design and is also consistent with code standards. Landscaping consists of a combination of ground covers, ornamental shrubs, and a variety of deciduous and evergreen trees. The existing landscaping is maintained with an automatic irrigation system.

Section 4.176. Landscaping, Screening, and Buffering.

Note: the reader is encouraged to see Section 4.179, applying to screening and buffering of storage areas for solid waste and recyclables.

E. High Screen Landscaping Standard.

1. Intent. The High 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.

2. Required materials. The High Screen Landscaping Standard requires sufficient high shrubs to form a continuous screen at least six (6) feet high and 95% opaque, year-round. In addition, one tree is required for every 30 linear feet of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A six (6) foot high masonry wall or a berm may be substituted for the shrubs, but the trees and ground cover plants are still

required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. (See Figure 23: High Screen Landscaping).

RESPONSE

There has been no Buffer/Screening Overlay Zone adopted related to this property. The perimeter landscaping is designed to meet the high screen standards, as previously approved.

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.

B. 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.

RESPONSE

Site access onto the public streets is already established at two defined points as approved by the City. These accesses were constructed consistent with City standards designed to protect the public's health, safety and general welfare. For Phase 2, no new access to the site will be created from Ridder Road.

The proposed Phase 2 CNG conversion does not alter traffic patterns or trips generated from this site.

NOTE: As noted above, the ultimate impacts to on-site facilities and circulation, as well as any changes in access are unknown until the City determines the alignment of Kinsman Road. Therefore the applicant requests that any required frontage improvements for Ridder and Garden Acres Roads be deferred until the alignment of Kinsman Road is known, together with related site impacts.

Section 4.179. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.01) All site plans for multi-unit residential and non-residential buildings submitted to the Wilsonville Development Review Board for approval shall include adequate storage space for mixed solid waste and source separated recyclables.

(.02) The floor area of an interior or exterior storage area shall be excluded from the calculation of building floor area for purposes of determining minimum storage requirements.

(.03) The storage area requirement shall be based on the predominant use(s) of the building. If a building has more than one of the uses listed herein and that use

occupies 20 percent or less of the floor area of the building, the floor area occupied by that use shall be counted toward the floor area of the predominant use(s). If a building has more than one of the uses listed herein and that use occupies more than 20 percent of the floor area of the building, then the storage area requirement for the whole building shall be the sum of the requirement for the area of each use.

(.04) Storage areas for multiple uses on a single site may be combined and shared.

(.05) The specific requirements are based on an assumed storage height of four feet for seven feet may be used to accommodate the same volume of storage in a reduced floor space. Where vertical or stacked storage is proposed, the site plan shall include drawings to illustrate the layout of the storage area and dimensions for the containers.

(.06) The specific requirements for storage area are as follows:

A. Multi-unit residential buildings containing five-ten units shall provide a minimum storage area of 50 square feet. Buildings containing more than ten residential units shall provide an additional five square feet per unit for each unit above ten.

B. Non-residential buildings shall provide a minimum storage area of ten square feet, plus:

1. Office: Four square feet per 1,000 square feet gross floor area (GFA);

2. Retail: Ten square feet per 1,000 square feet GFA;

3. Wholesale / Warehouse / Manufacturing: Six square feet per 1,000 square feet GFA; and

4. Other: Four square feet per 1,000 square feet GFA.

(.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.

RESPONSE

This is a unique development in that the entire site and the existing improvements are all for the purpose of managing solid waste and recycling. Therefore the site does not have any separate storage facility for mixed solid waste and source separated recyclables, which are generated by Republic's operations. All of their waste and recyclables are collected in roll carts and delivered directly to the MRF for processing.

Therefore the proposed development plan complies with the standards for mixed solid waste and source separated recyclables.

4.199 OUTDOOR LIGHTING

4.199.20. Applicability:

(.01) This Ordinance is applicable to:

A. Installation of new exterior lighting systems in public facility, commercial industrial and multi-family housing projects with common areas.

B. Major additions or modifications (as defined in this Section) to existing exterior lighting systems in public facility, commercial industrial and multi-family housing projects with common areas.

(.02) Exemption. The following luminaires and lighting systems are EXEMPT from these requirements:

A. Interior lighting

B. Internally illuminated signs

C. Building Code required exit path lighting

- D. Lighting specifically for stairs and ramps
- E. Code required Signs
- F. Landscape lighting

4.199.30 Lighting Overlay Zones.

(.01) The designated Lighting Zone as indicated on the Lighting Overlay Zone Map for a commercial, industrial, multi-family, or public facility parcel or project shall determine the limitations for lighting systems and fixtures as specified in this Ordinance.

(.02) The Lighting Zones shall be:

- A. LZ 0. Critical dark environments.
- B. LZ 1. Developed areas in City and State parks, recreation areas, SROZ wetland and wildlife habitat areas: developed areas in natural settings; sensitive night environments; and rural areas.
- C. LZ 2. Low-density suburban neighborhoods and suburban commercial districts, industrial parks and districts. This zone is intended to be the default condition for the majority of the City.
- D. LZ 3. Medium to high-density suburban neighborhoods and districts, major shopping and commercial districts as depicted on the Lighting Overlay Zone Map.
- E. LZ 4. Reserved for limited applications with special lighting requirements.

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.
- B. Prescriptive Option. If the lighting is to comply with this Prescriptive Option, the installed lighting shall meet all of the following requirements according to the designated Lighting Zone.
 - 1. The maximum luminaire lamp wattage and shielding shall comply with Table 7.
 - 2. The total lighting power for the site shall be less than or equal to the allowed lighting power. The allowed lighting power shall be determined according to Table 8.
 - 3. The maximum pole or mounting height shall be consistent with Table 9.
 - 4. Each luminaire shall be set back from all property lines at least 3 times the mounting height of the luminaire:
 - e. Exception 5: Lighting adjacent to SROZ areas shall be set back 3 times the mounting height of the luminaire, or shall employ a house side shield to protect the natural resource area.

4.199.60. Major Additions or Modifications to Pre-Existing Sites.

(01.) Major Additions. If a major addition occurs on a property, all of the luminaires on the site shall comply with the requirements of this Section. For purposes of this subsection, the following are considered to be major additions:

- A. Additions of 50 percent or more in terms of additional dwelling units, gross floor area, seating capacity, or parking spaces, either with a single addition or with cumulative additions after July 2, 2008.
- B. Modification or replacement of 50 percent or more of the outdoor lighting luminaries' within a 5-year timeframe existing as of July 2, 2008.

RESPONSE

The City has adopted relatively new outdoor lighting standards, Section 4.199, at least new since the original site development. These new regulations set standards for the intensity of outdoor lighting, and there are also curfew provisions, aimed at lower artificial light levels at night (dark sky).

Section 4.199.30(.02) establishes lighting zones. The site is within LZ 2, as identified on the Lighting Zone Map. This zone applies to low-density suburban neighborhoods and suburban commercial districts, industrial parks and districts, and is the default condition for the majority of the City. This zone has a 10:00 PM curfew, which calls for lower lighting levels after 10:00 PM. However, this section also provides an exception for businesses that operate continuously (Exception 3).

Republic currently has some Portland Routes that run at night, with trucks returning to Wilsonville between 3:00 Am and 5:00 AM. The day shift drivers are typically arriving about this time to 6:00 AM. The truck maintenance operation runs with a swing shift that ends at 11:00 PM. So, there are operations occurring on a 24 hour, 7 day/week schedule. As noted, the truck refueling will also occur during the evening hours. For this reason the parking lot and the lights on the east side (MRF entrance) are on all night.

For the CNG conversion there will be a total of 7 new dual head lighting fixtures as follows:

- Equipment compound one dual head on a 20 foot pole. This light will be 570 feet of the west property line and 87 feet of the north line. The Photometric Plan has been provided to show compliance.
- Fueling Stations:
 - Dual head lights, one at each end of each of the K-rail runs and one in the center of the K-rail run. This configuration will be the same for both the central and south parking stalls.

These lights will be photo cell controlled, and will provide necessary safety illumination for night operations, while controlling off-site glare. As reflected in Table 7, there are 54 existing outdoor lighting throughout the site.

Therefore this project is not subject to full compliance with these provisions, as the new lighting does not constitute a Major Addition. Consequently, this section is not applicable, except to the extent of any cumulative modifications over the next 5-year time frame (extending to February 2019).

While compliance is not required for the entire site, the following findings and supporting drawings demonstrate that the external lighting associated with this new development has been designed to comply with this section utilizing the “Prescriptive Option”.

- The subject property abuts property with the same base PDI zone and LZ2 lighting zone. Therefore no setback from the common lot lines is required.
- The new CNG related luminaires are for the purpose of lighting the area west of the maintenance building for safe truck maneuvering and employee safety, and the equipment compound. A total of 10 new fixtures (5 double head poles) will be added. One double head pole in the equipment compound area will be the closest to a property line, but will be 45 feet, more than 5 mounting heights from

the most light sensitive north property line. The Compound will be within 6 feet from the west property line, or just less than 1 mounting height. There will be 6 additional new fixtures for the truck fueling/parking area. All of these lights are directionally controlled, with cut-off shielding, which provides essentially (zero intensity) at the adjoining property. The adjoining property to the north is also owned by Republic and is also designated for industrial not residential use.

**Table 5
Existing and Cumulative New Lighting**

Type Lighting	Existing Luminaires	Proposed CNG Compound & Fueling Luminaires	Net Change
Building	23 shielded		+10
Recessed Under eave	5 shielded		
Pole	26 shielded	10 shielded	
Total	54	10	+10 +18.5%

This limited proposed additional lighting is considered necessary and adequate for general evening hour access safety and security. The site is in LZ 2.

Table 8: Maximum Lighting Mounting Height In Feet

Lighting Zone	Lighting for private drives, driveways, parking, bus stops and other transit facilities	Lighting for walkways, bikeways, plazas and other pedestrian areas	All other lighting
<i>LZ 0</i>	<i>20</i>	<i>8</i>	<i>4</i>
<i>LZ 1</i>	<i>25</i>	<i>12</i>	<i>4</i>
LZ 2	40	18	8

Lighting mounted onto buildings or other structures shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building or structure at the place where the lighting is installed, nor higher than 33.33 percent of the horizontal distance of the light from the nearest property line, whichever is less.

CONCLUSION – Outdoor lighting

Based on the above findings and plans submitted this project complies with the outdoor lighting standards.

Section 4.300. General Underground Utilities

(.01) The City Council deems it reasonable and necessary in order to accomplish the orderly and desirable development of land within the corporate limits of the City, to require the underground installation of utilities in all new developments.

(.02) After the effective date of this Code, the approval of any development of land within the City will be upon the express condition that all new utility lines, including but not limited to

those required for power, communication, street lighting, gas, cable television services and related facilities, shall be placed underground.

(.03) The construction of underground utilities shall be subject to the City's Public Works Standards and shall meet applicable requirements for erosion control and other environmental protection.

Section 4.310 Exceptions.

Section 4.300 of this Code shall not apply to surface-mounted transformers, surface-mounted connection boxes, wireless communication facilities, and meter cabinets and other appurtenances which are reasonably necessary to be placed above ground, or to temporary utility service facilities during construction, or to high capacity electric and communication feeder lines, or to utility transmission lines operating at 50,000 volts or more.

Section 4.320. Requirements.

(.01) The developer or subdivider shall be responsible for and make all necessary arrangements with the serving utility to provide the underground services (including cost of rearranging any existing overhead facilities). All such underground facilities as described shall be constructed in compliance with the rules and regulations of the Public Utility Commission of the State of Oregon relating to the installation and safety of underground lines, plant, system, equipment and apparatus.

(.02) The location of the buried facilities shall conform to standards supplied to the subdivider by the City. The City also reserves the right to approve location of all surface-mounted transformers.

(.03) Interior easements (back lot lines) will only be used for storm or sanitary sewers, and front easements will be used for other utilities unless different locations are approved by the City Engineer. Easements satisfactory to the serving utilities shall be provided by the developer and shall be set forth on the plat.

RESPONSE

There are no existing overhead facilities that require undergrounding, as part of this development. All existing utility lines, including water, sewer, storm, power, communication, street lighting, gas, cable television services and related facilities, are placed underground.

The CNG improvements will only involve gas and electric services, which will be supplied underground, consistent with these provisions. The construction plans will also be designed to meet applicable requirements for erosion control and other environmental protection. Appropriate interior easements have already been or will be provided, as needed for storm or sanitary sewers. Therefore the proposed development complies with the provisions of this section.

CONCLUSION – Zoning and Stage II Development Permit

Based on the Plans submitted and the findings provided herein the proposed development plan for the Data Center has been demonstrated to comply with all applicable PDI and Planned Development code standards.

IV. SITE DESIGN REVIEW

1.400. Purposed.

(.01) Excessive uniformity, inappropriate or poor design of the exterior appearance of structures and signs and the lack of proper attention to site development and landscaping in the business, commercial, industrial and certain residential areas of the City hinders the harmonious development of the City, impairs the desirability of residence, investment or occupation in the City, limits the opportunity to attain the optimum use in value and improvements, adversely affects the stability and value of property, produces degeneration of property in such areas and with attendant deterioration of conditions affecting the peace, health and welfare, and destroys a proper relationship between the taxable value of property and the cost of municipal services thereof.

(.02) The City Council declares that the purposes and objectives of site and development requirements and the site design review procedures are to:

- A. Assure that Site Development Plans are designed in a manner that insures proper functioning of the site and maintains a high quality visual environment;*
- B. Encourages originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development;*
- C. Discourages monotonous, drab, unsightly, dreary and inharmonious developments;*
- D. Conserve the City's natural beauty and visual character and charm by assuring that structures, signs and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures, signs and other improvements;*
- E. Protect and enhance the City's appeal and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial purposes;*
- F. Stabilize and improve property values and prevent blighted areas and, thus increase tax revenues;*
- G. Insure that adequate public facilities are available to serve development as it occurs and that proper attention is given to site planning and development so as to not adversely impact the orderly, efficient and economic provisions of public facilities and services;*
- H. Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and, thus decrease the cost of government services and reduce opportunities for crime through careful consideration of physical design and site layout under defensible space guidelines that clearly define all areas as either public, semi-public, or private, provide clear identity of structures and opportunities for easy surveillance of the site that maximize resident control of behavior – particularly crime;*
- I. Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvements;*
- J. Sustain the comfort, health, tranquility and contentment of residents and attract new residents by reason of the City's favorable environment and, thus, to promote and protect the peace, health and welfare of the City.*

RESPONSE

The CNG fueling facility will consist of compressor equipment that will receive natural gas by means of a public utility gas pipeline located in the proximity of the proposed site. The area of this equipment is referred to as the compound.

This compound will be located within 6 feet of the west property line, and will therefore be properly screened, to minimize visual impacts from Garden Acres Road. The truck parking/fueling stations are already screened with a combination of 6 foot planted area adjacent to the street (future right-of-way) and blue slatted chain link fencing, consistent with existing fencing.

The natural gas will be metered, compressed, and distributed through fueling posts for dispensing purposes. Major equipment will include a vendor fabricated compressor with enclosure, natural gas dryer, CNG storage buffer vessel (above ground tank), electrical switchgear, interconnecting piping, electrical conduit, and factory installed safety control systems. There will be a canopy cover over the electrical controls, but no fully enclosed building. The major compressor equipment will be installed in an area screened by a slatted chain-link fence, plus existing perimeter landscaping.

The site improvements and modifications are designed consistent with the established quality and character of Republic Services facility. No new building is proposed at this time, only fueling equipment, and paved area stripping. The Materials and Colors for the proposed improvements are reflected on the Elevation drawings, as well as the cut sheet details for the fueling standard.

This design preserves and enhances the City's natural beauty, visual character and charm by assuring that the structures and other improvements are properly related to the site. Due regard has been given to the aesthetic qualities of the existing and natural terrain and landscaping.

The design achieves a balance and beneficial influence on maintaining a pleasant environment for working and conducting the company's business operations. In addition, the CNG fueling will contribute towards a healthier environment, helping to reduce air pollution.

Again, it is emphasized that eliminating one diesel waste collection truck with a "natural gas" vehicle is equivalent to taking 325 cars off the road. With the initial 30 truck conversion that calculates to the equivalent of 9,750 cars removed, and a total equivalent of 18,850 when the full current fleet of 58 trucks is completed.

The truck parking accommodates the same number of existing trucks (58), but just relocates the them from the east to the west side of the property. For container storage the relocation is just the opposite. No new parking is being provided.

The development plans insure that adequate public facilities are available to serve development. At the same time proper attention is given to site planning and development so as to not adversely impact the orderly, efficient and economic provisions of public facilities and services.

Appropriate water quality and quantity control provisions have been designed into the storm drainage system consistent with the discharge carrying capacity of the storm system in Ridder Road.

The proposed site improvements are designed to compliment and enhance the existing site improvements, and therefore will maintain consistency with the Design Review Criteria and Objectives listed above. These improvements will ensure the site functions safely, properly and efficiently.

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 style 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. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.*
- 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 buffering from less intensive uses in accordance with Sections 4.139 and 4.139.5. The achievement of such relationship may include 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.*
- 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.*
- D. Surface Water Drainage. Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties of (et sic) the public storm drainage system.*
- E. Utility Service. Any utility installations above ground shall be located so as to have an harmonious relation to neighboring properties and site. The proposed method of sanitary and storm sewage disposal from all buildings shall be indicated.*
- F. Advertising Features. In addition to the requirements of the City's sign regulations, the following criteria should be included: the size, location, design, color, texture, lighting and materials of all exterior signs and outdoor advertising structures or features shall not detract from the design of proposed buildings and structures and the surrounding properties.*
- G. Special Features. Exposed storage area, exposed mechanical installations, surface areas, truck loading areas, utility buildings and structures and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall be required to prevent their being incongruous with the existing or contemplated environment and its*

surrounding properties. Standards for screening and buffering are contained in Section 4.176.

(.02) The standards of review outlined in Sections (a) through (g) shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.

(.03) The Board shall also be guided by the purposes of Section 4.400 and such objectives shall serve as additional criteria and standards.

RESPONSE

Preservation of Landscape. This site is surrounded on all four sides by other industrial properties including developed and undeveloped land. The undeveloped or under-developed properties are generally to the north, and include Republic's Tax Lots 600 & 601.

Approximately 90% of the subject property (Lot 1400), which fronts on Ridder Road has been development. This Phase 2 expansion will be substantially within the existing paved area, except that the CNG equipment compound will be located in an unimproved area adjacent to the Garden Acres right-of-way, just behind the existing perimeter landscape buffer. With Phase 2 the CNG Compound will occupy about 2,340 square feet. All other site modifications will be within the paved area, so existing landscaping is substantially preserved.

Relation of Proposed Buildings to Environment. Within the development site, there are no naturally sensitive areas or wildlife habitats that require protection or buffering (SROZ). The only less intensive uses are some rural residential properties up Garden Acres Road.

The existing and proposed structures have been located and designed to assure reasonable harmony with the natural environment, including protection of vegetation and to provide appropriate buffering from less intensive uses to the north in accordance with Sections 4.139 and 4.139.5.

Site buffering has been achieved through retention and planting of trees along the perimeter (north) and by minimizing building openings, to the degree practicable on the north side. Perimeter buffer landscaping has also been provided along the two street frontages, consistent with high screen standards.

Drives, Parking, and Circulation. Appropriate attention has been given to location and number of access points, general interior circulation, and the separation of pedestrian and vehicular traffic, to the degree practicable given the site operations. Existing employee parking has been located in front of and to the east side of the administrative offices, and interim parking is provided west of the maintenance office. Appropriate ADA access is also provided consistent with code requirements.

This applicant involves re-arrangement of the existing Truck parking and container storage areas. The containers are being moved to the east side, with the trucks moving to the west side. This parking configuration will continue through Phase 3 improvements.

Relative to parking it is important to understand that with this CNG Fueling configuration, the trucks will be refueled during the evening hours. Therefore, the stalls will be available during the work-day and will be used by the drivers for parking their personal cars. This double use of available parking eliminates the need to add more impervious paving.

To the degree practicable, the existing parking configuration provides safe, convenient and direct access and circulation throughout the site. It does not detract from the design of the existing or proposed buildings nor neighboring properties.

Surface Water Drainage. Special attention shall be given to proper site surface drainage so that removal of surface waters does not adversely affect neighboring properties or the public storm drainage system. Necessary water quality treatment and quantity control has been designed into the system consistent with City standards. The new site improvements will not require any capacity increase for the detention pond.

Utility Service. All utility serving the site have been undergrounded. The proposed method of sanitary and storm sewage disposal from all buildings has been indicated.

Advertising Features. There is an existing entry sign at the east entrance. The applicant is not proposing any changes to existing signage at this time. Therefore this design criterion is not applicable to this application.

Special Features. Appropriate screening and buffering of exposed storage area, exposed mechanical installations, surface areas, truck loading areas, and utility buildings and structures has been provided as approved for the existing site improvements. The CNG equipment compound will be located at the northwest edge of the site, with appropriated visual screening provided.

Additional screen plantings have been provided along the site frontage, as previously approved. The applicant believes this existing screening remains adequate for the Phase 2 and 3 improvements. See also response to screening and buffering contained in Section 4.176.

Existing access points from public streets will be retained and unaltered for Phase 2 & 3. Access will be from Ridder Road at the two existing driveways.

4.420 Location, Design and Access Standards for Mixed 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.

- A. *To encourage its use, the storage for source separated recyclables shall be co-located with the storage area for residual mixed solid waste.*
- B. *Indoor and outdoor storage areas shall comply with Uniform Building and Fire Code requirements.*
- C. *Storage area space requirements can be satisfied with a single location or multiple locations and can combine both interior and exterior locations.*
- D. *Exterior storage areas can be located within interior side yards or rear yard areas. Minimum setback shall be three (3) feet. Exterior storage areas shall not be located within a required front yard setback, including double frontage lots.*
- E. *Exterior storage areas shall be located in central and visible locations on a site to enhance security for users.*
- F. *Exterior storage areas can be located in a parking area if the proposed use provides at least a minimum number of parking spaces required for the use after deducting the area used for storage. Storage areas shall be appropriately screened according to the provisions of Section 4.430(.03), below.*

(.03) Access Standards.

- A. *Access to storage areas can be limited for security reasons. However, the storage areas shall be accessible to users at convenient times of the day and to collect service (et sic) personnel on the day and approximate time they are scheduled to provide collection service.*
- B. *Storage areas shall be designed to be easily accessible to collection trucks and equipment, considering paving, grad and vehicle access. A minimum of ten (10) feet horizontal clearance and eight feet of vertical clearance if the storage area is covered.*
- C. *Storage areas shall be accessible to collection vehicles without requiring backing out or a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion.*

RESPONSE

These provisions were previously addressed under Section 4.178. As noted, this entire site is devoted to solid waste management and recycling. Outdoor storage areas have been carefully designed to encourage proper use and are focused inward to the site for maximum screening.

CONCLUSION – Site and Architectural Design Review

The proposed site development will consist of equipment, materials and color consistent with the existing buildings. The Site Plan is designed to ensure safe and functional on-site operations, which is an essential operational criterion for Republic Services. This report has provided documentation of compliance with the applicable design review standards. Therefore this project should be approved as requested.

V. TREE PRESERVATION AND REMOVAL

Section 4.600. Purpose and Declaration

(.01) Rapid growth, the spread of development, need for water and increasing demands upon natural resources have the effect of encroaching upon, despoiling, or eliminating many of the trees, other forms of vegetation, and natural resources and processes associated therewith which, if preserved and maintained in an undisturbed and natural condition, constitute important physical, aesthetic, recreational and economic assets to existing and future residents of the City of Wilsonville.

RESPONSE

The Republic property is not within the Willamette River Greenway. There are no significant protected resources (SROZ) and no sensitive wildlife habitat on or adjacent to the development site.

The location of the CNG Compound at the northwest corner will result in removal any on-site trees. The Arborist identified 3 trees in the Garden Acres right-of-way, which were not picked up on the original survey. These are poor quality trees and are recommended for removal. The Project Arborist has provided a supplemental Memo, to her original 2014 Report addressing the marginal quality of these 12 trees. The three trees within the right-of-way will be addressed at the time of Construction Permits, with a separate Type B Removal Permit.

No additional landscaping is proposed. With future phases, included additional paved truck parking/fueling and expansion of the detention facility, there is limited area for location of replacement trees. Therefore the applicant anticipates mitigation for the 3 trees removed via payment to the City's Tree Fund.

VI. FINAL CONCLUSION

Based on the findings presented herein, and supported by the accompanying documentation and plans, the proposed development has been demonstrated to comply with all applicable Comprehensive Plan and Development Code provisions and standards.

Compliance has been demonstrated for updated Stage I Master Plan, Stage II Final Development Plans, Design Review, and Outdoor Lighting.

Therefore the applicant respectfully requests approval as requested.



CIVIL LAND USE PLANNING SURVEY

P 503.643.8286 F 844.715.4743 www.pd-grp.com
9020 SW Washington Square Rd Suite 170
Portland, Oregon 97223

August 28, 2015

Blaise Edmonds, Current Planning Manager
City of Wilsonville
29799 SW Town Center Loop E.
Wilsonville, OR 97070

RE: Minor Site Plan Revisions (Phase 3 of Master Plan, Republic Services/Clean Energy CNG Conversion #-Lot Subdivision, Address (Tax Lots, Map), City, County, State.
Pioneer Project No.: 999-158a

Dear Blaise:

Attached are 10 complete sets of Revised Application Documents for Republic's CNG Conversion.

As with the previous change, the Primary change to the Phase 2 Plans is moving the CNG Compound back to the original southern location. With this relocation we will not be impacting the 9 trees along the northern property line. We will still need to remove at least one of the 3 trees within the Garden Acres Right-of-way, and may go ahead and remove all three.

But our intent is to address these 3 trees with a Type B Permit, at the time of Construction Permits, and therefore they will not need DRB approval. With this site plan we also will not need the setback waiver. Therefore, there may be a fee refund.

The Compliance Narrative, has been edited as follows:

Page 5 – Deleted Type C Tree Permit and Setback Waiver

Page 9 – Deleted setback waiver for equipment canopy.

Page 10 – 3rd bullet – Revised regarding tree removal and deleted setback waiver.

Page 13 – Revised to clarify no modification to detention pond required.

Page 23 - top – Eliminated setback waiver, and bottom – edited for revised tree removal.

Page 33 – bottom – edited discussion on grading and storm detention

Page 35 – 3rd paragraph - edited discussion on grading and storm detention
Page 51 – Revised compound lighting location – setbacks

Page 58 – Revised to clarify no modification to detention pond required.

Page 60 – Revised tree removal to 3 with Type B instead of Type C, no DRB approval required. And deleted discussion about canopy setback.

As requested for the Continuance, we are hoping for the DRB hearing September (9-28). And, with this delay, we will also likely want to pursue early grading, etc., so will need another Hold Harmless Agreement.

Sincerely,
Pioneer Design Group, Inc.

Ben Altman
Senior Planner/Project Manager

Arborist Report

DATE: August 11, 2015
TO: Ben Altman, Pioneer Design Group
FROM: Morgan Holen, Project Arborist
RE: Republic Services – Supplemental Tree Plan Recommendations

MHA1431

This memorandum supplements the April 18, 2014 Tree Maintenance and Protection Plan for Republic Services in Wilsonville, Oregon and specifically addresses trees impacted by the Phase 2 CNG Fueling Conversion project in order to satisfy the requirements of Wilsonville Development Code Chapter 4, Sections 4.600 through 4.640.20 (Tree Preservation and Protection). The following provides a description of the evaluated trees and arborist recommendations for tree removal, retention, mitigation, and protection.

International Society of Arboriculture (ISA) Certified Arborist (PN-6145A) and Qualified Tree Risk Assessor Morgan Holen visited the site on August 11, 2015 in order to re-evaluate trees located within and directly adjacent to the proposed development impact area and update the existing tree data as needed. In all, 14 trees were evaluated, including three trees not previously inventoried that have been added to the survey (numbers 7566-7568). A complete description of the re-evaluated trees is provided in the enclosed tree data.

The original tree data was updated to reflect current diameter and crown spread measurements, to change the condition rating of tree 7547 from poor to dead, and to correctly identify tree 7549 as a black walnut (*Juglans nigra*) (rather than an unknown deciduous tree) and trees 7545, 7548 and 7552-7556 as bigleaf maples (rather than Norway maples (*Acer platanoides*)). Following the site visit, Morgan coordinated with Pioneer Design Group to discuss potential construction impacts and recommendations for tree protection. Treatment recommendations were modified from “consider removal during phase 2” in the original tree data to either retain or remove.

Two of the 14 re-evaluated trees will not be impacted by the proposed construction and are listed as retain. These trees are both bigleaf maples in generally poor condition, but are nevertheless sustainable and adequate protection is possible. Tree protection fencing is recommended at the dripline of trees 7555 and 7556 and at the limits of disturbance along the northern boundary to provide sufficient protection for neighboring trees located off-site to the north.

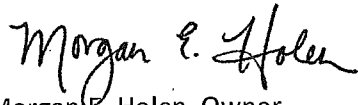
The other 12 trees are recommended for removal for the purposes of construction, including: one dead spruce (*Picea* spp.); one Douglas-fir (*Pseudotsuga menziesii*) in generally moderate condition with a one-sided crown and resin flow along the upper trunk; and 10 trees in generally poor condition and with poor structure including three invasive English hawthorns (*Crataegus monogyna*), one grand fir (*Abies grandis*) with an old broken top and new leaders, one black walnut with a small live crown, and five bigleaf maples with multiple stems that likely originated from old stump sprouts. The recommended removal will not result in impacts to the protection of nearby trees, including those located on-site to the east and neighboring trees located off-site to the north. To avoid possible impacts to the likely interconnected roots of nearby trees, the stumps of trees planned for removal should remain in the ground or be removed under the on-site guidance of a qualified arborist.

Removal of these 12 trees requires mitigation per Section 4.620.00; removed trees shall be replaced on a basis of one tree planted for each tree removed. Therefore, 12 trees measuring at least 2-inch in diameter should be planted as mitigation for tree removal.

The client may choose to accept or disregard the recommendations contained herein, or seek additional advice. Neither this author nor Morgan Holen & Associates, LLC, have assumed any responsibility for liability associated with the trees on or adjacent to this site.

Thank you for choosing Morgan Holen & Associates, LLC, to provide consulting arborist services for Republic Services. Please contact us if you have questions or need any additional information.

Thank you,
Morgan Holen & Associates, LLC



Morgan E. Holen, Owner
ISA Certified Arborist, PN-6145A
ISA Tree Risk Assessment Qualified
Forest Biologist

Enclosure: MHA1431 Republic Services – Tree Data 8-11-14



No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
7544	grand fir	<i>Abies grandis</i>	30	12	P	broken top, new leaders with very poor structure, dead branches	remove
7545	bigleaf maple	<i>Acer macrophyllum</i>	6	13	P	very poor stem and crown structure	remove
7546	Douglas-fir	<i>Pseudotsuga menziesii</i>	25	16	M	one-sided crown, resin flow along upper trunk	remove
7547	spruce	<i>Picea spp.</i>	18	8	D	dead	remove
7548	bigleaf maple	<i>Acer macrophyllum</i>	6	10	P	poor structure, small one-sided crown	remove
7549	black walnut	<i>Juglans nigra</i>	10	10	P	poor structure, small live crown	remove
7552	bigleaf maple	<i>Acer macrophyllum</i>	3x6	8	P	poor structure, multiple stems are likely old stump sprouts	remove
7553	bigleaf maple	<i>Acer macrophyllum</i>	3x6	8	P	poor structure, multiple stems are likely old stump sprouts	remove
7554	bigleaf maple	<i>Acer macrophyllum</i>	3x6	8	P	poor structure, multiple stems are likely old stump sprouts	remove
7555	bigleaf maple	<i>Acer macrophyllum</i>	6	8	P	poor structure, no construction impacts	retain
7556	bigleaf maple	<i>Acer macrophyllum</i>	6	8	P	poor structure, no construction impacts	retain
7566	English hawthorn	<i>Crataegus monogyna</i>	8	14	P	invasive species, poor structure, multiple leaders, wire fence girdling trunk, overhead utility lines	remove
7567	English hawthorn	<i>Crataegus monogyna</i>	8	14	P	invasive species, poor structure, multiple leaders, overhead utility lines	remove
7568	English hawthorn	<i>Crataegus monogyna</i>	8	14	P	invasive species, poor structure, multiple leaders, wire fence girdling trunk, overhead utility lines	remove

¹DBH is tree diameter measured at 4.5-feet above the ground level in inches; multiple trunks of the same size are indicated with an asterisk (quantity x size).

²C-Rad is the average crown radius measured in feet;

³Cond is an arborist assigned rating to generally describe the condition of individual trees as follows- Dead; Poor; Moderate; Good; or Excellent.

**Republic Services – Wilsonville, Oregon
Tree Maintenance and Protection Plan
April 18, 2014**

MHA1431

Purpose

This Tree Maintenance and Protection Plan for the Republic Services project located in Wilsonville, Oregon, is provided pursuant to City of Wilsonville Development Code Section 4.610.40. This arborist report describes the existing trees located on the project site, as well as recommendations for tree removal, retention, mitigation, and protection. This report is based on observations made by International Society of Arboriculture (ISA) Certified Arborist and Qualified Tree Risk Assessor Morgan Holen (PN-6145A) during a site visit conducted on April 14, 2014.

Scope of Work and Limitations

Morgan Holen & Associates, LLC, was contracted by Republic Services to visually assess existing trees measuring six inches in diameter and larger in terms of general condition and suitability for preservation with development, and to develop a tree maintenance and protection plan for the project. The site is planned for residential development. A site plan was provided by SFA Design Group illustrating the location of trees and tree survey point numbers, and potential construction impacts.

Visual Tree Assessment (VTA) was performed on individual trees located across the site. VTA is the standard process of visual tree inspection whereby the inspector visually assesses the tree from a distance and up close, looking for defect symptoms and evaluating overall condition and vitality. Trees were evaluated in terms species, size, general condition, and potential construction impacts. Following the inventory fieldwork, we coordinated with SFA Design Group to discuss and finalize treatment recommendations based on the proposed site plan.

The client may choose to accept or disregard the recommendations contained herein, or seek additional advice. Neither this author nor Morgan Holen & Associates, LLC, have assumed any responsibility for liability associated with the trees on or adjacent to this site.

General Description

The Republic Services project site is located at 10295 SW Ridder Road in Wilsonville. This site includes existing buildings, scales, stockpiles, and parking lots. The project proposes to construct a new shop, asphalt pads, and a storm water facility, all within the western portion of the site. The existing trees are scattered across the site, including a group of mature Douglas-firs (*Pseudotsuga menziesii*) along the eastern boundary, mixed evergreens planted along the boundary north of the existing developed area, parking lot and street trees within the existing developed area, and a row of relatively new plantings along the eastern edge of the proposed development area. In the western portion of the site, where development is proposed, the site is primarily open field with natural regeneration in a relatively wild condition along the northern boundary and three trees in poor condition near the southern boundary.

In all, 196 trees measuring 6-inches and larger in diameter were inventoried including 23 tree species. Table 1 provides a summary of the count of trees by species. A complete description of individual trees is provided in the enclosed tree data.

Table 1. Count of Trees by Species – Republic Services, Wilsonville, OR.

Common Name	Species Name	Total	%
Austrian pine	<i>Pinus nigra</i>	19	9.7%
beech	<i>Fagus spp.</i>	1	0.5%
black cottonwood	<i>Populus trichocarpa</i>	1	0.5%
deciduous	unknown	1	0.5%
Douglas-fir	<i>Pseudotsuga menziesii</i>	109	55.6%
English hawthorn	<i>Crataegus monogyna</i>	1	0.5%
English walnut	<i>Juglans regia</i>	1	0.5%
flowering pear	<i>Pyrus spp.</i>	3	1.5%
flowering plum	<i>Prunus spp.</i>	2	1.0%
grand fir	<i>Abies grandis</i>	3	1.5%
Japanese maple	<i>Acer japonicum</i>	2	1.0%
lodgepole pine	<i>Pinus contorta</i>	2	1.0%
maple	<i>Acer spp.</i>	2	1.0%
Norway maple	<i>Acer plantanoides</i>	22	11.2%
ponderosa pine	<i>Pinus ponderosa</i>	5	2.6%
Port-Orford-cedar	<i>Chamaecyparis lawsoniana</i>	3	1.5%
raywood ash	<i>Fraxinus oxycarpa</i>	4	2.0%
red maple	<i>Acer rubrum</i>	3	1.5%
red oak	<i>Quercus rubra</i>	8	4.1%
redbud	<i>Cercis canadensis</i>	1	0.5%
spruce	<i>Picea spp.</i>	1	0.5%
sweet cherry	<i>Prunus avium</i>	1	0.5%
western redcedar	<i>Thuja plicata</i>	1	0.5%
Total		196	100%

No Oregon white oak (*Quercus garryana*), native yews (*Taxus spp.*), or any species listed by either the state or federal government as rare or endangered were found on the site.

Tree Plan Recommendations

As described in the enclosed tree data, individual trees were assigned a general condition rating defined as follows:

- D: Dead
- P: Poor Condition
- M: Moderate Condition
- G: Good Condition
- E: Excellent Condition

Note that none of the inventoried trees were classified as being in excellent condition.

Of the 196 inventoried trees, the project necessitates removal of 17 (9%) trees. The remaining 179 (91%) trees may be retained for the purposes of proposed construction. Table 2 provides a summary of the count of trees by treatment recommendation and general condition rating.

Table 2. Count of Trees by Treatment Recommendation and General Condition Rating.

Treatment Recommendation	General Condition Rating					Total
	D	P	M	G	E	
Retain	0	19	67	93	0	179 (91%)
Remove	1	22	73	100	0	17 (9%)
Total	1	22	73	100	0	196
Percent	(1%)	(11%)	(37%)	(51%)	(0%)	(100%)

Beyond the scope of this project, tree number 7076, located near the eastern property boundary, is recommended for removal because of severe decline and hazardous potential. In addition, regular monitoring is recommended for eight Douglas-firs (numbers 6857, 7059, 7060, 7061, 7064, 7069, 7273, and 7281) near the eastern boundary and advanced assessment (such as sample drilling) is recommended at two of these eight trees (numbers 6857 and 7064) to evaluate the extent of decay versus sound wood where red ring conks were identified. Red rings conks are the fruiting bodies of the fungus *Phellinus pini*, which is a common and native fungus in Douglas-firs in our region and indicative of internal decay which may or may not be advanced—further investigation is required.

Nineteen trees located along the northern boundary of the proposed development area are in mostly poor condition and should be considered for removal in the future, during Phase II of this project.

Safety pruning is recommended to remove dead wood from the mature Douglas-firs in the eastern portion of the site. Tree number 7303 is also likely to require minor pruning to remove dead branches for safety following the removal of adjacent trees for construction. Stump grinding is recommended to remove the stumps of trees to be removed directly adjacent to tree number 7303. Tree removal and pruning shall be performed by a Qualified Tree Service.

Mitigation Requirements

All 196 inventoried trees are greater than 6-inches in diameter. One hundred seventy nine trees will be retained and protected throughout construction and 17 trees will be removed for the purposes of construction. Removal of these 17 trees requires mitigation per Section 4.620.00; removed trees shall be replaced on a basis of one tree planted for each tree removed. Therefore, 17 trees measuring at least 2-inch in diameter will be planted as mitigation for tree removal.

Tree Protection Standards

Trees designated for retention will need special consideration to assure their protection during construction. We recommend a preconstruction meeting with the owner, contractors, and project arborist to review tree protection measures and address questions or concerns on site. Tree protection measures include:

- **Fencing.** Trees to remain on site shall be protected by installation of tree protection fencing to prevent injury to tree trunks or roots, or soil compaction within the root protection area, which generally coincides with the limits of disturbance (or tree driplines where feasible). Fences shall be 6-foot high steel on concrete blocks or orange plastic construction fencing on metal stakes. The project arborist shall determine the exact location and type of tree protection fencing. Trees located more than 30-feet from construction activity shall not require fencing.

- **Tree Protection Zone.** Without authorization from the Project Arborist, none of the following shall occur beneath the dripline of any protected tree:
 1. Grade change or cut and fill;
 2. New impervious surfaces;
 3. Utility or drainage field placement;
 4. Staging or storage of materials and equipment; or
 5. Vehicle maneuvering.

Root protection zones may be entered for tasks like surveying, measuring, and, sampling. Fences must be closed upon completion of these tasks.

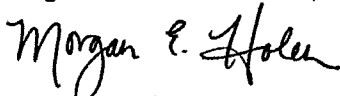
- **Soil Protection.** The stripping of topsoil around retained trees shall be restricted, except under the guidance of the project arborist. No fill (including temporary storage of spoils) shall be placed beneath the dripline of protected trees, except as otherwise directed by the project arborist.
- **Excavation.** The project arborist shall provide on-site consultation during all excavation activities beneath the dripline of protected trees. Excavation immediately adjacent to roots larger than 2-inches in diameter within the root protection zone of retained trees shall be by hand or other non-invasive techniques to ensure that roots are not damaged. Where feasible, major roots shall be protected by tunneling or other means to avoid destruction or damage. Exceptions can be made if, in the opinion of the project arborist, unacceptable damage will not occur to the tree. Where soil grade changes affect the root protection area, the grade line should be meandered wherever practicable. This will require on-site coordination to ensure a reasonable balance between engineering, construction, and the need for tree protection.
- **Quality Assurance.** The project arborist should supervise proper execution of this plan during construction activities that could encroach on retained trees. Tree protection site inspection monitoring reports should be provided to the Client and City on a regular basis throughout construction.

Summary

In summary, 179 trees are planned for retention with construction and 17 trees are recommended for removal for the purposes of construction. The 17 trees planned for removal will require mitigation on a one-for-one basis.

Thank you for choosing Morgan Holen & Associates, LLC, to provide consulting arborist services for the Republic Services project. Please contact us if you have questions or need any additional information.

Thank you,
Morgan Holen & Associates, LLC



Morgan E. Holen, Owner
ISA Certified Arborist, PN-6145A
ISA Tree Risk Assessment Qualified
Forest Biologist

Enclosures: MHA1431 Republic Services – Tree Data 4-14-14



No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
5596	Douglas-fir	<i>Pseudotsuga menziesii</i>	29	22	G		retain
5597	maple	<i>Acer spp.</i>	8	14	G		retain
5598	Douglas-fir	<i>Pseudotsuga menziesii</i>	14	12	G	trunk sweep near base	retain
5599	Douglas-fir	<i>Pseudotsuga menziesii</i>	26	14	G	few dead branches	retain
5600	Douglas-fir	<i>Pseudotsuga menziesii</i>	26	14	G	few dead branches	retain
5601	Douglas-fir	<i>Pseudotsuga menziesii</i>	26	14	G	few dead branches	retain
5603	Norway maple	<i>Acer plantanoides</i>	8	8	M	invasive species, street tree	retain
5604	Douglas-fir	<i>Pseudotsuga menziesii</i>	18	12	G		retain
5607	Norway maple	<i>Acer plantanoides</i>	10	10	M	invasive species, street tree	retain
5608	Douglas-fir	<i>Pseudotsuga menziesii</i>	18	12	G		retain
5610	maple	<i>Acer spp.</i>	2x4	12	G		retain
5674	Norway maple	<i>Acer plantanoides</i>	12	10	G	invasive species, street tree	retain
5675	Norway maple	<i>Acer plantanoides</i>	11	10	G	invasive species, street tree	retain
5676	Norway maple	<i>Acer plantanoides</i>	12	10	G	invasive species, street tree	retain
5677	Norway maple	<i>Acer plantanoides</i>	13	10	G	invasive species, street tree	retain
5679	Norway maple	<i>Acer plantanoides</i>	10	10	M	invasive species, basal decay	retain
5680	Norway maple	<i>Acer plantanoides</i>	10	10	G	invasive species, street tree	retain
5681	Norway maple	<i>Acer plantanoides</i>	10	10	G	invasive species, large surface roots, street tree	retain
5729	red oak	<i>Quercus rubra</i>	16	14	G	south side pruned for light pole clearance	retain
5789	Japanese maple	<i>Acer japonicum</i>	2x4	8	G		retain
5798	red maple	<i>Acer rubrum</i>	12	14	G	crown pruned for building clearance	retain
5801	red maple	<i>Acer rubrum</i>	12	14	G	crown pruned for building clearance	retain

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No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
5823	red maple	<i>Acer rubrum</i>	12	14	G	large surface roots, crown pruned for building clearance	retain
5827	redbud	<i>Cercis canadensis</i>	8	8	G		retain
5912	red oak	<i>Quercus rubra</i>	10	10	G		retain
5915	raywood ash	<i>Fraxinus oxycarpa</i>	6	10	M		retain
5916	raywood ash	<i>Fraxinus oxycarpa</i>	8	10	M		retain
5917	Japanese maple	<i>Acer japonicum</i>	2x4	6	G		retain
5918	raywood ash	<i>Fraxinus oxycarpa</i>	8	10	M		retain
5919	raywood ash	<i>Fraxinus oxycarpa</i>	8	10	M		retain
5921	red oak	<i>Quercus rubra</i>	14	14	G		retain
5956	red oak	<i>Quercus rubra</i>	14	12	G		retain
6264	Austrian pine	<i>Pinus nigra</i>	10	6	G		remove
6265	Austrian pine	<i>Pinus nigra</i>	8	6	G		remove
6267	Austrian pine	<i>Pinus nigra</i>	10	6	G	some sequoia pitch moth	remove
6270	Austrian pine	<i>Pinus nigra</i>	10	6	M	sequoia pitch moth	retain
6271	Austrian pine	<i>Pinus nigra</i>	10	6	M	sequoia pitch moth	retain
6272	Austrian pine	<i>Pinus nigra</i>	10	6	M	sequoia pitch moth	retain
6273	Austrian pine	<i>Pinus nigra</i>	14	6	M	sequoia pitch moth	retain
6368	Norway maple	<i>Acer plantanoides</i>	10	10	G	invasive species, street tree	retain
6368.1	Norway maple	<i>Acer plantanoides</i>	8	10	M	invasive species, stem decay, street tree	retain
6369	Douglas-fir	<i>Pseudotsuga menziesii</i>	24	18	G	suitable for preservation in group	retain
6370	Douglas-fir	<i>Pseudotsuga menziesii</i>	22	12	G	suitable for preservation in group	retain
6371	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	8	G	suitable for preservation in group	retain
6372	Douglas-fir	<i>Pseudotsuga menziesii</i>	18	11	G	suitable for preservation in group	retain
6373	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	8	G	suitable for preservation in group	retain
6383	Austrian pine	<i>Pinus nigra</i>	10	8	M	sequoia pitch moth	retain

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No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
6384	Austrian pine	<i>Pinus nigra</i>	10	8	M	forked top, sequoia pitch moth	retain
6385	beech	<i>Fagus spp.</i>	8	8	G		retain
6386	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	8	G		retain
6387	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	8	M	poor structure	retain
6388	Austrian pine	<i>Pinus nigra</i>	10	8	M	sequoia pitch moth	retain
6541	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	8	G		retain
6542	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	8	G		retain
6543	western redcedar	<i>Thuja plicata</i>	14	8	M		retain
6544	Douglas-fir	<i>Pseudotsuga menziesii</i>	14	8	G		retain
6545	Austrian pine	<i>Pinus nigra</i>	8	8	M		retain
6546	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	8	G		retain
6547	ponderosa pine	<i>Pinus ponderosa</i>	36	20	G	few dead branches	retain
6548	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	8	M		retain
6549	Austrian pine	<i>Pinus nigra</i>	10	8	M	sequoia pitch moth	retain
6550	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	8	G		retain
6551	lodgepole pine	<i>Pinus contorta</i>	14	8	M		retain
6594	Douglas-fir	<i>Pseudotsuga menziesii</i>	40	14	G	broken branches	retain
6595	Austrian pine	<i>Pinus nigra</i>	14	8	G	good condition as a group	retain
6596	Austrian pine	<i>Pinus nigra</i>	20	12	G	good condition as a group	retain
6597	Austrian pine	<i>Pinus nigra</i>	20	12	G	good condition as a group	retain
6598	Douglas-fir	<i>Pseudotsuga menziesii</i>	16	10	M		retain
6600	grand fir	<i>Abies grandis</i>	13	8	M	one-sided crown to west	retain
6601	Austrian pine	<i>Pinus nigra</i>	16	12	M	off-center leader to north	retain
6602	Austrian pine	<i>Pinus nigra</i>	22	14	M	mechanical damage lower trunk south face	retain
6603	Austrian pine	<i>Pinus nigra</i>	15	12	M	high one-sided crown to south	retain
6604	Port-Orford-cedar	<i>Chamaecyparis lawsoniana</i>	2x8	8	M	codom stems at 1'	retain

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No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
6605	ponderosa pine	<i>Pinus ponderosa</i>	20	12	M	forked top	retain
6606	grand fir	<i>Abies grandis</i>	11	8	M	mechanical damage lower trunk south face	retain
6607	ponderosa pine	<i>Pinus ponderosa</i>	22	14	M	multiple leaders, extensive ivy, old wound lower trunk south face	retain
6608	Douglas-fir	<i>Pseudotsuga menziesii</i>	30	14	M	broken branches, extensive ivy	retain
6609	ponderosa pine	<i>Pinus ponderosa</i>	14	8	M	extensive ivy	retain
6610	ponderosa pine	<i>Pinus ponderosa</i>	18	8	M	extensive ivy	retain
6611	lodgepole pine	<i>Pinus contorta</i>	14	6	M	small live crown	retain
6612	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	8	G		retain
6614	Douglas-fir	<i>Pseudotsuga menziesii</i>	39	14	G		retain
6615	Douglas-fir	<i>Pseudotsuga menziesii</i>	30	14	G		retain
6616	Douglas-fir	<i>Pseudotsuga menziesii</i>	36	14	G		retain
6617	Douglas-fir	<i>Pseudotsuga menziesii</i>	36	14	G		retain
6618	Douglas-fir	<i>Pseudotsuga menziesii</i>	32	14	G		retain
6711	Douglas-fir	<i>Pseudotsuga menziesii</i>	8	6	M		retain
6712	Douglas-fir	<i>Pseudotsuga menziesii</i>	22	12	G		retain
6713	Douglas-fir	<i>Pseudotsuga menziesii</i>	27	12	G		retain
6714	Douglas-fir	<i>Pseudotsuga menziesii</i>	26	12	G		retain
6715	Douglas-fir	<i>Pseudotsuga menziesii</i>	30	18	G		retain
6720	Douglas-fir	<i>Pseudotsuga menziesii</i>	34	22	G		retain
6721	Port-Orford-cedar	<i>Chamaecyparis lawsoniana</i>	16	10	M		retain
6722	Port-Orford-cedar	<i>Chamaecyparis lawsoniana</i>	15	10	M		retain
6727	Douglas-fir	<i>Pseudotsuga menziesii</i>	20	16	G		retain
6836	red oak	<i>Quercus rubra</i>	14	10	M	leaders off-center to north	retain
6836.1	Douglas-fir	<i>Pseudotsuga menziesii</i>	20	16	M	forked top	retain
6836.2	red oak	<i>Quercus rubra</i>	19	18	G		retain

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 Consulting Arborists and Urban Forest Management
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No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
6846	Douglas-fir	<i>Pseudotsuga menziesii</i>	27	18	G	lower trunk with epicormic sprouts	retain
6851	Douglas-fir	<i>Pseudotsuga menziesii</i>	28	20	G		retain
6852	Douglas-fir	<i>Pseudotsuga menziesii</i>	26	16	G	pitch southeast face 2-10'	retain
6853	Douglas-fir	<i>Pseudotsuga menziesii</i>	21	10	G		retain
6854	Douglas-fir	<i>Pseudotsuga menziesii</i>	24	14	G		retain
6855	Douglas-fir	<i>Pseudotsuga menziesii</i>	30	14	G	pitch south face 0-10'	retain
6856	Douglas-fir	<i>Pseudotsuga menziesii</i>	32	14	G	one-sided crown to west	retain
6857	Douglas-fir	<i>Pseudotsuga menziesii</i>	26	10	M	numerous small <i>Phellinus pini</i> conks	monitor, conduct sample drilling
6858	Douglas-fir	<i>Pseudotsuga menziesii</i>	13	10	M	overtopped, okay in group	retain
6859	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	8	M	broken root at surface	retain
6860	red oak	<i>Quercus rubra</i>	16	16	G		retain
6864	red oak	<i>Quercus rubra</i>	16	16	G		retain
7047	Douglas-fir	<i>Pseudotsuga menziesii</i>	46	22	G	few dead branches	retain
7050	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	8	P	overtopped, lean to north, cracking bark, no target potential	retain
7055	Douglas-fir	<i>Pseudotsuga menziesii</i>	40	30	G	somewhat one-sided to west, assessment limited to west face	retain
7056	Douglas-fir	<i>Pseudotsuga menziesii</i>	20	12	M		retain
7057	Douglas-fir	<i>Pseudotsuga menziesii</i>	28	16	G		retain
7058	Douglas-fir	<i>Pseudotsuga menziesii</i>	30	14	G		retain
7059	Douglas-fir	<i>Pseudotsuga menziesii</i>	22	12	M	small high live crown, dead branches, one-sided to west, increased risk potential, retain in group	monitor
7060	Douglas-fir	<i>Pseudotsuga menziesii</i>	22	8	M	ivy recently removed from main stem, narrow crown, some dieback, mechanical damage lower trunk	monitor

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No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
7061	Douglas-fir	<i>Pseudotsuga menziesii</i>	26	14	M	history of branch failure, small high live crown, increased risk potential, retain in group	monitor
7062	Douglas-fir	<i>Pseudotsuga menziesii</i>	34	18	M	dead and broken branches	retain
7064	Douglas-fir	<i>Pseudotsuga menziesii</i>	31	18	M	small <i>Phellinus pini</i> conks south face at 8'; few dead branches	monitor, conduct sample drilling
7065	Douglas-fir	<i>Pseudotsuga menziesii</i>	26	16	M	broken branches, pitch north face 0-5'	retain
7066	Douglas-fir	<i>Pseudotsuga menziesii</i>	32	18	G		retain
7067	Douglas-fir	<i>Pseudotsuga menziesii</i>	16	8	M	overtopped, okay in group	retain
7068	Douglas-fir	<i>Pseudotsuga menziesii</i>	11	8	M	broken top, mechanical damage south face at 3'	retain
7069	Douglas-fir	<i>Pseudotsuga menziesii</i>	32	16	M	dead branches, some twig dieback	monitor
7073	Douglas-fir	<i>Pseudotsuga menziesii</i>	44	22	G		retain
7074	Douglas-fir	<i>Pseudotsuga menziesii</i>	34	20	G		retain
7076	Douglas-fir	<i>Pseudotsuga menziesii</i>	12	10	P	girdled at 4', chlorotic foliage, dieback, heavy cone crop	remove for condition
7079	Douglas-fir	<i>Pseudotsuga menziesii</i>	20	18	G	one-sided crown to north	retain
7080	Douglas-fir	<i>Pseudotsuga menziesii</i>	23	20	G	dead branches	retain
7081	Douglas-fir	<i>Pseudotsuga menziesii</i>	29	16	G	few dead branches	retain
7082	Douglas-fir	<i>Pseudotsuga menziesii</i>	31	26	G	few dead branches	retain
7261	Douglas-fir	<i>Pseudotsuga menziesii</i>	18	16	M	few dead branches; located in interior of group	retain
7262	Douglas-fir	<i>Pseudotsuga menziesii</i>	13	10	M		retain
7263	Douglas-fir	<i>Pseudotsuga menziesii</i>	13	10	M		retain
7264	Douglas-fir	<i>Pseudotsuga menziesii</i>	25	16	M	codom stems at 5' with some included bark	retain

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No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
7265	Douglas-fir	<i>Pseudotsuga menziesii</i>	20	18	M	broken top	retain
7266	Douglas-fir	<i>Pseudotsuga menziesii</i>	19	16	M	few dead branches, located in interior of group	retain
7267	Douglas-fir	<i>Pseudotsuga menziesii</i>	24,27	20	G	codom stems at 1' with some included bark	retain
7268	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	14	M	young tree, broken top	retain
7272	Douglas-fir	<i>Pseudotsuga menziesii</i>	28	20	G		retain
7273	Douglas-fir	<i>Pseudotsuga menziesii</i>	40	16	G	few dead and broken branches, pitch west face 0-8', possible basal decay	monitor
7274	Douglas-fir	<i>Pseudotsuga menziesii</i>	34	10	M	old broken top, self-correcting lean, okay in group	retain
7275	Douglas-fir	<i>Pseudotsuga menziesii</i>	41	20	G	few dead branches, old pitch south face 0-8'	retain
7276	Douglas-fir	<i>Pseudotsuga menziesii</i>	25	24	M	few dead branches, located in interior of group	retain
7277	Douglas-fir	<i>Pseudotsuga menziesii</i>	35	28	G		retain
7278	Douglas-fir	<i>Pseudotsuga menziesii</i>	23	18	G	few dead branches, located in interior of group	retain
7279	Douglas-fir	<i>Pseudotsuga menziesii</i>	24	18	G	few dead branches, located in interior of group	retain
7280	Douglas-fir	<i>Pseudotsuga menziesii</i>	27	18	G		retain
7281	Douglas-fir	<i>Pseudotsuga menziesii</i>	25	18	M	pistol butt, basal swelling	monitor
7282	Douglas-fir	<i>Pseudotsuga menziesii</i>	24	14	G		retain
7283	Douglas-fir	<i>Pseudotsuga menziesii</i>	16	12	M	dead branches, located in interior of group, self-correcting lean	retain
7284	Douglas-fir	<i>Pseudotsuga menziesii</i>	28	24	G	few dead branches	retain

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No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
7285	Douglas-fir	<i>Pseudotsuga menziesii</i>	25	22	G		retain
7286	Douglas-fir	<i>Pseudotsuga menziesii</i>	28	24	G		retain
7301	Douglas-fir	<i>Pseudotsuga menziesii</i>	18	11	G	suitable for preservation in group	retain
7302	Douglas-fir	<i>Pseudotsuga menziesii</i>	18	11	G	codom leaders at 6', suitable for preservation in group	retain
7303	Douglas-fir	<i>Pseudotsuga menziesii</i>	28	14	G	suitable for preservation in group	retain, prune dead branches following adjacent tree removal
7304	Douglas-fir	<i>Pseudotsuga menziesii</i>	14	9	G	suitable for preservation in group	remove
7305	Douglas-fir	<i>Pseudotsuga menziesii</i>	24	12	G	suitable for preservation in group	remove
7306	Douglas-fir	<i>Pseudotsuga menziesii</i>	20	10	G	suitable for preservation in group	remove
7307	Douglas-fir	<i>Pseudotsuga menziesii</i>	24	24	G	suitable for preservation in group	remove
7393	flowering plum	<i>Prunus spp.</i>	8x4	14	P	poor structure, dead and broken branches, advanced decay	remove
7407	English hawthorn	<i>Crataegus monogyna</i>	4x12	16	M	poor structure, invasive species	remove
7418	Austrian pine	<i>Pinus nigra</i>	10	8	M	sequoia pitch moth	retain
7427	Norway maple	<i>Acer plantanoides</i>	4,8	12	M		retain
7428	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	8	G		retain
7429	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	8	G		retain
7432	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	10	M	topped	remove
7433	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	8	D	completely dead	remove
7448	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	6	M	relatively recent planting	remove
7451	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	6	M	relatively recent planting	remove
7454	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	6	M	relatively recent planting	remove
7461	Douglas-fir	<i>Pseudotsuga menziesii</i>	10	6	P	decline, top dieback, small chlorotic needles, heavy cone crop	remove

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No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
7472	flowering plum	<i>Prunus spp.</i>	2x20	22	P	very poor structure, advanced stem decay	remove
7544	grand fir	<i>Abies grandis</i>	28	12	P	broken top, new leaders with very poor structure	consider removal in phase 2
7545	Norway maple	<i>Acer plantanoides</i>	6	10	P	invasive species	consider removal in phase 2
7546	Douglas-fir	<i>Pseudotsuga menziesii</i>	24	12	M	not suitable for retention with adjacent tree removal	consider removal in phase 2
7547	spruce	<i>Picea spp.</i>	18	8	P	broken top, new leaders with poor structure	consider removal in phase 2
7548	Norway maple	<i>Acer plantanoides</i>	6	10	P	invasive species	consider removal in phase 2
7549	deciduous	<i>unknown</i>	8	8	P	poor structure and condition	consider removal in phase 2
7552	Norway maple	<i>Acer plantanoides</i>	6	8	P	poor structure and condition	consider removal in phase 2
7553	Norway maple	<i>Acer plantanoides</i>	6	8	P	poor structure and condition	consider removal in phase 2
7554	Norway maple	<i>Acer plantanoides</i>	6	8	P	poor structure and condition	consider removal in phase 2
7555	Norway maple	<i>Acer plantanoides</i>	6	8	P	poor structure and condition	consider removal in phase 2
7556	Norway maple	<i>Acer plantanoides</i>	6	8	P	poor structure and condition	consider removal in phase 2
7557	Norway maple	<i>Acer plantanoides</i>	6	8	P	poor structure and condition	consider removal in phase 2

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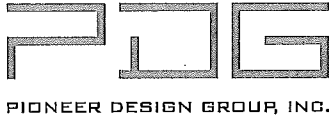
No.	Common Name	Species Name	DBH ¹	C-Rad ²	Cond ³	Comments	Treatment
7558	Norway maple	<i>Acer plantanoides</i>	6	8	P	poor structure and condition	consider removal in phase 2
7559	Norway maple	<i>Acer plantanoides</i>	6	8	P	poor structure and condition	consider removal in phase 2
7560	sweet cherry	<i>Prunus avium</i>	8	12	M	invasive species	remove
7561	flowering pear	<i>Pyrus spp.</i>	2x10	14	P	poor structure, dead and broken branches, decay	consider removal in phase 2
7562	flowering pear	<i>Pyrus spp.</i>	2x12	14	P	very poor structure, failed scaffold leader, extensive decay	consider removal in phase 2
7563	English walnut	<i>Juglans regia</i>	2x8	16	M	few dead and broken branches, some decay	consider removal in phase 2
7564	flowering pear	<i>Pyrus spp.</i>	3x6	10	P	poor structure, dead branches	consider removal in phase 2
7565	black cottonwood	<i>Populus trichocarpa</i>	2x24	18	P	poor structure, inherent species limitations	consider removal in phase 2

¹DBH is tree diameter measured at 4.5-feet above the ground level in inches; multiple trunks splitting below DBH are measured separately and individual trunk measurements are separated by a comma, except multiple trunks of the same size are indicated with an asterisk (quantity x size).

²C-Rad is the average crown radius measured in feet;

³Cond is an arborist assigned rating to generally describe the condition of individual trees as follows- Dead; Poor Condition; Moderate Condition; Good Condition; and Excellent Condition.

Storm Drainage Supplemental Report



CIVIL LAND USE PLANNING SURVEY

P 503.643.8286 F 844.715.4743 www.pd-grp.com
9020 SW Washington Square Rd Suite 170
Portland, Oregon 97223

June 26, 2015

City of Wilsonville

RE: Republic Services Phase 2, CNG Equipment Compound, Stage II, Storm Analysis
SFA Project No.: 999-158a

To Whom It May Concern:

I am writing concerning the storm water management proposed for the Phase 2, Expansion, Stage II Final Development Plans, for a CNG fueling Equipment Compound, at 10295 SW Ridder Rd.

The addition of the CNG Equipment Compound to the existing facilities on the property will create new impervious surfaces. There is an existing water quality swale and detention pond on the property that was constructed to service the impervious surfaces created during the expansion of the parking lot and new maintenance building in Phase 1. We are proposing to use the same swale and pond. The existing water quality swale is oversized for current use and will be adequate for all of the additional flows created by the new impervious surfaces in the CNG Equipment Compound. The detention pond as designed was to have a total storage capacity of 9,804 cubic feet. The pond as it was built has a total storage capacity of 10,885 cubic feet. Attached calculations show that the pond as it was built is adequate to contain the total existing flows as well as the new flows generated by the proposed CNG Equipment Compound. No changes to the existing pond are necessary.

Through the use of the existing water quality swale and detention pond we have managed the storm water collected on the site to meet the City of Wilsonville's requirements.

Sincerely,
Pioneer Design Group, Inc.

Brent E. Fitch, PE
Principal

Hydrograph Plot

Phase 1 - As Built

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:34 AM

Hyd. No. 3

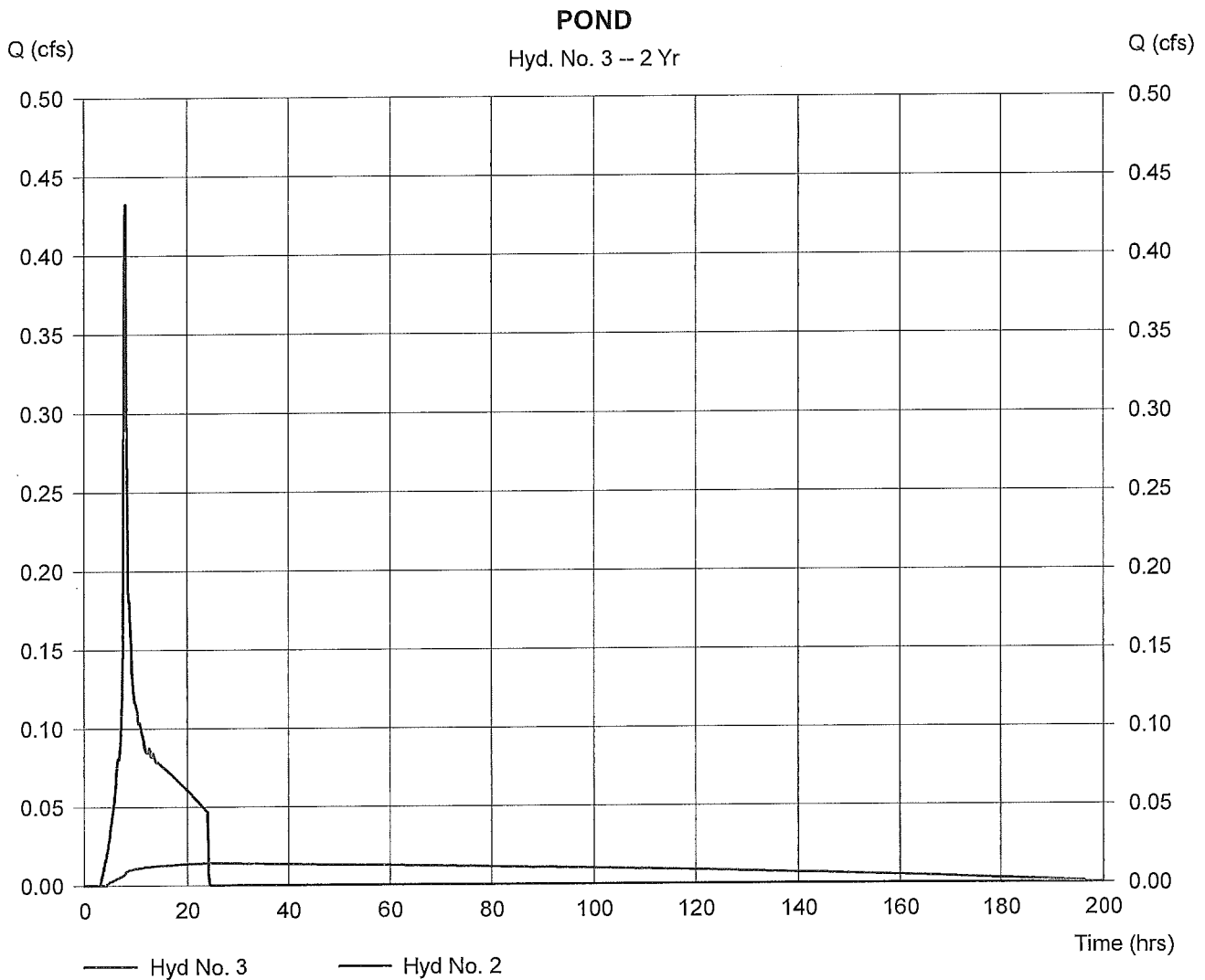
POND

Hydrograph type = Reservoir
Storm frequency = 2 yrs
Inflow hyd. No. = 2
Reservoir name = POND

Peak discharge = 0.01 cfs
Time interval = 6 min
Max. Elevation = 103.65 ft
Max. Storage = 5,469 cuft

Storage Indication method used.

Hydrograph Volume = 6,213 cuft



Pond Report

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:34 AM

Pond No. 1 - POND

Pond Data

Pond storage is based on known contour areas. Average end area method used.

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	100.00	739	0	0
0.50	100.50	909	412	412
1.50	101.50	1,300	1,105	1,517
2.50	102.50	1,761	1,531	3,047
3.50	103.50	2,290	2,026	5,073
4.50	104.50	2,889	2,590	7,662
5.50	105.50	3,556	3,223	10,885

Culvert / Orifice Structures

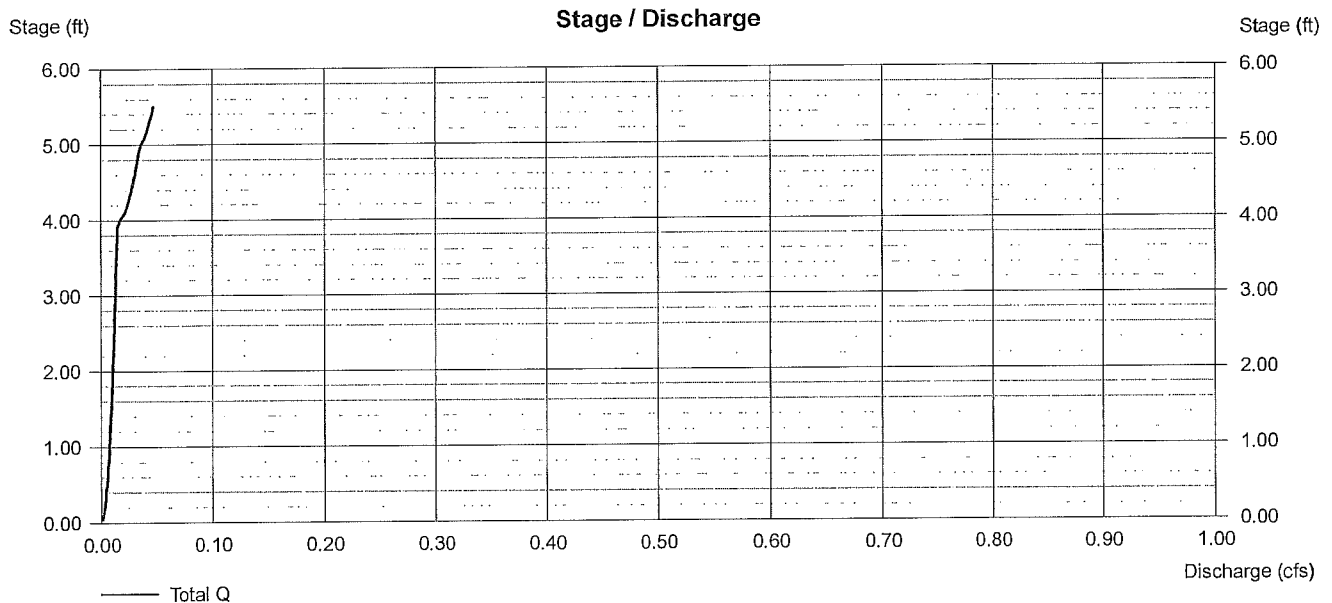
	[A]	[B]	[C]	[D]
Rise (in)	= 21.00	0.53	0.84	0.61
Span (in)	= 21.00	0.53	0.84	0.61
No. Barrels	= 1	1	1	1
Invert El. (ft)	= 97.75	100.01	103.95	104.97
Length (ft)	= 25.00	0.00	0.00	0.00
Slope (%)	= 0.50	0.00	0.00	0.00
N-Value	= .013	.013	.013	.013
Orif. Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	Yes	Yes

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 3.14	0.00	0.00	0.00
Crest El. (ft)	= 105.50	0.00	0.00	0.00
Weir Coeff.	= 3.33	0.00	0.00	0.00
Weir Type	= Riser	---	---	---
Multi-Stage	= Yes	No	No	No

Exfiltration = 0.000 in/hr (Wet area) Tailwater Elev. = 0.00 ft

Note: Culvert/Orifice outflows have been analyzed under inlet and outlet control.



Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:34 AM

Hyd. No. 3

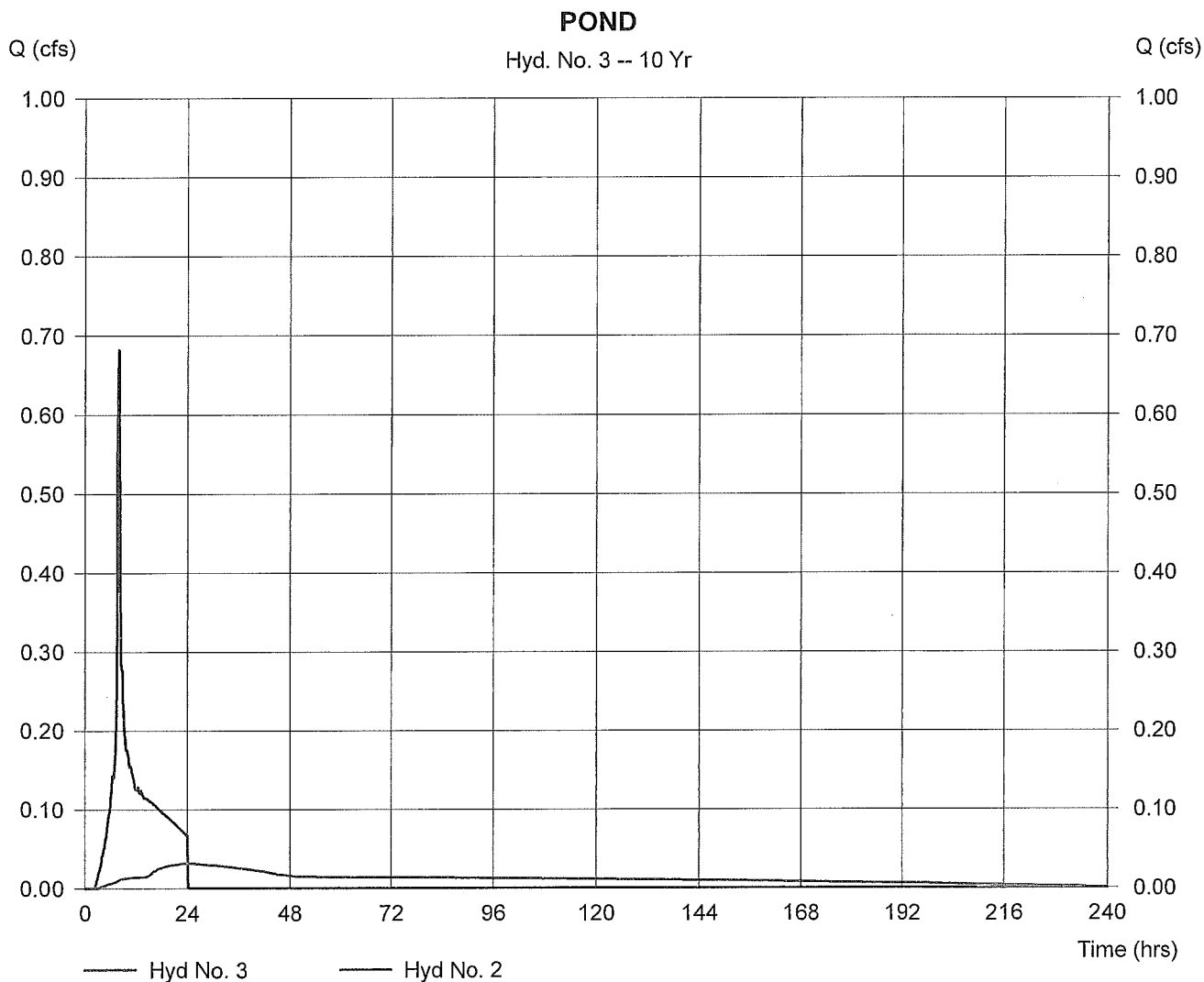
POND

Hydrograph type = Reservoir
 Storm frequency = 10 yrs
 Inflow hyd. No. = 2
 Reservoir name = POND

Peak discharge = 0.03 cfs
 Time interval = 6 min
 Max. Elevation = 104.72 ft
 Max. Storage = 8,355 cuft

Storage Indication method used.

Hydrograph Volume = 9,645 cuft



Pond Report

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:34 AM

Pond No. 1 - POND

Pond Data

Pond storage is based on known contour areas. Average end area method used.

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	100.00	739	0	0
0.50	100.50	909	412	412
1.50	101.50	1,300	1,105	1,517
2.50	102.50	1,761	1,531	3,047
3.50	103.50	2,290	2,026	5,073
4.50	104.50	2,889	2,590	7,662
5.50	105.50	3,556	3,223	10,885

Culvert / Orifice Structures

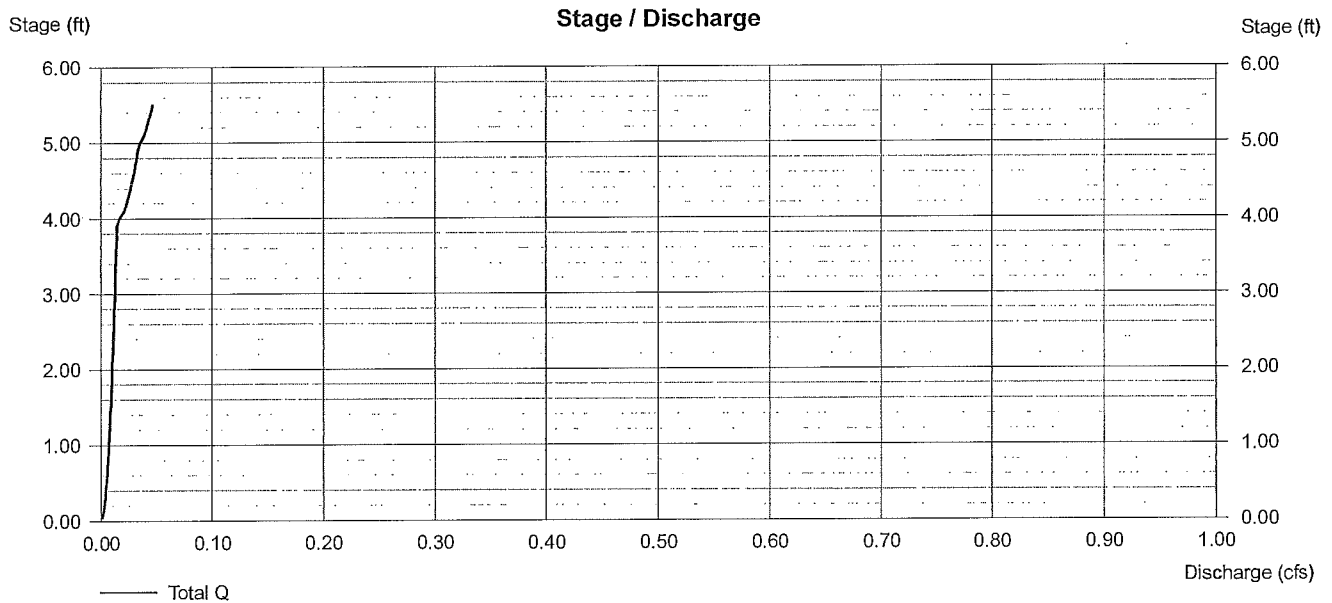
	[A]	[B]	[C]	[D]
Rise (in)	= 21.00	0.53	0.84	0.61
Span (in)	= 21.00	0.53	0.84	0.61
No. Barrels	= 1	1	1	1
Invert El. (ft)	= 97.75	100.01	103.95	104.97
Length (ft)	= 25.00	0.00	0.00	0.00
Slope (%)	= 0.50	0.00	0.00	0.00
N-Value	= .013	.013	.013	.013
Orif. Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	Yes	Yes

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 3.14	0.00	0.00	0.00
Crest El. (ft)	= 105.50	0.00	0.00	0.00
Weir Coeff.	= 3.33	0.00	0.00	0.00
Weir Type	= Riser	---	---	---
Multi-Stage	= Yes	No	No	No

Exfiltration = 0.000 in/hr (Wet area) Tailwater Elev. = 0.00 ft

Note: Culvert/Orifice outflows have been analyzed under inlet and outlet control.



Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:34 AM

Hyd. No. 3

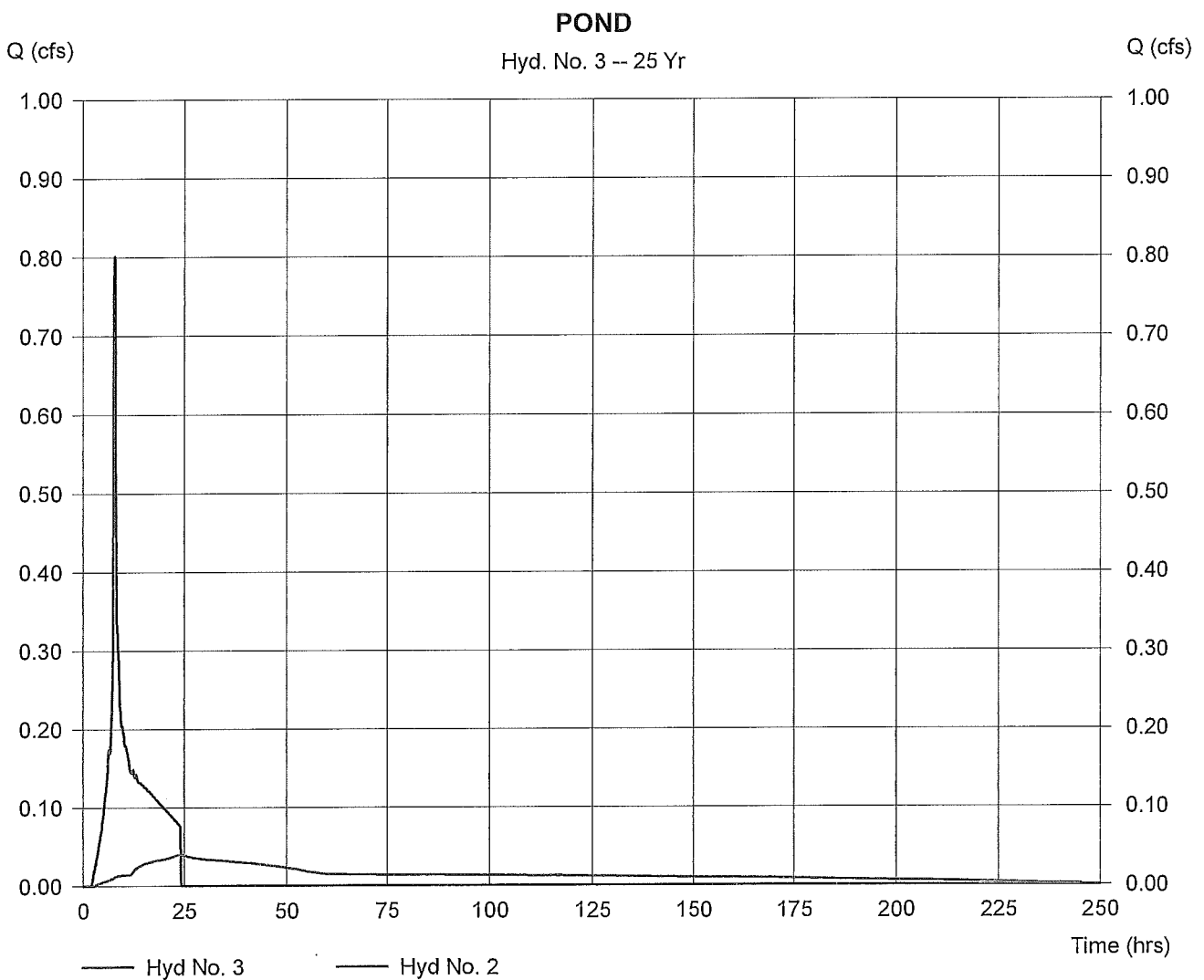
POND

Hydrograph type = Reservoir
Storm frequency = 25 yrs
Inflow hyd. No. = 2
Reservoir name = POND

Peak discharge = 0.04 cfs
Time interval = 6 min
Max. Elevation = 105.13 ft
Max. Storage = 9,682 cuft

Storage Indication method used.

Hydrograph Volume = 11,307 cuft



Pond Report

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:34 AM

Pond No. 1 - POND

Pond Data

Pond storage is based on known contour areas. Average end area method used.

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	100.00	739	0	0
0.50	100.50	909	412	412
1.50	101.50	1,300	1,105	1,517
2.50	102.50	1,761	1,531	3,047
3.50	103.50	2,290	2,026	5,073
4.50	104.50	2,889	2,590	7,662
5.50	105.50	3,556	3,223	10,885

Culvert / Orifice Structures

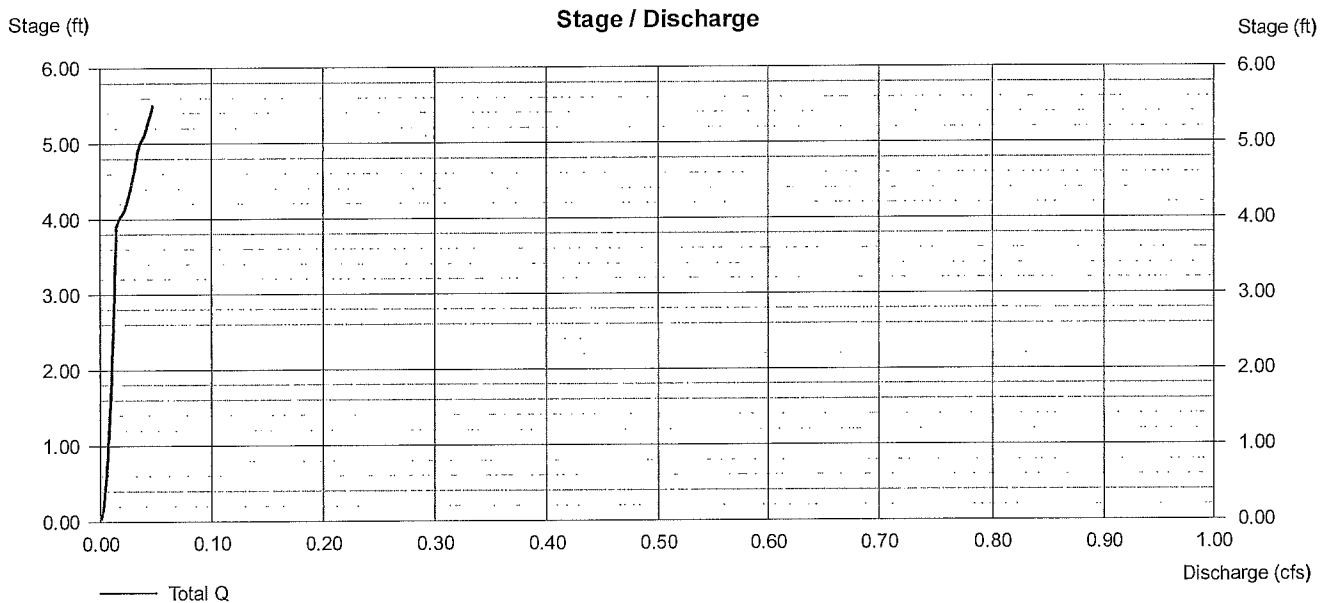
	[A]	[B]	[C]	[D]
Rise (in)	= 21.00	0.53	0.84	0.61
Span (in)	= 21.00	0.53	0.84	0.61
No. Barrels	= 1	1	1	1
Invert El. (ft)	= 97.75	100.01	103.95	104.97
Length (ft)	= 25.00	0.00	0.00	0.00
Slope (%)	= 0.50	0.00	0.00	0.00
N-Value	= .013	.013	.013	.013
Orif. Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	Yes	Yes

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 3.14	0.00	0.00	0.00
Crest El. (ft)	= 105.50	0.00	0.00	0.00
Weir Coeff.	= 3.33	0.00	0.00	0.00
Weir Type	= Riser	---	---	---
Multi-Stage	= Yes	No	No	No

Exfiltration = 0.000 in/hr (Wet area) Tailwater Elev. = 0.00 ft

Note: Culvert/Orifice outflows have been analyzed under inlet and outlet control.



Hydrograph Plot

Phase 1 - As-Built - Add CNG

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:45 AM

Hyd. No. 3

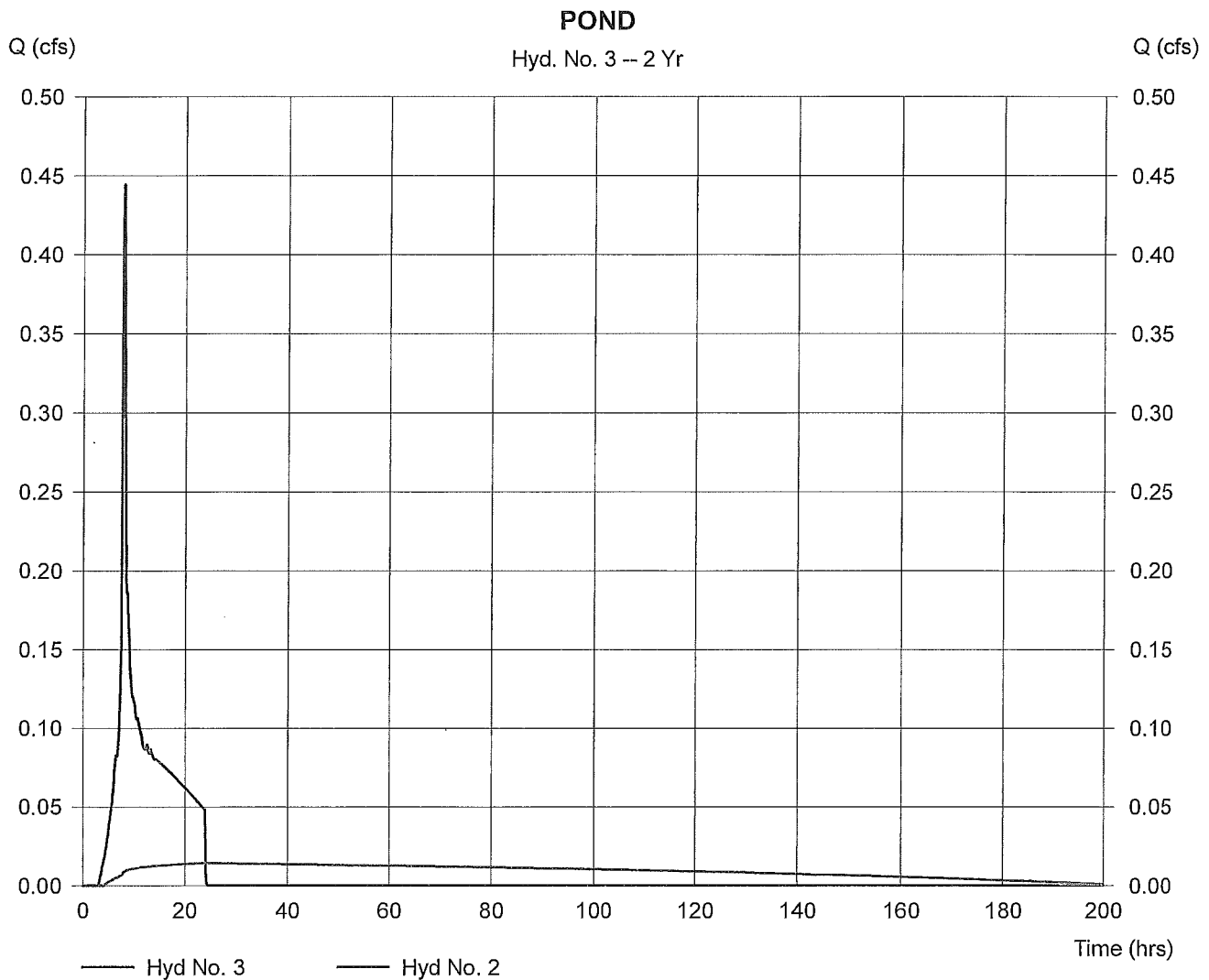
POND

Hydrograph type = Reservoir
Storm frequency = 2 yrs
Inflow hyd. No. = 2
Reservoir name = POND

Peak discharge = 0.01 cfs
Time interval = 6 min
Max. Elevation = 103.72 ft
Max. Storage = 5,637 cuft

Storage Indication method used.

Hydrograph Volume = 6,389 cuft



Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:45 AM

Hyd. No. 3

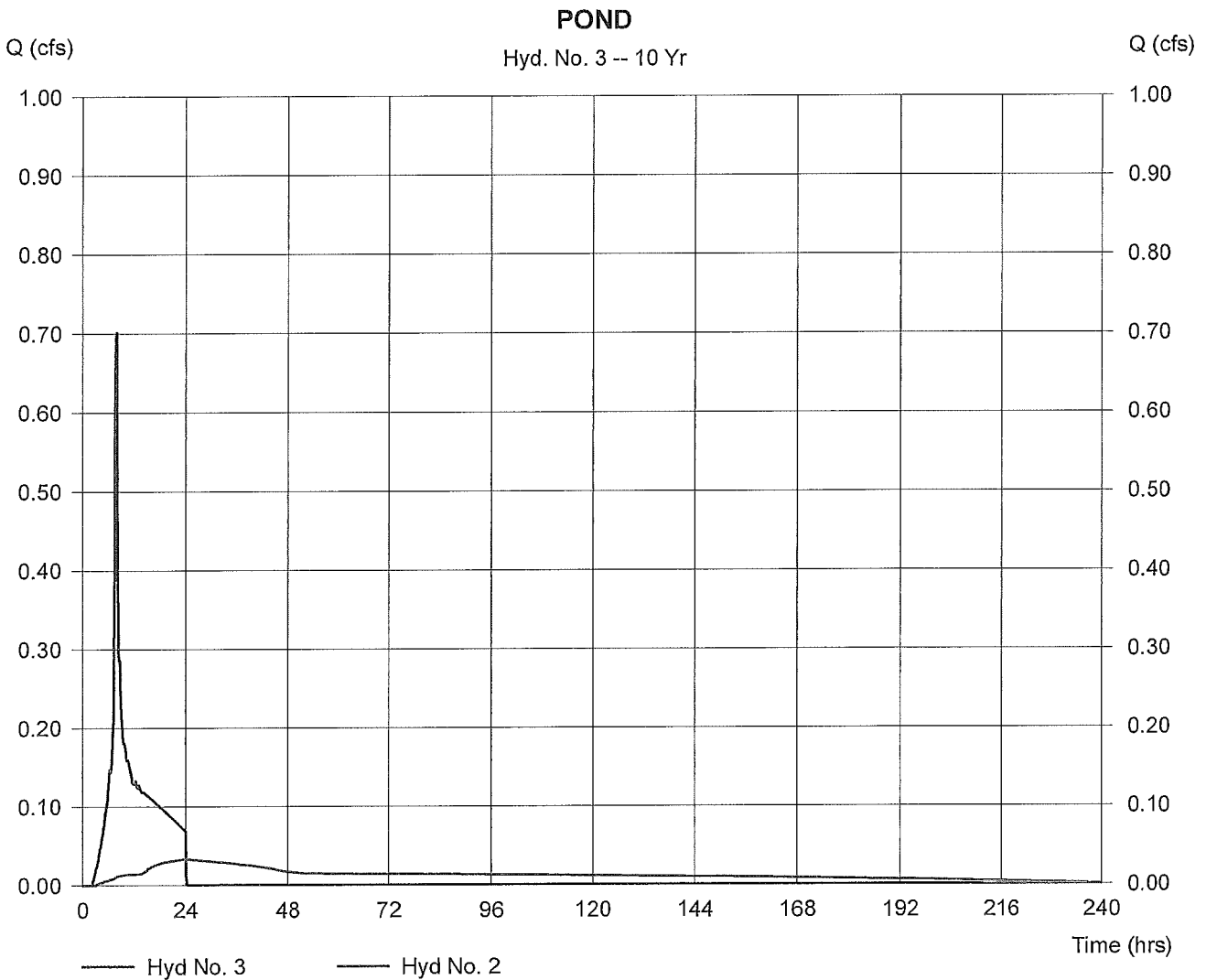
POND

Hydrograph type = Reservoir
Storm frequency = 10 yrs
Inflow hyd. No. = 2
Reservoir name = POND

Peak discharge = 0.03 cfs
Time interval = 6 min
Max. Elevation = 104.78 ft
Max. Storage = 8,577 cuft

Storage Indication method used.

Hydrograph Volume = 9,917 cuft



Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, Jun 26 2015, 8:45 AM

Hyd. No. 3

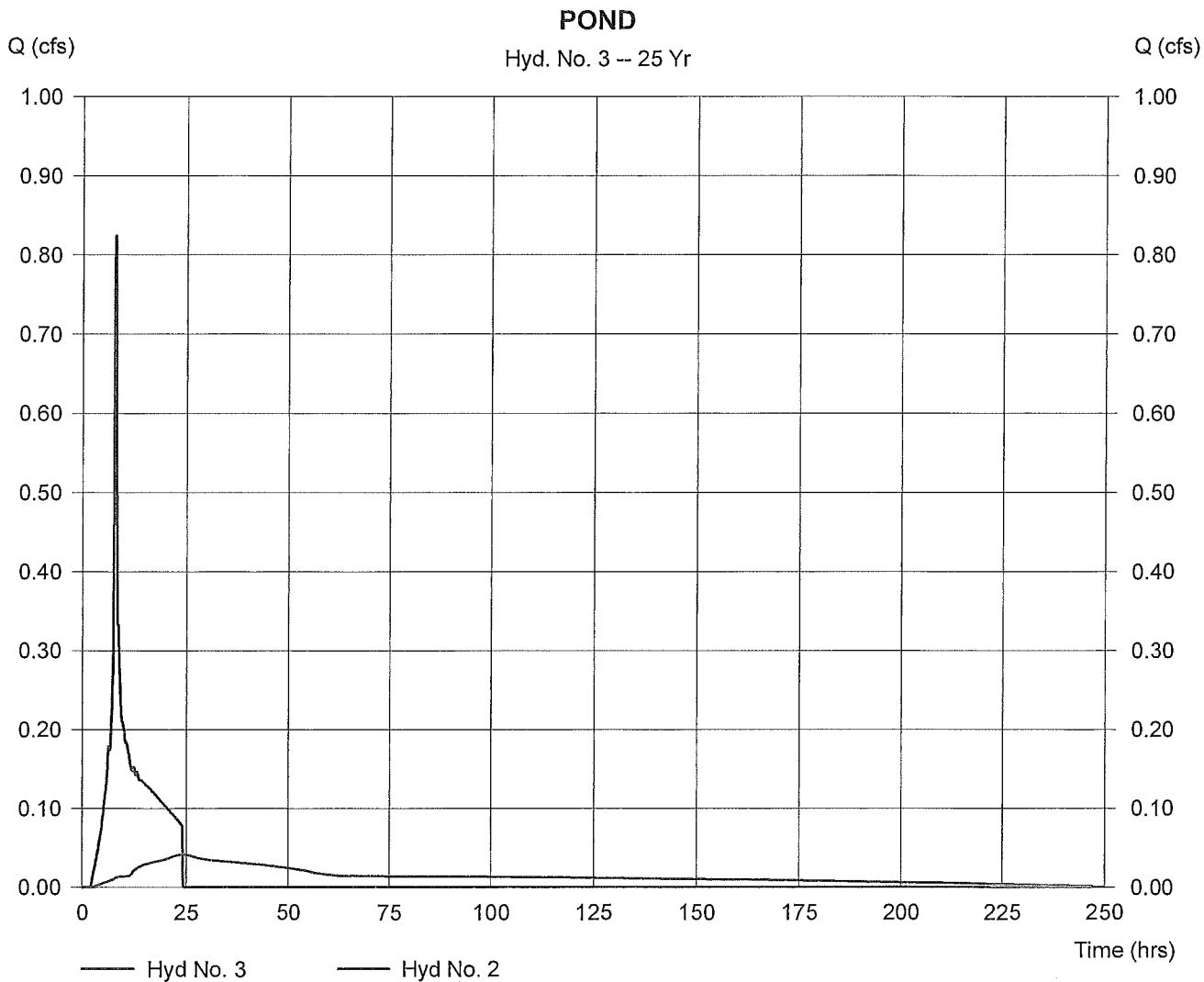
POND

Hydrograph type = Reservoir
 Storm frequency = 25 yrs
 Inflow hyd. No. = 2
 Reservoir name = POND

Peak discharge = 0.04 cfs
 Time interval = 6 min
 Max. Elevation = 105.20 ft
 Max. Storage = 9,929 cuft

Storage Indication method used.

Hydrograph Volume = 11,625 cuft





SFA Design Group, LLC

STRUCTURAL | CIVIL | LAND USE PLANNING | SURVEYING

9020 SW Washington Square Dr. • Suite 505 • Portland, Oregon 97223

P: 503-641-8311 • F: 503-643-7905 • www.sfadg.com

March 12, 2014

City of Wilsonville

RE: Republic Services Phases 1 and Phase 2, Expansion, Stage II, Storm Analysis
SFA Project No.: 999-158

To Whom It May Concern:

I am writing concerning the storm water management proposed for the Phases 1 & 2, Expansion, Stage II Final Development Plans, for a Truck Maintenance Building, including expanded parking and paved storage area, at 10295 SW Ridder Rd.

The expansion to the existing facilities on the property will create new impervious surfaces as well as disturb existing impervious surfaces. We are proposing to construct a water quality swale to treat the storm water collected off of the proposed impervious surface as well as treat existing impervious surfaces that will drain to the swale. We will also be managing the peak flows from the impervious surfaces for the Phase 1 Expansion within a detention pond located along the southern boundary of the site. For Phase 2 we have planned for expanding the pond to the north and west to manage all of the collected storm water on the site to match developed flows to predeveloped flows.

The storm water will discharge from the proposed detention pond through a flow control structure and into the public storm water system located within SW Ridder Road. Once in the public system the storm water will ultimately be released into the Coffee Lake Wetlands. Please refer to the attached exhibits and calculations.

Through the use of the water quality swale and detention pond we have managed the storm water collected on the site to meet the City of Wilsonville's requirements.

Sincerely,
SFA Design Group, LLC

A handwritten signature in black ink, appearing to read 'Brent E. Fitch', is written over the printed name.

Brent E. Fitch, PE
Principal

Soil Map—Washington County, Oregon



Map Scale: 1:1,960 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

- Area of Interest (AOI)
 - Area of Interest (AOI)
- Soils
 - Soil Map Unit Polygons
 - Soil Map Unit Lines
 - Soil Map Unit Points
- Special Point Features
 - Blowout
 - Borrow Pit
 - Clay Spot
 - Closed Depression
 - Gravel Pit
 - Gravelly Spot
 - Landfill
 - Lava Flow
 - Marsh or swamp
 - Mhe or Quarry
 - Miscellaneous Water
 - Perennial Water
 - Rock Outcrop
 - Saline Spot
 - Sandy Spot
 - Severely Eroded Spot
 - Sinkhole
 - Slide or Slip
 - Sodic Spot

- Water Features
 - Streams and Canals
- Transportation
 - Ralls
 - Interstate Highways
 - US Routes
 - Major Roads
 - Local Roads
- Background
 - Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Washington County, Oregon
 Survey Area Data: Version 11, Dec 4, 2013

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 8, 2010—Sep 4, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

SOIL GROUP
C
B
B

Washington County, Oregon (OR067)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Amity silt loam	0.2	1.6%
62B	Salem silt loam, 0 to 7 percent slopes	7.3	49.7%
63B	Salem gravelly silt loam, 0 to 7 percent slopes	7.1	48.8%
Totals for Area of Interest		14.6	100.0%

PRIOR TO DEVELOPMENT SITE WAS PASTURE/GRASSLAND
IN GOOD CONDITION $CN_B \text{ SOILS} = 61$ $CN_C \text{ SOILS} = 74$

IN THE DEVELOPED CONDITION $CN_B = 61$ $CN_C = 74$
 $CN_{imp} = 98$

$$\text{PRE DEV COMPOSITE } CN_{PER} = \frac{(0.2 \times 74) + (14.4 \times 61)}{14.6} = \underline{\underline{61.2}}$$

$$\text{DEV COMP. } CN_{PER} = \frac{(74 \times 0.2) + (14.4 \times 61)}{14.6} = \underline{\underline{61.2}}$$

RUNOFF CURVE NUMBERS (TR55)

Table 2-2a: Runoff curve numbers for urban areas¹

Cover description	Average percent impervious area ²	CN for hydrologic soil group			
		A	B	C	D
<i>Fully developed urban areas (vegetation established)</i>					
Open space (lawns, parks, golf courses, cemeteries, etc.) ³ :					
Poor condition (grass cover <50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover >75%)		39	61	74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only) ⁴		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82
<i>Developing urban areas</i>					
Newly graded areas (pervious areas only, no vegetation) ⁵	77	86	91	94	
Idle lands (CNs are determined using cover types similar to those in table 2-2c)					

1: Average runoff condition, and $I_a = 0.2S$.

2: The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.

3: CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.

4: Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.

5: Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

Table 2-2c: Runoff curve numbers for other agricultural lands¹

Cover description	Hydrologic condition	Curve numbers for hydrologic soil group			
		A	B	C	D
Pasture, grassland, or range -- continuous forage for grazing <50% ground cover or heavily grazed with no mulch. 50% to 75% ground cover and not heavily grazed. >75% ground cover and lightly or only occasionally grazed.	Poor	68	79	86	89
	Fair	49	69	79	84
	Good	39	61	74	80
Meadow -- continuous grass, protected from grazing and generally mowed for hay	--	30	58	71	78
Brush -- weed-grass mixture with brush as the major element <50% ground cover 50% to 75% ground cover >75% ground cover	Poor	48	67	77	83
	Fair	35	56	70	77
	Good	30 ²	48	65	73
Woods -- grass combination (orchard or tree farm) ³	Poor	57	73	82	86
	Fair	43	65	76	82
	Good	32	58	72	79
Woods Forest litter, small trees, and brush are destroyed by heavy grazing or regular burning. Woods are grazed but not burned, and some forest litter covers the soil. Woods are protected from grazing, and litter and brush adequately cover the soil.	Poor	45	66	77	83
	Fair	36	60	73	79
	Good	30 ²	55	70	77
Farmsteads -- buildings, lanes, driveways, and surrounding lots	--	59	74	82	86

1: Average runoff condition, and $I_a = 0.2S$.

2: Actual curve number is less than 30; use $CN = 30$ for runoff computations.

3: CN's shown were computed for areas with 50% woods and 50% grass (pasture) cover. Other combinations of conditions may be computed from the CN's for woods and pasture.

MANNING'S "n" VALUES

SHEET FLOW EQUATION MANNING'S VALUES

	n_s
Smooth Surfaces (concrete, asphalt, gravel, or bare hand packed soil)	0.011
Fallow Fields or loose soil surface (no residue)	0.05
Cultivated soil with residue cover ($\leq 20\%$)	0.06
Cultivated soil with residue cover ($> 20\%$)	0.17
Short prairie grass and lawns	0.15
Dense grasses	0.24
Bermuda grasses	0.41
Range (natural)	0.13
Woods or forrest with light underbrush	0.40
Woods or forrest with dense underbrush	0.80

SHALLOW CONCENTRATED FLOW (after initial 300 ft of sheet flow, $R = 0.1$)

	k_s
Forrest with heavy ground litter and meadows ($n = 0.010$)	3
Brushy ground with some trees ($n = 0.060$)	5
Fallow or minimum tillage cultivation ($n = 0.040$)	8
High grass ($n = 0.035$)	9
Short grass, pasture and lawns ($n = 0.030$)	11
Nearly bare ground ($n = 0.25$)	13
Paved and gravel areas ($n = 0.012$)	27

CHANNEL FLOW (Intermittent) (At the beginning of all visible channels, $R =$

	k_c
Forested swale with heavy ground cover ($n = 0.10$)	5
Forested drainage course/ravine with defined channel bed ($n = 0.050$)	10
Rock-lined waterway ($n = 0.035$)	15
Grassed waterway ($n = 0.030$)	17
Earth-lined waterway ($n = 0.025$)	20
CMP pipe ($n = 0.024$)	21
Concrete pipe ($n = 0.012$)	42
Other waterways and pipe $0.508/n$	

CHANNEL FLOW (continuous stream, $R = 0.4$)

	k_c
Meandering stream ($n = 0.040$)	20
Rock-lined stream ($n = 0.035$)	23
Grass-lined stream ($n = 0.030$)	27
Other streams, man-made channels and pipe ($n = 0.807/n$)	



PREDEVELOPED TIME OF CONCENTRATION

NUMBER: 999-158
 PROJECT: REPUBLIC SERVICES
 FILE: 999-158 HYDRO_PH_II.XLS

LAG ONE: SHEET FLOW (FIRST 300 FEET)			Accum.
Tt = Travel time			Tc
Manning's "n" =	0.15	short prairie grass	
Flow Length, L =	300 ft	(300 ft. max.)	

P = 2-year, 24hr storm = 2.5 in
 Slope, S₀ = 0.010 ft/ft

$$T_T = \frac{(0.42)(n * L)^{0.8}}{(P)^{0.5} (S_0)^{0.4}} = 35.22 \text{ min.} \qquad 35.22 \text{ min.}$$

LAG TWO: SHALLOW CONCENTRATED FLOW (NEXT 623 FEET)

Tc Velocity factor, k=	11		
Slope, S ₀ =	0.023 ft/ft		
$V = 16135 * k \sqrt{S_0}$	26.62 ft/s		
Flow Length, L =	623 ft		
$T = \frac{L}{(60)(V)}$	0.39 min.		35.61 min.

TOTAL PREDEVELOPED TIME OF CONCENTRATION = 35.61 min.



DEVELOPED TIME OF CONCENTRATION

JOB NUMBER: 999-158
PROJECT: REPUBLIC SERVICES
FILE: 999-158 HYDRO_PH_II.XLS

Catchment Time 5 min.
Longest Run of Pipe 1117 ft
Velocity of Flow 3 ft/s
Time in Pipe = $(1117 \text{ ft}) / (3.00 \text{ ft/s}) = 372 \text{ s}$

TOTAL DEVELOPED Tc = 11.2 min.



WATER QUALITY SWALE CALCULATIONS

JOB NUMBER: 999-158
 PROJECT: REPUBLIC SERVICES
 FILE: 999-158 HYDRO_PH_II.XLS

REFERENCES:

1. Clean Water Services R&O 07-20.
2. Discussions with Clean Water Services.

REQUIRED WATER QUALITY TREATMENT: 65% Phosphorus Removal.

PROPOSED TREATMENT METHODS:

1. Sumped Catch Basins	41.7 %
2. Bio-Filtration Swale	23.3 %
total	<u>65 %</u>

DESIGN STORM:

Precipitation: 0.36 inches
 Storm Duration: 4 hours
 Storm Return Period: 96 hours
 Storm Window: 2 weeks

IMPERVIOUS AREA:

Watershed Area: 13.87 acres
 Percent imp: 69.6 %
 Impervious Area: 9.65 acres

Design Inflow = $(9.65 \text{ ac}) \cdot (43560 \text{ ft}^2/\text{ac}) \cdot (0.36 \text{ in} / 4.0 \text{ hrs}) =$ 0.88 cfs

BIOFILTRATION SWALE DESIGN CRITERIA:

Max Velocity: 0.9 ft/s
 Side Slopes: 4 :1 (treatment area)
 Base: 5 feet (2' min)
 n Factor: 0.24 (plantings)

SWALE CHARACTERISTICS:

Q= 0.88 Design Storm Discharge (determined above)
 N= 0.24 Plantings
 B= 5 ft Base width of channel
 Z= 4 :1 Side slopes
 SLOPE= 0.005 ft/ft Slope of channel (0.005 minimum)
 ASS. Y= 0.5 ft Assumed depth to begin analysis (0.5 ft maximum)

ITERATIVE SOLUTION OF MANNING'S EQUATION FOR NORMAL DEPTH:

ITERATION	Y (FT)	P (FT)	A (FT ²)	R	Q (CFS)	% ERROR	V (FPS)
1	0.50	9.62	3.75	0.39	0.88	-0.19	0.23
2	0.50	9.63	3.76	0.39	0.88	0.04	0.23
3	0.50	9.63	3.75	0.39	0.88	-0.01	0.23
4	0.50	9.63	3.76	0.39	0.88	0.00	0.23
5	0.50	9.63	3.76	0.39	0.88	0.00	0.23
6	0.50	9.63	3.76	0.39	0.88	0.00	0.23
7	0.50	9.63	3.76	0.39	0.88	0.00	0.23
8	0.50	9.63	3.76	0.39	0.88	0.00	0.23
9	0.50	9.63	3.76	0.39	0.88	0.00	0.23
10	0.50	9.63	3.76	0.39	0.88	0.00	0.23
11	0.50	9.63	3.76	0.39	0.88	0.00	0.23
12	0.50	9.63	3.76	0.39	0.88	0.00	0.23
13	0.50	9.63	3.76	0.39	0.88	0.00	0.23
14	0.50	9.63	3.76	0.39	0.88	0.00	0.23
15	0.50	9.63	3.76	0.39	0.88	0.00	0.23

NORMAL DEPTH = 0.50 ft
 FLOW WIDTH = 9.50 ft
 VELOCITY = 0.23 ft/s
 TREATMENT TIME = 9.00 min
 TREATMENT LENGTH = 126.55 ft



SANTA BARBARA URBAN HYDROGRAPHS

JOB: 999-158
 PROJECT: REPUBLIC SERVICES
 FILE: 999-158 HYDRO_PH_II.XLS

DESCRIPTION	DESIGN	DURATION	PRECIP	AREA	%	AREA	CN	AREA	CN	IMP.	TIME	Q
	(YR)	(HR)	(IN)	TOTAL	IMP	PERV.	PER.	IMP.	IMP.	(AC)	(MIN)	(CFS)
PREDEVELOPED 2-YEAR PEAK DISCHARGE	2	24	2.5	13.87	0	13.87	61.2	0.00	98	35.61	35.61	0.24
DEVELOPED 2-YEAR PEAK DISCHARGE	2	24	2.5	13.87	68.9	4.31	61.2	9.56	98	11.20	11.20	5.41
PREDEVELOPED 10-YEAR PEAK DISCHARGE	10	24	3.45	13.87	0	13.87	61.2	0.00	98	35.61	35.61	0.54
DEVELOPED 10-YEAR PEAK DISCHARGE	10	24	3.45	13.87	68.9	4.31	61.2	9.56	98	11.20	11.20	7.67
PREDEVELOPED 25-YEAR PEAK DISCHARGE	25	24	3.9	13.87	0	13.87	61.2	0.00	98	35.61	35.61	0.75
DEVELOPED 25-YEAR PEAK DISCHARGE	25	24	3.9	13.87	68.9	4.31	61.2	9.56	98	11.20	11.20	8.89



STORMWATER CONVEYANCE CALCULATIONS

JOB: 999-158
 PROJECT: REPUBLIC SERVICES
 FILE: 999-158 HYDRO_PH_ILXLS

Design Storm: 25 YR
 Storm Duration: 24 HRS
 Precipitation: 3.9 IN
 Manning's "n": 0.013

LINE	INC. AREA (AC)	AREA TOTAL (AC)	% IMP.	AREA PERV. (AC)	CN PER.	AREA IMP. (AC)	CN IMP.	TIME (MIN)	Q (CFS)	PIPE SIZE (IN)	SLOPE (FT/FT)	Qf (CFS)	Q/Qf (%)	Vf (FPS)	V/Vf (%)	ACTUAL V (FPS)
SHED	13.87	13.87	68.88	4.32	61.2	9.55	98	11.20	8.89	18	0.0050	7.45	1.19	4.21	1.39	5.87
SHED	13.87	13.87	68.88	4.32	61.2	9.55	98	11.20	8.89	21	0.0050	11.23	0.79	4.67	0.99	4.63

Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 8:56 AM

Hyd. No. 1

FULL SITE PRE

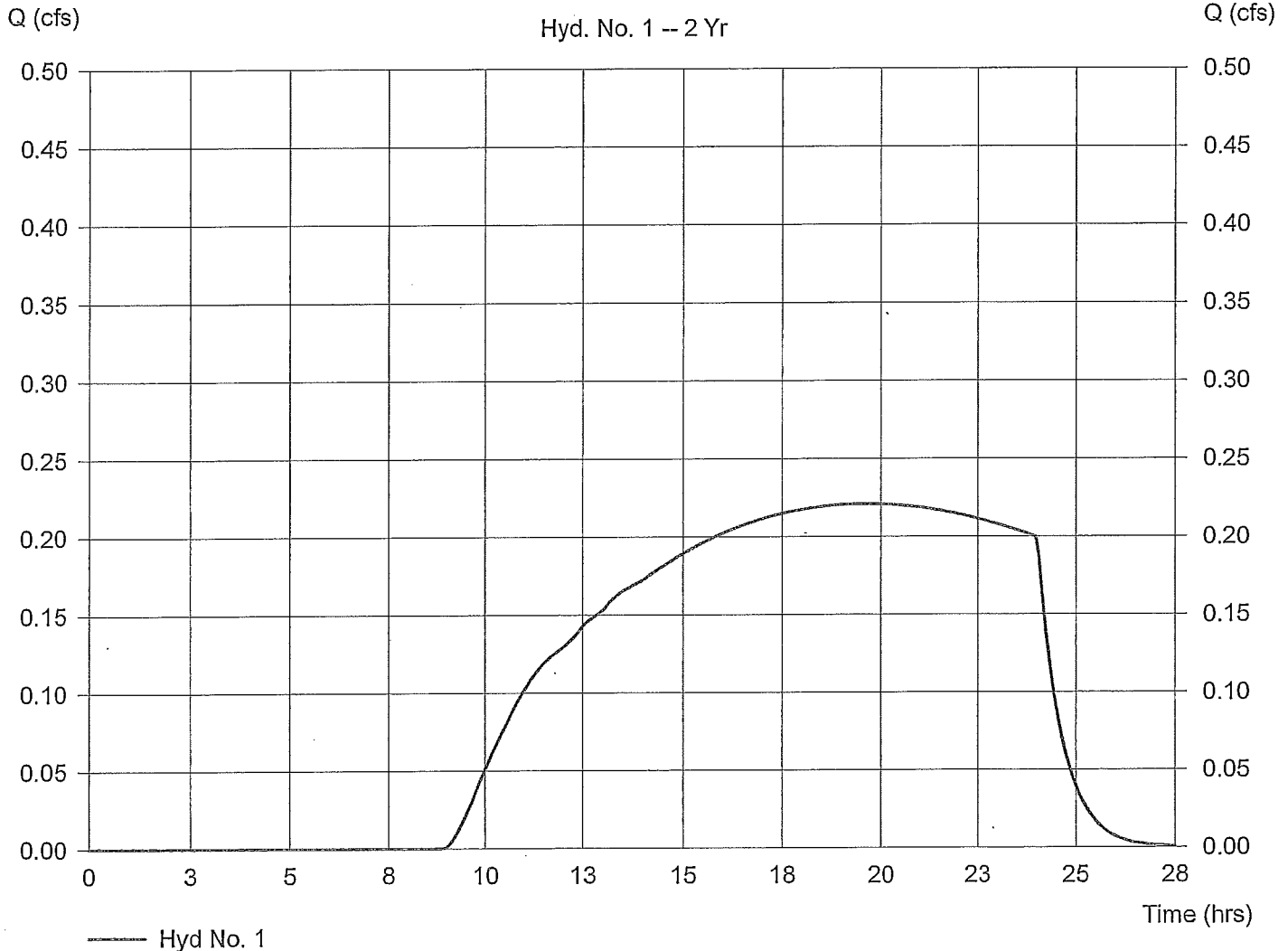
Hydrograph type = SBUH Runoff
Storm frequency = 2 yrs
Drainage area = 13.880 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 2.50 in
Storm duration = 24 hrs

Peak discharge = 0.22 cfs
Time interval = 5 min
Curve number = 61
Hydraulic length = 0 ft
Time of conc. (Tc) = 35.60 min
Distribution = Type IA
Shape factor = N/A

Hydrograph Volume = 9,869 cuft

FULL SITE PRE

Hyd. No. 1 -- 2 Yr



Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 8:56 AM

Hyd. No. 1

FULL SITE PRE

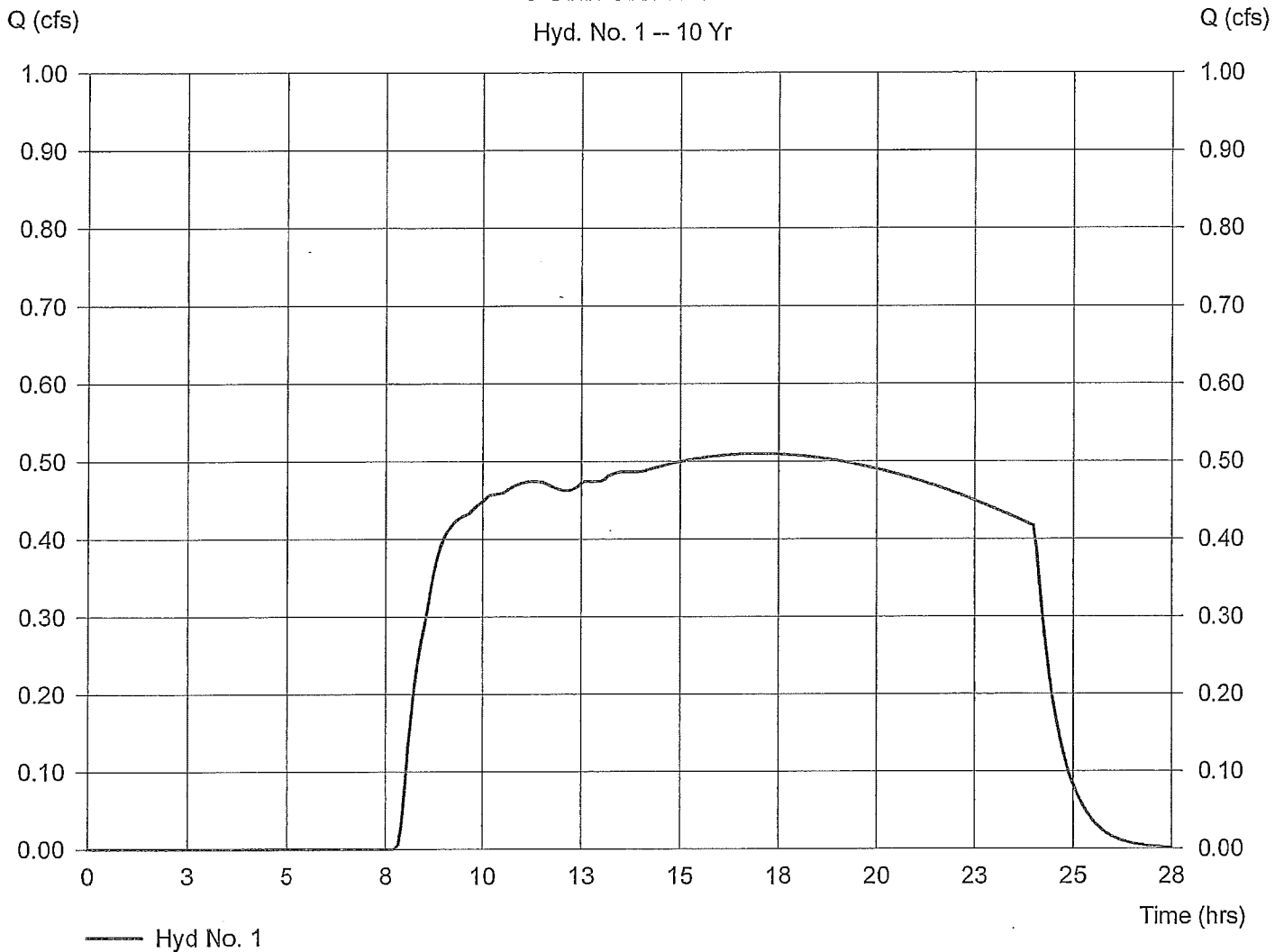
Hydrograph type = SBUH Runoff
Storm frequency = 10 yrs
Drainage area = 13.880 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 3.45 in
Storm duration = 24 hrs

Peak discharge = 0.51 cfs
Time interval = 5 min
Curve number = 61
Hydraulic length = 0 ft
Time of conc. (Tc) = 35.60 min
Distribution = Type IA
Shape factor = N/A

Hydrograph Volume = 27,735 cuft

FULL SITE PRE

Hyd. No. 1 -- 10 Yr



Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 8:56 AM

Hyd. No. 1

FULL SITE PRE

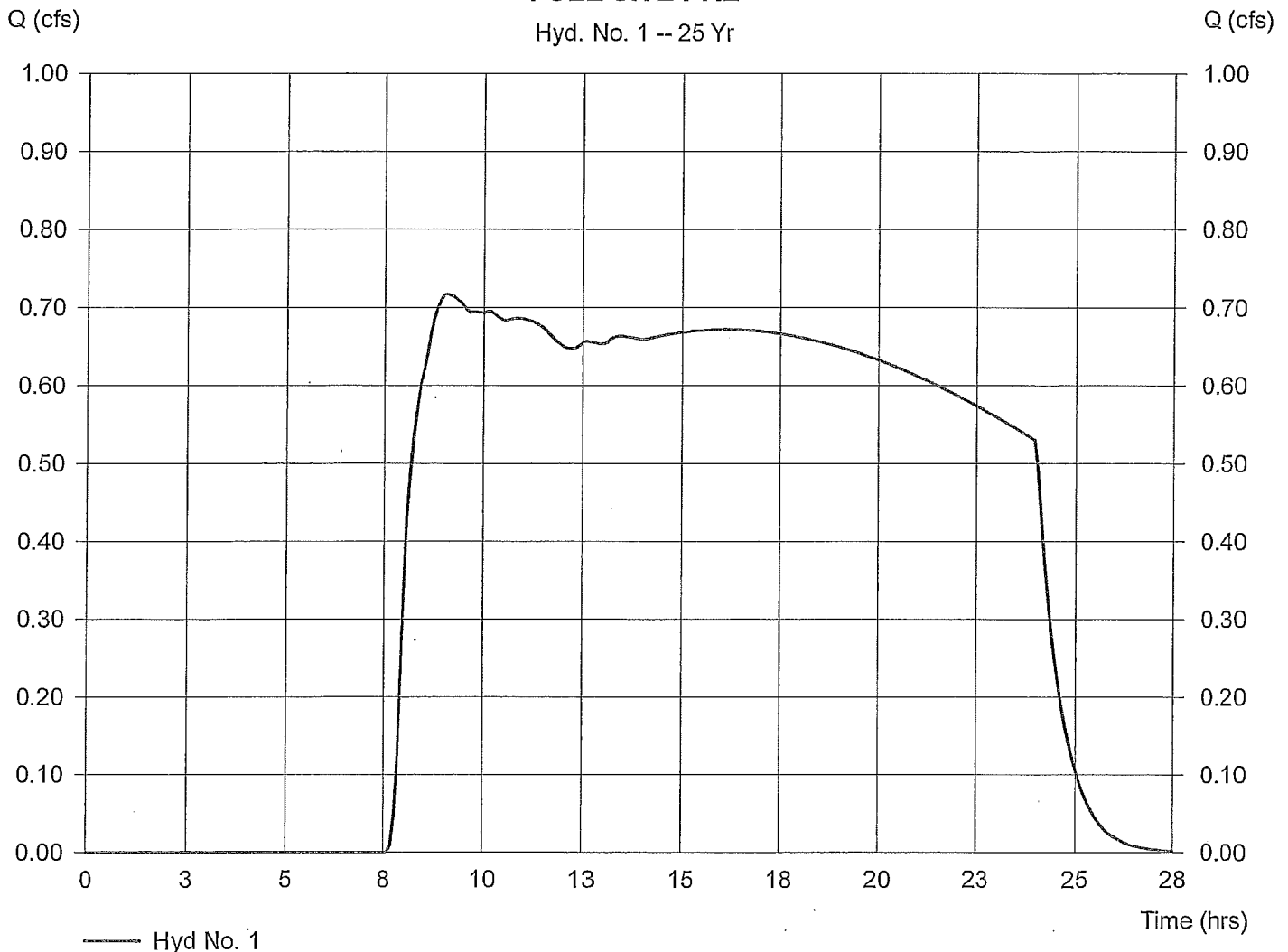
Hydrograph type = SBUH Runoff
Storm frequency = 25 yrs
Drainage area = 13.880 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 3.90 in
Storm duration = 24 hrs

Peak discharge = 0.72 cfs
Time interval = 5 min
Curve number = 61
Hydraulic length = 0 ft
Time of conc. (Tc) = 35.60 min
Distribution = Type IA
Shape factor = N/A

Hydrograph Volume = 38,404 cuft

FULL SITE PRE

Hyd. No. 1 -- 25 Yr



Hydrograph Plot

Hydraflow Hydrographs by Intellisolve

Friday, May 16 2014, 8:57 AM

Hyd. No. 2

FULL SITE POST

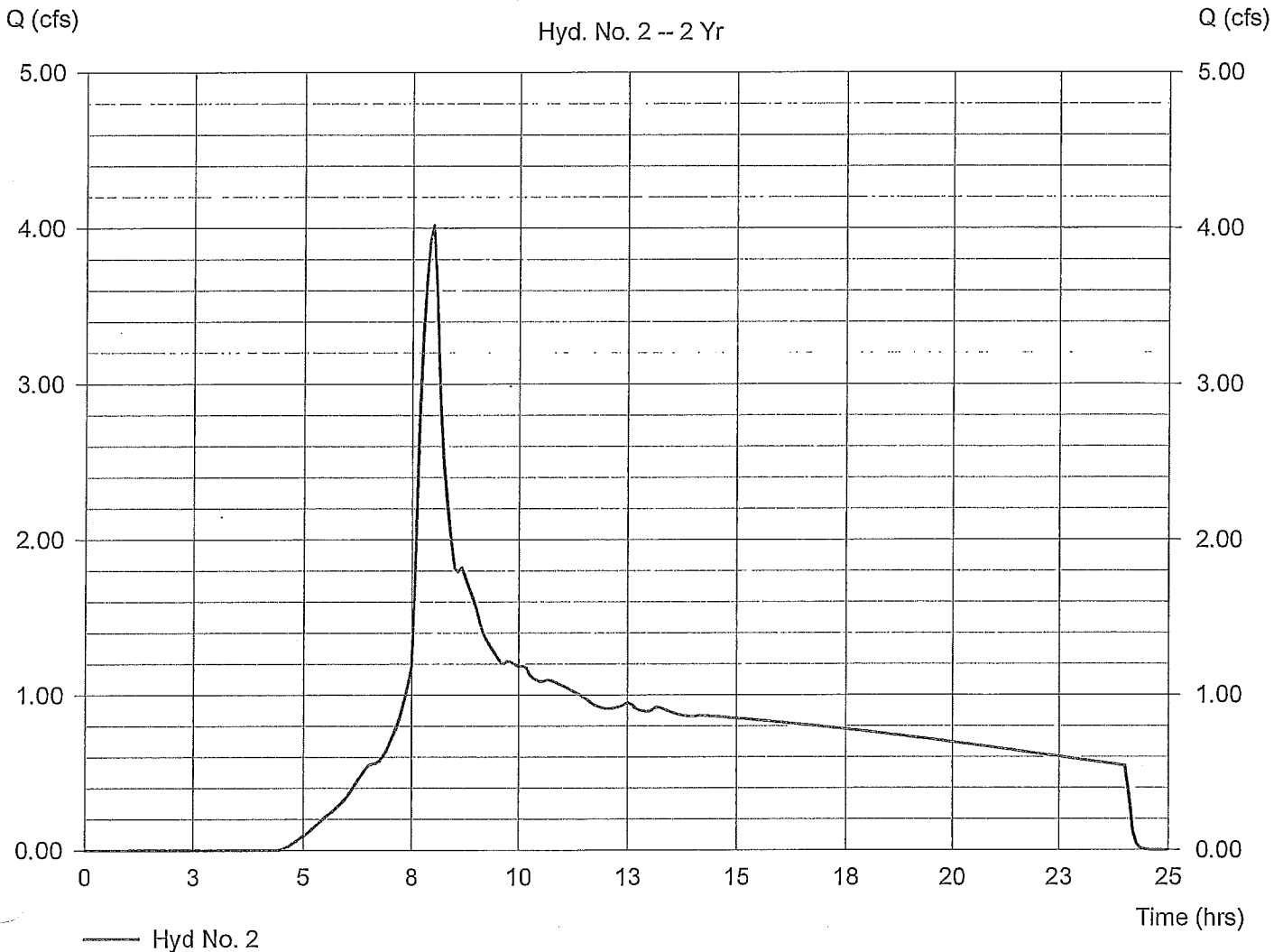
Hydrograph type = SBUH Runoff
Storm frequency = 2 yrs
Drainage area = 13.880 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 2.50 in
Storm duration = 24 hrs

Peak discharge = 4.02 cfs
Time interval = 5 min
Curve number = 86
Hydraulic length = 0 ft
Time of conc. (Tc) = 5.00 min
Distribution = Type IA
Shape factor = N/A

Hydrograph Volume = 62,652 cuft

FULL SITE POST

Hyd. No. 2 -- 2 Yr



Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 8:57 AM

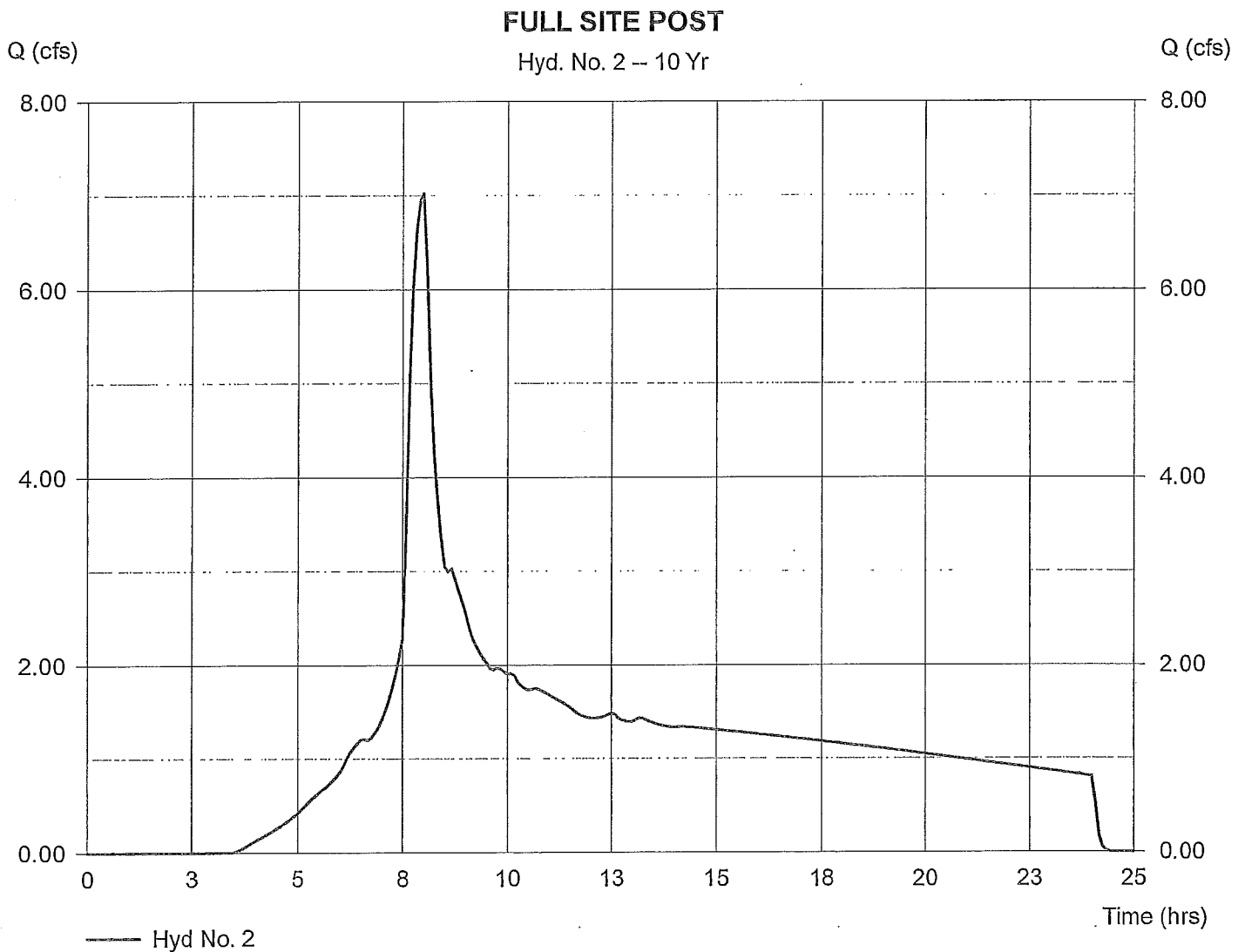
Hyd. No. 2

FULL SITE POST

Hydrograph type = SBUH Runoff
Storm frequency = 10 yrs
Drainage area = 13.880 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 3.45 in
Storm duration = 24 hrs

Peak discharge = 7.02 cfs
Time interval = 5 min
Curve number = 86
Hydraulic length = 0 ft
Time of conc. (Tc) = 5.00 min
Distribution = Type IA
Shape factor = N/A

Hydrograph Volume = 103,497 cuft



Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 8:57 AM

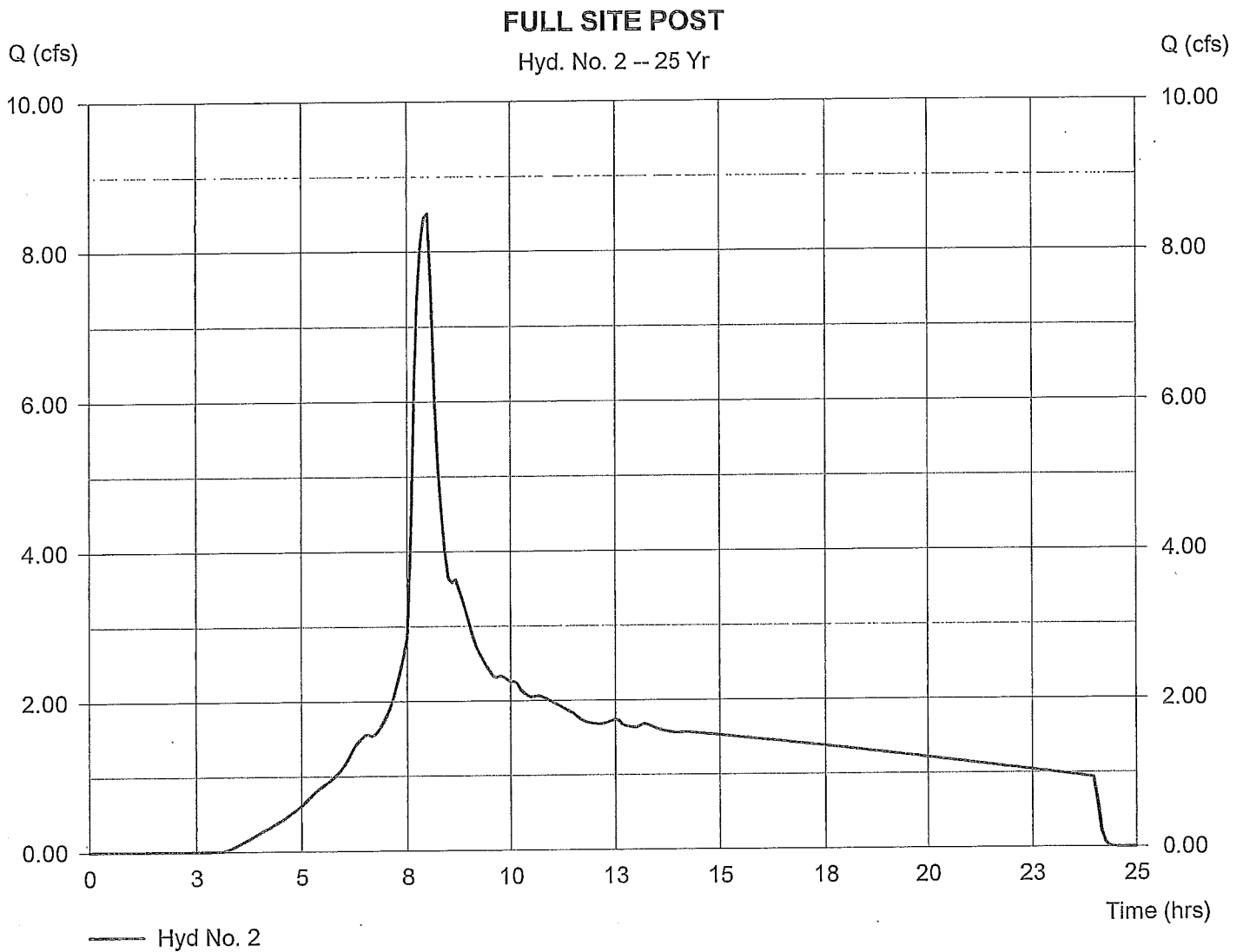
Hyd. No. 2

FULL SITE POST

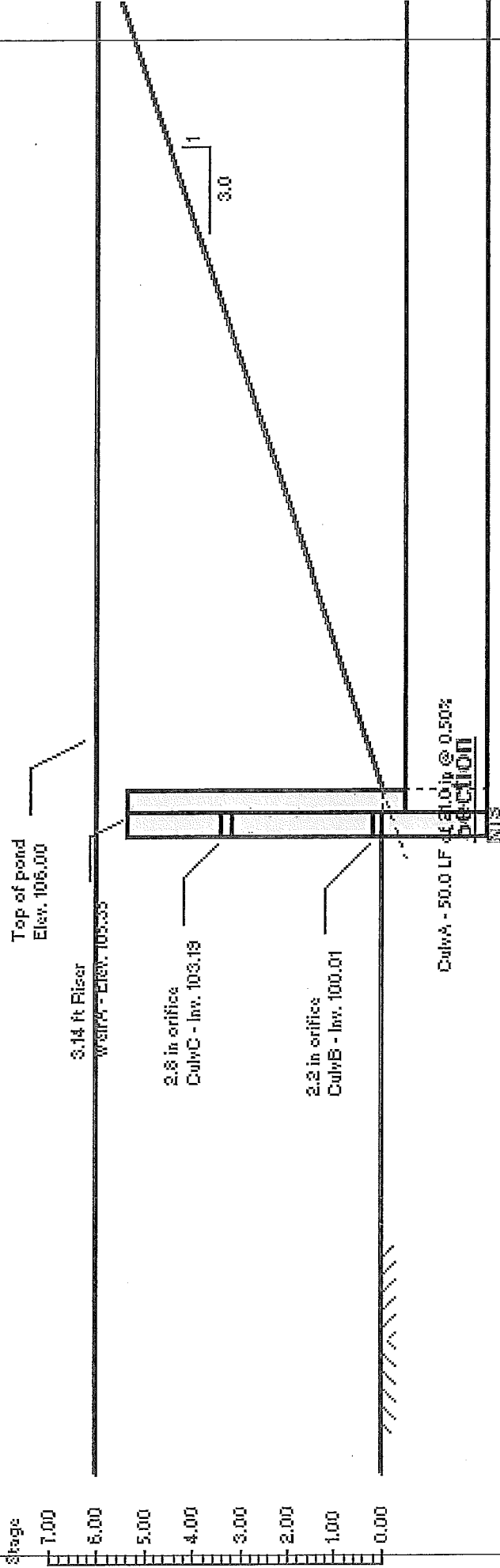
Hydrograph type = SBUH Runoff
Storm frequency = 25 yrs
Drainage area = 13.880 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 3.90 in
Storm duration = 24 hrs

Peak discharge = 8.51 cfs
Time interval = 5 min
Curve number = 86
Hydraulic length = 0 ft
Time of conc. (Tc) = 5.00 min
Distribution = Type IA
Shape factor = N/A

Hydrograph Volume = 123,740 cuft



POND



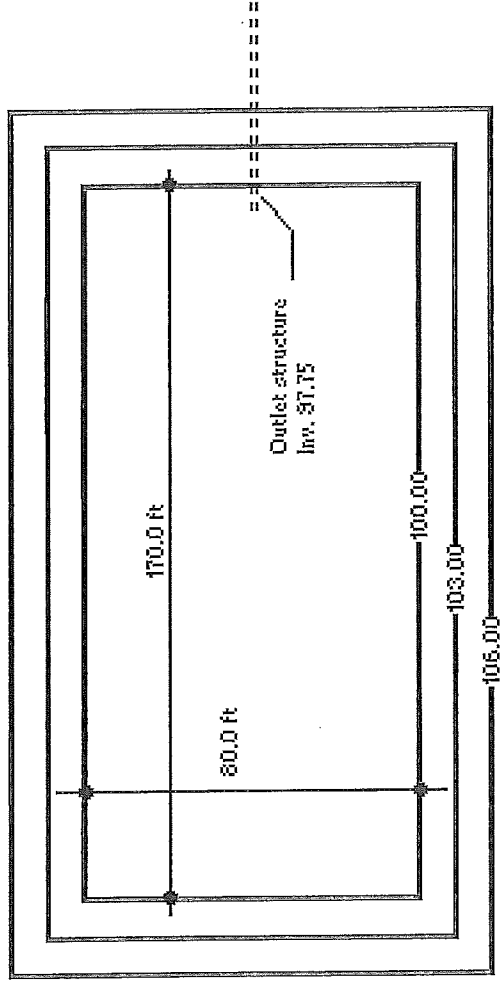
Schematic only. Not for construction.

Project: 999-158 PHII.gpw

Friday, May 16 2014, 9:01 AM

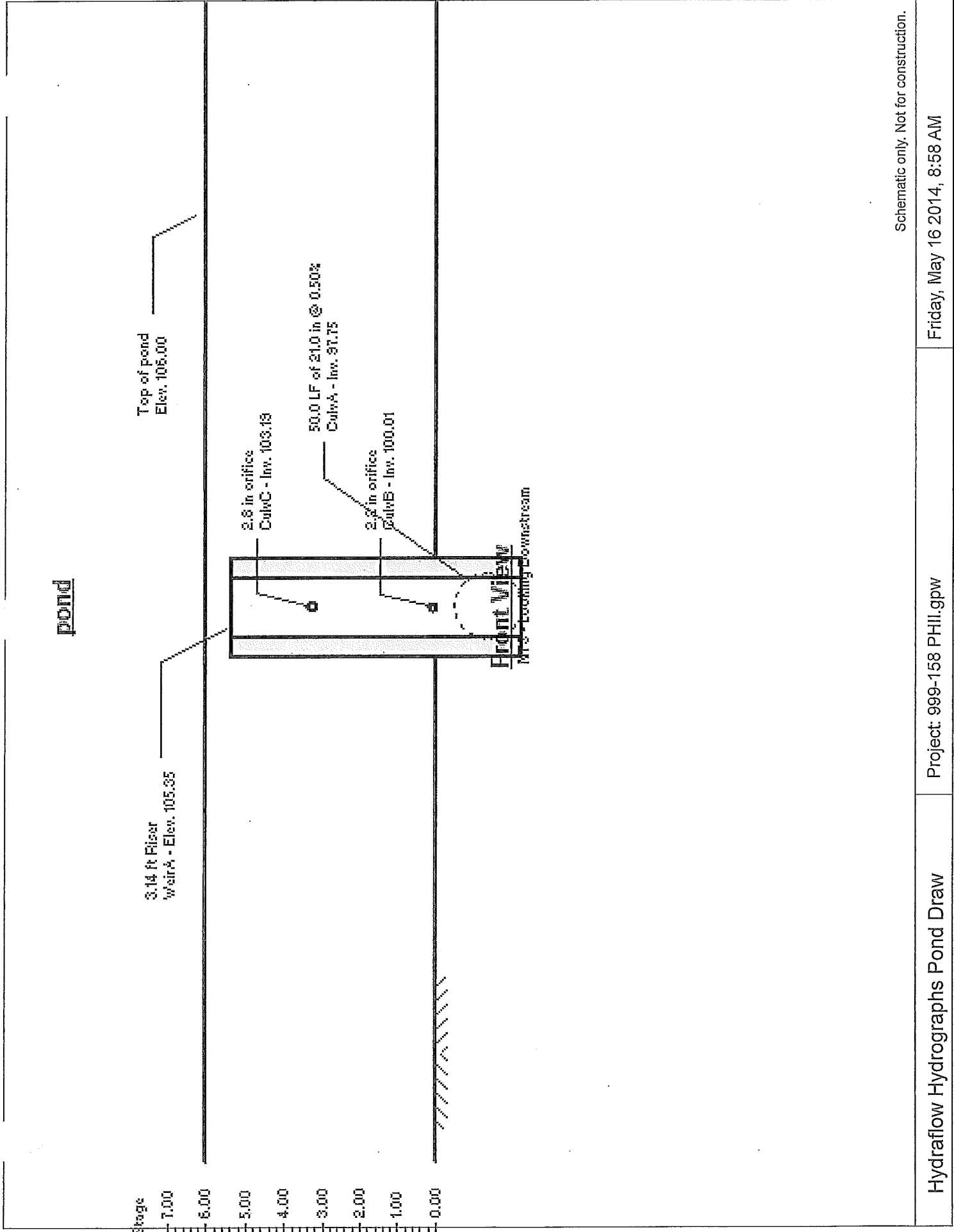
Hydraflow Hydrographs Pond Draw

POND



Plan View
NTS

Schematic only. Not for construction.



Schematic only. Not for construction.

Friday, May 16 2014, 8:58 AM

Project: 999-158 PHII.gpw

Hydraflow Hydrographs Pond Draw

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Hydrograph Return Period Recap

No.	Hydrograph type (origin)	Inflow Hyd(s)	Peak Outflow (cfs)								Hydrograph description
			1-Yr	2-Yr	3-Yr	5-Yr	10-Yr	25-Yr	50-Yr	100-Yr	
1	SBUH Runoff	-----	-----	0.22	-----	-----	0.51	0.72	-----	-----	FULL SITE PRE
2	SBUH Runoff	-----	-----	4.02	-----	-----	7.02	8.51	-----	-----	FULL SITE POST
3	Reservoir	2	-----	0.22	-----	-----	0.51	0.64	-----	-----	pond

Hydrograph Summary Report

	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to peak (min)	Volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Maximum storage (cuft)	Hydrograph description
1	SBUH Runoff	0.22	5	1175	9,869	---	----	----	FULL SITE PRE
2	SBUH Runoff	4.02	5	480	62,652	---	----	----	FULL SITE POST
3	Reservoir	0.22	5	1450	62,210	2	103.19	51,451	pond
999-158 PHII.gpw					Return Period: 2 Year		Friday, May 16 2014, 9:02 AM		

Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 9:2 AM

Hyd. No. 3

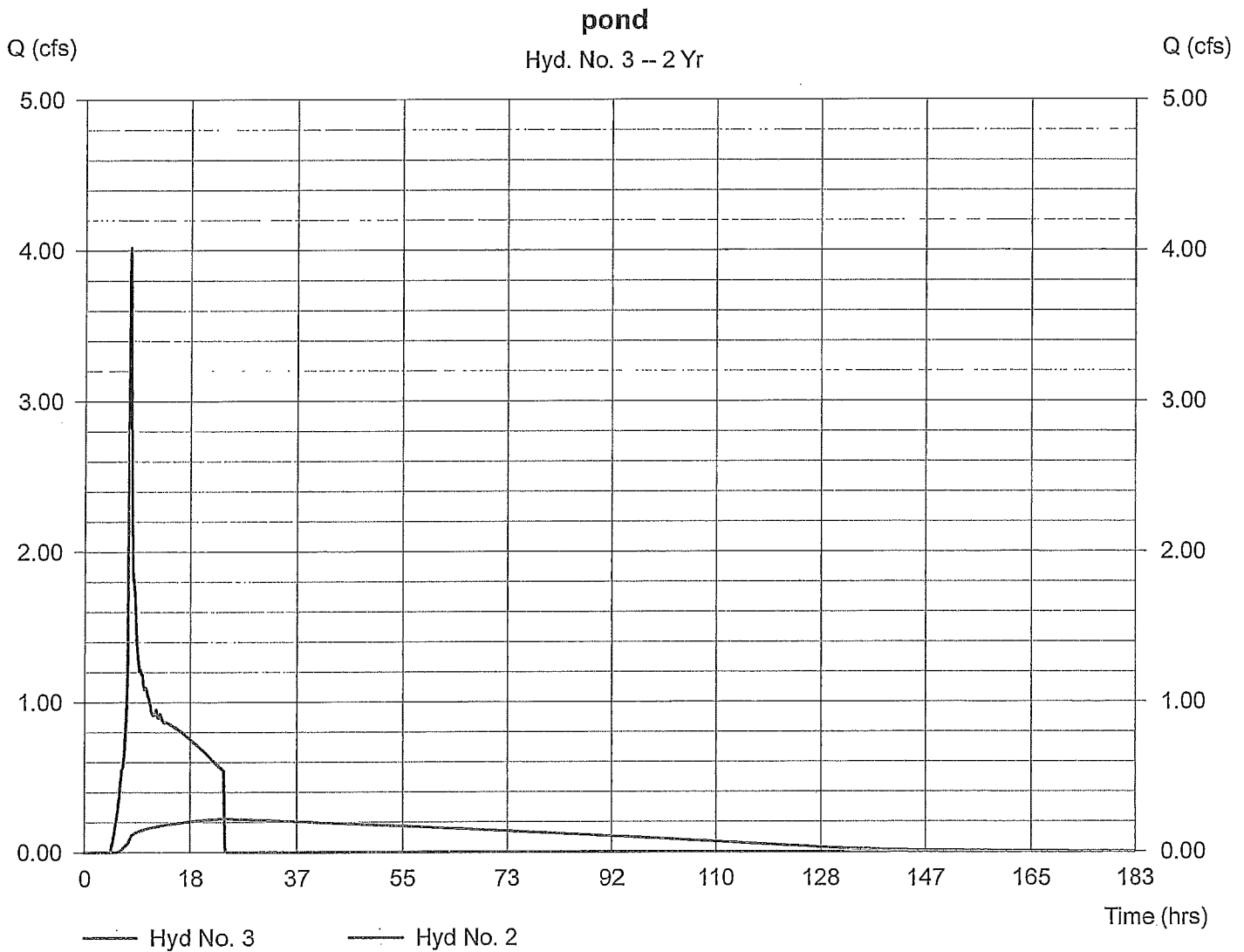
pond

Hydrograph type = Reservoir
Storm frequency = 2 yrs
Inflow hyd. No. = 2
Reservoir name = pond

Peak discharge = 0.22 cfs
Time interval = 5 min
Max. Elevation = 103.19 ft
Max. Storage = 51,451 cuft

Storage Indication method used.

Hydrograph Volume = 62,210 cuft



Pond Report

Hydraflow Hydrographs by Intellisolve

Friday, May 16 2014, 9:2 AM

Pond No. 1 - pond

Pond Data

Bottom LxW = 170.0 x 80.0 ft Side slope = 3.0:1 Bottom elev. = 100.00 ft Depth = 6.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	100.00	13,600	0	0
0.30	100.30	14,053	4,148	4,148
0.60	100.60	14,513	4,285	8,433
0.90	100.90	14,979	4,424	12,856
1.20	101.20	15,452	4,564	17,421
1.50	101.50	15,931	4,707	22,128
1.80	101.80	16,417	4,852	26,980
2.10	102.10	16,909	4,999	31,979
2.40	102.40	17,407	5,147	37,126
2.70	102.70	17,912	5,298	42,424
3.00	103.00	18,424	5,450	47,874
3.30	103.30	18,942	5,605	53,479
3.60	103.60	19,467	5,761	59,240
3.90	103.90	19,998	5,919	65,159
4.20	104.20	20,535	6,080	71,239
4.50	104.50	21,079	6,242	77,481
4.80	104.80	21,629	6,406	83,887
5.10	105.10	22,186	6,572	90,459
5.40	105.40	22,750	6,740	97,200
5.70	105.70	23,320	6,910	104,110
6.00	106.00	23,896	7,082	111,192

Culvert / Orifice Structures

	[A]	[B]	[C]	[D]
Rise (in)	= 21.00	2.20	2.80	0.00
Span (in)	= 21.00	2.20	2.80	0.00
No. Barrels	= 1	1	1	0
Invert El. (ft)	= 97.75	100.01	103.19	0.00
Length (ft)	= 50.00	0.00	0.00	0.00
Slope (%)	= 0.50	0.00	0.00	0.00
N-Value	= .013	.013	.013	.013
Orif. Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	Yes	No

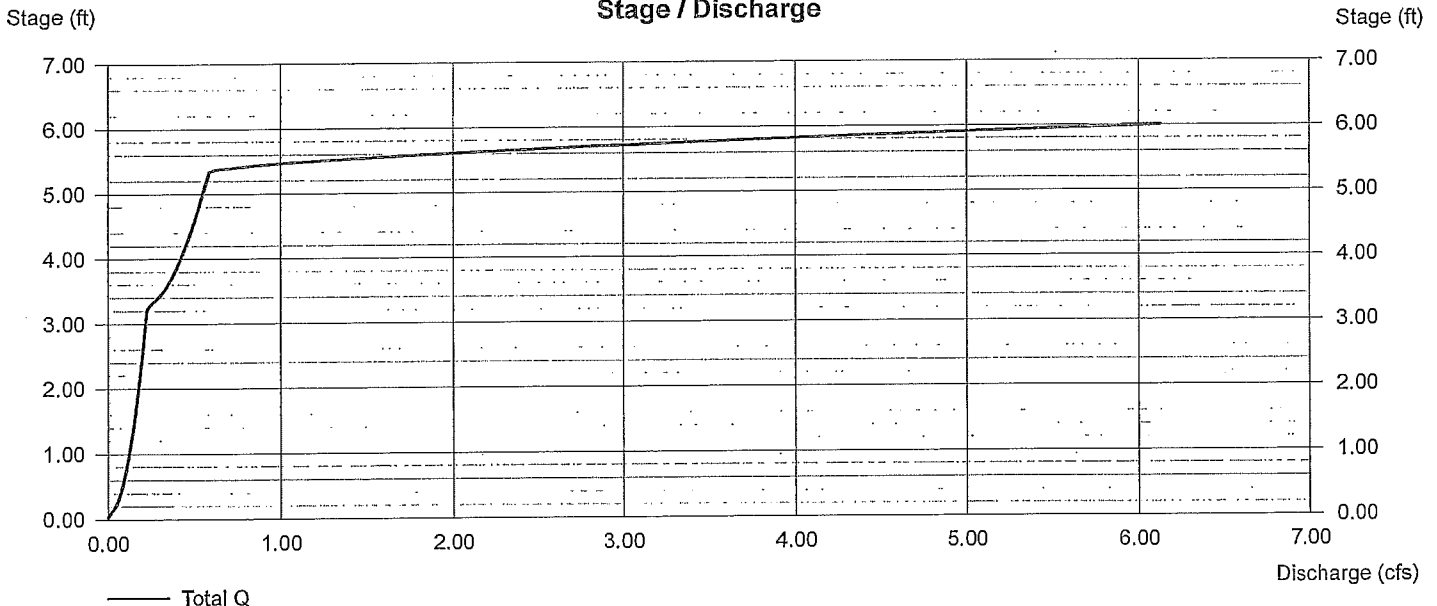
Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 3.14	0.00	0.00	0.00
Crest El. (ft)	= 105.35	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	0.00	0.00
Weir Type	= Riser	---	---	---
Multi-Stage	= Yes	No	No	No

Exfiltration = 0.000 in/hr (Wet area) Tailwater Elev. = 0.00 ft

Note: Culvert/Orifice outflows have been analyzed under inlet and outlet control.

Stage / Discharge



Hydrograph Summary Report

	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to peak (min)	Volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Maximum storage (cuft)	Hydrograph description
1	SBUH Runoff	0.51	5	1020	27,735	---	-----	-----	FULL SITE PRE
2	SBUH Runoff	7.02	5	480	103,497	---	-----	-----	FULL SITE POST
3	Reservoir	0.51	5	1445	103,055	2	104.69	81,453	pond
999-158 PHII.gpw					Return Period: 10 Year		Friday, May 16 2014, 9:02 AM		

Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 9:2 AM

Hyd. No. 3

pond

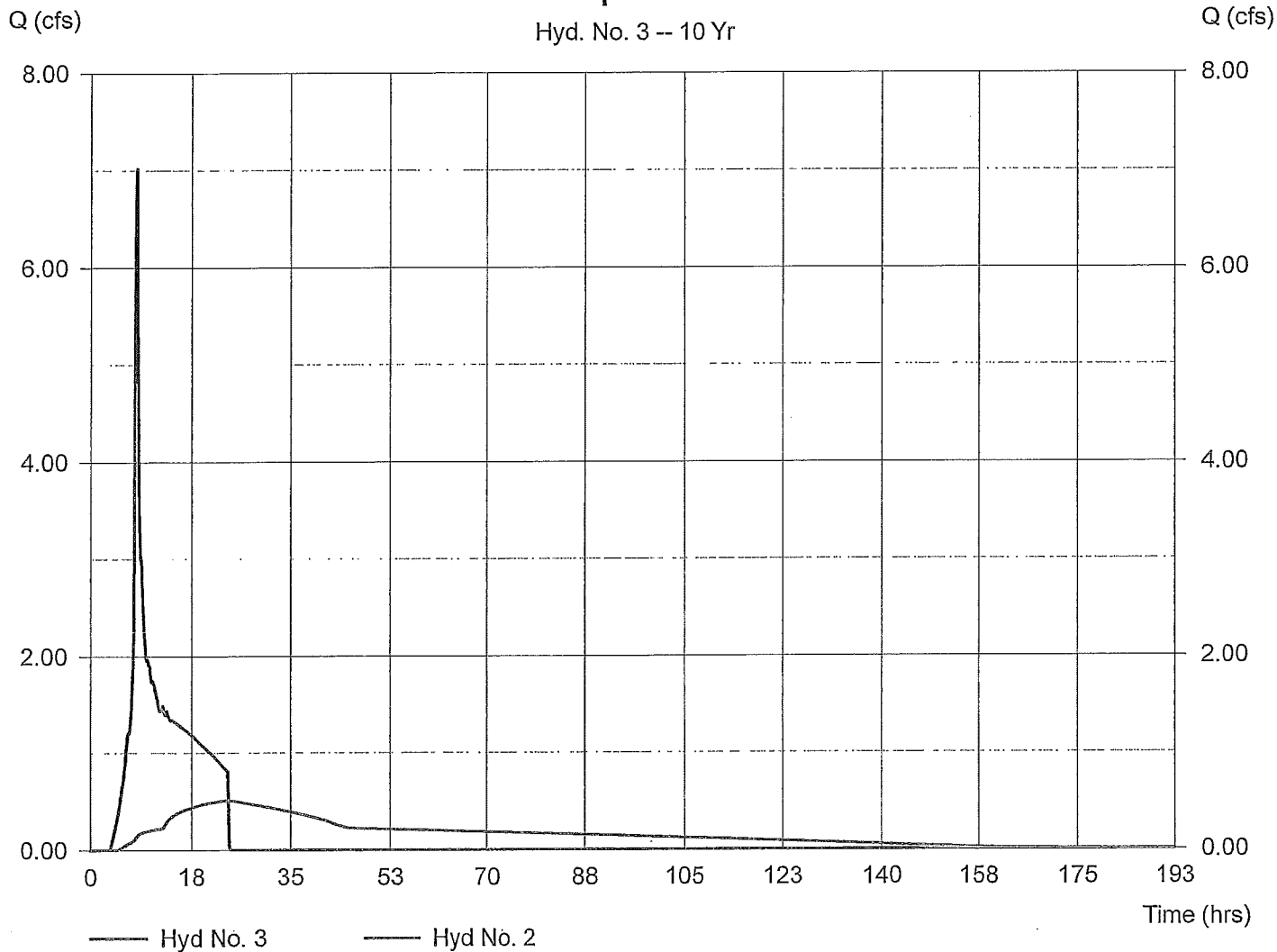
Hydrograph type = Reservoir
Storm frequency = 10 yrs
Inflow hyd. No. = 2
Reservoir name = pond

Peak discharge = 0.51 cfs
Time interval = 5 min
Max. Elevation = 104.69 ft
Max. Storage = 81,453 cuft

Storage Indication method used.

Hydrograph Volume = 103,055 cuft

pond
Hyd. No. 3 -- 10 Yr



Pond Report

Hydraflow Hydrographs by Intellisolve

Friday, May 16 2014, 9:2 AM

Pond No. 1 - pond

Pond Data

Bottom LxW = 170.0 x 80.0 ft Side slope = 3.0:1 Bottom elev. = 100.00 ft Depth = 6.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	100.00	13,600	0	0
0.30	100.30	14,053	4,148	4,148
0.60	100.60	14,513	4,285	8,433
0.90	100.90	14,979	4,424	12,856
1.20	101.20	15,452	4,564	17,421
1.50	101.50	15,931	4,707	22,128
1.80	101.80	16,417	4,852	26,980
2.10	102.10	16,909	4,999	31,979
2.40	102.40	17,407	5,147	37,126
2.70	102.70	17,912	5,298	42,424
3.00	103.00	18,424	5,450	47,874
3.30	103.30	18,942	5,605	53,479
3.60	103.60	19,467	5,761	59,240
3.90	103.90	19,998	5,919	65,159
4.20	104.20	20,535	6,080	71,239
4.50	104.50	21,079	6,242	77,481
4.80	104.80	21,629	6,406	83,887
5.10	105.10	22,186	6,572	90,459
5.40	105.40	22,750	6,740	97,200
5.70	105.70	23,320	6,910	104,110
6.00	106.00	23,896	7,082	111,192

Culvert / Orifice Structures

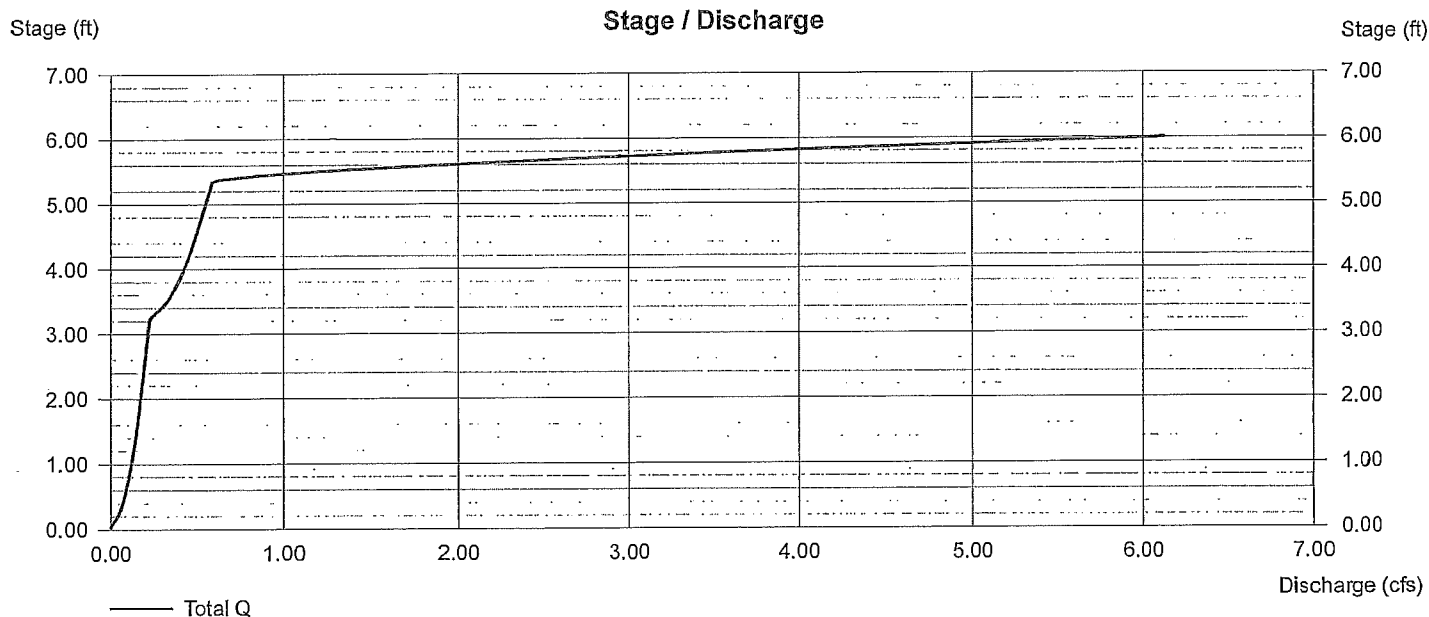
	[A]	[B]	[C]	[D]
Rise (in)	= 21.00	2.20	2.80	0.00
Span (in)	= 21.00	2.20	2.80	0.00
No. Barrels	= 1	1	1	0
Invert El. (ft)	= 97.75	100.01	103.19	0.00
Length (ft)	= 50.00	0.00	0.00	0.00
Slope (%)	= 0.50	0.00	0.00	0.00
N-Value	= .013	.013	.013	.013
Orif. Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	Yes	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 3.14	0.00	0.00	0.00
Crest El. (ft)	= 105.35	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	0.00	0.00
Weir Type	= Riser	---	---	---
Multi-Stage	= Yes	No	No	No

Exfiltration = 0.000 in/hr (Wet area) Tailwater Elev. = 0.00 ft

Note: Culvert/Orifice outflows have been analyzed under inlet and outlet control.



Hydrograph Summary Report

	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to peak (min)	Volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Maximum storage (cuft)	Hydrograph description
1	SBUH Runoff	0.72	5	545	38,404	---	----	----	FULL SITE PRE
2	SBUH Runoff	8.51	5	480	123,740	---	----	----	FULL SITE POST
3	Reservoir	0.64	5	1445	123,298	2	105.38	96,692	pond
999-158 PHII.gpw					Return Period: 25 Year		Friday, May 16 2014, 9:02 AM		

Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 9:2 AM

Hyd. No. 3

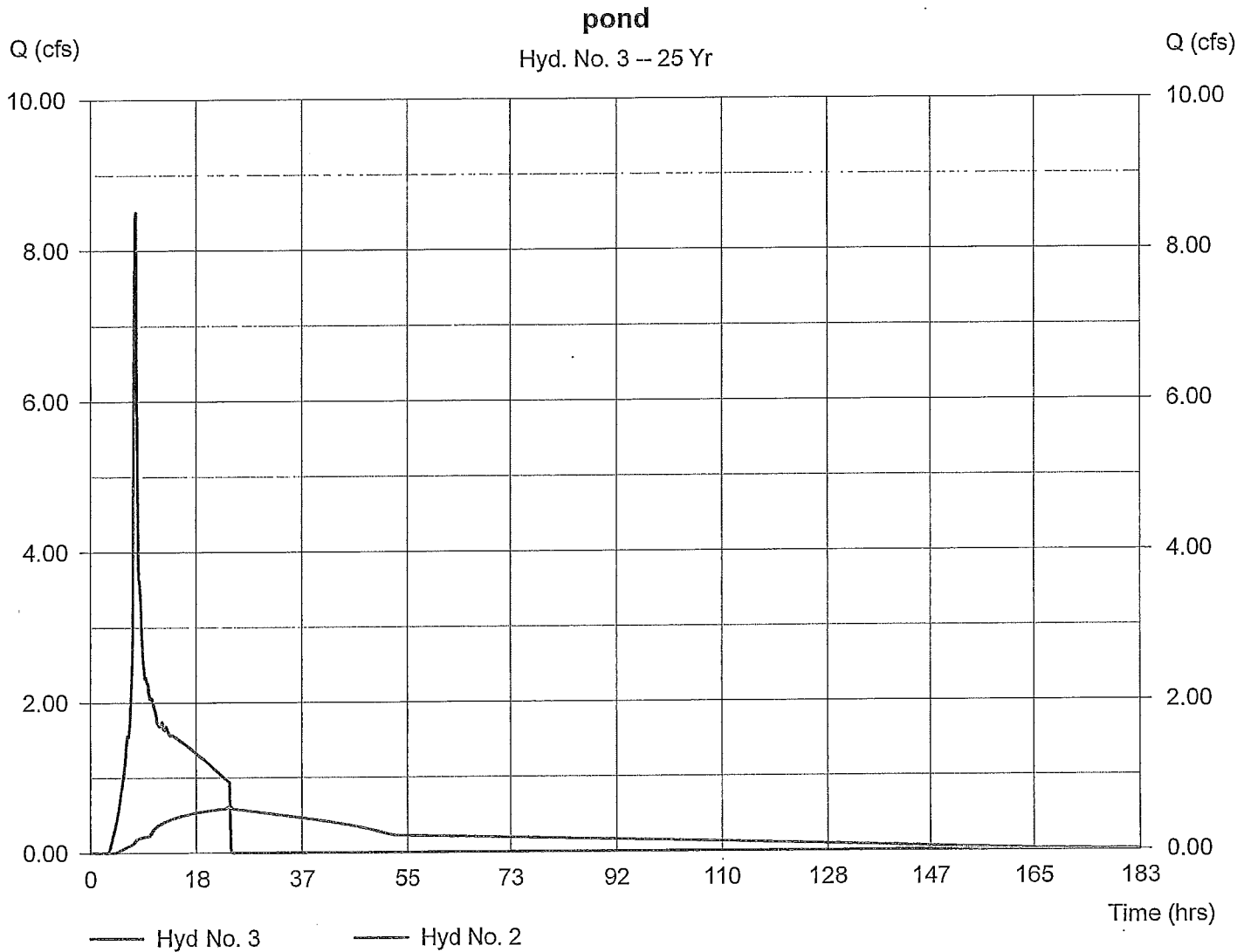
pond

Hydrograph type = Reservoir
 Storm frequency = 25 yrs
 Inflow hyd. No. = 2
 Reservoir name = pond

Peak discharge = 0.64 cfs
 Time interval = 5 min
 Max. Elevation = 105.38 ft
 Max. Storage = 96,692 cuft

Storage Indication method used.

Hydrograph Volume = 123,298 cuft



Pond Report

Hydraflow Hydrographs by Intelisolve

Friday, May 16 2014, 9:2 AM

Pond No. 1 - pond

Pond Data

Bottom LxW = 170.0 x 80.0 ft Side slope = 3.0:1 Bottom elev. = 100.00 ft Depth = 6.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	100.00	13,600	0	0
0.30	100.30	14,053	4,148	4,148
0.60	100.60	14,513	4,285	8,433
0.90	100.90	14,979	4,424	12,856
1.20	101.20	15,452	4,564	17,421
1.50	101.50	15,931	4,707	22,128
1.80	101.80	16,417	4,852	26,980
2.10	102.10	16,909	4,999	31,979
2.40	102.40	17,407	5,147	37,126
2.70	102.70	17,912	5,298	42,424
3.00	103.00	18,424	5,450	47,874
3.30	103.30	18,942	5,605	53,479
3.60	103.60	19,467	5,761	59,240
3.90	103.90	19,998	5,919	65,159
4.20	104.20	20,535	6,080	71,239
4.50	104.50	21,079	6,242	77,481
4.80	104.80	21,629	6,406	83,887
5.10	105.10	22,186	6,572	90,459
5.40	105.40	22,750	6,740	97,200
5.70	105.70	23,320	6,910	104,110
6.00	106.00	23,896	7,082	111,192

Culvert / Orifice Structures

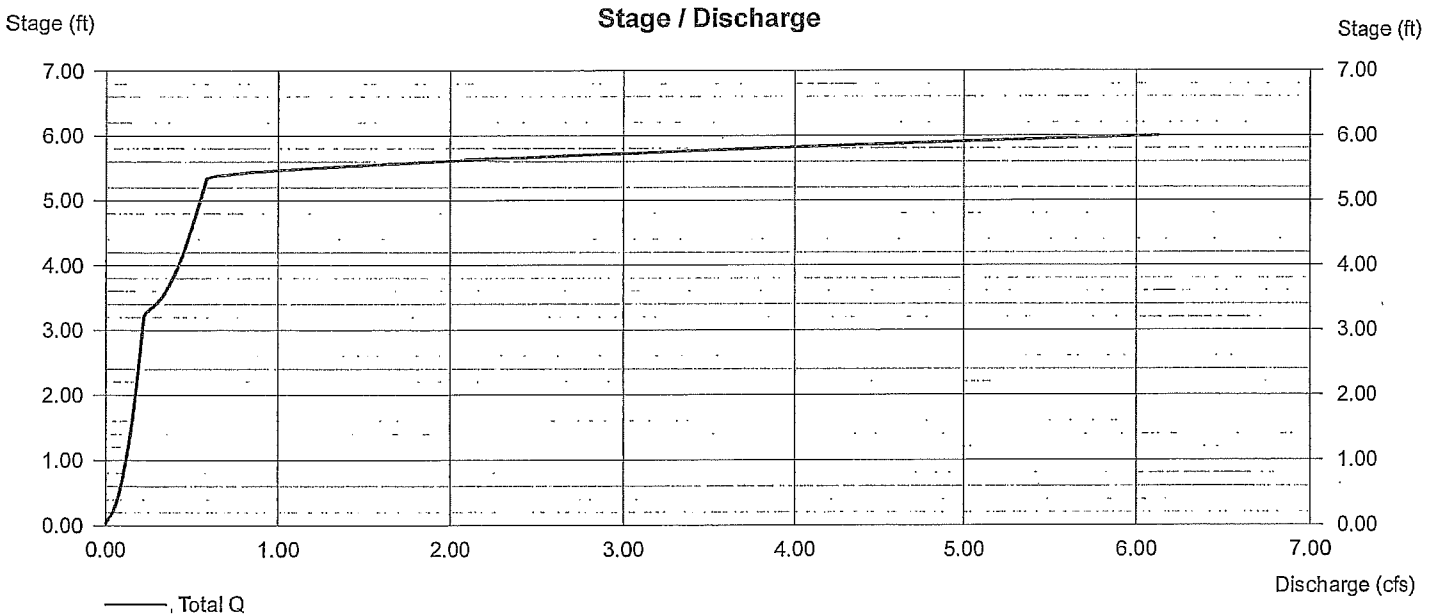
	[A]	[B]	[C]	[D]
Rise (in)	= 21.00	2.20	2.80	0.00
Span (in)	= 21.00	2.20	2.80	0.00
No. Barrels	= 1	1	1	0
Invert El. (ft)	= 97.75	100.01	103.19	0.00
Length (ft)	= 50.00	0.00	0.00	0.00
Slope (%)	= 0.50	0.00	0.00	0.00
N-Value	= .013	.013	.013	.013
Orif. Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	Yes	No

Weir Structures

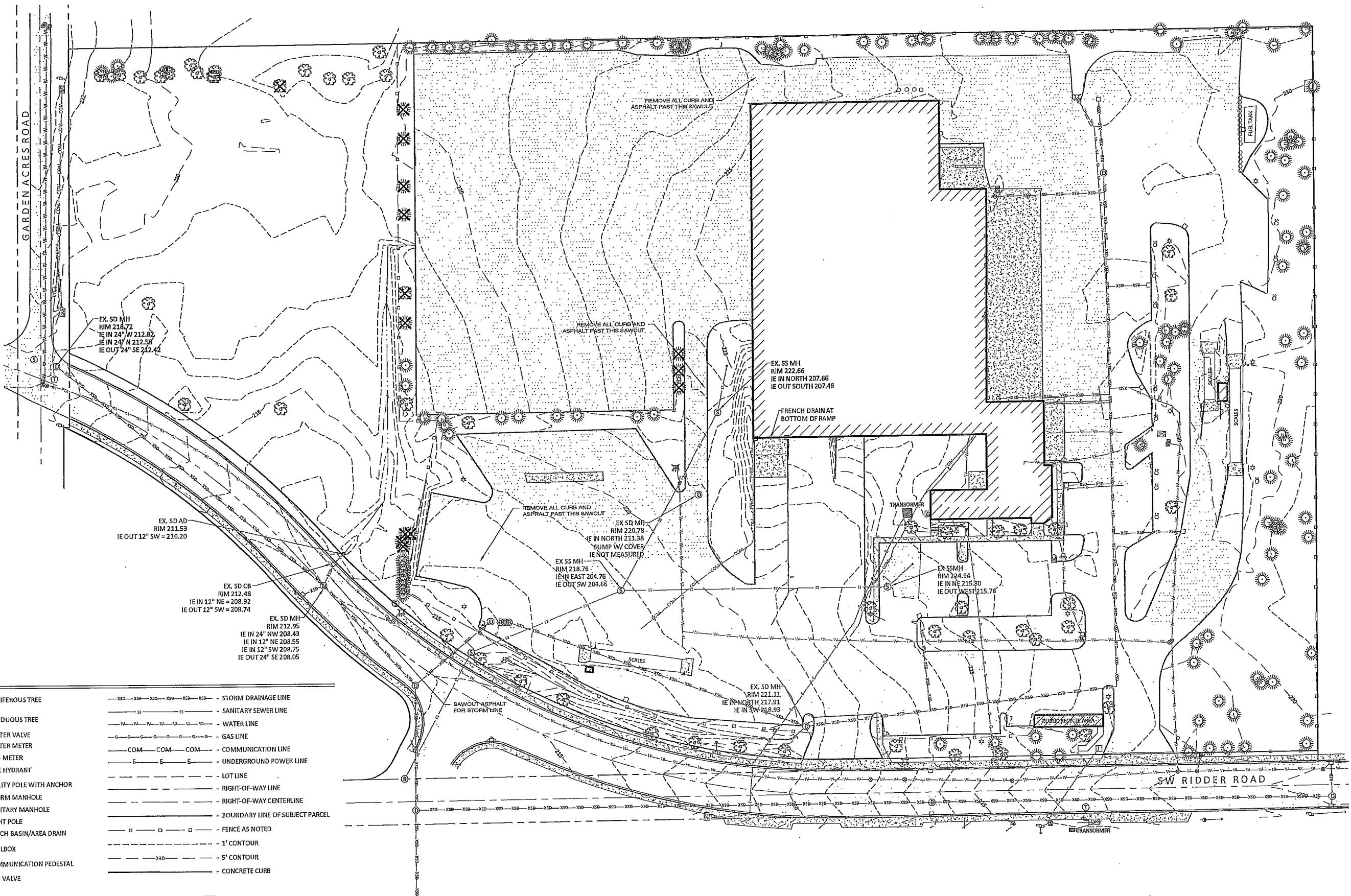
	[A]	[B]	[C]	[D]
Crest Len (ft)	= 3.14	0.00	0.00	0.00
Crest El. (ft)	= 105.35	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	0.00	0.00
Weir Type	= Riser	---	---	---
Multi-Stage	= Yes	No	No	No

Exfiltration = 0.000 in/hr (Wet area) Tailwater Elev. = 0.00 ft

Note: Culvert/Orifice outflows have been analyzed under inlet and outlet control.



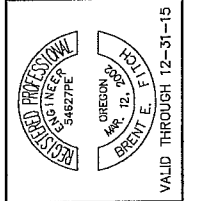
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- LEGEND:**
- CONIFEROUS TREE
 - DECIDUOUS TREE
 - WATER VALVE
 - WATER METER
 - GAS METER
 - FIRE HYDRANT
 - UTILITY POLE WITH ANCHOR
 - STORM MANHOLE
 - SANITARY MANHOLE
 - LIGHT POLE
 - CATCH BASIN/AREA DRAIN
 - MAILBOX
 - COMMUNICATION PEDESTAL
 - GAS VALVE
 - STORM DRAINAGE LINE
 - SANITARY SEWER LINE
 - WATER LINE
 - GAS LINE
 - COMMUNICATION LINE
 - UNDERGROUND POWER LINE
 - LOT LINE
 - RIGHT-OF-WAY LINE
 - RIGHT-OF-WAY CENTERLINE
 - BOUNDARY LINE OF SUBJECT PARCEL
 - FENCE AS NOTED
 - 1' CONTOUR
 - 5' CONTOUR
 - CONCRETE CURB
 - EXISTING CONCRETE
 - EXISTING ASPHALT PAVEMENT
 - EXISTING BUILDING FOOTPRINT

SFA
SFA Design Group, LLC
 STRUCTURAL | CIVIL | PLANNING | SURVEYING
 9020 SW Washington Square Dr, Suite 605
 Portland, Oregon 97223
 Ph: (503) 641-8311 Fax: (503) 643-7905
<http://www.sfadg.com>

**EXISTING CONDITIONS
 AND DEMOLITION PLAN**
 REPUBLIC SERVICES
 WILSONVILLE, OREGON

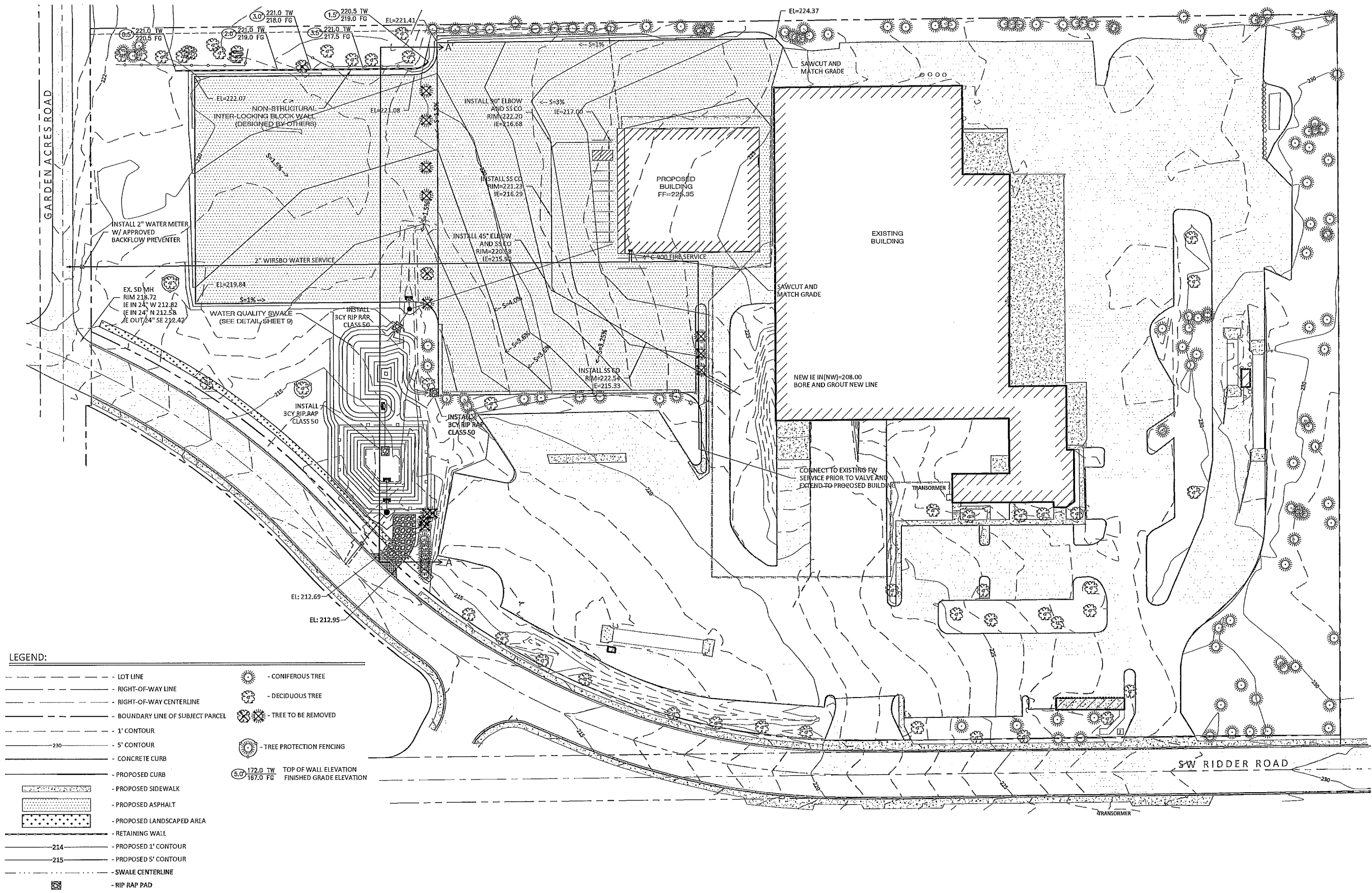


NO.	DATE	REVISION	BY

DESIGNED BY: SFG DATE: 4/14
 DRAWN BY: SFG DATE: 4/14
 REVIEWED BY: BEB DATE: 4/14
 PROJECT NO. 999-158 REF. _____
 SCALE: T = 40'
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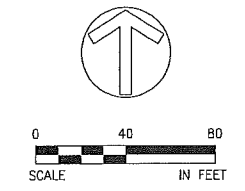
SHEET **3** OF **15**
 PROJECT REPUBLIC
 NO. 999-158
 TYPE ENGINEERING

CASEFILE NO: DB14-0032 THRU 0035



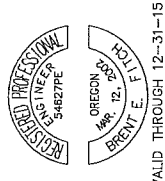
LEGEND:

- - - LOT LINE
- - - RIGHT-OF-WAY LINE
- - - RIGHT-OF-WAY CENTERLINE
- - - BOUNDARY LINE OF SUBJECT PARCEL
- - - 1' CONTOUR
- - - 5' CONTOUR
- - - CONCRETE CURB
- - - PROPOSED CURB
- - - PROPOSED SIDEWALK
- - - PROPOSED ASPHALT
- - - PROPOSED LANDSCAPED AREA
- - - RETAINING WALL
- - - 214 - PROPOSED 1' CONTOUR
- - - 215 - PROPOSED 5' CONTOUR
- - - SWALE CENTERLINE
- - - RIP RAP PAD
- ☀ - CONIFEROUS TREE
- ☀ - DECIDUOUS TREE
- ☀ - TREE TO BE REMOVED
- ☀ - TREE PROTECTION FENCING
- 5.0' 172.0 TW 167.0 FG - TOP OF WALL ELEVATION FINISHED GRADE ELEVATION



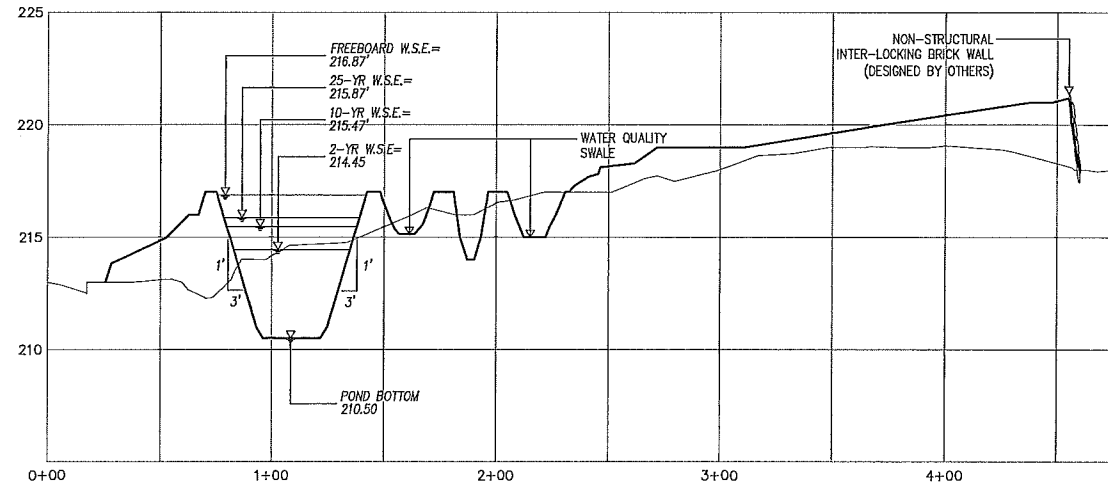
SFA Design Group, LLC
 STRUCTURAL, CIVIL, PLANNING, SURVEYING
 9620 SW Washington Square Dr, Suite 605
 Portland, Oregon 97223
 Ph: (503) 841-8311 Fax: (503) 843-7905
 http://www.sfadg.com

GRADING PLAN
 REPUBLIC SERVICES
 WILSONVILLE, OREGON



NO.	DATE	REVISION	BY

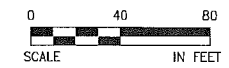
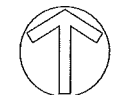
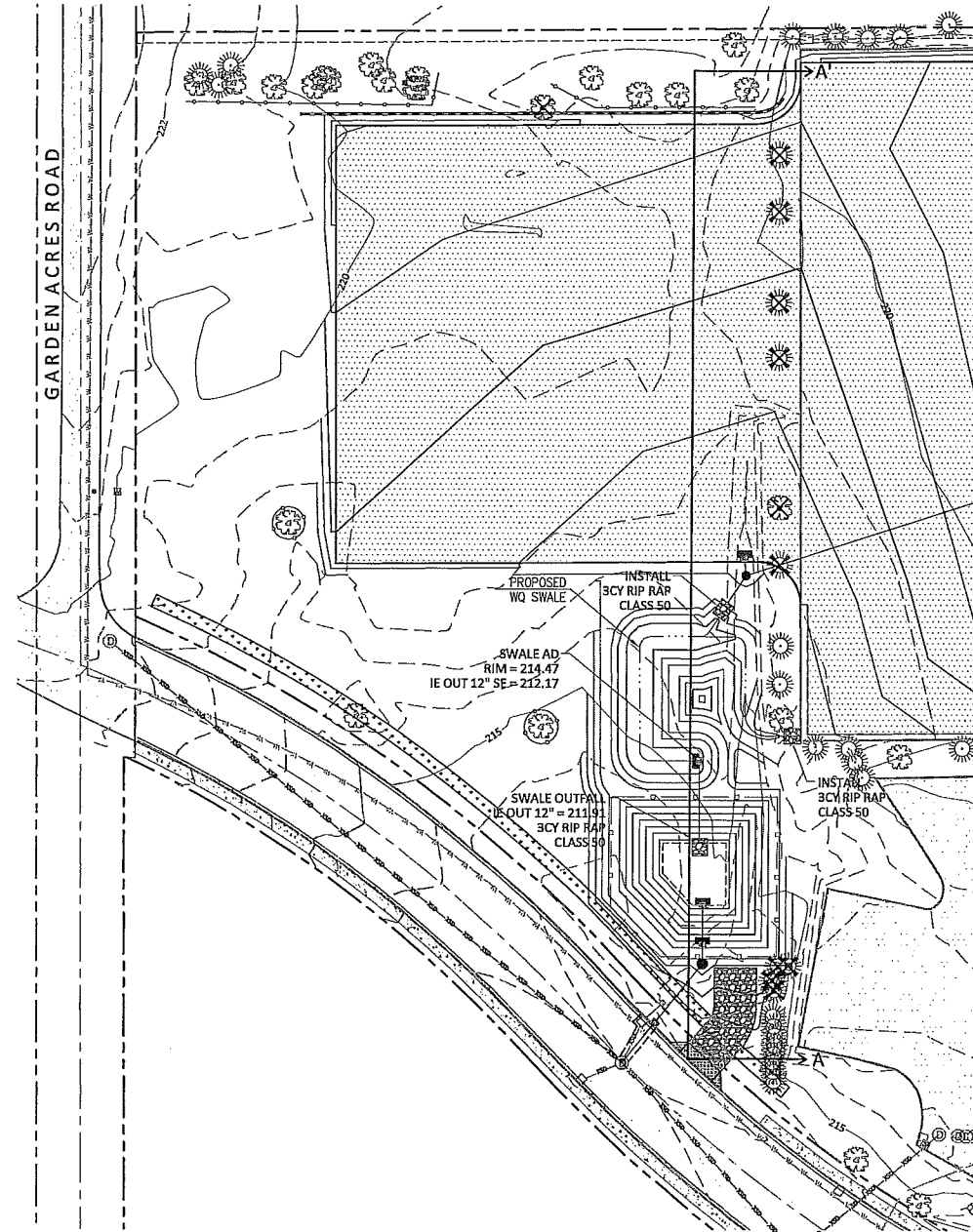
DESIGNED BY: SFG DATE: 4/14
 DRAWN BY: SFG DATE: 4/14
 REVIEWED BY: BEB DATE: 4/14
 PROJECT NO. 999-158 REF. _____
 SCALE: 1" = 40'



SITE CROSS SECTION A-A'
 HORZ. 1"=40'
 VERT. 1"=4'

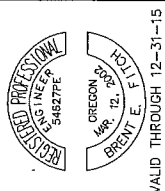
LEGEND:

- CONIFEROUS TREE
- DECIDUOUS TREE
- TREE TO BE REMOVED
- TREE PROTECTION FENCING
- STORM DRAINAGE LINE
- 1' CONTOUR
- 5' CONTOUR
- RETAINING WALL
- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- SWALE CENTERLINE
- RIP RAP PAD



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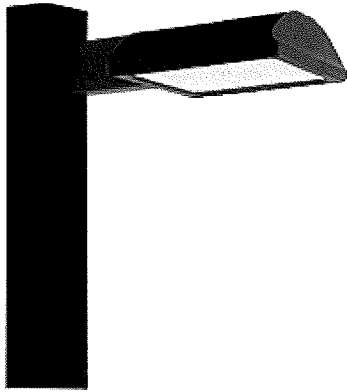
SITE CROSS SECTIONS
 REPUBLIC SERVICES
 WILSONVILLE, OREGON



DESIGNED BY	SEF.	DATE	4/14
DRAWN BY	SEF.	DATE	4/14
REVIEWED BY	SEF.	DATE	4/14
PROJECT NO.	999-158	REF.	
SCALE	1" = 40'/0	T = 40'	

SHEET	7	OF	15
PROJECT NO.	999-158	REPUBLIC	

Lighting Details



Specification Grade Area lights available in IES Type III distributions. For use in parking lots, roadways, pathways and general area lighting. Mounts to 4" square steel poles at 15'-25'. Designed to replace 250W Metal Halide Area Lights. Patent Pending thermal management system. 5 Year Warranty.

Color: Bronze

Weight: 30.4 lbs

Project:	Type:
Prepared By:	Date:

Driver Info		LED Info	
Type:	Constant Current	Watts:	78W
120V:	0.66A	Color Temp:	5100K (Cool)
208V:	0.41A	Color Accuracy:	67 CRI
240V:	0.35A	L70 Lifespan:	100,000
277V:	0.30A	Lumens:	6,911
Input Watts:	78W	Efficacy:	88 LPW
Efficiency:	99%		

Technical Specifications

Optical

Lumen Maintenance:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

Replacement:

The ALED78 replaces 250W Metal Halide Area Lights.

JG Rating:

B1 U0 G2

Construction

IES Classification:

The Type III distribution is ideal for roadway, general parking and other area lighting applications where a larger pool of lighting is required. It is intended to be located near the side of the area, allowing the light to project outward and fill the area.

IP Rating:

Ingress Protection rating of IP66 for dust and water.

Ambient Temperature:

Suitable for use in 40°C ambient temperatures.

Cold Weather Starting:

The minimum starting temperature is -40°F/-40°C.

Thermal Management:

Superior heat sinking with external Air-Flow fins.

Effective Projected Area:

EPA = 0.75

Housing:

Die cast aluminum housing, lens frame and mounting arm.

Reflector:

Specular vacuum-metallized polycarbonate

Gaskets:

High temperature silicone gaskets.

Finish:

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color, and contains no VOC or toxic heavy metals.

Green Technology:

Mercury and UV free.

For use on LEED Buildings:

IDA Dark Sky Approval means that this fixture can be used to achieve LEED Credits for Light Pollution Reduction.

LED Characteristics

LEDs:

Six (6) multi-chip, 13W, high-output, long-life LEDs.

Color Consistency:

3-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

Color Uniformity:

RAB's range of CCT (Correlated color temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2008.

Electrical

Driver:

Constant Current, Class 2, 2000mA, 100-277V, 50-60Hz, 1.1A, Power Factor 99%

THD:

5.3% at 120V, 13.3% at 277V

Surge Protection:

4kV

Surge Protector:

ALED78 is available with a 6kV surge protector (SP6). SP6 available .

Listings

IESNA LM-79 & IESNA LM-80 Testing:

RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and 80, and have received the Department of Energy "Lighting Facts" label.

DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities.

Dark Sky Approved:

The International Dark Sky Association has approved this product as a full cutoff, fully shielded luminaire.

Technical Specifications (continued)

Listings

JL Listing:

Suitable for wet locations as a downlight.

Other

California Title 24:

See ALED3T78/D10, ALED3T78/BL, ALED3T78/PCS, ALED3T78/PCS2, or ALED3T78/PCT for a 2013 California Title 24 compliant product. Any additional component requirements will be listed in the Title 24 section under technical specifications on the product page.

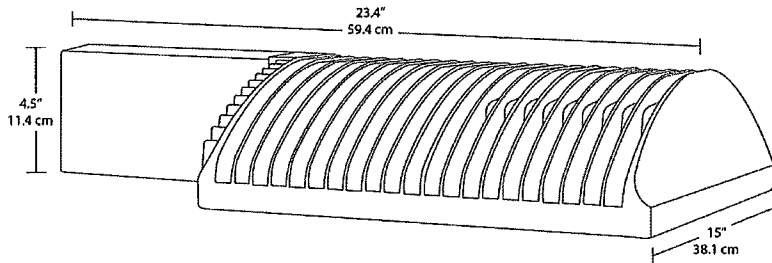
Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Patents:

The ALED design is protected by patents in the U.S. Pat. 668,370, Canada Pat. 144956, China ZL201230100154.X, and Mexico Pat. 38423. Pending patents in Taiwan.

Dimensions

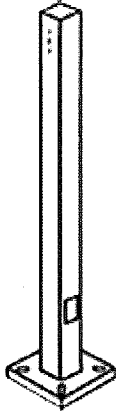


Features

- High output LED light engine
- Maintains 70% of initial lumens at 100,000 hours
- Weatherproof high temperature silicone gaskets
- Superior heat sinking with die cast aluminum housing and external fins
- Replaces 250W MH area lights
- 5-year warranty

Ordering Matrix

Family	Distribution	Watts	Mount	Color Temp	Finish	Voltage	Photocell	Dimming	Bi-Level
ALED									
	2T = Type II	78 =	Blank = Arm	Blank =	Blank =	Blank = 120-	Blank = No Photocell	Blank = No	Blank = No Bi-
	3T = Type III	78W	SF =	Cool	Bronze	277V	/PC = 120V Button	Dimming	Level
	4T = Type IV		Slipfitter	Y = Warm	W = White	/480 = 480V	/PC2 = 277V Button	/D10 = Dimmable	/BL = Bi-Level
				N = Neutral	RG = Gray		/PCS = 120V Swivel		
							/PCS2 = 277V Swivel		
							/PCT = 120-277V		
							Twistlock		
							/PCS4 = 480V Swivel		



Square steel poles drilled for 2 Area Lights at 180°. Designed for ground mounting. Poles are stocked nationwide for quick shipment. Protective packaging ensures poles arrive at the job site good as new.

Color: Bronze

Weight: 137.0 lbs

Project:	Type:
Prepared By:	Date:

Lamp Info		Ballast Info	
Type:	N/A	Type:	N/A
Watts:	0W	120V:	N/A
Shape/Size:	N/A	208V:	N/A
Base:	N/A	240V:	N/A
ANSI:	N/A	277V:	N/A
Hours:	N/A	Input Watts:	0W
Lamp Lumens:	N/A		
Efficacy:	N/A		

Technical Specifications

Listings

CSA Listed:

Suitable for wet locations.

Construction

Shaft:

46,000 p.s.i. minimum yield.

End Holes:

Reinforced with grounding lug and removable cover.

Base Plates:

Slotted base plates 36,000 p.s.i.

Shipping Protection:

All poles are shipped in individual corrugated cartons to prevent finish damage.

Color:

Bronze powder coating.

Height:

20 FT.

Weight:

137 lbs.

Gauge:

11

Wall Thickness:

1/8".

Shaft Size:

4".

Hand Hole Dimensions:

3" x 5".

Bolt Circle:

8 1/2".

Base Dimension:

8".

Anchor Bolt:

Galvanized anchor bolts and galvanized hardware and anchor bolt template. All bolts have a 3" hook.

Anchor Bolt Templates:

WARNING Template must be printed on 11" x 17" sheet for actual size. CHECK SCALE BEFORE USING. Templates shipped with anchor bolts and available .

Pre-Shipped Anchor Bolts:

Bolts can be pre-shipped upon request for additional freight charge.

MaxEPA's/Max Weights:

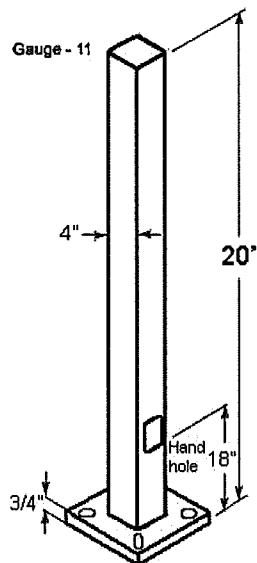
- 70MPH 8.3 ft_/240 lb
- 80MPH 5.6 ft_/165 lb
- 90MPH 3.6 ft_/110 lb
- 100MPH 2.2 ft_/75 lb
- 110MPH 1.0 ft_/45 lb
- 120MPH 0.2 ft_/20 lb.

Other

Terms of Sale:

Pole Terms of Sale is available .

Dimensions

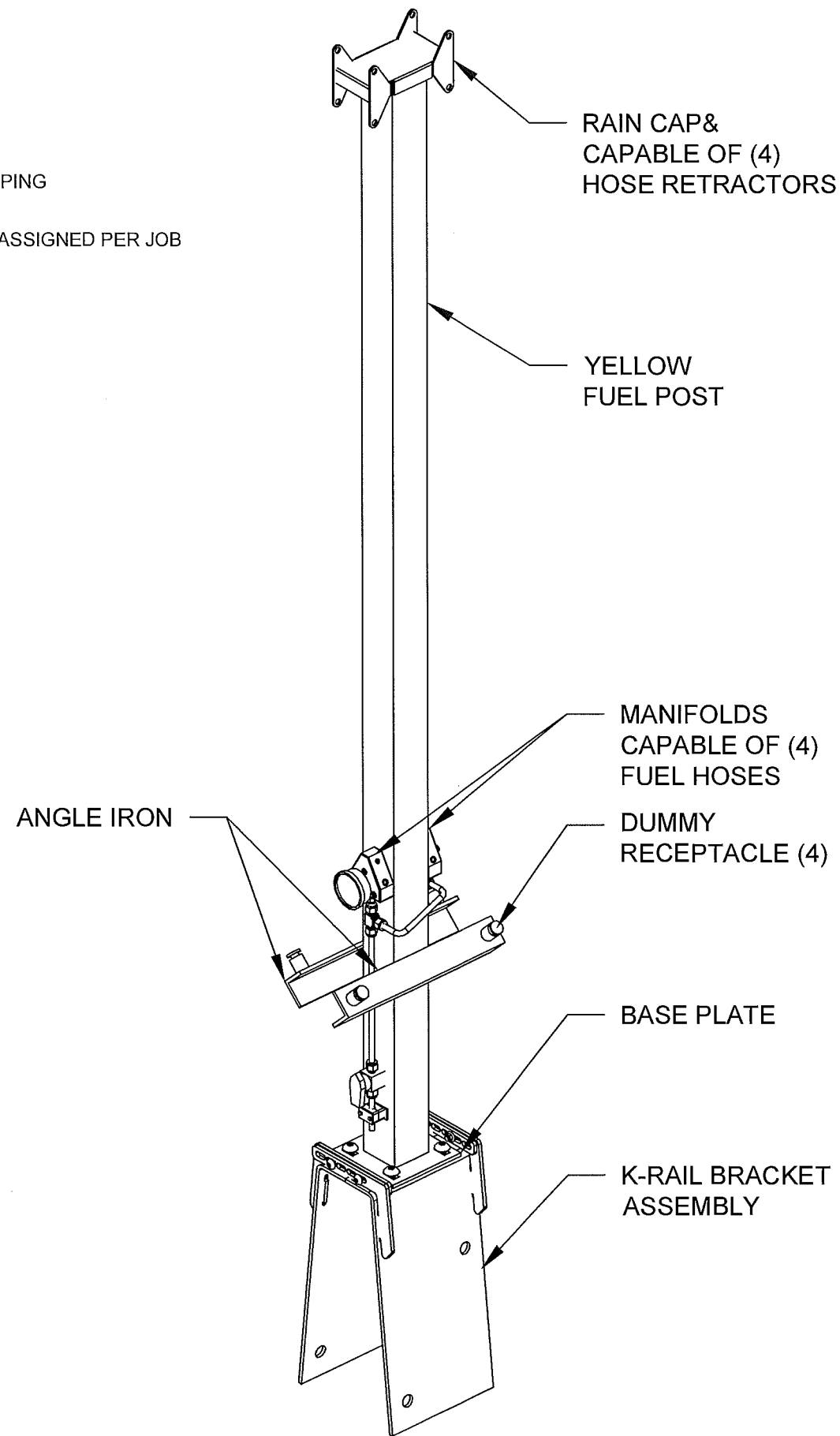


Features

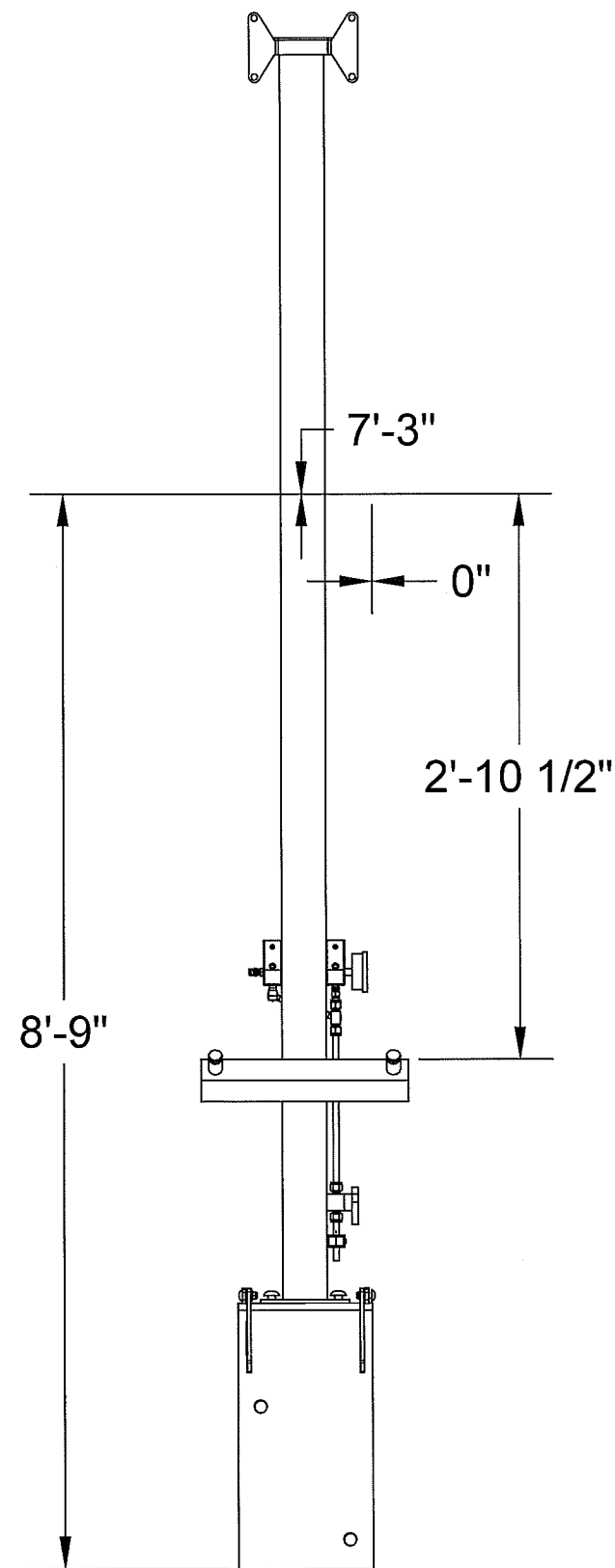
- Designed for ground mounting
- Heavy duty TGIC polyester coating
- Reinforced hand holes with grounding lug and removable cover for easy wiring access
- Anchor Bolt Kit includes hand hole cover and base cover (sold separately)
- Custom manufactured for each application

NOTES:

1. ALL WELDS ARE PER ASME B31.3 STANDARDS.
2. WELDER IDENTIFICATION # _____
3. ALL FLANGES TO BE 2-HOLED UNLESS SPECIFIED ON DWG
4. ALL LOOSE ITEMS TO BE SHRINK WRAPPED TO SPOOL PIECE
5. ALL SPOOL PIECES NEED TO BE MARKED WITH DESCRIPTION
6. ALL PIECES NEED TO BE VACUUMED, CLEANED, AND SEALED FOR SHIPPING
7. SPIDERS 5' APART OR EQUAL SPACING
8. ALL OPEN ENDS OF PIPE TO BE CAPPED WITH PLASTIC COVERS UNTIL ASSIGNED PER JOB
9. GAP ALL SOCKET WELDS $\frac{1}{8}$ "



FUEL POST #506006



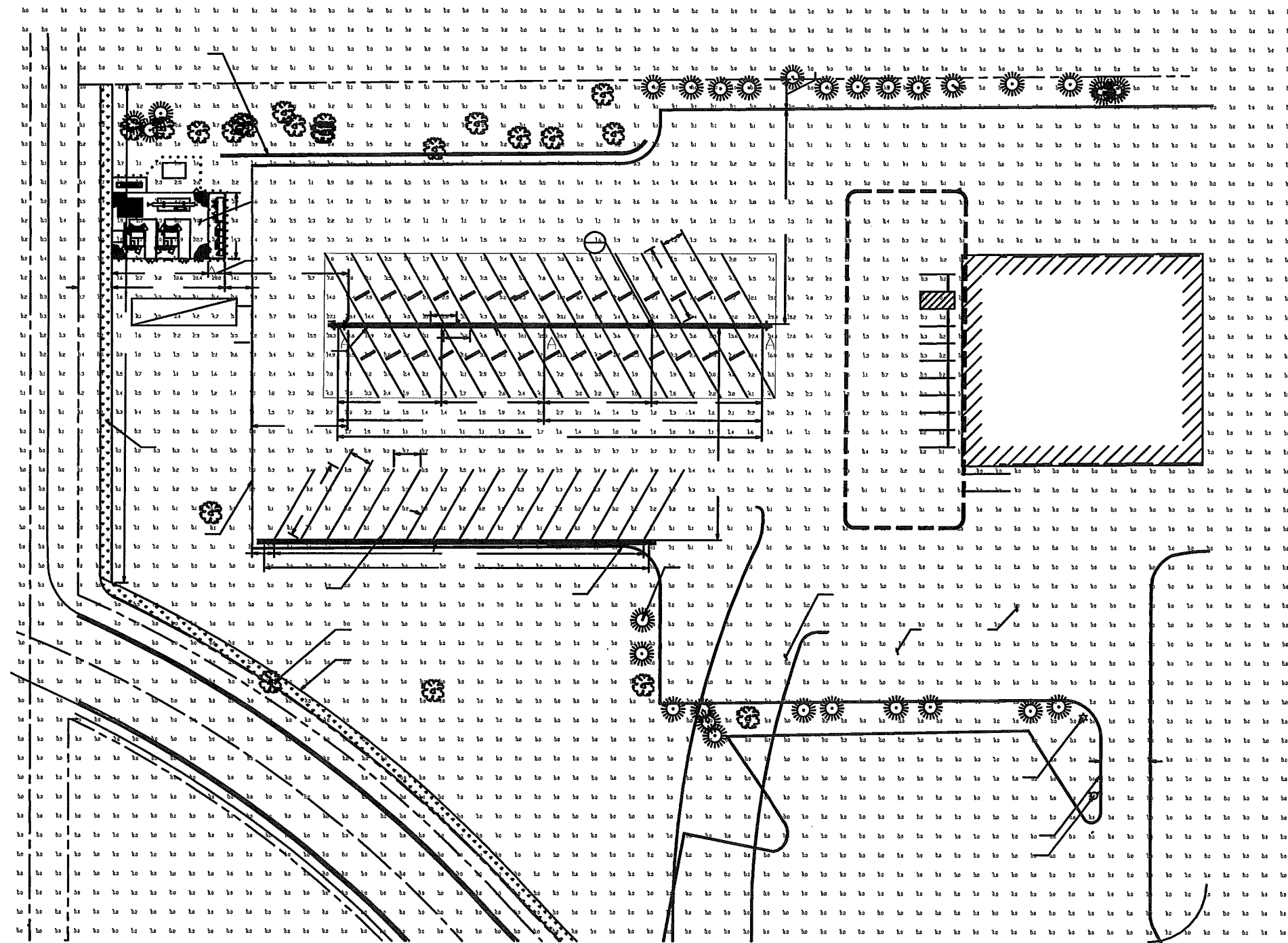
DATE	INITIAL RELEASE
5-19-14	
REV	
0	

OWNER	PROJECT
CE - PILOT/FLYING J 3020 OLD RANCH PARKWAY, SUITE 400 SEAL BEACH, CA 90740	NS FUEL POST

NorthStar, Inc. 1600 UNION CENTER ROAD EVANSTON, WY, 82930 PH (307) 789-5088 FAX (307) 789-8662 CELL (800) 621-6720 MARK CLDHAM	APPROVED
---	--------------

TITLE
FUEL POST OVERVIEW

DRAWN / DATE	CHECKED / DATE
DC / 5-19-14	JW / 5-19-14
DRAWING	
9317-2	
SHEET	
2	



XLCM
LED Crossover Area Light



PERSPECTIVE VIEW

END VIEW



SIDE VIEW



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts
	4	A	D180°	XLCM-5-LED-HD-CV-D180-33' MH	1.000	N.A.	62284	552.8

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
CalcPts	Illuminance	Fc	0.78	36.2	0.0	N.A.	N.A.	
PARKING AREA	Illuminance	Fc	6.44	35.0	1.4	4.60	25.00	

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

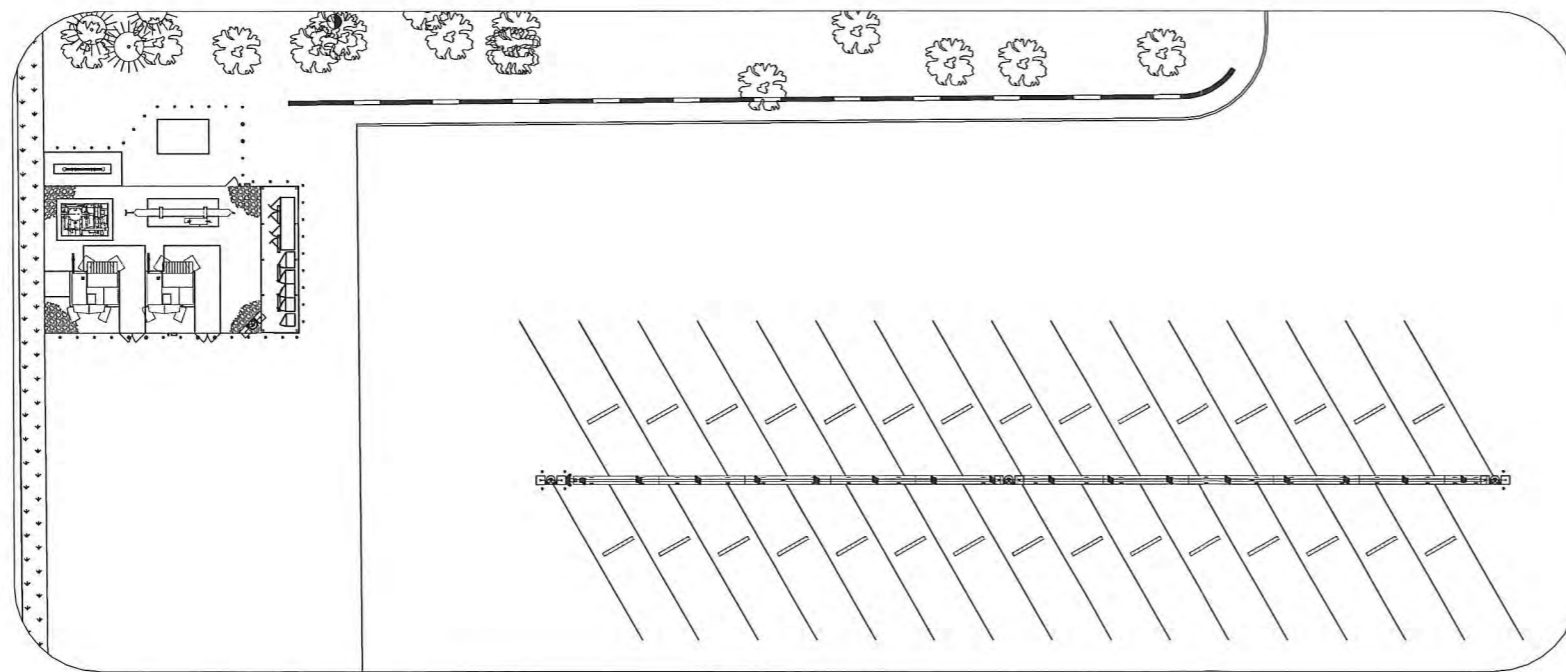
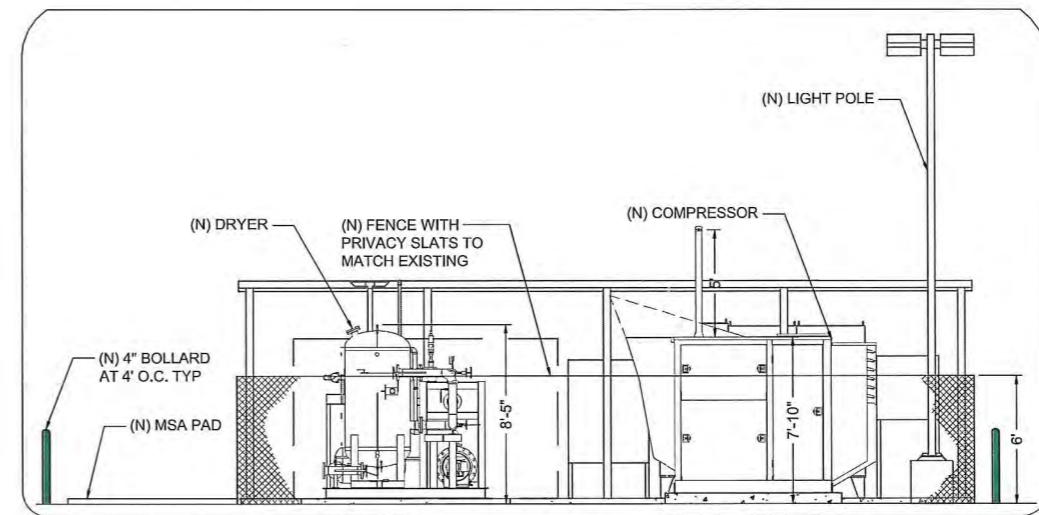
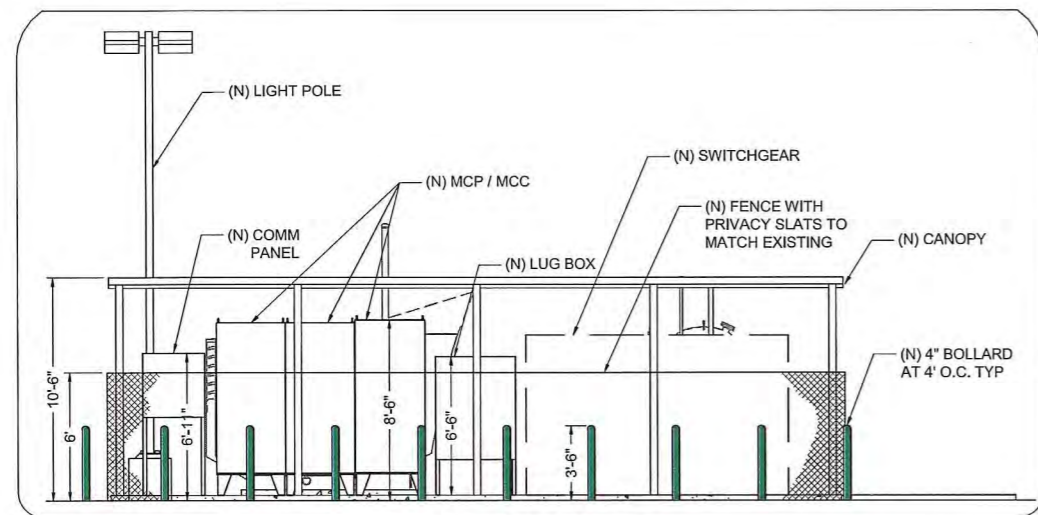
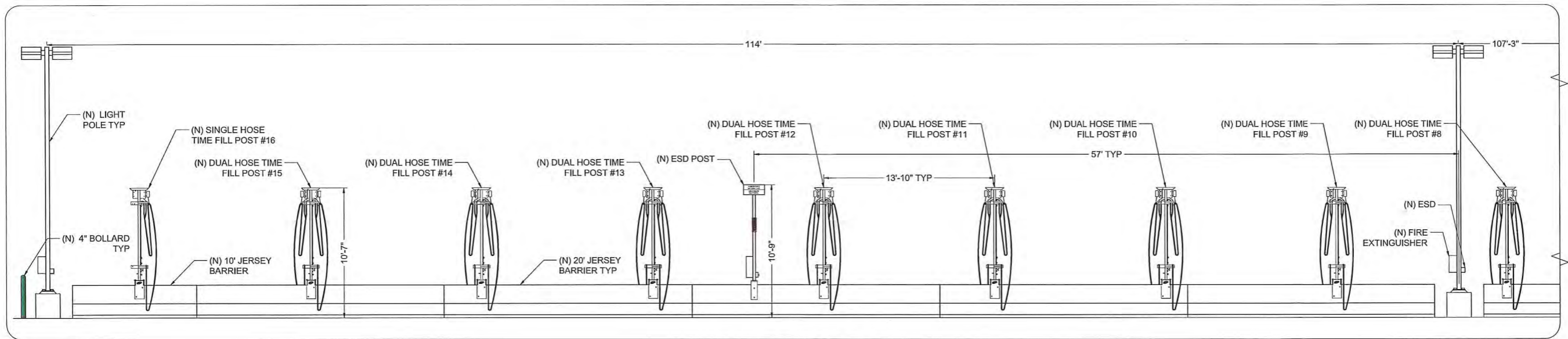
This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LEDs and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted.

Total Project Watts
Total Watts = 22112



LIGHTING PROPOSAL LD-125156
 LNG FUELING STATION
 10295 SW RIDDER ROAD
 WILSONVILLE, OR
 DATE: 06-29-15 REV: SHEET 1 OF 1
 SCALE: 1"=30'

Color Board

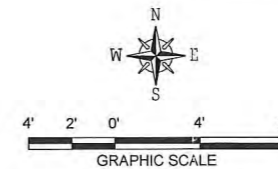


COLOR CHART

ITEM	COLOR
CANOPY	WHITE
BOLLARDS / COVERS	GREEN - PANTONE 361 EC (SEE NOTE 1)
FENCING SLATS	BLUE TO MATCH EXISTING

NOTES

- COLOR IS TO MATCH PANTONE COLOR SYSTEM OR EQUIVALENT 1101 HIGH GLOSS LAQUER ENAMEL OR EQUIVALENT.
- CONTRACTOR SHALL PRIME AND PAINT OR PROVIDE GREEN PLASTIC COVERS ON ALL BOLLARDS AND RAILING.
- CONTRACTOR SHALL PRIME ALL BOLLARDS USING PLASTIC COVERS FOR CORROSION PROTECTION.



DIGIFERT

Know what's below. CALL 811 before you dig.
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Clean Energy

1511 HAZ ANTHUR COURT, STE. 403 | NEWPORT BEACH, CA 92660
TEL: (949) 471-1051 | FAX: (949) 724-1337 | WWW.CLEANENERGY.PUB.LIC.COM

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REPUBLIC SERVICES
10295 SW RIDDER RD
WILSONVILLE, OR 97070
GENERAL ARRANGEMENT & ELEVATIONS**

ASSET NO.: XXX-XX-XXXXX
CR: (11-11-2015) Drawing: 005-CG-GENERAL ARRANGEMENT AND ELEVATIONS.dwg - FLOT: EDO-jun 18, 2015 - 4:25PM - NOT FOR CONSTRUCTION

DATE	DESIGNED BY	FAA
05/06/2015	CHECKED BY	MES
SCALE	APPROVED BY	ELR
AS NOTED		
SHEET		
G-1.0		

DATE SIGNED: 05/06/2015



STOP MOTOR
SMOKING
FLAMMABLE GAS

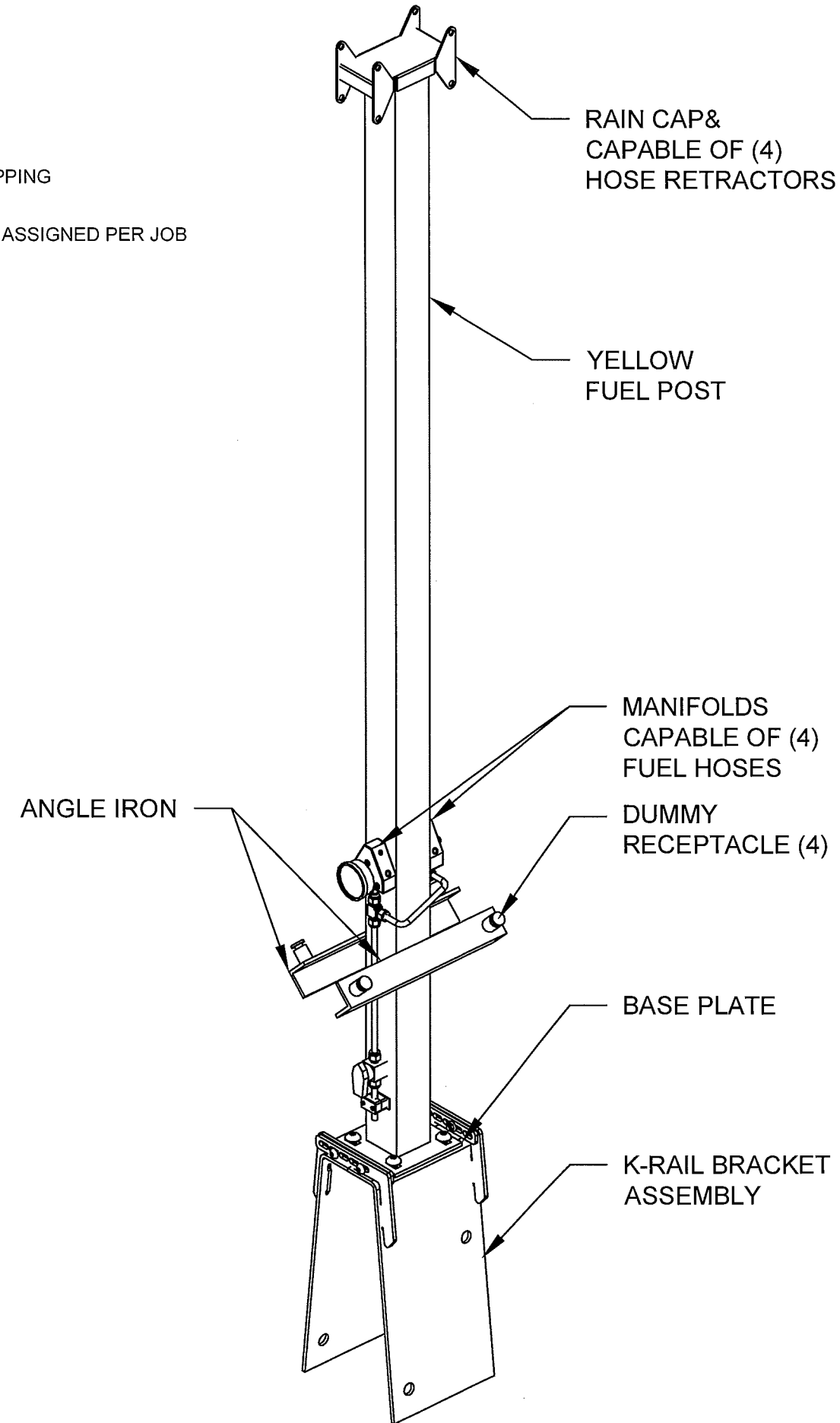
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9808

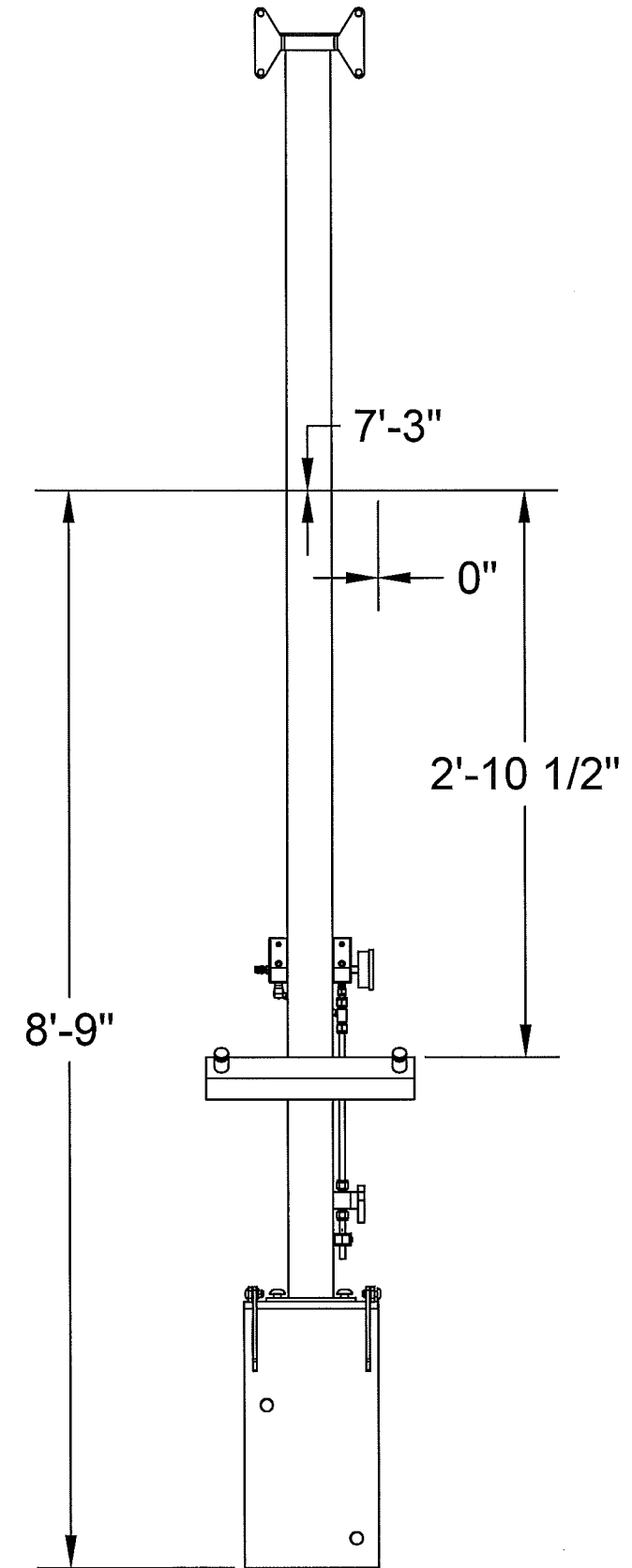
CINTAS

NOTES:

1. ALL WELDS ARE PER ASME B31.3 STANDARDS.
2. WELDER IDENTIFICATION # _____
3. ALL FLANGES TO BE 2-HOLED UNLESS SPECIFIED ON DWG
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8. ALL OPEN ENDS OF PIPE TO BE CAPPED WITH PLASTIC COVERS UNTIL ASSIGNED PER JOB
9. GAP ALL SOCKET WELDS $\frac{1}{8}$ "



FUEL POST #506006



REV	DATE	INITIAL	RELEASE
0	5-19-14		

OWNER	CE - PILOTFLYING J 3020 OLD RANCH PARKWAY, SUITE 400 SEAL BEACH, CA 90740	PROJECT	NS FUEL POST
-------	---	---------	--------------

<p>NorthStar, Inc. 1600 UNION CENTER ROAD EVANSTON WY, 82930</p> <p>PH: (307) 769-5088 FAX: (307) 769-8062 CELL: (307) 231-6721 MARK OLBRINK</p>

TITLE	
FUEL POST OVERVIEW	
DRAWN / DATE	CHECKED / DATE
DC / 5-19-14	JW / 5-19-14
DRAWING	
9317-2	
SHEET	
2	

Tax Map

SW 1/4 SECTION T3S R1W WM.
 WASHINGTON COUNTY OREGON
 SCALE 1"=200'

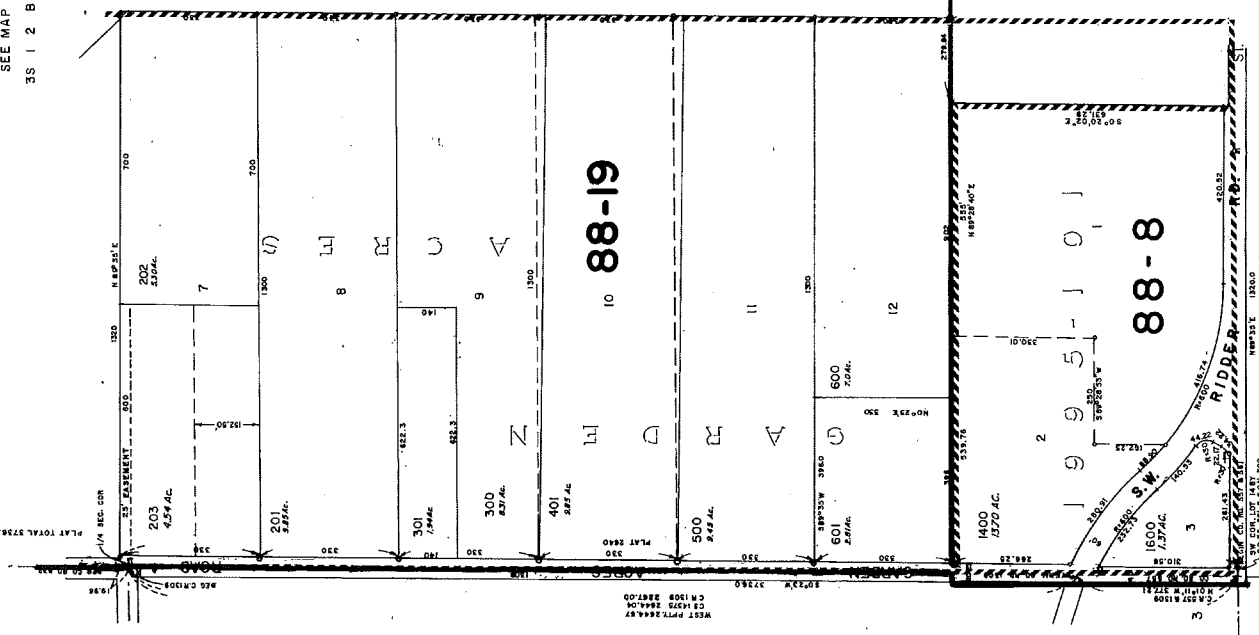
3S 1 2C

CANCELLED THE LOTS
 10, 12, 14, 16, 18, 20, 22, 24, 26,
 28, 30, 32, 34, 36, 38, 40,
 42, 44, 46, 48, 50

SEE MAP
 3S 1 2 B

SEE MAP
 3S 1 2CA

SEE MAP
 3S 1 2D

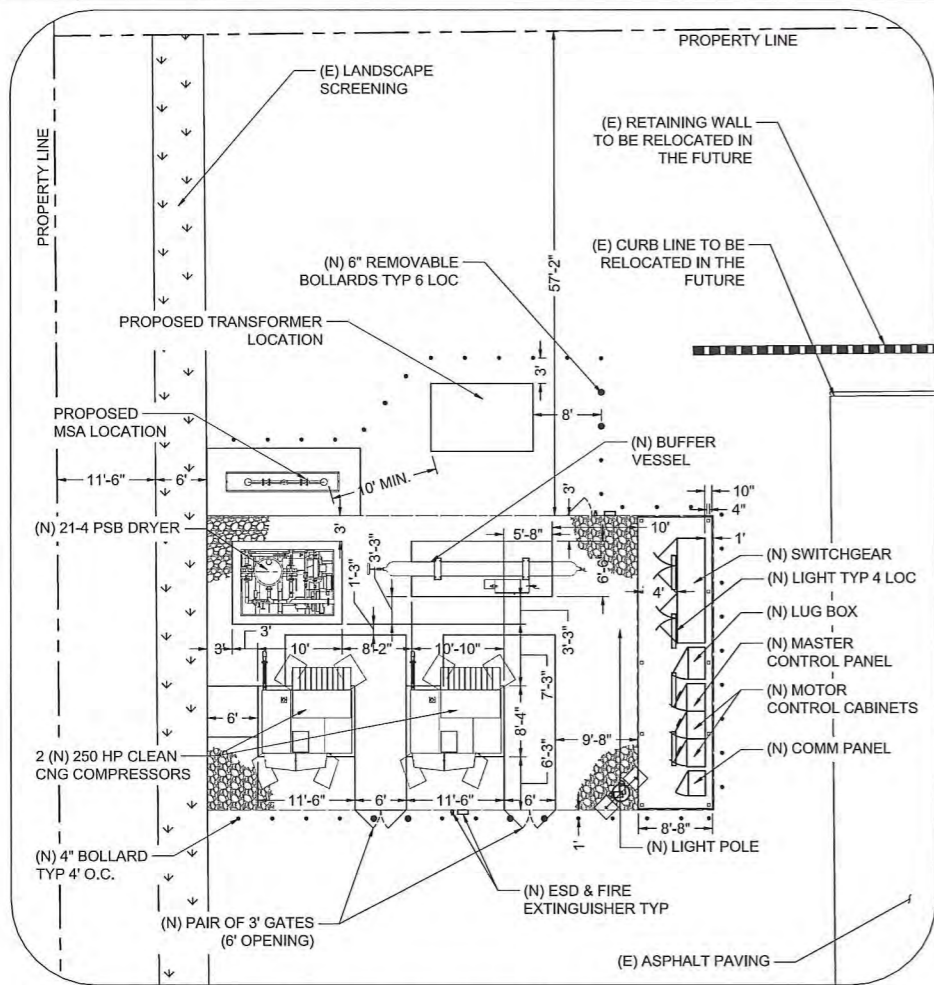


SEE MAP
 3S 1 3D

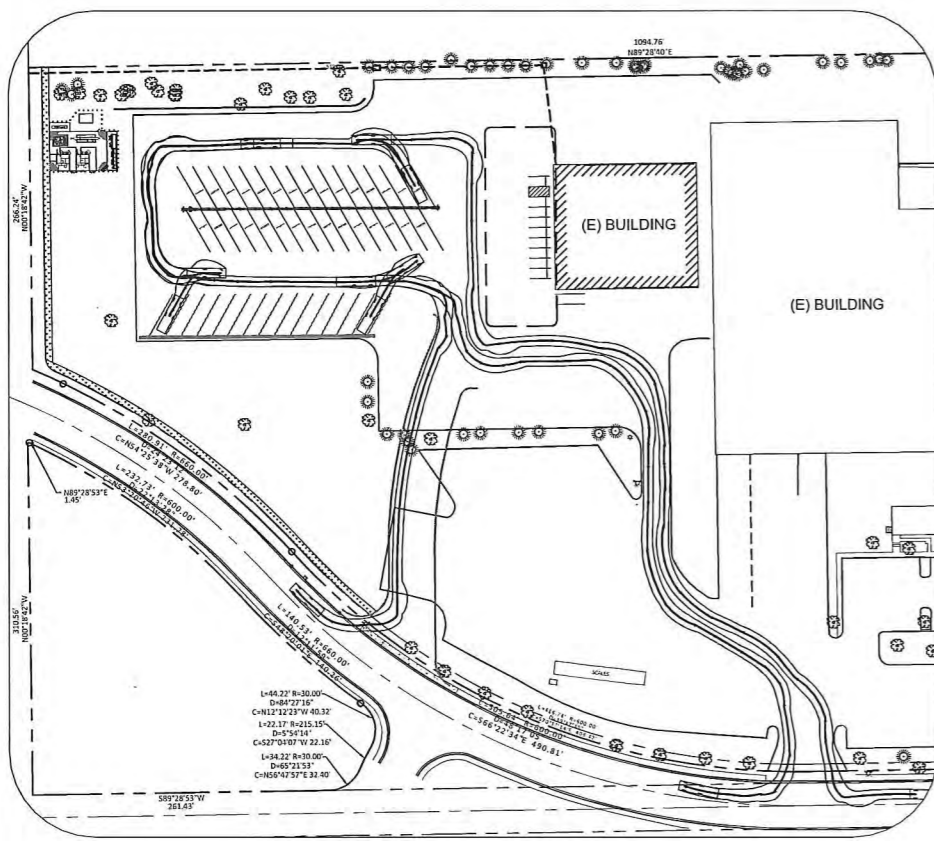
WILSONVILLE
 3S 1 2C

CLACKAMAS CO.

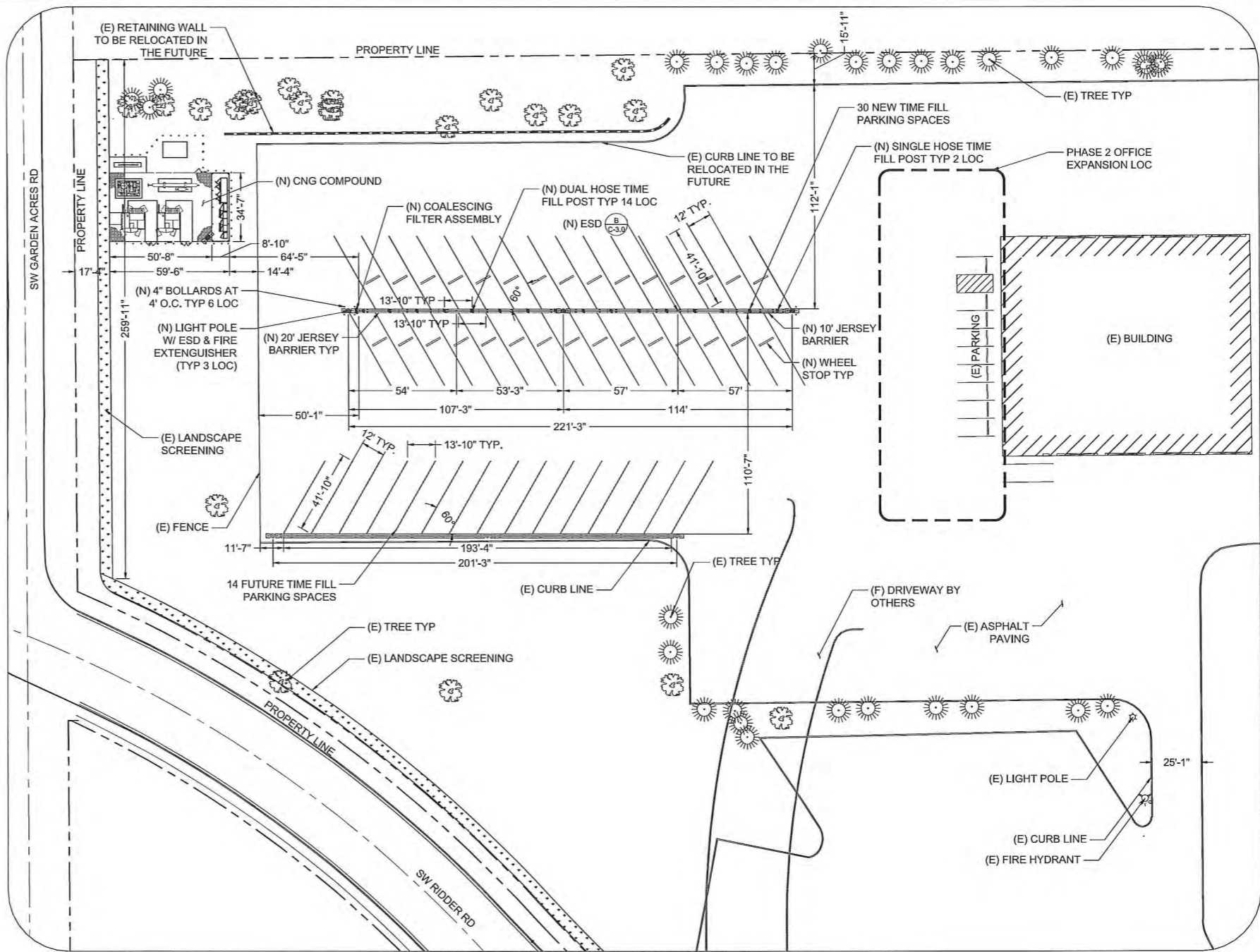
Reduced Plans



EQUIPMENT COMPOUND LAYOUT (1" = 10')



AUTOTURN (1" = 75')



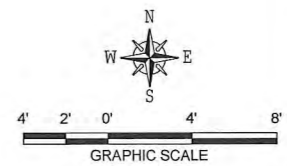
CIVIL SITE PLAN (1" = 30')

VICINITY MAP



GENERAL NOTES

1. ALL TRAFFIC CONTROL SIGNS SHALL BE FABRICATED AS SHOWN IN THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS EXCEPT AS NOTED ON THE PLANS.
2. ALL CURB RADI ARE SHOWN TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE OF CURB, WHERE APPLICABLE, UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL PROPERTY CORNERS.
5. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AND CURB & GUTTER IN GRADE, SIZE, TYPE, AND ALIGNMENT AT ADJACENT ROADWAYS/ DRIVEWAYS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS.
7. ALL PAVEMENT PAINT SHALL BE SHERWIN WILLIAMS "PROMAR TRAFFIC MARKING", WHITE ON ASPHALT, YELLOW ON CONCRETE. PAINT SHALL BE APPLIED IN TWO (2) COATS TO A CLEAN, DRY SURFACE USING TEMPLATE OR STRIPING MACHINE. STRIPES SHALL BE 4" WIDE UNLESS OTHERWISE NOTED.



GreenbergFarrow
 19000 MACARTHUR BLVD, SUITE 250
 IRVINE, CA 92612
 PHONE: (949) 256-6560
 FAX: (949) 256-0419
 OREGON REGISTRATION # 87063PE



EXP. DATE: 06/30/2016
 EXPIRES: 05/06/2015
 DATE SIGNED: 05/06/2015

**CNG FUELING STATION
 REPUBLIC SERVICES
 10295 SW RIDDER RD
 WILSONVILLE, OR 97070
 SITE PLAN**

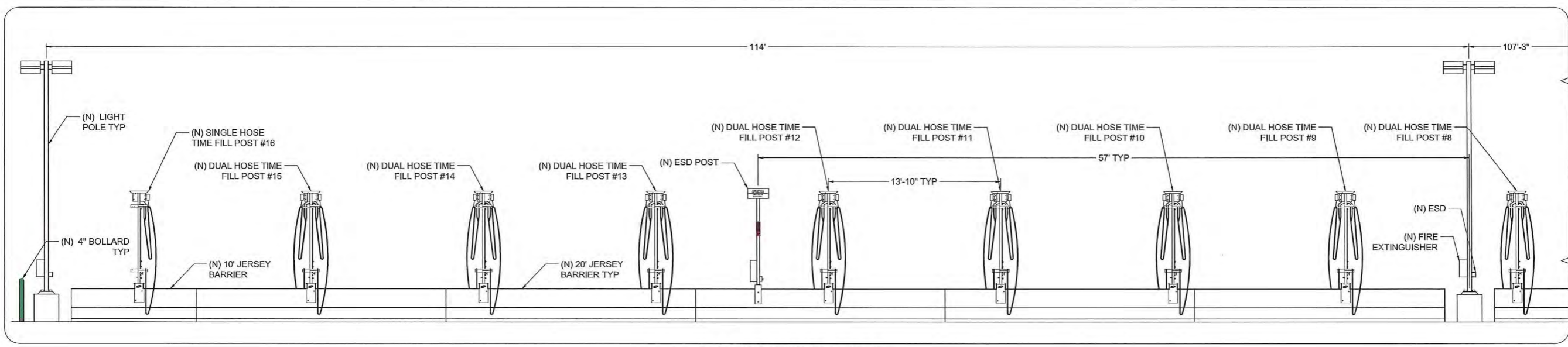
DATE: 05/06/2015
 DESIGNED BY: FAA
 CHECKED BY: MEG
 APPROVED BY: RLR
 SCALE: AS NOTED
 SHEET: C-1.0



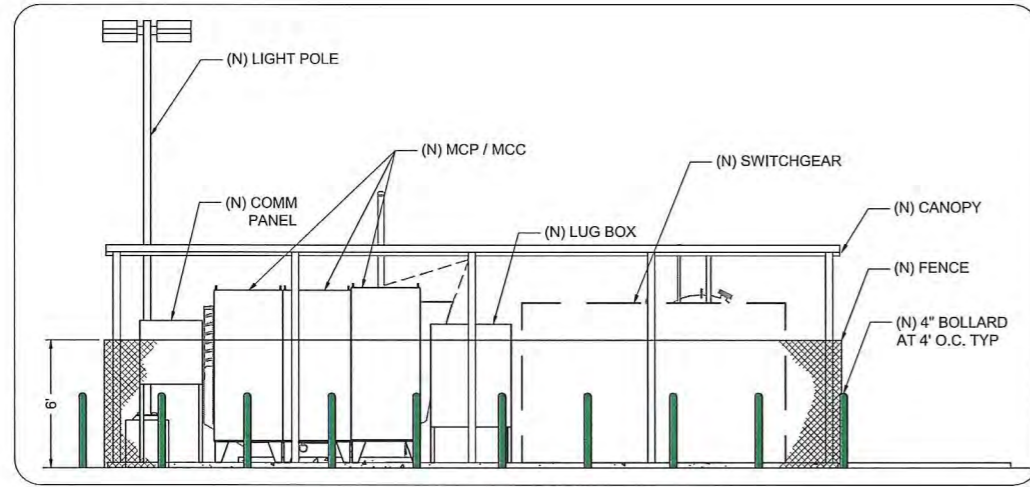
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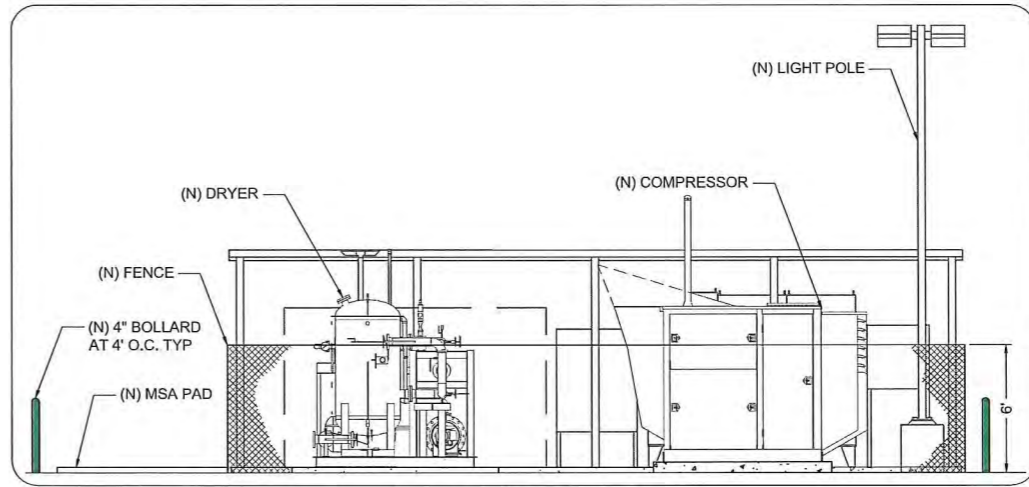
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 CAUTION: THE PENALTY MAY BE REDUCED
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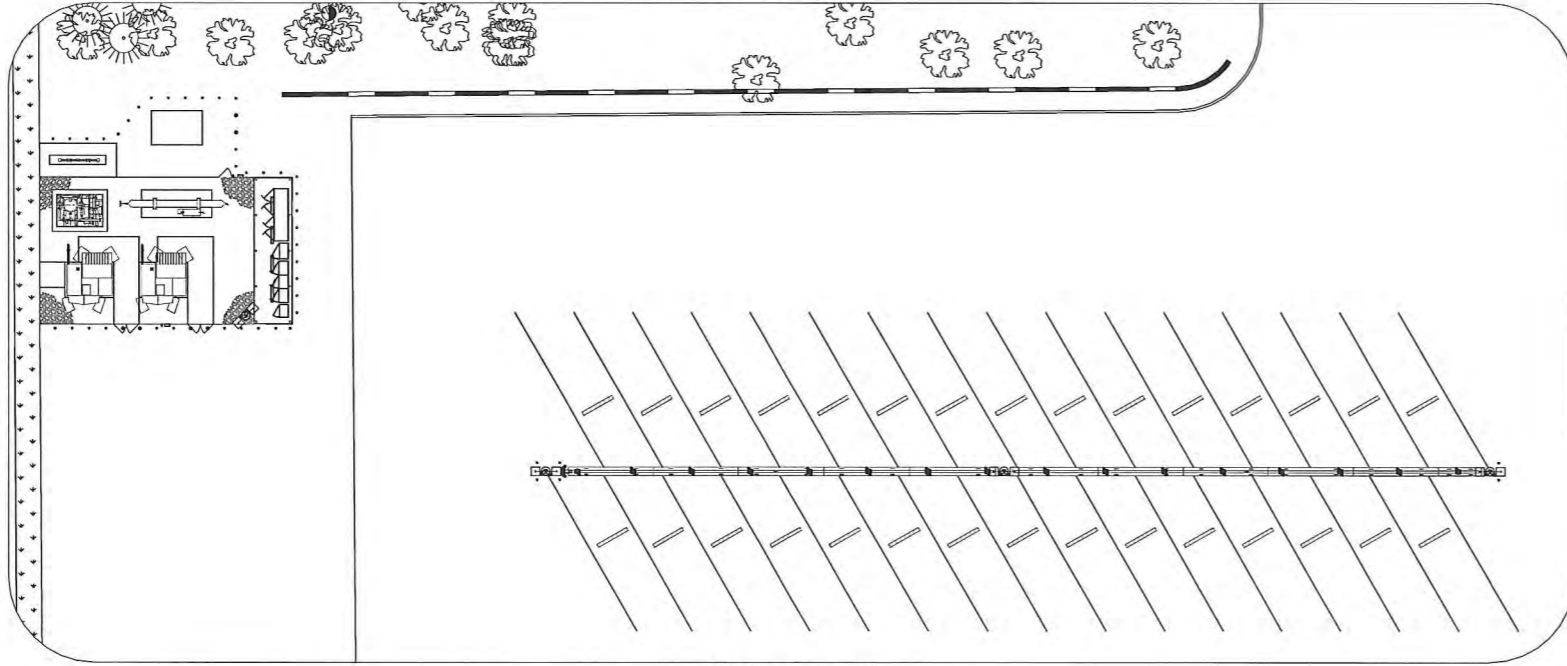
TIME FILL ELEVATIONS 1"=4'



EAST ELEVATION 1" = 4'



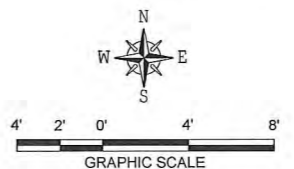
WEST ELEVATION 1" = 4'



KEY MAP 1" = 20'

COLOR CHART	
ITEM	COLOR
BOLLARDS / COVERS	GREEN - PANTONE 361 EC (SEE NOTE 1)
FENCING & GATES	GALV CHAIN LINK

- NOTES**
- COLOR IS TO MATCH PANTONE COLOR SYSTEM OR EQUIVALENT 1101 HIGH GLOSS LAQUER ENAMEL OR EQUIVALENT.
 - CONTRACTOR SHALL PRIME AND PAINT OR PROVIDE GREEN PLASTIC COVERS ON ALL BOLLARDS AND RAILING.
 - CONTRACTOR SHALL PRIME ALL BOLLARDS USING PLASTIC COVERS FOR CORROSION PROTECTION.



DATE SIGNED: 05/06/2015

0	05/06/15	ISSUED FOR PERMIT SUBMITTAL	FA
1		REVISED PER PERMIT SUBMITTAL	FA
2		REVISED PER PERMIT SUBMITTAL	FA
3		REVISED PER PERMIT SUBMITTAL	FA

Clean Energy

10295 SW RIDDER RD
WILSONVILLE, OR 97070

TEL: (503) 261-1111 FAX: (503) 261-1111
WWW.CLEANENERGY.COM

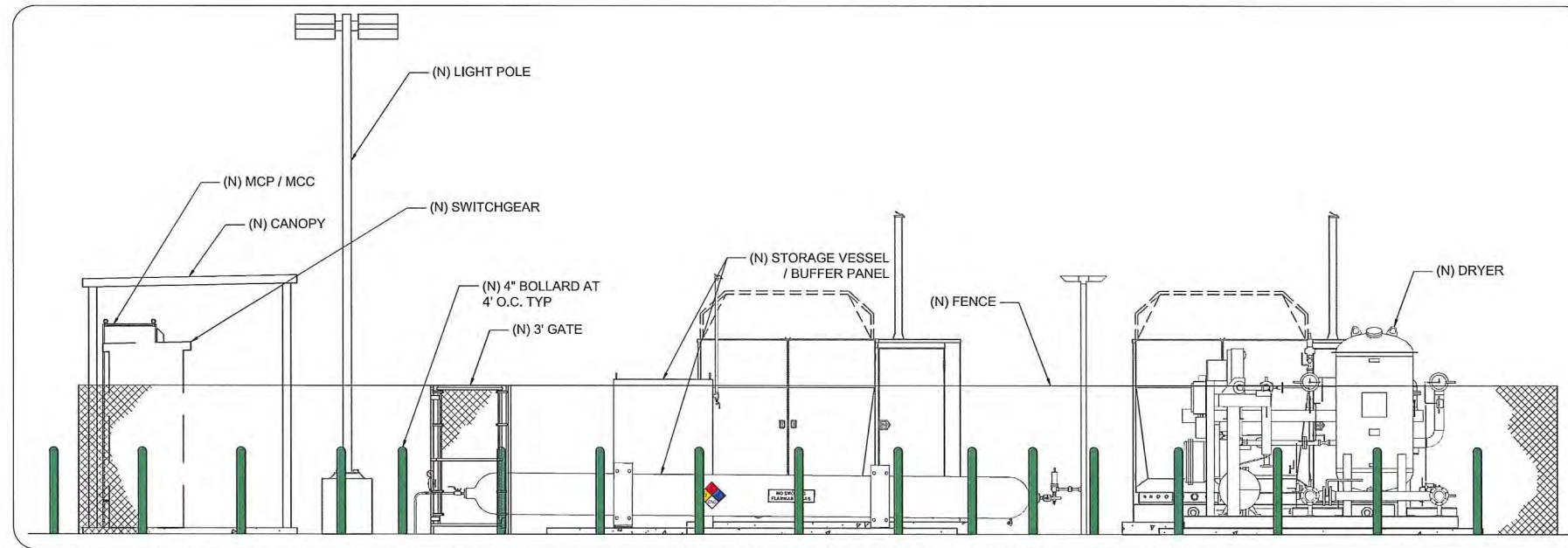
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**CNG FUELING STATION
REPUBLIC SERVICES
10295 SW RIDDER RD
WILSONVILLE, OR 97070
GENERAL ARRANGEMENT & ELEVATIONS**

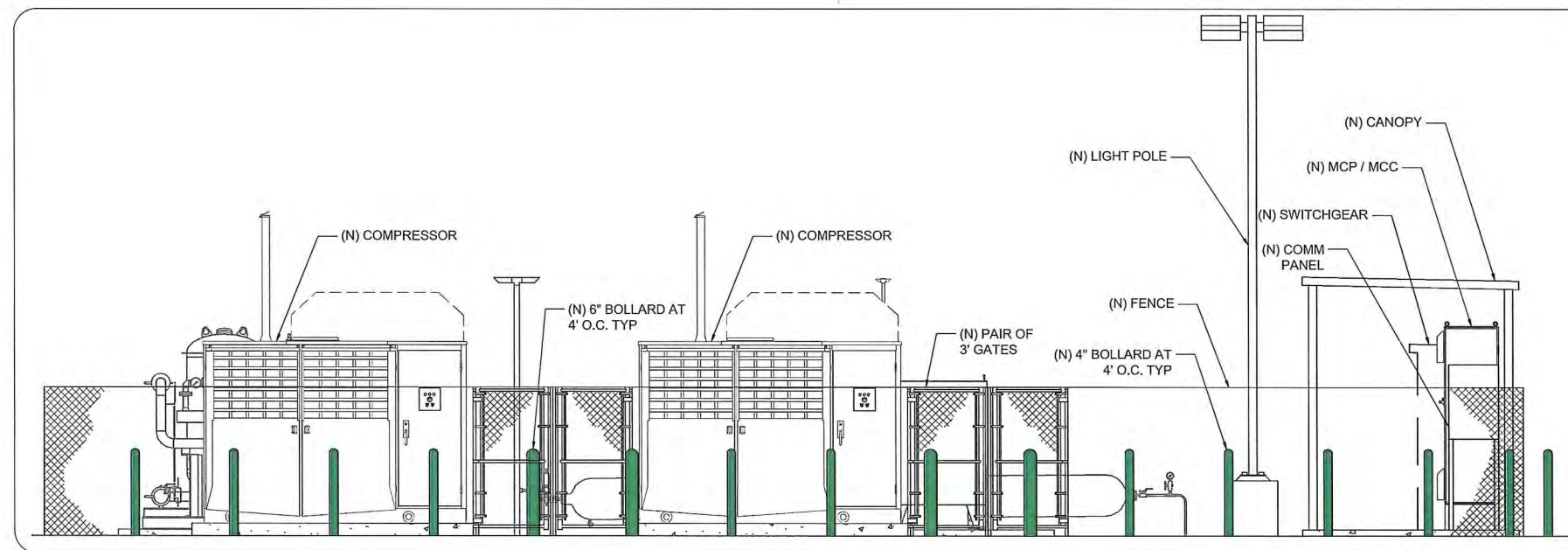
ASSET NO.: X005-X005-X00000

DATE	DESIGNED BY	FAA
05/06/2015	CHECKED BY	MEG
SCALE	APPROVED BY	RLR
SHEET		

G-1.0



NORTH ELEVATIONS 1"=3'



SOUTH ELEVATIONS 1"=3'

COLOR CHART

ITEM	COLOR
BOLLARDS / COVERS	GREEN -PANTONE 361 EC (SEE NOTE 1)
FENCING & GATES	GALV CHAIN LINK

NOTES

- COLOR IS TO MATCH PANTONE COLOR SYSTEM OR EQUIVALENT 1101 HIGH GLOSS LAQUER ENAMEL OR EQUIVALENT.
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- CONTRACTOR SHALL PRIME ALL BOLLARDS USING PLASTIC COVERS FOR CORROSION PROTECTION.



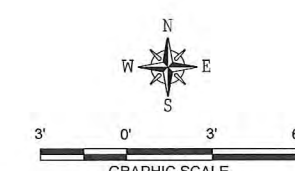
Know what's below. CALL 811 before you dig.
 REDUCED PLAN
 CAUTION: THE DRAWING MAY BE REDUCED
 0 1 2 3
 REV DATE ISSUED FOR PERMIT SUBMITTAL REVISIONS
 0 05/06/15



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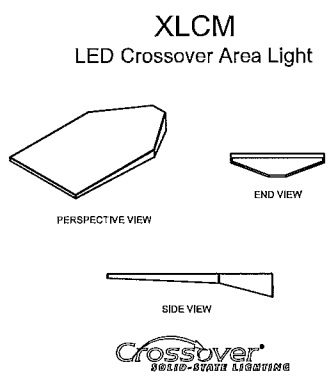
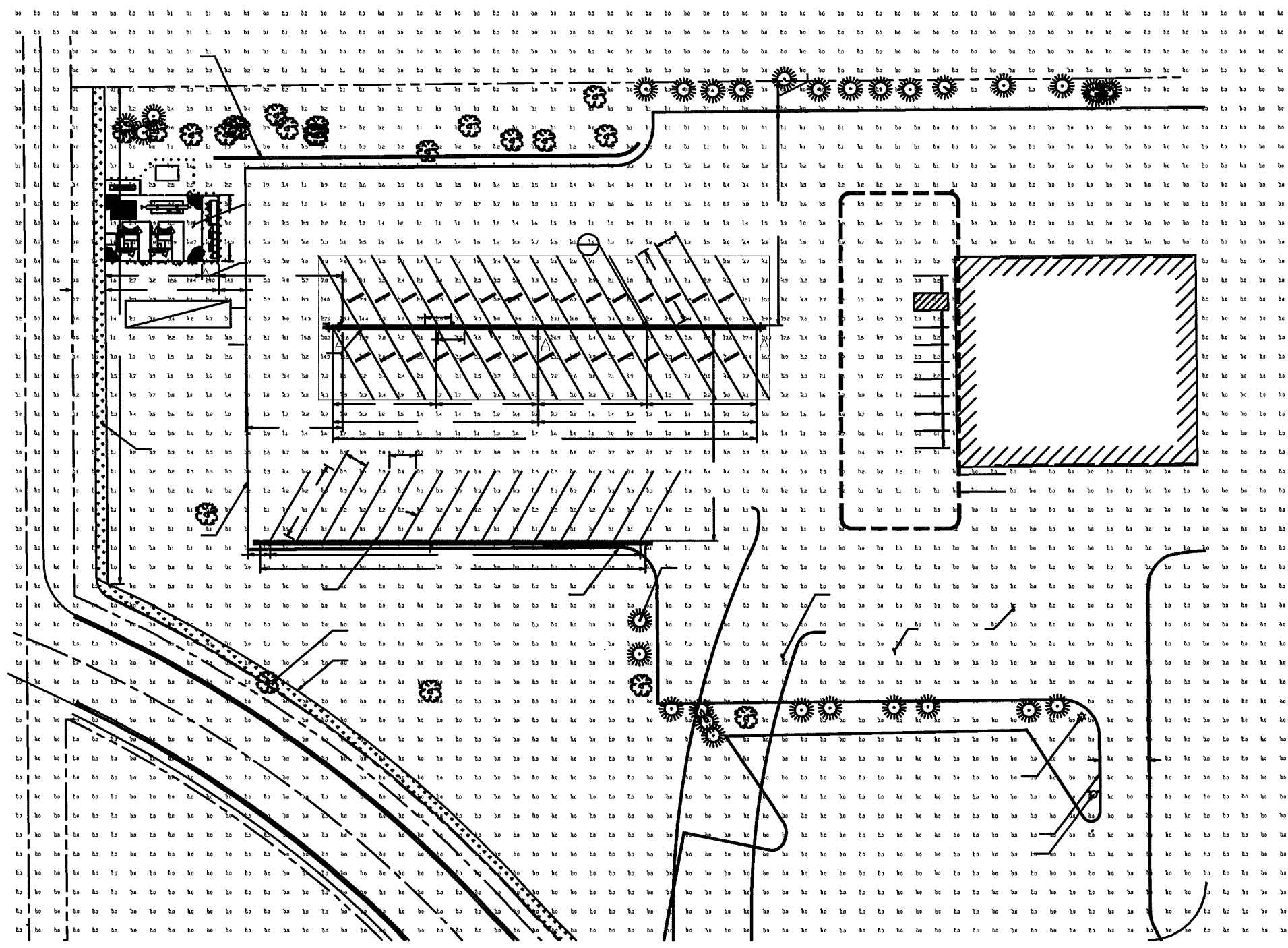
CNG FUELING STATION
 REPUBLIC SERVICES
 10295 SW RIDDER RD
 WILSONVILLE, OR 97070
 GENERAL ARRANGEMENT & ELEVATIONS

DATE	DESIGNED BY	FAA
05/06/2015	ME5	
SCALE	CHECKED BY	RLH
AS NOTED	APPROVED BY	
SHEET	G-1.0	



DATE SIGNED: 05/06/2015

W:\Engineering Projects - Comm\Republic Services\Republic Services - Wilsonville, OR - (1111-10295) Drawings\050615\050615.dwg - GENERAL ARRANGEMENT AND ELEVATIONS.dwg - REVISED - JUN 17, 2015 7:29:57 AM - NOT FOR CONSTRUCTION
 ASSET NO: XXX-XX-XXXXX



Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts
	4	A	DI80*	XLCM-S-LED-HO-CW-DI80-33' MH	1.000	N.A.	62284	552.8

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts	Illuminance	Fc	0.78	36.2	0.0	N.A.	N.A.
PARKING AREA	Illuminance	Fc	6.44	35.0	1.4	4.60	25.00

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LEDs and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted.

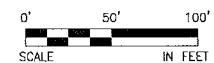
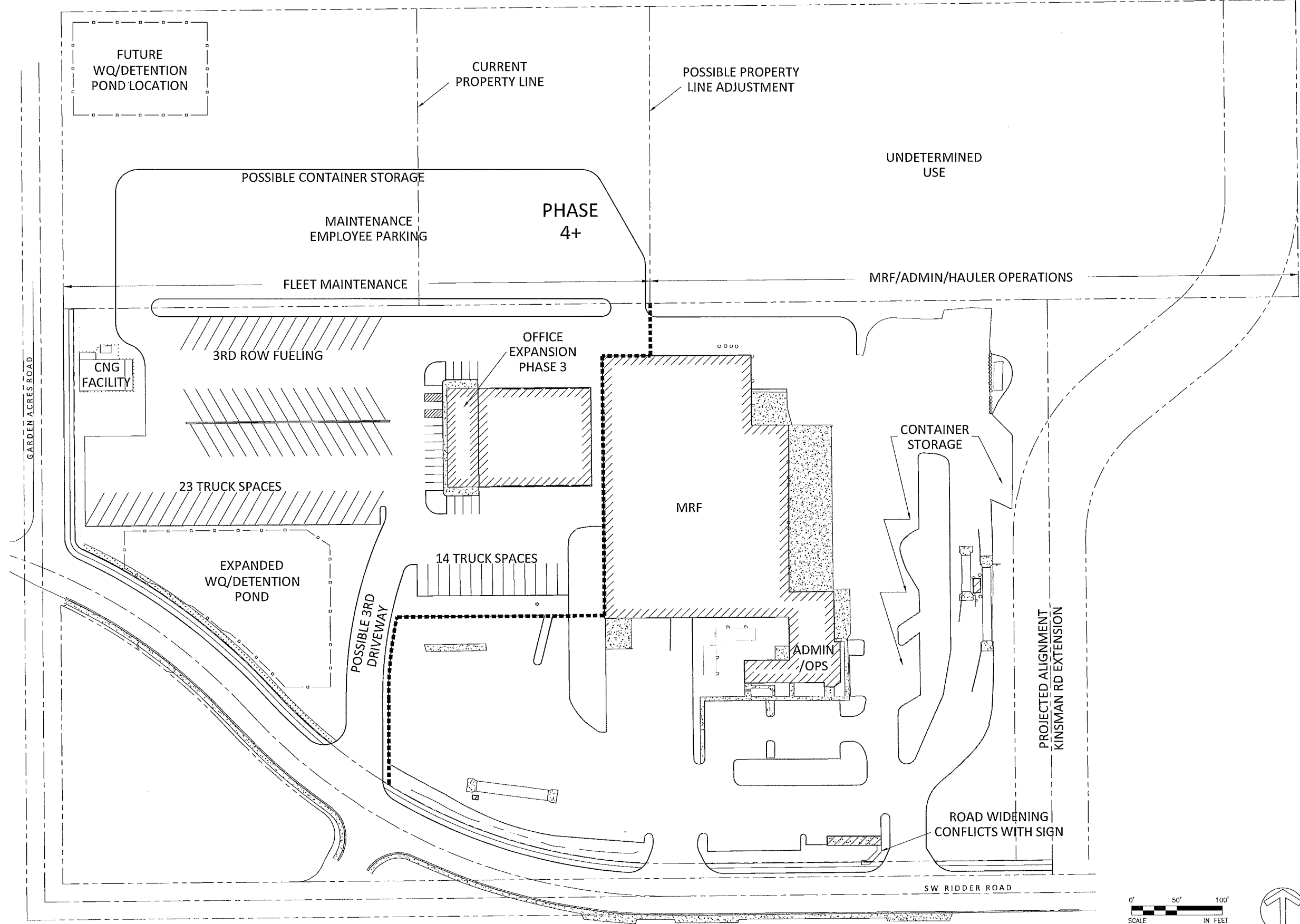
Total Project Watts
Total Watts = 2211.2

LIGHTING PROPOSAL LD-125156

CNG FUELING STATION
10295 SW RIDDER ROAD
WILSONVILLE, OR

DATE: 6-29-19 REV: SHEET 1 OF 1

SCALE: 1"=30' 0 30



8025 SW WASHINGTON SQUARE RD.
 PORTLAND, OREGON 97223
 P 503.643.8296
 F 844.715.4143
 www.pdg.com

PDG

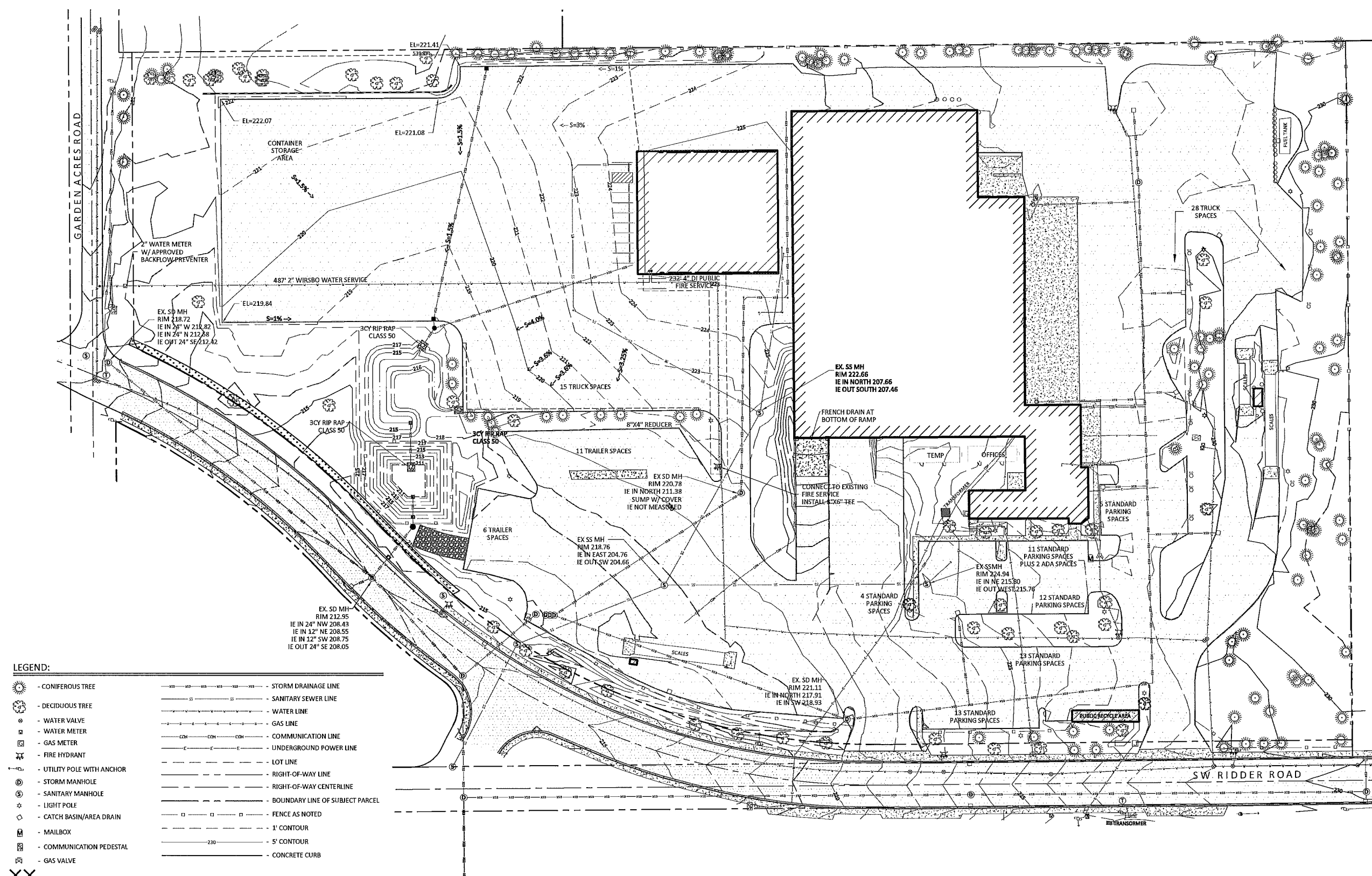
PIONEER DESIGN GROUP, INC.

MASTER PLAN - 2015 UPDATE

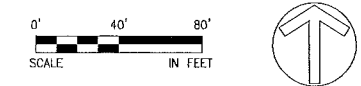
REPUBLIC SERVICES - PDI STAGE I
WASHINGTON COUNTY, OR

Designed by	SFG	Date	06/19/15
Drawn by	SFG	Date	06/19/15
Reviewed by	BEF	Date	06/19/15
Project No.	999-158	REF.	
Horiz. Scale:	1"=40'		
Vert. Scale:	1"=10'		
By			
Revision			
Date			
No.			
Project	REPUBLIC SERVICES		
No.	999-158		
Type	PLANNING		
Sheet			

1 of 3



- LEGEND:**
- CONIFEROUS TREE
 - DECIDUOUS TREE
 - WATER VALVE
 - WATER METER
 - GAS METER
 - FIRE HYDRANT
 - UTILITY POLE WITH ANCHOR
 - STORM MANHOLE
 - SANITARY MANHOLE
 - LIGHT POLE
 - CATCH BASIN/AREA DRAIN
 - MAILBOX
 - COMMUNICATION PEDESTAL
 - GAS VALVE
 - STORM DRAINAGE LINE
 - SANITARY SEWER LINE
 - WATER LINE
 - GAS LINE
 - COMMUNICATION LINE
 - UNDERGROUND POWER LINE
 - LOT LINE
 - RIGHT-OF-WAY LINE
 - RIGHT-OF-WAY CENTERLINE
 - BOUNDARY LINE OF SUBJECT PARCEL
 - FENCE AS NOTED
 - 1' CONTOUR
 - 5' CONTOUR
 - CONCRETE CURB
 - EXISTING CONCRETE
 - EXISTING ASPHALT PAVEMENT
 - EXISTING BUILDING FOOTPRINT



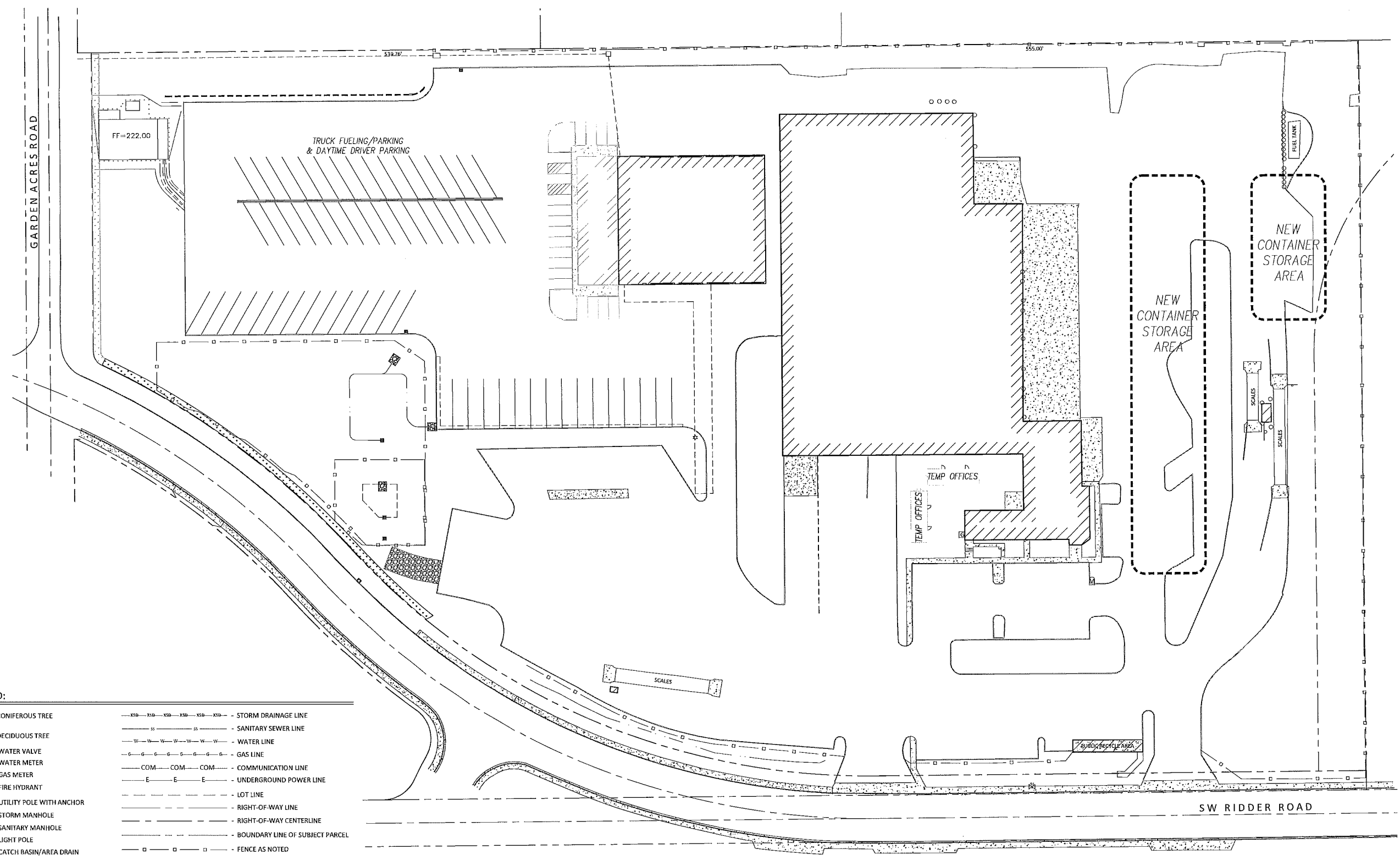
8000 SW WASHINGTON SQUARE RD.
SUITE 170
PORTLAND, OREGON 97223
P: 503.643.2288
www.pdg.com

PDG
PIONEER DESIGN GROUP, INC.

EXISTING CONDITIONS

REPUBLIC SERVICES - PDI STAGE I
WASHINGTON COUNTY, OR

Designed by	SFG	Date	06/19/15
Drawn by	SFG	Date	06/19/15
Reviewed by	BEF	Date	06/19/15
Project No.	999-158.a	REF.	
Horiz. Scale:	1"=10'	Vert. Scale:	1/8"=10'
By	TSW		
Revision			
Date	8/10/2015	Issues	
No.	1		
Project	REPUBLIC SERVICES		
No.	999-158.a		
Type	PLANNING		
Sheet	2 of 3		



LEGEND:

- CONIFEROUS TREE	- STORM DRAINAGE LINE
- DECIDUOUS TREE	- SANITARY SEWER LINE
- WATER VALVE	- WATER LINE
- WATER METER	- GAS LINE
- GAS METER	- COMMUNICATION LINE
- FIRE HYDRANT	- UNDERGROUND POWER LINE
- UTILITY POLE WITH ANCHOR	- LOT LINE
- STORM MANHOLE	- RIGHT-OF-WAY LINE
- SANITARY MANHOLE	- RIGHT-OF-WAY CENTERLINE
- LIGHT POLE	- BOUNDARY LINE OF SUBJECT PARCEL
- CATCH BASIN/AREA DRAIN	- FENCE AS NOTED
- MAILBOX	- 1' CONTOUR
- COMMUNICATION PEDESTAL	- 5' CONTOUR
- GAS VALVE	- CONCRETE CURB
- SAWCUT LINE	- EXISTING CONCRETE
	- EXISTING ASPHALT PAVEMENT
	- EXISTING BUILDING FOOTPRINT

8220 SW WASHINGTON SQUARE RD.
 SUITE 200
 PORTLAND, OREGON 97223
 P 503.643.8266
 F 844.716.4743
 www.pdg-arc.com

PDG
 PIONEER DESIGN GROUP, INC.

**PDI STAGE II, PHASE 2
 DEVELOPMENT PLAN**

REPUBLIC SERVICES - PDI STAGE I
 WASHINGTON COUNTY, OR

Designed by	SFG	Date	06/19/15
Drawn by	SFG	Date	06/19/15
Reviewed by	BEF	Date	06/19/15
Project No.	999-158	REF.	
Horiz. Scale:	N/A	Vert. Scale:	AS NOTED
28500_03E2C04.dwg			

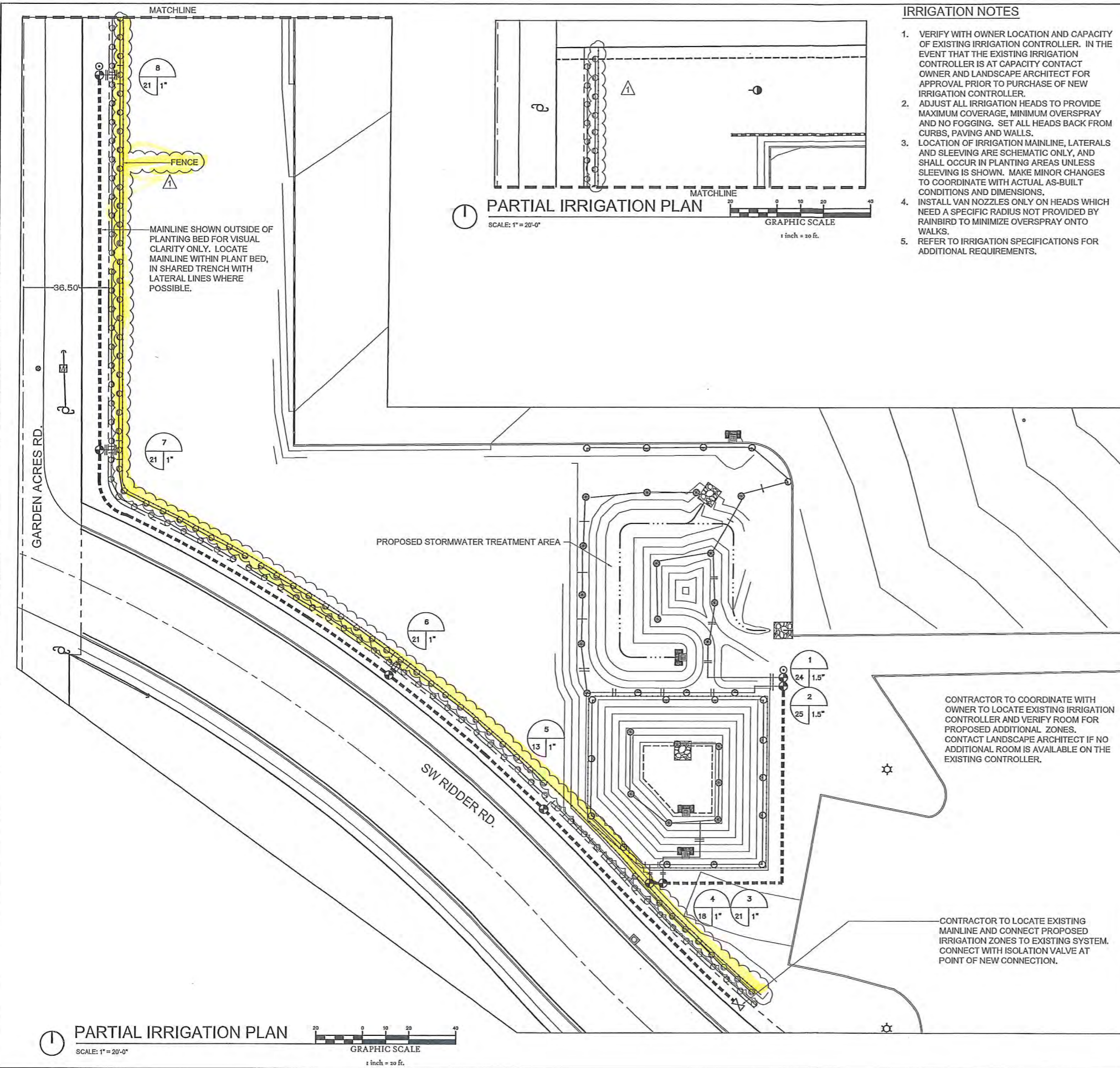
By _____

Revision _____

Date _____

No. _____

station2, Plotted: Oct 07, 2014 - 9:48am, H:\2014\324105_Republic Services\07_Drawings\1.0 - Irrigation Plan PH1 06.19.14.dwg



IRRIGATION NOTES

1. VERIFY WITH OWNER LOCATION AND CAPACITY OF EXISTING IRRIGATION CONTROLLER. IN THE EVENT THAT THE EXISTING IRRIGATION CONTROLLER IS AT CAPACITY CONTACT OWNER AND LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PURCHASE OF NEW IRRIGATION CONTROLLER.
2. ADJUST ALL IRRIGATION HEADS TO PROVIDE MAXIMUM COVERAGE, MINIMUM OVERSPRAY AND NO FOGGING. SET ALL HEADS BACK FROM CURBS, PAVING AND WALLS.
3. LOCATION OF IRRIGATION MAINLINE, LATERALS AND SLEEVING ARE SCHEMATIC ONLY, AND SHALL OCCUR IN PLANTING AREAS UNLESS SLEEVING IS SHOWN. MAKE MINOR CHANGES TO COORDINATE WITH ACTUAL AS-BUILT CONDITIONS AND DIMENSIONS.
4. INSTALL VAN NOZZLES ONLY ON HEADS WHICH NEED A SPECIFIC RADIUS NOT PROVIDED BY RAINBIRD TO MINIMIZE OVERSPRAY ONTO WALKS.
5. REFER TO IRRIGATION SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

SIZE LATERAL LINES ACCORDING TO THE FOLLOWING SCHEDULE:

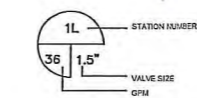
LATERAL LINE SIZING CHART CLASS 200		
GPM	SYMBOL	SIZE
0-10	---	3/4"
10-17	-/-	1"
17-27	///	1 1/4"
27-36	////	1 1/2"
36-56	/////	2"
56-83	-----	2 1/2"

ZONE SUMMARY

ZONE NUMBER	GPM	VALVE SIZE
1	24	1-1/2"
2	25	1-1/2"
3	21	1"
4	18	1"
5	13	1"
6	21	1"
7	21	1"
8	21	1"

IRRIGATION LEGEND

- ⊗ SHUT-OFF VALVE
- ⊙ QUICK COUPLING VALVE (RAINBIRD or APPROVED EQUAL)
- ⊕ DRAIN VALVE
- ⊕ GATE VALVE
- ⊕ RAINBIRD PESB-PRS-D, REMOTE CONTROL VALVE SEE PLAN FOR SIZES
- 1-1/2" SCHEDULE 40 MAIN LINE
- - - CLASS 200 PVC LATERAL LINE - SIZE PER SIZING CHART
- - - 3" CLASS 200 PVC SLEEVE



SPRAY HEAD LEGEND

MODEL #	DESCRIPTION	OPTIMAL OPERATING PRESSURE
180	RAINBIRD 8 U-SERIES	30 PSI
90	RAINBIRD R17-24 SERIES	30 PSI
120		
180		
240		
270		
360		

ALL SPRAYHEADS TO BE INSERTED ONTO RAINBIRD 1806 POPUPS

NOTE: ALL COMPONENTS SPECIFIED HERE ARE ONLY SUGGESTED COMPONENTS AND MAY BE REPLACED WITH AN APPROVED SUBSTITUTION.



SFA Design Group, LLC
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Portland, Oregon 97223
Ph: (503) 641-1831 Fax: (503) 643-7915
http://www.sfadg.com



TYPE II REUSED APPROVED

IRRIGATION PLANS
NOTES & LEGENDS
REPUBLIC SERVICES
WILSONVILLE, OREGON



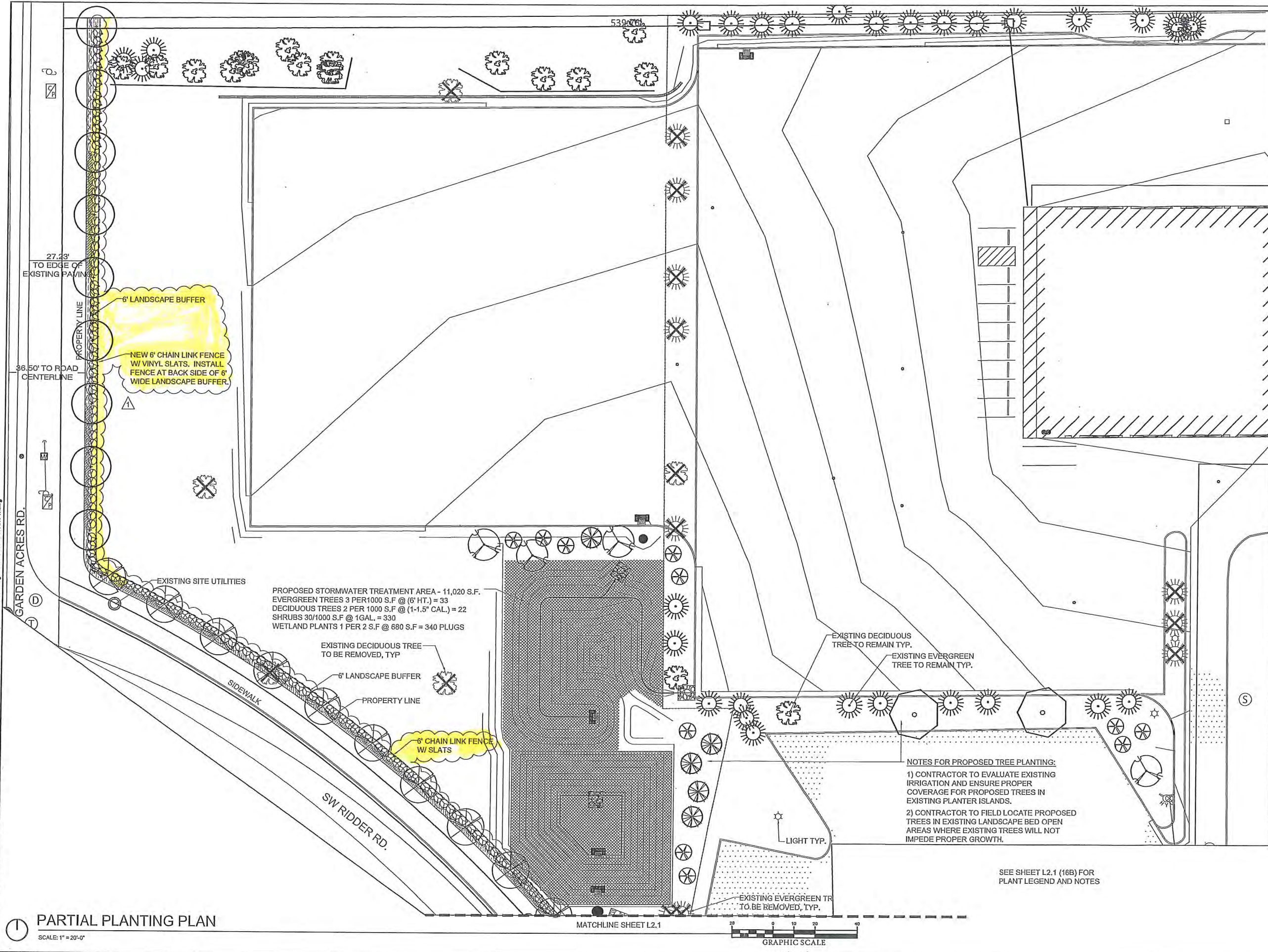
NO.	DATE	REVISION	BY
1	10.07.14	Condition of Approval	

DESIGNED BY	BDH	DATE	6/19/14
DRAWN BY	BDH	DATE	6/19/14
REVIEWED BY	LMB	DATE	6/19/14
PROJECT NO.	999-158 REF.		
SCALE	1"=20'		

L2.0 - Planting Plan.dwg

SHEET	15	OF	15
PROJECT NO.	REPUBLIC 999-158		
TYPE	LANDSCAPE		

station2, Plotted: Oct 07, 2014 - 8:57am, H:\2014\324105_Republic Services\07_Drawings\L2.0 - Planting Plan PH 061814.dwg



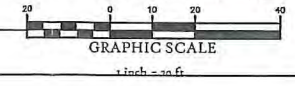
PARTIAL PLANTING PLAN

SCALE: 1" = 20'-0"

PROPOSED STORMWATER TREATMENT AREA - 11,020 S.F.
 EVERGREEN TREES 3 PER 1000 S.F @ (6' HT.) = 33
 DECIDUOUS TREES 2 PER 1000 S.F @ (1-1.5' CAL.) = 22
 SHRUBS 30/1000 S.F @ 1 GAL. = 330
 WETLAND PLANTS 1 PER 2 S.F @ 680 S.F = 340 PLUGS

NOTES FOR PROPOSED TREE PLANTING:
 1) CONTRACTOR TO EVALUATE EXISTING IRRIGATION AND ENSURE PROPER COVERAGE FOR PROPOSED TREES IN EXISTING PLANTER ISLANDS.
 2) CONTRACTOR TO FIELD LOCATE PROPOSED TREES IN EXISTING LANDSCAPE BED OPEN AREAS WHERE EXISTING TREES WILL NOT IMPEDE PROPER GROWTH.

SEE SHEET L2.1 (16B) FOR PLANT LEGEND AND NOTES



MACDONALD
 ENVIRONMENTAL PLANNING, P.C.
 PORTLAND, OR 97233
 PH: 503-224-1232 WWW.MACDONALD.COM

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 STRUCTURAL / CIVIL / PLANNING / IRRIGATION
 9020 SW Washington Square Dr, Suite 605
 Portland, Oregon 97223
 PH: (503) 641-4311 FAX: (503) 442-7905
 http://www.sfadg.com



TYPE II REVISED APPROVED

**PARTIAL
 PLANTING PLAN**
 REPUBLIC SERVICES
 WILSONVILLE, OREGON

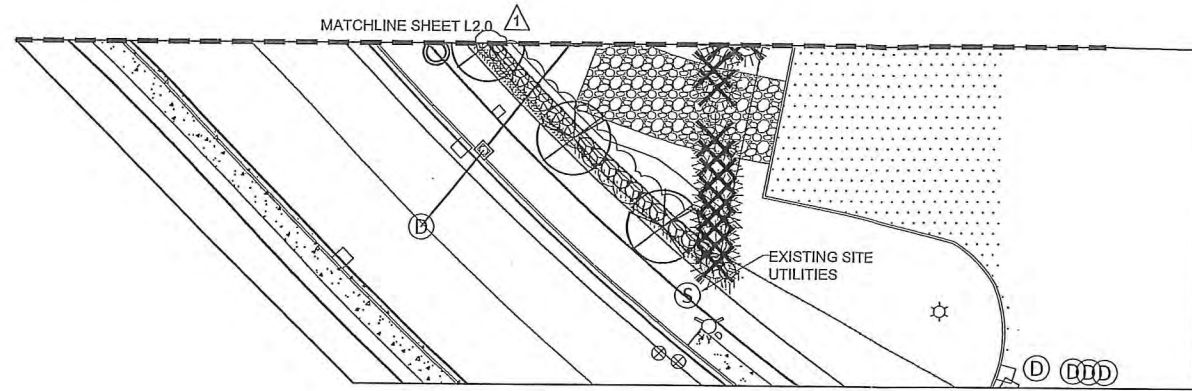
REGISTERED
 2014
 LAUREL A. MACDONALD
 OREGON
 LANDSCAPE ARCHITECT

NO.	DATE	REVISION	BY
1	10.07.14	Condition of Approval	

DESIGNED BY: LMB/BR/DATE: 8/19/14
 DRAWN BY: LMB/BR/DATE: 8/19/14
 REVIEWED BY: LMB/BR/DATE: 8/19/14
 PROJECT NO.: 999-158 REF.:
 SCALE: 1"=20'

SHEET	16	OF	16
PROJECT NO.	REPUBLIC 999-158		
TYPE	LANDSCAPE		

L2.0 - Planting Plan.dwg



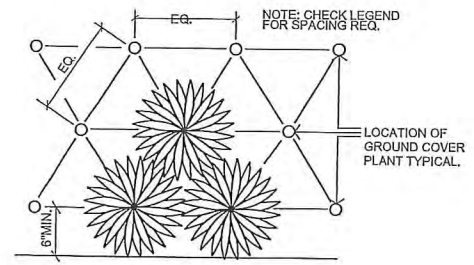
LANDSCAPE NOTES

1. REMOVE OR SPRAY AS REQUIRED TO ERADICATE INVASIVE/ NON-NATIVE AND/OR NOXIOUS WEED PLANTS AND ROOTS, INCLUDING JOHNSON GRASS, CRABGRASS, MORNING GLORY, RUSH GRASS, CANADIAN THISTLE AND BLACK BERRY VINES. KILL ACHIEVED BY WORKING THE SOIL IS PERMISSIBLE.
2. PREPARE NEW PLANT BED AREA BY REMOVING ANY REMAINING PLANT ROOTS AND NON-SOILS INCLUDING ASPHALT, PACKED GRAVEL, STONES, DEAD OR DISEASED SHRUBS, STUMPS AND LITTER.
3. TILL SOIL IN ALL PLANTING AREAS TO A DEPTH OF 12 INCHES. PLACE 4 INCHES OF TOPSOIL AND A MINIMUM OF 2 INCHES OF COMPOST MULCH IN ALL PLANT BEDS. TILL INTO SOIL TO A MINIMUM OF 12 INCHES.
4. COMPACT PREPARED SOIL MIX AND FLOAT TO PROVIDE PROPER DRAINAGE. SLOPE PLANTING AREAS WITH A 6-INCH CROWN OR 2" MINIMUM SLOPE, UNLESS OTHERWISE INDICATED ON DRAWINGS.
5. IRRIGATION SHALL BE PROVIDED BY AUTOMATIC, UNDERGROUND SYSTEM. CONTRACTOR TO COORDINATE WITH OWNER'S REPRESENTATIVE TO TIE IN TO EXISTING SYSTEM.
6. ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO ACCEPTED BEST INDUSTRY STANDARDS FOR PLANTING PROCEDURES.
7. PLANT MATERIALS SHALL BE OF HIGH GRADE, AND SHALL MEET THE QUALITY AND SIZE STANDARDS FOR NURSERY STOCK. PLANTS SHALL HAVE VIGOROUS ROOT SYSTEMS, AND BE SOUND, HEALTHY AND FREE FROM DEFECTS AND DISEASES.
8. PLANTINGS SHALL BE INSTALLED BETWEEN FEBRUARY 1st AND MAY 1st OR BETWEEN OCTOBER 1st AND NOVEMBER 15th.
9. PLANTINGS SHALL BE MULCHED TO A MINIMUM DEPTH OF 3 INCHES AND 18 INCHES IN DIAMETER.
10. FENCING SHALL BE 6' GALVANIZED STEEL CHAIN LINK WITH VINYL SLATS. INSTALL FENCE ALONG BACKSIDE OF LANDSCAPE BUFFER, PER SECTION 4.176.02.E.2 OF THE WILSONVILLE DEVELOPMENT CODE.
 - a. MANUFACTURER: SUPERIOR FENCE, 503-760-7725
 - b. 6' ROUND GALVANIZED STEEL POSTS W/ TOP RAIL, DIAMETER TO MATCH EXISTING
 - c. GALVANIZED STEEL CHAIN LINK FABRIC MESH: SIZE, SELVAGE AND GAUGE TO MATCH EXISTING
 - d. SLATS: PEXCO PDS® HDPE BOTTOM LOCK SLATS, SIZE TO FIT FENCE, COLOR: ROYAL BLUE
 - e. INSTALL ACCORDING TO MANUFACTURER'S INSTRUCTIONS AND GUIDELINES.

TREE REMOVAL/ REPLACEMENT NOTES

1. EXISTING TREES TO BE REMOVED/ REPLACED IN PLAN:

NATIVE TREES REMOVED	16 / 16
NON-NATIVE TREES	3 / 3
DISEASE, DAMAGE, NUISANCE, OR HAZARD TREES	6 / 0
MITIGATION TREES IN PLAN	20
2. SHADE TREES FOR MITIGATION 2
3. REPLACEMENT TREES SHALL BE STAKED, FERTILIZED AND MULCHED, AND SHALL BE GUARANTEED BY OWNER OR THE OWNER'S SUCCESSOR IN INTEREST FOR 2 YEARS AFTER PLANTING DATE PER WC 4.620.00.
4. ALL EXISTING TREES ONSITE WHICH ARE NOT INDICATED AS BEING REMOVED SHALL BE PROTECTED IN ACCORDANCE WITH WC 4.620.10.

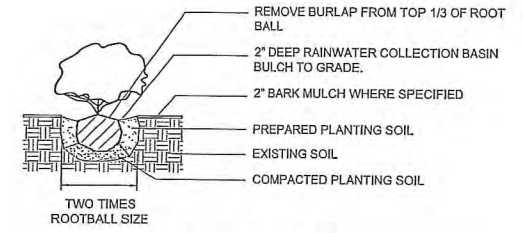


GROUNDCOVER PLANTING DETAIL
SCALE: NTS

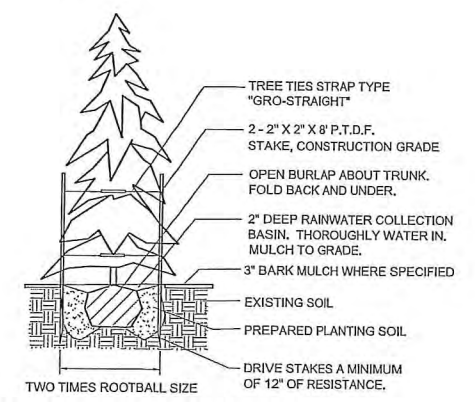
PLANT LEGEND

MITIGATION TREES (22) NAME		QTY.	SIZE	TYPE
	ACER RUBRUM 'FRANKSRED' Red Sunset Maple	2	2" CAL.	B&B
	FRAXINUS LATIFOLIA Oregon Ash	4	2" CAL.	B&B
	PSEUDOTSUGA MENZIESII Douglas Fir	5	2" CAL.	B&B
	THUJA PLICATA Western Red Cedar	11	2" CAL. 8' HT. MIN.	B&B
TREES NAME		QTY.	SIZE	TYPE
	ACER RUBRUM 'KARPICK' Karpick Maple	9	2" CAL.	B&B
	LIQUIDAMBAR STYRACIFLUA 'WORPLESDON' Worplesdon Sweetgum	12	2" CAL.	B&B
SHRUBS NAME		QTY.	SIZE	TYPE
	PHYSOCARPUS OPULIFOLIUS 'SEWARD' Summer Wine Bark	28	7 GAL.	B&B
	EUONYMUS ALATUS COMPACTUS Dwarf Burning Bush	42	5 GAL.	CONTAINER
	PRUNUS LAURO 'SCHIPKAENSIS' Skip Cherry Laurel	74	3-4' HT.	B&B
GROUND COVERS & PERENNIALS		QTY.	SIZE	SPACING
	AJUGA REPTANS Bugle Weed	EST	1 GAL.	24" O.C.
	ARCHTOOSTAPHYLOS UVA URSI Kinnikinnick	572	1 GAL.	24" O.C.
WATER QUALITY FACILITY		QTY.	SIZE	TYPE
	STORM WATER PLANTING AREA		11,020 S.F.	
	EVERGREEN TREES	33	6' HT.	B&B
	DECIDUOUS TREES	22	1-1.5" CAL.	B&B
	SHRUBS	330	1 GAL.	CONTAINER
	WETLAND PLANTS	340		PLUGS

TYPE II REUSED APPROVED



SHRUB PLANTING DETAIL
SCALE: NTS



TREE PLANTING DETAIL
SCALE: NTS



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<http://www.sfadg.com>



PARTIAL PLANTING PLAN,
 LEGEND, NOTES & DETAILS
 REPUBLIC SERVICES
 WILSONVILLE, OREGON



NO.	DATE	REVISION	BY
1	10.07.14	Condition of Approval	

DESIGNED BY	DATE	6/19/14
DRAWN BY	DATE	6/19/14
REVIEWED BY	DATE	6/19/14
PROJECT NO.	999-158	REF.
SCALE	1"=20'	

SHEET	16B	OF	16
PROJECT NO.	999-158	TYPE	LANDSCAPE

Prior Approval

October 20, 2014

NOTICE OF ADMINISTRATIVE DECISION

Project Name: Screening of Outdoor Storage 10925 SW Ridder Rd.

Case File No.: AR14-0069

Owner/Applicant: Derek Ruckman, Republic Services

Applicant's Rep: Ben Altman, SFA Design Group

Property Description: Tax Lots 1400, 1500, Section 2C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon.

Location: Along SW Ridder Road and SW Garden Acres Road north and east of their intersection

Request: Approved revised screening landscaping and fence along Ridder Road and Garden Acres Road.

On October 20, 2014 an administrative decision was rendered, granting approval with conditions on the above-referenced applications:

The written decision is on file in the planning division. A copy of the applications, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost and will be provided at \$.25 per page at the Wilsonville Planning Division, 29799 SW town Center Loop E., Wilsonville OR, 97070.

Section 4.022(.01) of the Wilsonville Code provides that this decision may be appealed by any person who is entitled to written notice or who is adversely aggrieved. Appeal is on the record and processed under Wilsonville Code 4.022.

Note: Any appeal must be filed with the City Recorder within fourteen (14) calendar days of the notice of the decision. The notice of appeal shall be in writing and indicate the specific issue(s) being appealed and the reason(s) therefore. Should you require further information, please contact Daniel Pauly AICP, Associate Planner, with the City Planning Division at 503-682-4960. Last day to appeal: 4:00 P.M. on November 3, 2014.

For more information, contact the Wilsonville Planning Division at 503-682-4960

STAFF REPORT
WILSONVILLE PLANNING DIVISION
ADMINISTRATIVE REVIEW AND DECISION
Republic Services: Screening of Outdoor Storage

DATE OF REPORT: October 20, 2014

APPLICATION NOS.: AR14-0069 Class II Administrative Review

REQUEST/APPROVAL: The Planning Director is approving with conditions a request to recognize existing outdoor storage and approve required screening, landscaping, and stormwater facilities.

LOCATION: The storage area is located on the along SW Ridder Road and SW Garden Acres Road north and east of their intersection The property is specifically known as Tax Lots 1400, 1500, Section 2C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon

OWNER/APPLICANT: Derek Ruckman
 Republic Services

APPLICANT'S REP.: Ben Altman
 SFA Design Group

COMPREHENSIVE PLAN MAP DESIGNATION: Industrial

ZONE MAP CLASSIFICATION: PDI (Planned Development Industrial)

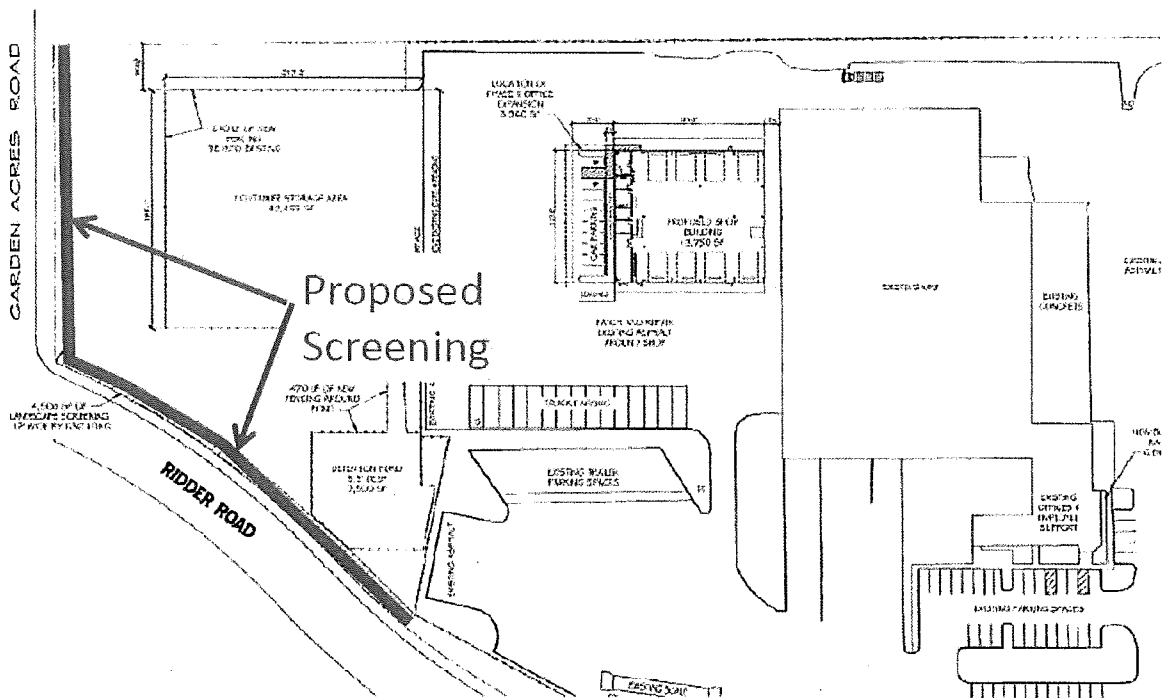
STAFF REVIEWERS: Daniel Pauly AICP, Associate Planner

ACTION TAKEN: Approval with conditions the requested Class II Administrative Review

APPLICABLE REVIEW CRITERIA

Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.030	Authority of the Planning Director
Subsection 4.035 (.04)	Site Development Permit Application
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.117	Standards Applying to Industrial Development in All Zones
Section 4.118	Standards Applying to Planned Development Zones
Section 4.135	Planned Development Industrial Zone (PDI)
Section 4.140	Planned Development Regulations
Section 4.175	Public Safety and Crime Prevention
Section 4.176	Landscaping, Screening, and Buffering
Sections 4.400 through 4.450 as applicable	Site Design Review

Vicinity Map



MASTER EXHIBIT LIST:

This is the exhibit list that includes exhibits for Planning Case File AR14-0069.

- A1.** Staff report and findings (this document)
- B1.** Applicant's Submitted Materials
Compliance Narrative Letter
- B2.** Plan Set:
Information on Fence Slats
Photo of Type of Fencing to be Used (to have slats placed in)
Sheets 7A and 7B of 8, Ridder Road Planting Plan submitted with Case Files DB14-0032 through DB14-0035
Sheets 15 and 15B of 16 Proposed Irrigation Plans and Details
Sheets 16 and 16B of 16 Proposed Screening and Landscaping Plans, Notes, and Details
- B3.** Signed Application Form

ACTION TAKEN AND CONDITIONS OF APPROVAL:

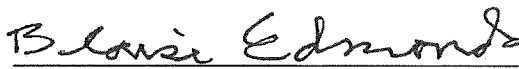
THEREFORE, based on staff analysis and the above Conclusionary findings 1 through 27, the Planning Director hereby **approves** the application as requested, subject to the following Conditions of Approval.

REQUEST: AR14-0069 CLASS II ADMINISTRATIVE REVIEW

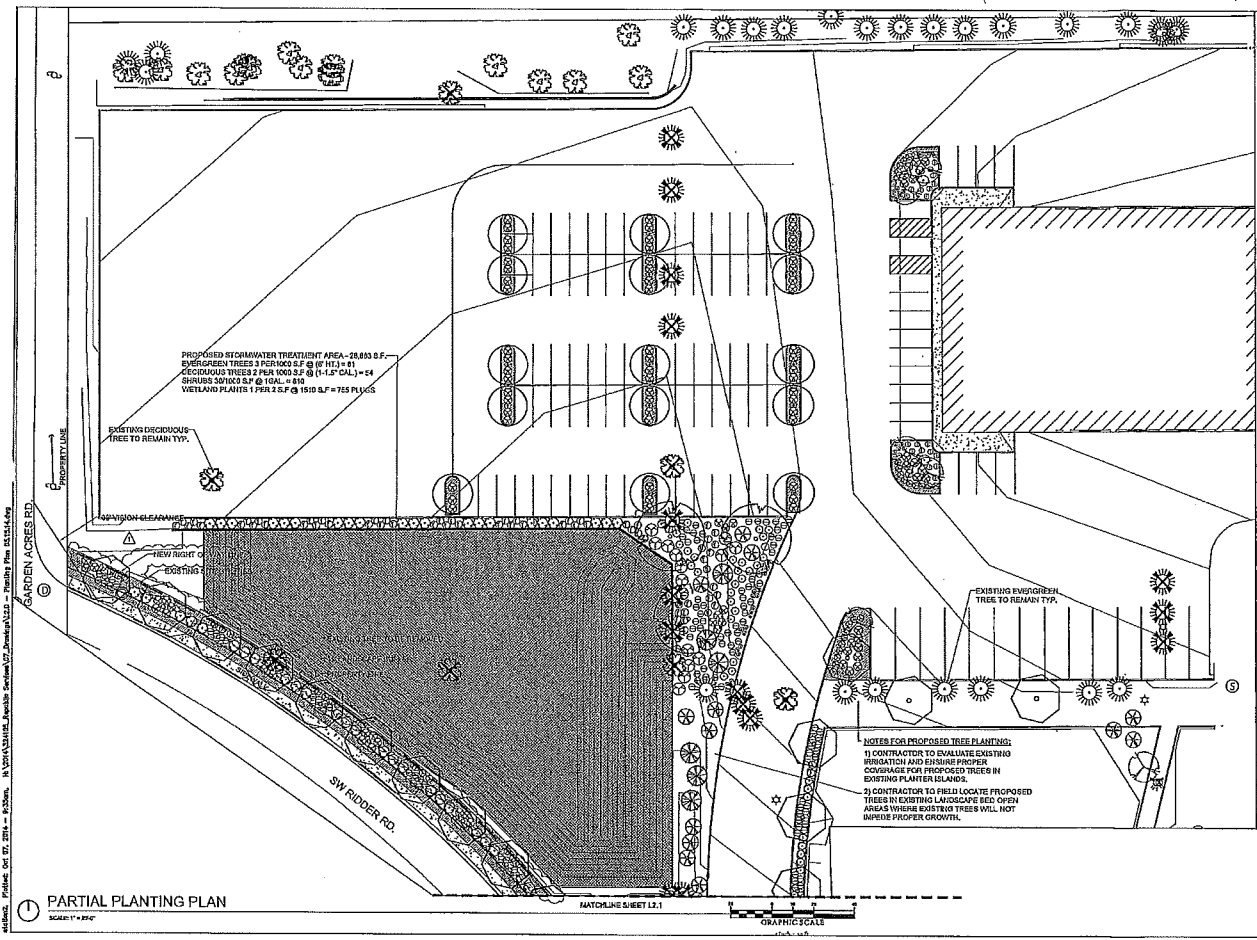
<u>Planning Division Conditions:</u>	
PD 1.	The screening and landscaping shall be installed and maintained in substantial accord with the approved plans, drawings, sketches, and other documents. Minor revisions may be approved by the Planning Director through the Class I Administrative Review process. See Finding 19.
PD 2.	All landscaping required and approved by the Board shall be installed prior to issuance of occupancy permits, unless security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account or such other assurance of completion as shall meet with the approval of the City Attorney. In such cases the developer shall also provide written authorization, to the satisfaction of the City Attorney, for the City or its designees to enter the property and complete the landscaping as approved. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the Board, the security may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City will be returned to the applicant. See Finding 24.
PD 3.	The approved landscape plan is binding upon the applicant/owner. Substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan shall not be made without official action of the City, pursuant to the applicable sections of Wilsonville's Development Code. See Finding 25.
PD 4.	All landscaping shall be continually maintained, including watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved unless changes are approved by the City. See Findings 26 and 27.

Case File #:AR14-0069

Approved:


Blaise Edmonds, Manager of Current Planning for
Chris Neamtzu, Planning Director

OCT. 20, 2014
Date



MACDONALD
 11500 NE CALLENDOR RD.
 PORTLAND, OR 97220

SFA DESIGN GROUP, LLC
 11500 NE CALLENDOR RD., SUITE 100
 PORTLAND, OR 97220
 503.253.8888

SFA

PARTIAL PLANTING PLAN
 REPUBLIC SERVICES
 WILSONVILLE, OREGON

DESIGNED BY
 LANDSCAPE ARCHITECTURE

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10

APPROVED BY: DATE: 03/11/2011
PROJECT NO.: 11-001
SCALE: 1" = 20'

SHEET: 7/A
OF: 8

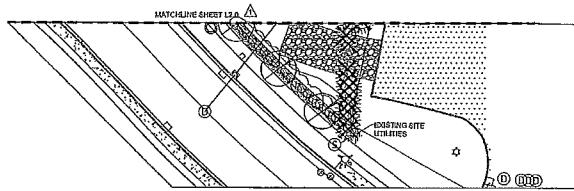
PROJECT REFERENCE:
 NO. 99-118

TYPE: LANDSCAPE

PARTIAL PLANTING PLAN
 SCALE: 1" = 20'

NOTES FOR PROPOSED TREE PLANTING:
 1) CONTRACTOR TO EVALUATE EXISTING VEGETATION AND ENSURE PROPER CLEARANCE FOR PROPOSED TREES IN EXISTING PLANTER ISLANDS.
 2) CONTRACTOR TO FIELD LOCATE PROPOSED TREES IN EXISTING LANDSCAPE AND CHECK AREAS WHERE EXISTING TREES WILL NOT IMPERE PROPER GROWTH.

ADDRESS: 11500 NE CALLENDOR RD., SUITE 100, PORTLAND, OR 97220
 PROJECT NO.: 11-001
 SHEET NO.: 7/A
 DATE: 03/11/2011
 SCALE: 1" = 20'



PARTIAL PLANTING PLAN
SCALE: 1" = 10'-0"

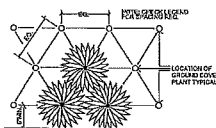
LANDSCAPE NOTES

- REMOVE OR SPRAY AS REQUIRED TO INDICATE UNWANTED NON-WATERS AROUND NON-WATER PLANTS AND ROOTS, INCLUDING PERENNIAL GRASS, GRASSES, BURNING CLOVER, RUSH GRASS, CANADIAN THISTLE AND BLACK BERRY VINE. WILL BE COMPLETED BY WORKING THE SOIL IS PREVIOUSLY.
- PREPARE NEW PLANT BED AREA BY REMOVING ANY REMAINING PLANT ROOTS AND NON-SOIL INCLUDING ASPHALT, PAVED CONCRETE, STAINS, DEAD OR DISEASED SHRUBS, STUMP'S AND OTHER.
- TILL SOIL IN ALL PLANTING AREAS TO A DEPTH OF 12 INCHES. PLACE 4 INCHES OF TOP SOIL AND A MINIMUM OF 2 INCHES OF COMPOST MULCH IN ALL PLANT BEDS. TILL INTO SOIL TO A MINIMUM OF 12 INCHES.
- COMPACT PREPARED SOIL MIX AND FLOAT TO PROVIDE PROPER DRAINAGE. SLOPE PLANTING AREAS WITH A BENCH CROWN OR 2" MINIMUM SLOPE, UNLESS OTHERWISE INDICATED ON DRAWINGS.
- IRRIGATION SHALL BE PROVIDED BY AUTOMATIC IRRIGATION SYSTEM. CONTRACTOR TO COORDINATE WITH OWNER'S REPRESENTATIVE TO THE NEW EXISTING SYSTEM.
- ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO ACCEPTED BEST INDUSTRY STANDARDS FOR PLANTING PROCEDURES.
- PLANT MATERIALS SHALL BE OF HIGH GRADE, AND SHALL MEET THE QUALITY AND SIZE STANDARDS FOR NURSERY STOCK. PLANTS SHALL HAVE VIGOROUS ROOT SYSTEMS, AND BE SOUND, HEALTHY AND FREE FROM PESTICIDES AND DISEASES.
- PLANTINGS SHALL BE INSTALLED BETWEEN FEBRUARY 1ST AND MAY 1ST OR BETWEEN OCTOBER 1ST AND NOVEMBER 15TH.
- PLANTINGS SHALL BE MATCHED TO A MINIMUM DEPTH OF 3 INCHES AND 13 INCHES IN HEIGHT.
- PERKING SHALL BE 6" GALVANIZED STEEL CHAIN LINK WITH VINYL SLATS. INSTALL FENCE ALONG BOUNDARY OF LANDSCAPE BUFFER PER SECTION 4.17.0.2.2 OF THE WILSONVILLE DEVELOPMENT CODE.
 - MANUFACTURER: SUPERIOR FENCE, 502/5607755
 - 6" ROUND GALVANIZED STEEL POSTS WITH TOP RAIL, DIAMETER TO MATCH EXISTING
 - GALVANIZED STEEL CHAIN LINK FABRIC: WHITE, SIZE, BELMONT AND GAUSE TO MATCH EXISTING
 - SLATS: PEXCO P508 HOPE BOTTOM LOCK SLATS, SIZE TO FIT FENCE, COLOR: NOVAL SLAT
- INSTALL ACCORDING TO MANUFACTURER'S INSTRUCTIONS AND GUIDELINES.

TREE REMOVAL/REPLACEMENT NOTES

EXISTING TREES TO BE REMOVED/REPLACED IN PLAN	
NATIVE TREES REMOVED	16/18
NON-NATIVE TREES	3/3
DISEASE, DAMAGE, UNDESIRABLE, OR HAZARDOUS TREES	8/0
MITIGATION TREES IN PLAN	20

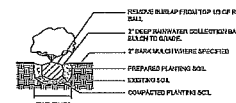
- REPLACE MITIGATION TREES SHALL BE STAKED, FERTILIZED AND MULCHED, AND SHALL BE GUARANTEED BY CONTRACTOR'S OWNERS SUCCESSORS IN INTEREST FOR 2 YEARS AFTER PLANTING DATE PER WVC 4.6.0.10.
- ALL EXISTING TREES (ON SITE) WHICH ARE NOT INDICATED AS BEING REMOVED SHALL BE PROTECTED IN ACCORDANCE WITH WVC 4.6.0.10.



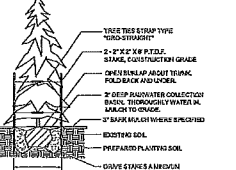
GROUND COVER PLANTING DETAIL
SCALE: NTS

PLANT LEGEND

SYMBOL	TREE NAME	QTY.	SIZE	TYPE
	ACER RUBRUM FRANKSRED Red Sweet Maple	2	2" CAL.	BBB
	FRAXINUS LATIFOLIA Oregon Ash	4	2" CAL.	BBB
	PICEA CANADENSIS Douglas Fir	5	2" CAL.	BBB
	THUJA PLACATA Western Red Cedar	11	2" CAL.	BBB
	ACER RUBRUM SARGENTII Karyo Maple	8	2" CAL.	BBB
	LIQUIDAMBAR STYRACIFLUA Witchhazel	12	2" CAL.	BBB
SHRUBS				
SYMBOL	NAME	QTY.	SIZE	TYPE
	PHYSOCARPUS OPULIFOLIUS SIBIRICUS Siberian Amur Bark	28	7 GAL.	BBB
	ERIOGONUM ALATUM COMPACTUM Dwarf Burning Bush	43	6 GAL.	CONTAINER
	PRUNELLA LAEVIS SIBIRICA Siberian Plum	71	3-4" HT.	BBB
GROUND COVERS & PERENNIALS				
SYMBOL	NAME	QTY.	SIZE	SPACING
	ARABIS REPENS Rock Thistle	EST	1 GAL.	24" O.C.
	ANEMONE HEPATICA Liverwort	87	1 GAL.	24" O.C.
WATER QUALITY FACILITY				
SYMBOL	NAME	QTY.	SIZE	TYPE
	STORMWATER PLANTING AREA	1	1 GAL.	S.P.
	EVERGREEN TREES	33	8" HT.	BBB
	DECIDUOUS TREES	23	1-1.5" CAL.	BBB
	SHRUBS	330	1 GAL.	CONTAINER
	WETLAND PLANTS	310		PLUGS



SHRUB PLANTING DETAIL
SCALE: NTS



TREE PLANTING DETAIL
SCALE: NTS

MACDONALD
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Fax: 503.255.1112
www.macdonald.com

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Portland, Oregon 97232
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Fax: 503.255.1112
www.spadesign.com

STB
Sustainable Tree & Bush
1000 NE Oregon Street, Suite 100
Portland, Oregon 97232
Phone: 503.255.1111
Fax: 503.255.1112
www.stb.com

**PARTIAL PLANTING PLAN
LEGEND, NOTES & DETAILS**
REPUBLIC SERVICES
WILSONVILLE, OREGON

REVISIONS

NO.	DATE	DESCRIPTION
1	08/14/2014	ISSUED FOR PERMITS

APPROVED BY: [Signature]

DATE: 08/14/2014

PROJECT: REPUBLIC SERVICES
LOCATION: WILSONVILLE, OREGON
TYPE: LANDSCAPE

DATE: 08/14/2014 10:00 AM
PROJECT: REPUBLIC SERVICES
LOCATION: WILSONVILLE, OREGON
TYPE: LANDSCAPE

Exhibit A1
STAFF REPORT
WILSONVILLE PLANNING DIVISION

Republic Services Expansion

DEVELOPMENT REVIEW BOARD PANEL 'B'
QUASI-JUDICIAL PUBLIC HEARING
STAFF REPORT
AMENDED AND ADOPTED MAY 29, 2014
ADDED LANGUAGE IN ***Underlined***
REMOVED LANGUAGE ~~Strikethrough~~

HEARING DATE May 29, 2014
DATE OF REPORT: May 22, 2014

THIS STAFF REPORT AND THE ACTIONS TAKEN BY THE DEVELOPMENT REVIEW BOARD DO NOT APPROVE OR APPROVE WITH CONDITIONS THE PROPOSED STAGE II FINAL, SITE DESIGN REVIEW AND TYPE C TREE PLAN FOR PHASE 2 AS IDENTIFIED IN SHEET SP105 OF EXHIBIT B2. ACTIONS TAKEN BY THE DEVELOPMENT REVIEW BOARD IN RELATION TO THE STAGE I PRELIMINARY PLAN OR APPLICATIONS FOR PHASE 1 IN NO WAY GUARANTEE APPROVAL OF PHASE 2 APPLICATIONS WHICH ARE SUBJECT TO FUTURE ACTION BY THE DEVELOPMENT REVIEW BOARD.

APPLICATION NOS.: DB14-0032 Stage I Preliminary Plan Revision
 DB14-0033 Stage II Final Plan
 DB14-0034 Site Design Review
 DB4-0035 Type C Tree Plan

REQUEST/SUMMARY: The Development Review Board is being asked to review a Class 3 Stage I Preliminary Plan Revision to update the Master Plan for Republic Services, and Stage II Final Plan, Site Design Review, and Type 'C' Tree Removal Plan for improvements in two phases. Phase 1 consists of a new maintenance building and new container storage area, along with associated improvements including storm detention and landscape screening. Phase 2 consists of new office expansion, parking area, container storage area, and driveway from Ridder Road along with associated improvements. **This report only reviews compliance for the Stage I Plan and Stage II, Site Design Review, and Type 'C' Tree Removal Plan for Phase 1 as shown on Sheet SP104 of Exhibit B2.**

LOCATION: North side of Ridder Road, east of Garden Acres Road The property is specifically known as Tax Lots 1400 and 1500, Section 2C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon

OWNER/APPLICANT: Derek Ruckman
 Republic Services

parking is provided near the proposed maintenance building and office expansion on the west side of the site.

The city has taken a phased approach to requiring public improvements that is based on the applicant's multi-phased development plan consistent with the projects impacts. The required Right-of-Way dedication with Phase 1 and improvements apportioned to the subject improvements are fair and equitable exactions as the development of the site is being intensified and the dedications and improvements are limited to half-street improvements consistent with the City's adopted Transportation Systems Plan as stated in Conditions of Approval PFB 34 through and PFB 3736. ~~The increase in traffic over the multiple phases as identified in the DKS traffic analysis (see DKS Traffic Report section in Exhibit B1) warrants this approach.~~ For purposes of Dolan, the staff finds that there is a nexus between the phased project(s) and the required public improvements and that the improvements dedications are generally proportional to the impacts created by the project.

CONCLUSION AND CONDITIONS OF APPROVAL:

Staff has reviewed the Applicant's analysis of compliance with the applicable criteria. This Staff Report adopts the applicant's responses as Findings of Fact in regards to the Stage I revision and Stage II, Site Design Review and Type C Tree Plan for Phase 1 except as noted in the Findings. Based on the Findings of Fact and information included in this Staff Report, and information received from a duly advertised public hearing, Staff recommends that the Development Review Board approve the proposed application for a Stage I Preliminary Plan Revision (DB14-0032) and approve with the following conditions a Stage II Final Plan, Site Design Review, and Type C Tree Plan for Phase 1 as identified in Sheet SP104 of Exhibit B2 (DB14-00323 through DB14-0035) with the following conditions. This action does not approve or approve with conditions the proposed Stage II Final, Site Design Review and Type C Tree Plan for Phase 2 as identified in Sheet SP105 of Exhibit B2.

Planning Division Conditions:

REQUEST A: DB14-0032 Stage I Preliminary Plan Revision

No conditions for this request

REQUEST B: DB14-0033 Stage II Final Plan

Planning Division Conditions:

PDB 1. The approved final plan and stage development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or final development plan may be approved by the Planning Director through the Class I Administrative Review Process if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements." See Finding B16.

PDB 2.	Unused portions of the property or property designated for phase 2 shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards. See Finding B29.
PDB 3.	Screening meeting the high screen standard and following the pattern proposed <u>matching</u> along SW Ridder Road shall be constructed with Phase 1 along the entire Garden Acres Road frontage to screen the view of the container storage yard. See Findings B10, B29, B41, B64, B65, B66, B67, C22, and C23.
PDB 4.	All travel lanes shall be constructed to be capable of carrying a twenty-three (23) ton load. See Finding B64.
PDB 5.	A sidewalk shall be constructed with Phase 2 meeting the standards of Section 4.154 (.01) B. 3 through 5, extending from the sidewalk along Ridder Road up the western edge of the new driveway and east of the eastern most landscape islands in the 92-car parking spot to a marked crosswalk across the driveway to the walkway in front of the office and maintenance building. See Findings B33, B35, B37, B40
PDB 5.	All crosswalks shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). See Finding B36.
PDB 6.	Parking spaces along the boundaries of the parking lot shall be provided with a sturdy bumper guard or curb at least six inches (6") 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 the required screening or sidewalks. See Finding B39.
PDB 7.	The applicant/owner shall provide at least 6 bicycle parking spaces meeting the standards of Subsection 4.155 (.04) with Phase 1 adjacent to or within the maintenance building and 2 additional spaces adjacent to or within the office expansion with Phase 2. Per Subsection 4.155 (.04) C. 2. half of the spaces shall be long-term. Final compliance with the standards in Subsection 4.155 (.04) B. and C. shall be reviewed through the Class I Administrative Review process. See Finding B49.
PDB 8.	With the construction of the vehicle parking area in Phase 2 the applicant shall designate seven (7) carpool/vanpool spaces meeting the location and other standards of Subsection 4.155 (.06). See Finding B52.
PDB 8.	All travel shall be capable of carrying a 23-ton load.
PDB 9.	The applicant/owner shall as part of Phase 1 improvements stripe 12 additional standard parking spaces northwest of the maintenance building along the north of the property or another location near the maintenance building approved in writing by Planning Division staff. See Finding B39 and B45.
PDB 10.	<u>Revisions to the location and design of existing and proposed screening along Ridder Road and Garden Acres Road related to the increased right-of-way width shall be reviewed by the Planning Division through the Class II review process. The screening shall meet the high-screen standard defined in Section 4.176. Other minor site design changes necessitated by the increased addition right-of-way dedication required by Conditions of Approval PFB 34 and 36 can also be reviewed through the Class II administrative review process if not otherwise</u>

qualifying for Class I review.

REQUEST C DB14-0034 Site Design Review

Planning Division Conditions:

PDC 1. Construction, site development, and landscaping shall be carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. Minor revisions may be approved by the Planning Director through administrative review pursuant to Section 4.030. See Finding C3.

PDC 2. All landscaping required and approved by the Board shall be installed prior to issuance of occupancy permits, unless security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account or such other assurance of completion as shall meet with the approval of the City Attorney. In such cases the developer shall also provide written authorization, to the satisfaction of the City Attorney, for the City or its designees to enter the property and complete the landscaping as approved. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the Board, the security may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City will be returned to the applicant. See Finding C12.

PDC 3. The approved landscape plan is binding upon the applicant/owner. Substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan shall not be made without official action of the Planning Director or Development Review Board, pursuant to the applicable sections of Wilsonville's Development Code. See Finding C13.

PDC 4. All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Board, unless altered as allowed by Wilsonville's Development Code. See Finding C14.

PDC 5. The use of the new outdoor storage area shall not begin operation until the required screening is erected or in place and approved by the City along Ridder Road and Garden Acres Road. A temporary occupancy permit may be issued upon a posting of a bond or other security equal to one hundred ten percent (110%) of the cost of the screening and its installation. See Finding C24.

PDC 6. The following requirements for planting of shrubs and ground cover shall be met:

- Non-horticultural plastic sheeting or other impermeable surface shall not be placed under landscaping mulch.
- Native topsoil shall be preserved and reused to the extent feasible.
- Surface mulch or bark dust shall be fully raked into soil of appropriate depth, sufficient to control erosion, and shall be confined to areas around plantings.
- 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 containers and 10"

- to 12” spread.
- Shrubs shall reach their designed size for screening within three (3) years of planting.
- Ground cover shall be equal to or better than the following depending on the type of plant materials used: gallon containers spaced at 4 feet on center minimum, 4" pot spaced 2 feet on center minimum, 2-1/4" pots spaced at 18 inch on center minimum.
- No bare root planting shall be permitted.
- Ground cover shall be sufficient to cover at least 80% of the bare soil in required landscape areas within three (3) years of planting.
- Appropriate plant materials shall be installed beneath the canopies of trees and large shrubs to avoid the appearance of bare ground in those locations.
- Compost-amended topsoil shall be integrated in all areas to be landscaped, including lawns. See Finding C25.

PDC 7. Plant materials shall be installed to current industry standards and be properly staked to ensure survival. Plants that die shall be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City.

REQUEST D: TYPE C TREE PLAN

Planning Division Conditions:

PDD 1. The Applicant/Owner shall allow Planning Division staff access to the subject properties as necessary for tree related observations including verifying information provided by the application, observe site conditions, and verifying the terms and conditions of tree removal permits are followed. See Finding D1.

PDD 2. Prior to removal the Applicant/Owner shall obtain a Type C Tree Permit from the Planning Division through the Class I Administrative review process ensuring compliance with the approved Type C Tree Plan. Replacement trees for each tree removed shall be planted within twelve (12) months of removal. See Finding D9.

PDD 3. Trees planted as replacement of removed trees shall be staked, fertilized and mulched, and shall be guaranteed by the permit grantee or the grantee’s successors-in-interest for two (2) years after the planting date. A “guaranteed” tree that dies or becomes diseased during that time shall be replaced. See Finding D11.

PDD 4. Solvents, building material, construction equipment, soil, or irrigated landscaping, shall not be placed within the drip line of any preserved tree, unless a plan for such construction activity has been approved by the Planning Director or Development Review Board based upon the recommendations of an arborist. See Finding D14.

PDD 5. Before and during development, land clearing, filling or any land alteration the applicant shall erect and maintain suitable tree protective barriers meeting the specifications shown in Drawing Number: R-1155 of the City’s Public Works Standards. See Finding D14.

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City’s Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the

Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Engineering Division Conditions:

REQUEST B: DB14-0033 Stage II Final Plan

Standard Comments:																			
PFB 1.	All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.																		
PFB 2.	Applicant shall submit insurance requirements to the City of Wilsonville in the following amounts: <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;"><i>Coverage (Aggregate, accept where noted)</i></th> <th style="text-align: right;"><i>Limit</i></th> </tr> </thead> <tbody> <tr> <td>Commercial General Liability</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">General Aggregate (per project)</td> <td style="text-align: right;">\$ 2,000,000</td> </tr> <tr> <td style="padding-left: 20px;">Fire Damage (any one fire)</td> <td style="text-align: right;">\$ 50,000</td> </tr> <tr> <td style="padding-left: 20px;">Medical Expense (any one person)</td> <td style="text-align: right;">\$ 10,000</td> </tr> <tr> <td>Business Automobile Liability Insurance</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">Each Occurrence</td> <td style="text-align: right;">\$ 1,000,000</td> </tr> <tr> <td style="padding-left: 20px;">Aggregate</td> <td style="text-align: right;">\$ 2,000,000</td> </tr> <tr> <td>Workers Compensation Insurance</td> <td style="text-align: right;">\$ 500,000</td> </tr> </tbody> </table>	<i>Coverage (Aggregate, accept where noted)</i>	<i>Limit</i>	Commercial General Liability		General Aggregate (per project)	\$ 2,000,000	Fire Damage (any one fire)	\$ 50,000	Medical Expense (any one person)	\$ 10,000	Business Automobile Liability Insurance		Each Occurrence	\$ 1,000,000	Aggregate	\$ 2,000,000	Workers Compensation Insurance	\$ 500,000
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PFB 3.	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.																		
PFB 4.	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 City of Wilsonville Public Work's Standards.																		
PFB 5.	Plans submitted for review shall meet the following general criteria: <ol style="list-style-type: none"> 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 utility improvements shall be approved at the time of the issuance of a Public Works Permit. Private utility improvements are subject to review and approval by the City Building Department.
- c. In the plan set for the PW Permit, existing utilities and features, and proposed new private utilities shall be shown in a lighter, grey print. Proposed public improvements shall be shown in bolder, black print.
- d. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
- e. 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.
- f. 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.
- g. 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.
- h. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- i. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482.
- j. Existing/proposed right-of-way, easements and adjacent driveways shall be identified.
- k. All engineering plans shall be printed to PDF, combined to a single file, stamped and digitally signed by a Professional Engineer registered in the State of Oregon.
- l. All plans submitted for review shall be in sets of a digitally signed PDF and three printed sets.

PFB 6. Submit plans in the following general format and order for all public works construction to be maintained by the City:

- a. Cover sheet
- b. City of Wilsonville construction note sheet
- c. General construction note sheet
- d. Existing conditions plan.
- e. Erosion control and tree protection plan.
- f. 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.
- g. Grading plan, with 1-foot contours.
- h. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
- i. Detailed plans; show plan view and either profile view or provide i.e.'s at all utility crossings; include laterals in profile view or provide table with i.e.'s at

	<p>crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.</p> <ul style="list-style-type: none"> j. Street plans. k. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference l. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference. m. 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 of drain inlets, structures, and piping for outfall structure. Note that although storm water detention facilities are typically privately maintained they will be inspected by engineering, and the plans must be part of the Public Works Permit set. n. Detailed plan for water quality facility (both plan and profile views). Note that although storm water quality facilities are typically privately maintained they will be inspected by Natural Resources, and the plans must be part of the Public Works Permit set. o. Composite franchise utility plan. p. City of Wilsonville detail drawings. q. Illumination plan. r. Striping and signage plan. s. Landscape plan.
PFB 7.	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.
PFB 8.	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.
PFB 9.	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.
PFB 10.	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.
PFB 11.	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.
PFB 12.	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 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.
PFB 13.	Storm water quality facilities shall have approved landscape planted and/or some other erosion control method installed and approved by the City of Wilsonville prior to streets and/or alleys being paved.
PFB 14.	Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.
PFB 15.	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.
PFB 16.	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.
PFB 17.	Sidewalks, crosswalks and pedestrian linkages in the public right-of-way shall be in compliance with the requirements of the U.S. Access Board.
PFB 18.	No surcharging of sanitary or storm water manholes is allowed.
PFB 19.	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.
PFB 20.	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.
PFB 21.	The applicant shall provide a 'stamped' engineering plan and supporting information that shows the proposed street light locations meet the appropriate AASHTO lighting standards for all proposed streets and pedestrian alleyways.
PFB 22.	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.
PFB 23.	Street and traffic signs shall have a hi-intensity prismatic finish meeting ASTM 4956 Spec Type 4 standards.
PFB 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.
PFB 25.	Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer. Landscaping plantings shall be low enough to provide adequate sight distance at all street intersections and alley/street intersections.
PFB 26.	Applicant shall design interior streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles.
PFB 27.	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. Stormwater or rainwater LID facilities may be located within the public right-of-way upon approval of the City Engineer. Applicant shall maintain all LID storm water components and private conventional storm water facilities; maintenance shall transfer to the respective homeowners association when it is formed.
PFB 28.	The applicant shall "loop" proposed waterlines by connecting to the existing City waterlines where applicable.
PFB 29.	All water lines that are to be temporary dead-end lines due to the phasing of construction shall have a valved tee with fire-hydrant assembly installed at the end of the line.
PFB 30.	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 Collectors. A 10-ft PUE shall be provided along Minor and Major Arterials.
PFB 31.	For any new public easements created with the project the Applicant shall be required to produce the specific survey exhibits establishing the easement and shall provide the City with the appropriate Easement document (on City approved forms).
PFB 32.	<p>Mylar Record Drawings:</p> <p>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, and a digitally signed PDF.</p>
Specific Comments:	
PFB 33.	At the request of Staff, DKS Associates completed a Transportation Impact Analysis dated April 28, 2014. For the combined, proposed Phase 1 and Phase 2 improvements the project is hereby limited to no more than the following impacts.

Though the traffic report pertains to both phases only Phase 1 is being approved at this time.

Estimated New PM Peak Hour Trips	34
Estimated Weekday PM Peak Hour Trips Through Elligsen Road Interchange Area	23
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	3

PFB 34. In the 2013 Transportation Systems Plan Ridder Road is identified as a Collector with a required right-of-way (ROW) of 73 feet for the planned street cross section (36.5 feet half street ROW). With Phase 1 permitting Applicant shall dedicate sufficient ROW to accommodate the future full build out of Ridder Road; this will require an additional 6.5 feet of ROW dedication of property adjacent to those portions of Ridder Road that have an existing 60 foot ROW, and an additional 11.5 feet of ROW dedication of property adjacent to those portions of Ridder Road that have an existing 50 foot ROW to the City to accommodate a half-street width of 36.5 feet.

~~**PFB 35.** With Phase 2 permitting, the applicant shall be required to perform half street improvements on Ridder Road to bring the street into compliance with the 2013 Transportation System Plan. This half street design shall accommodate a 7 ft half median turn lane, one 12 ft travel lane, one 6 ft bike lane, one 5 ft sidewalk, and remaining right of way consisting of landscape planter strips or stormwater swales. Design shall also include street lighting, striping, signage, storm drainage, landscaping and irrigation.~~

PFB 35. In the 2013 Transportation Systems Plan Garden Acres Road is identified as an alternative collector (street improvement project SI-0). For this future industrialized area the cross section would be similar to Ridder Road – right-of-way (ROW) of 73 feet for the planned street cross section (36.5 feet half street ROW). With Phase 1 permitting Applicant shall dedicate sufficient ROW to accommodate the future full build out of Garden Acres Road; this will require an additional 14.0 feet of ROW dedication of property adjacent to Garden Acres Road to the City to accommodate a half-street width of 36.5 feet.

~~**PFB 36.** With Phase 2 permitting, the applicant shall be required to perform half street improvements on Garden Acres Road to bring the street into compliance with the 2013 Transportation System Plan. This half street design shall accommodate a 7 ft half median turn lane, one 12 ft travel lane, one 6 ft bike lane, one 5 ft sidewalk, and remaining right of way consisting of landscape planter strips or stormwater swales. Design shall also include street lighting, striping, signage, storm drainage, landscaping and irrigation.~~

~~**PFB 36.** Access to public right-of-way at Ridder Road shall be via the two existing driveways plus a third driveway opposite of the existing driveway to Oregon Glass / Precision Interconnect, as shown in plans dated 05/16/2014. No public access is presently~~

requested or granted onto Garden Acres Road.

Natural Resources Division Conditions:

ALL REQUESTS


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.

Stormwater Management:	
NR 1.	Submit a final drainage report and drainage plans. The report and plans shall demonstrate proposed stormwater facilities satisfy the policies and standards of the City of Wilsonville's Stormwater Master Plan and Public Works Standards.
NR 2.	The applicant shall minimize the impact to the stormwater facility landscaping when constructing the Phase II improvements. It is beneficial to preserve the established mature vegetation.
NR 2.	Provide profiles, plan views and specifications for proposed stormwater facilities consistent with the requirements of the Public Works Standards.
NR 3.	Pursuant to the Public Works Standards, the applicant shall submit a maintenance plan (including the City's stormwater maintenance and access easement) for proposed stormwater facilities prior to approval for occupancy of the associated development.
NR 4.	Pursuant to the Public Works Standards, access shall be provided to all areas of proposed stormwater facilities. At a minimum, at least one access shall be provided for maintenance and inspection.
Other:	
NR 5.	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.
NR 6.	The applicant shall comply with all applicable state and federal requirements for the proposed construction activities and proposed facilities (e.g. DEQ NPDES #1200-C permit).

MASTER EXHIBIT LIST:

The following exhibits are hereby entered into the public record by the Development Review Board as confirmation of its consideration of the application as submitted. This is the exhibit list

Phase 2: Only Stage I Plan Approved. Stage II, Site Design Review, and Typce C Tree Plan to be resubmitted in the future.



CAMBRIDGE COMPANIES COMMERCIAL/INDUSTRIAL

PHASE 2 PERMITS

WILSONVILLE HAULING COMPANY
10265 SW Ridder Road
Wilsonville, OREGON 97070

OWNER: REPUBLIC SERVICES

FOR REVIEW 5/6/14

DATE	BY	DESCRIPTION

PROJECT NO: 58121 - WILSONVILLE

DATE: 5/6/14

PROJECT NAME: SHIP ADDITION

CONTRACT NO:

CONTRACT VALUE:

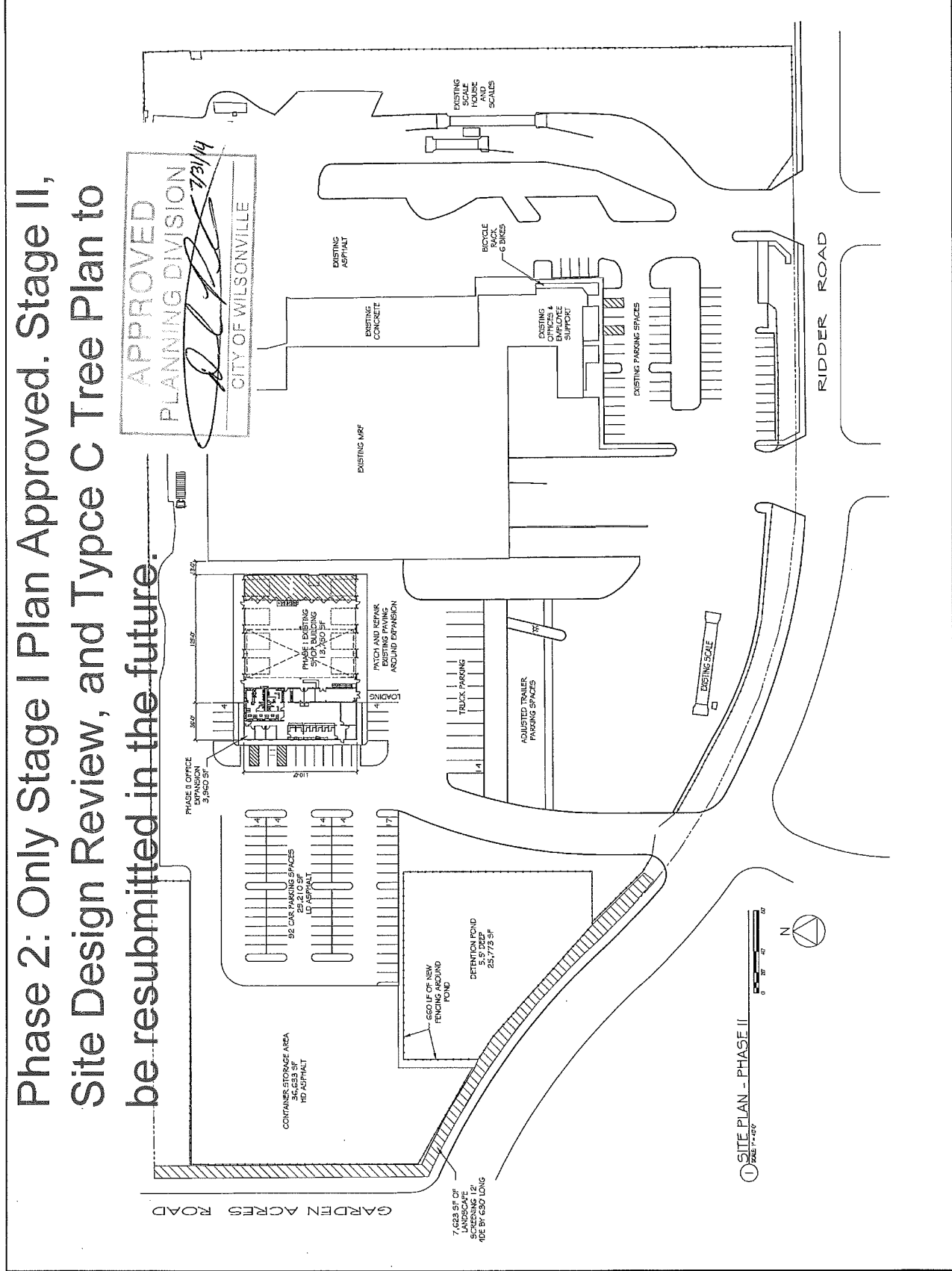
CONTRACT DATE:

CONTRACT DESCRIPTION:

CONTRACT LOCATION:

CONTRACT STATUS:

CONTRACT COMMENTS:



① SITE PLAN - PHASE II
SCALE 1" = 20'



CAMBRIDGE COMPANIES
COMMERCIAL/INDUSTRIAL

1000 W. 15th St.
Suite 200
Waukegan, IL 60087
815.491.1111
www.cambridgecompanies.com



Larson Design Group
ARCHITECTS
1000 W. 15th St.
Suite 200
Waukegan, IL 60087
815.491.1111
www.larsondesign.com

WILSONVILLE MAINTENANCE SHOP
10255 SW RIDGER ROAD
WILSONVILLE, OR 97150

OWNER:
REPUBLIC SERVICES

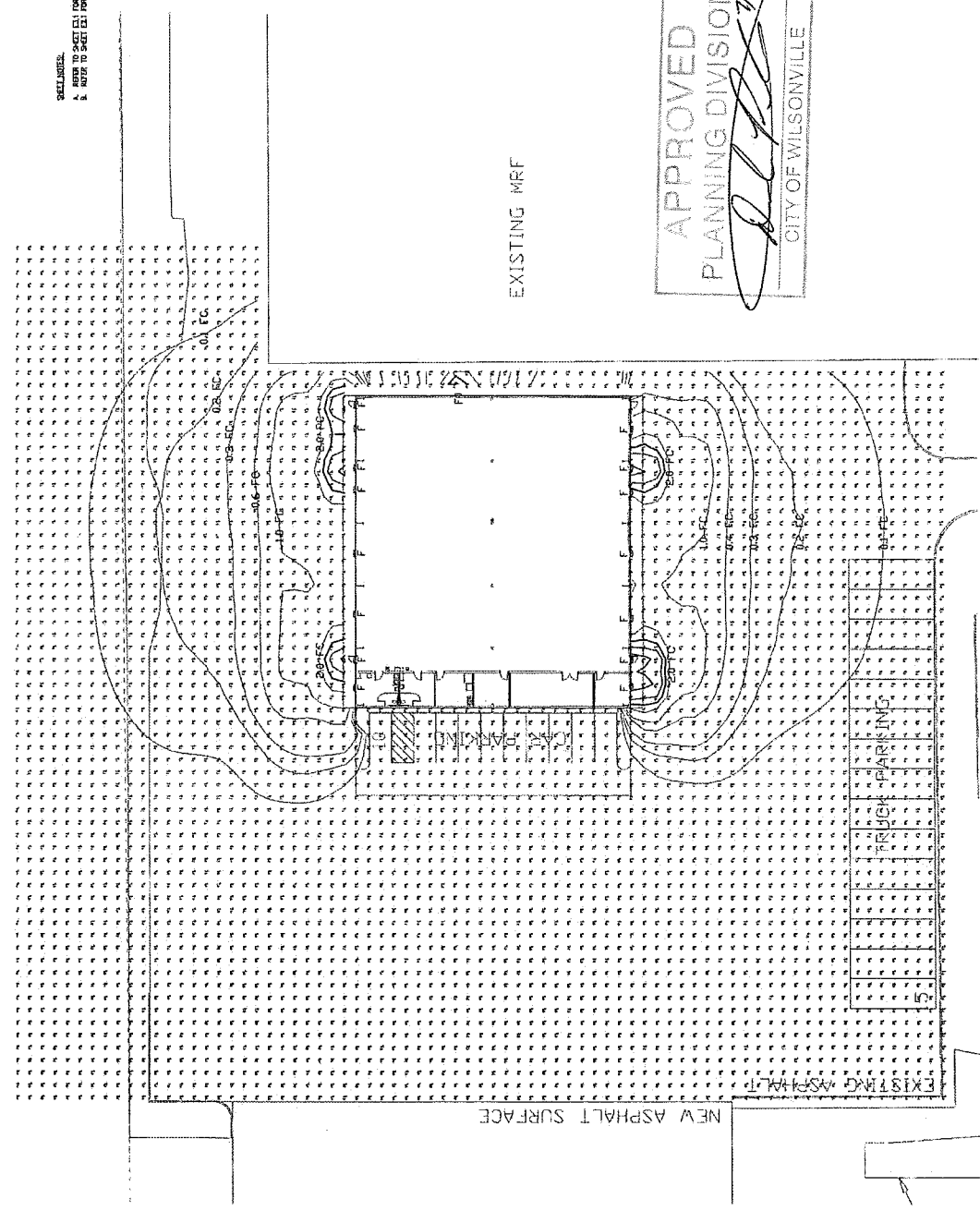
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE
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3	ISSUED FOR PERMIT	07/27/11
4	ISSUED FOR PERMIT	07/27/11
5	ISSUED FOR PERMIT	07/27/11
6	ISSUED FOR PERMIT	07/27/11
7	ISSUED FOR PERMIT	07/27/11
8	ISSUED FOR PERMIT	07/27/11
9	ISSUED FOR PERMIT	07/27/11
10	ISSUED FOR PERMIT	07/27/11

DATE: 7/27/11
BY: [Signature]
CHECKED BY: [Signature]
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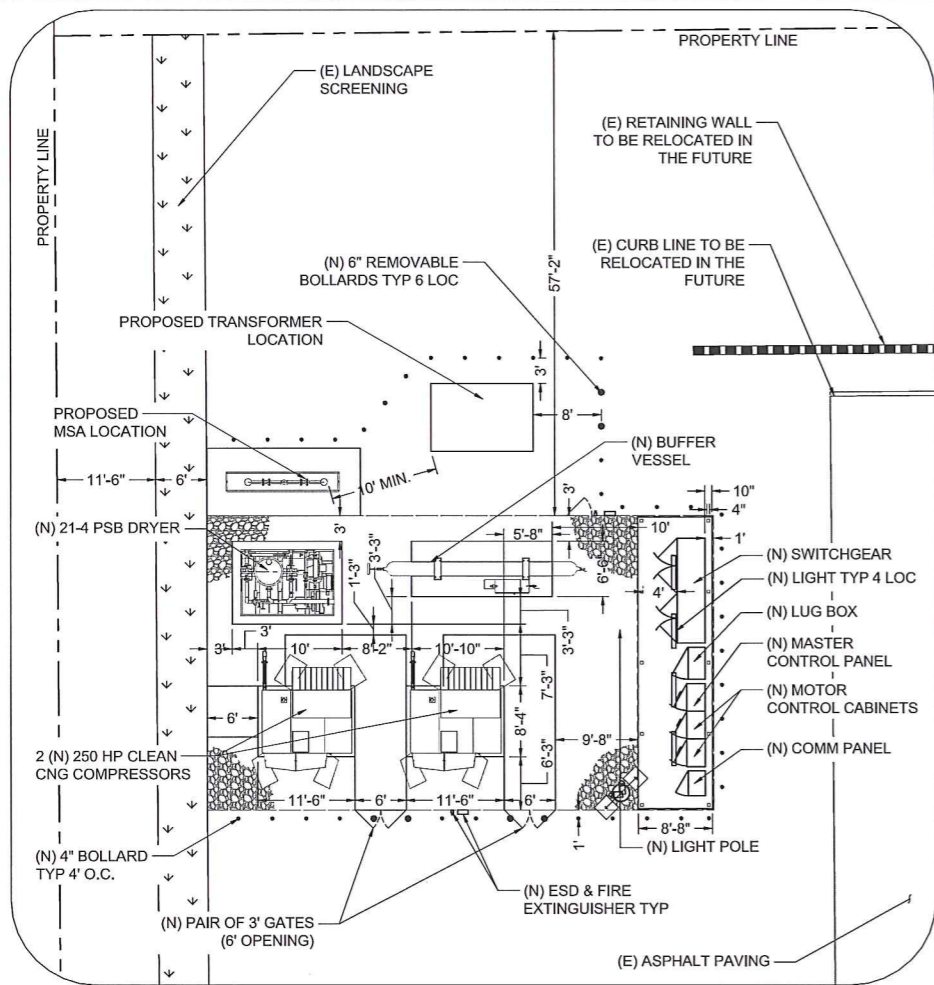
SITE PHOTOMETRIC PLAN
E4.1

SELL/SUBMIT:
A. ADD TO SHEET C11 FOR LIGHTING LAYOUT SCHEDULE
B. ADD TO SHEET C11 FOR LIGHTING FIXTURE SCHEDULE

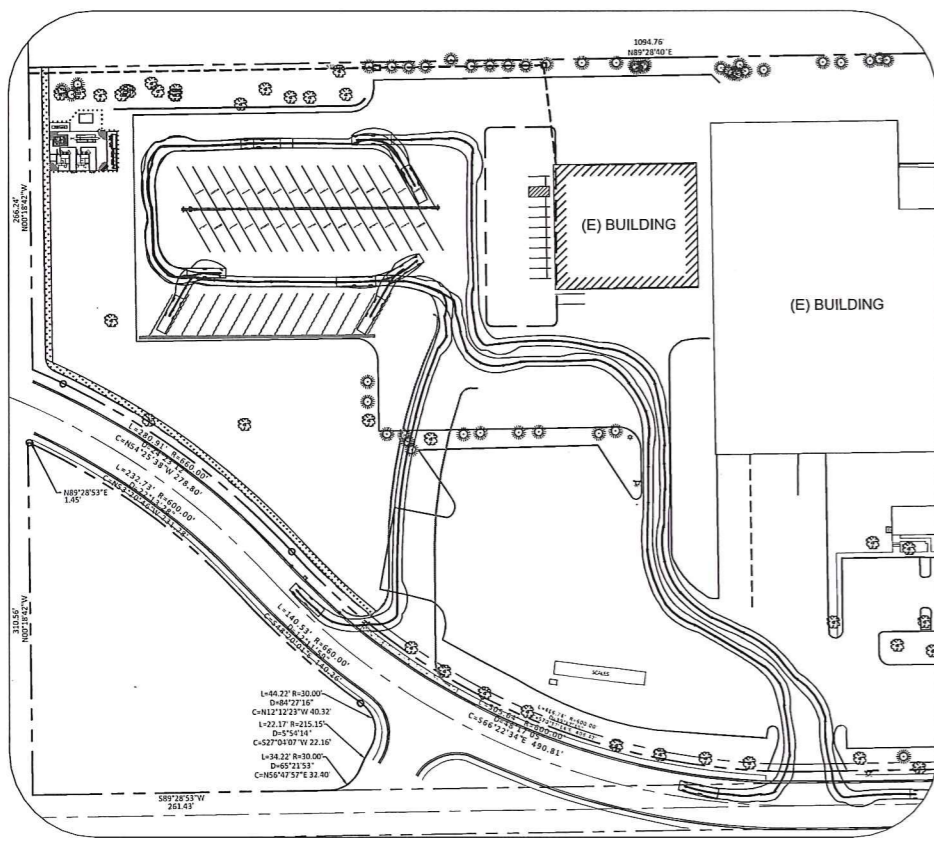


APPROVED
PLANNING DIVISION
7/23/14
CITY OF WILSONVILLE

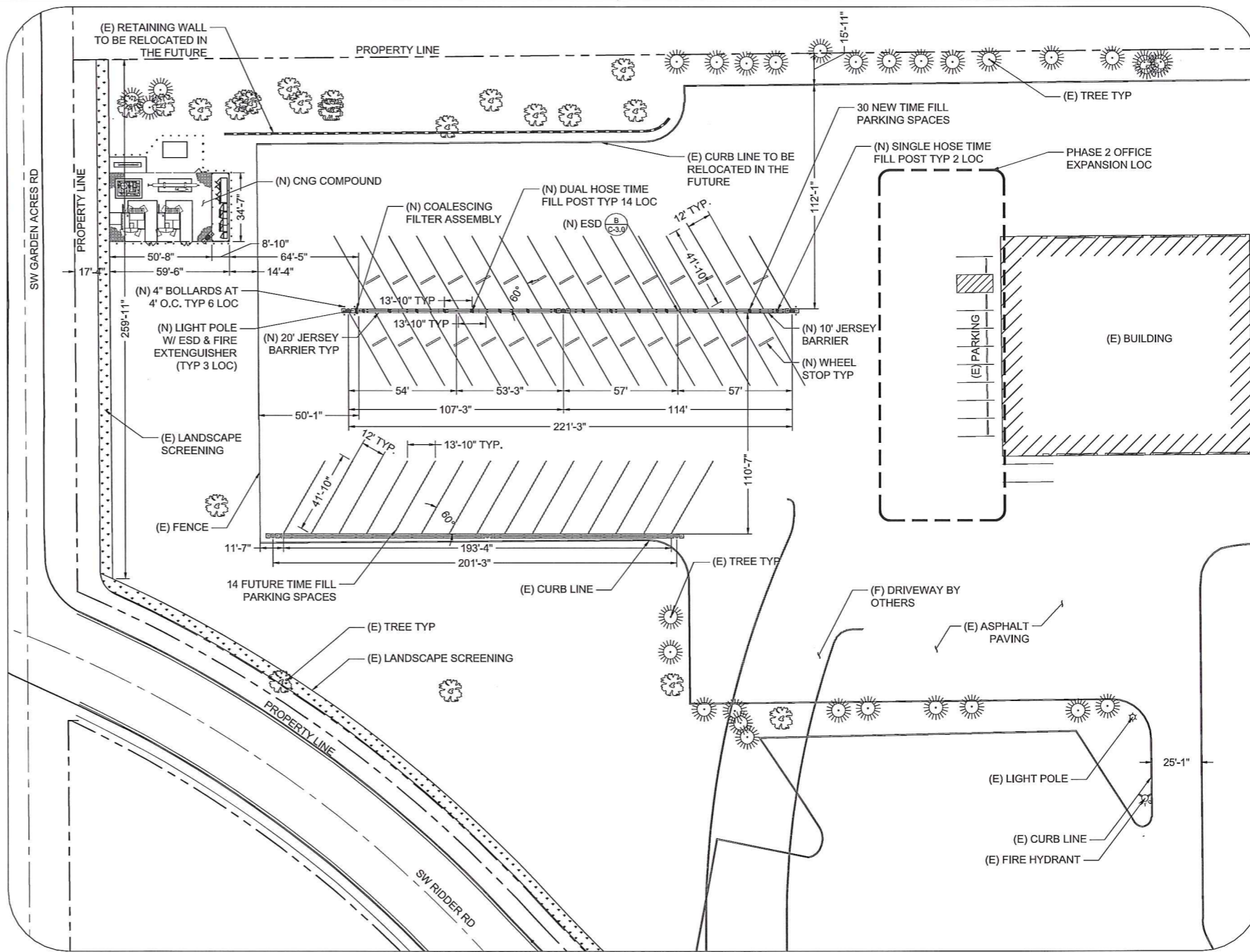
SITE PHOTOMETRIC PLAN
SCALE: 1/8" = 1'-0"
N



EQUIPMENT COMPOUND LAYOUT (1" = 10')



AUTOTURN (1" = 75')



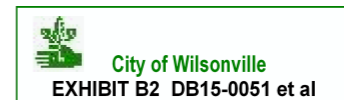
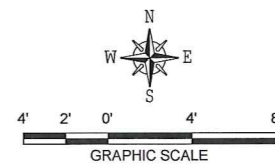
CIVIL SITE PLAN (1" = 30')

VICINITY MAP



GENERAL NOTES

1. ALL TRAFFIC CONTROL SIGNS SHALL BE FABRICATED AS SHOWN IN THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS EXCEPT AS NOTED ON THE PLANS.
2. ALL CURB RADI ARE SHOWN TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE OF CURB, WHERE APPLICABLE, UNLESS OTHERWISE NOTED.
4. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL PROPERTY CORNERS.
5. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AND CURB & GUTTER IN GRADE, SIZE, TYPE, AND ALIGNMENT AT ADJACENT ROADWAYS/ DRIVEWAYS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS.
7. ALL PAVEMENT PAINT SHALL BE SHERWIN WILLIAMS "PROMAR TRAFFIC MARKING", WHITE ON ASPHALT, YELLOW ON CONCRETE. PAINT SHALL BE APPLIED IN TWO (2) COATS TO A CLEAN, DRY SURFACE USING TEMPLATE OR STRIPING MACHINE. STRIPES SHALL BE 4" WIDE UNLESS OTHERWISE NOTED.



GreenbergFarrow
 19000 MACARTHUR BLVD, SUITE 250
 IRVINE, CA 92612
 PHONE: (949) 258-6150
 FAX: (949) 258-0419
 OREGON REGISTRATION # 87063PE



CNG FUELING STATION
 REPUBLIC SERVICES
 10295 SW RIDDER RD
 WILSONVILLE, OR 97070
 SITE PLAN

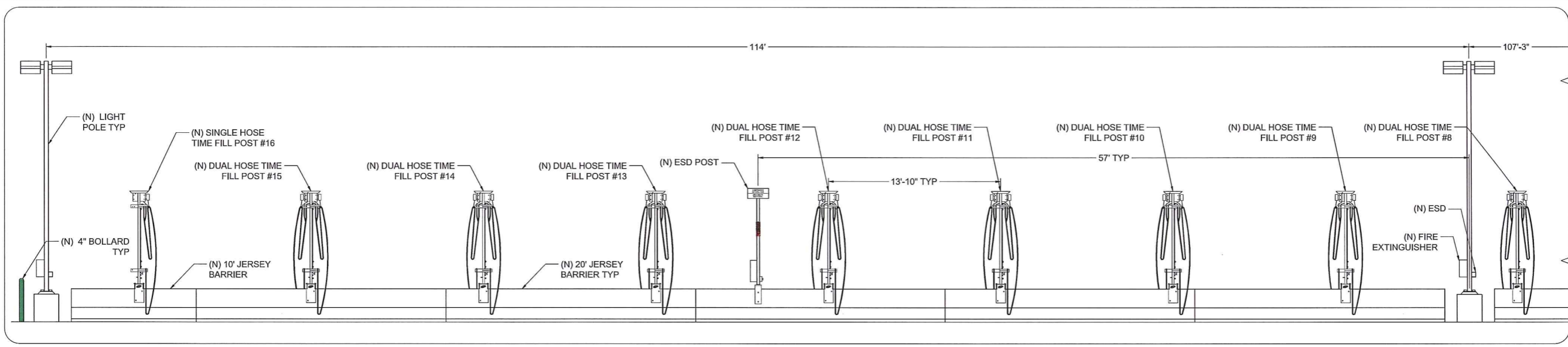
DATE 05/06/2015 DESIGNED BY FAA
 CHECKED BY MESS
 APPROVED BY RLR
 SCALE AS NOTED
 SHEET C-1.0



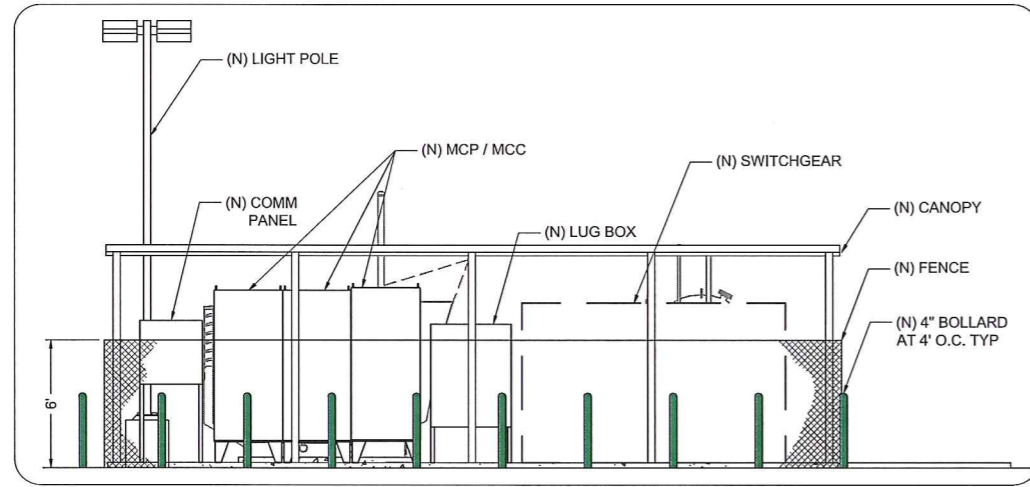
Know what's below. CALL 811 before you dig.
 REDUCED PENALTY FOR VIOLATION
 CAUTION: THE PENALTY MAY BE REDUCED
 IF YOU CALL 811 BEFORE YOU DIG.
 0 05/06/15 ISSUED FOR PERMIT SUBMITTAL
 0 05/06/15 REVISIONS

1515 S.W. AVENUE, SUITE 100, WILSONVILLE, OR 97158
 TEL: (503) 237-1000 FAX: (503) 237-1001
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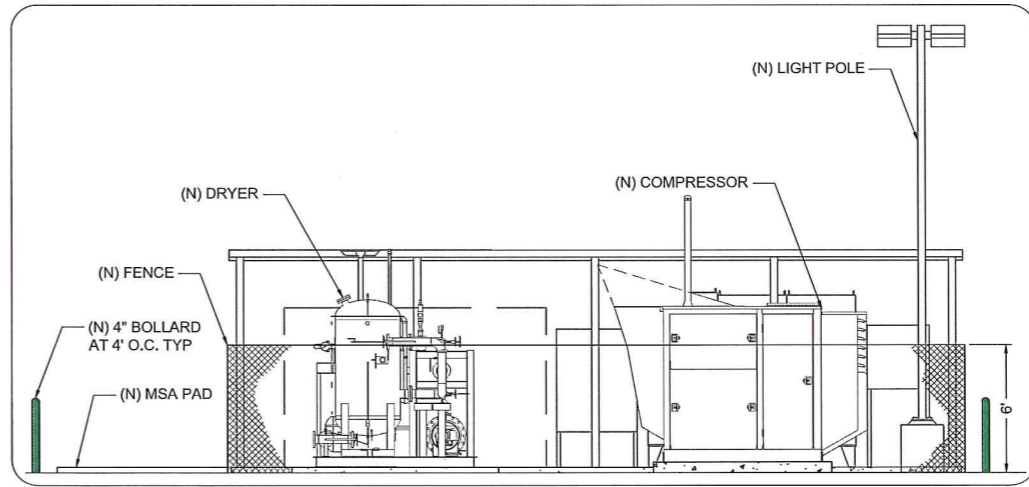
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 Jun 23, 2015 - 11:48am PLOTTED: Jun 23, 2015 - 11:48am



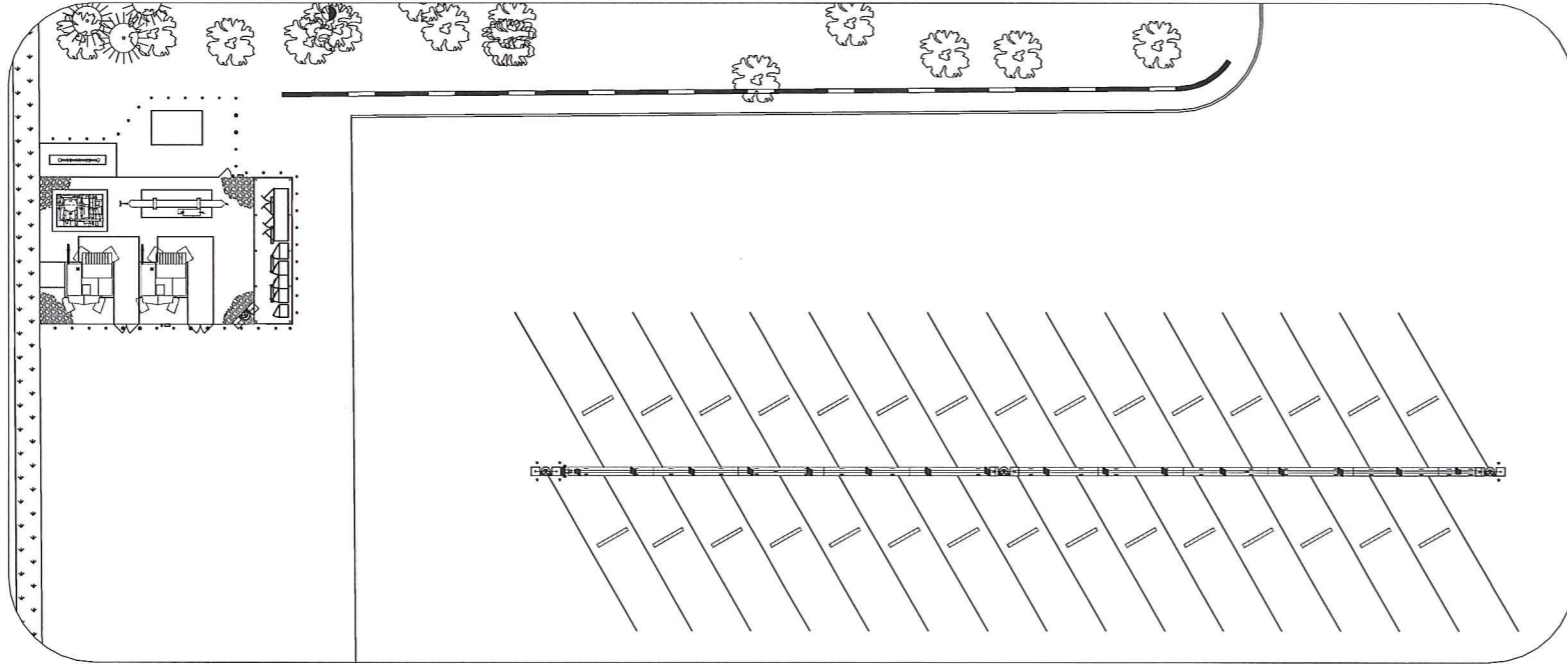
TIME FILL ELEVATIONS 1"=4'



EAST ELEVATION 1" = 4'



WEST ELEVATION 1" = 4'



KEY MAP 1" = 20'

COLOR CHART	
ITEM	COLOR
BOLLARDS / COVERS	GREEN - PANTONE 361 EC (SEE NOTE 1)
FENCING & GATES	GALV CHAIN LINK

- NOTES**
- COLOR IS TO MATCH PANTONE COLOR SYSTEM OR EQUIVALENT 1101 HIGH GLOSS LAQUER ENAMEL OR EQUIVALENT.
 - CONTRACTOR SHALL PRIME AND PAINT OR PROVIDE GREEN PLASTIC COVERS ON ALL BOLLARDS AND RAILING.
 - CONTRACTOR SHALL PRIME ALL BOLLARDS USING PLASTIC COVERS FOR CORROSION PROTECTION.



DATE SIGNED: 05/06/2015

0	05/06/15	ISSUED FOR PERMIT SUBMITTAL	FA
1			BY
2			REV
3			DATE
4			REVISIONS

Know what's below. CALL 811 before you dig.
REDUCED PLAN DIMENSIONS MAY BE REDUCED.
CAUTION: THE DIMENSIONS MAY BE REDUCED.
3" ORIGINAL DRAWING

Clean Energy

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 10295 SW RIDDER RD WILSONVILLE, OR 97070
 TEL: (503) 537-1001 FAX: (503) 537-1287 WWW.CLEANENERGYFUEL.COM

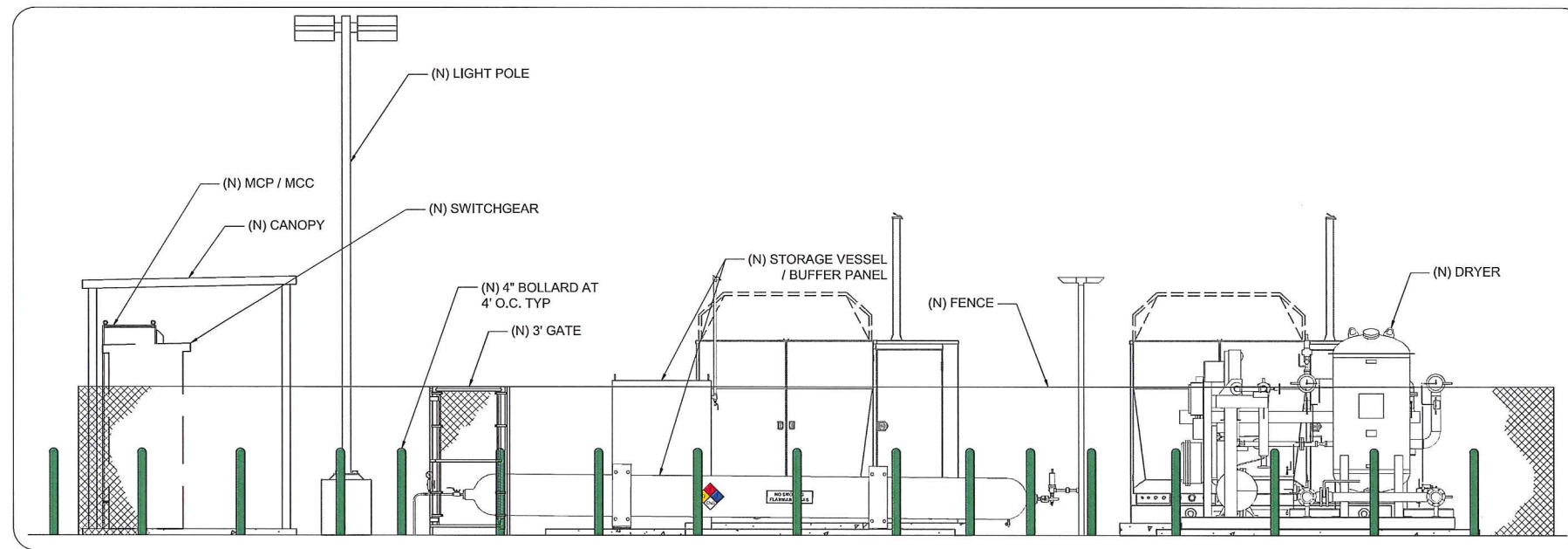
**CNG FUELING STATION
 REPUBLIC SERVICES
 10295 SW RIDDER RD
 WILSONVILLE, OR 97070
 GENERAL ARRANGEMENT & ELEVATIONS**

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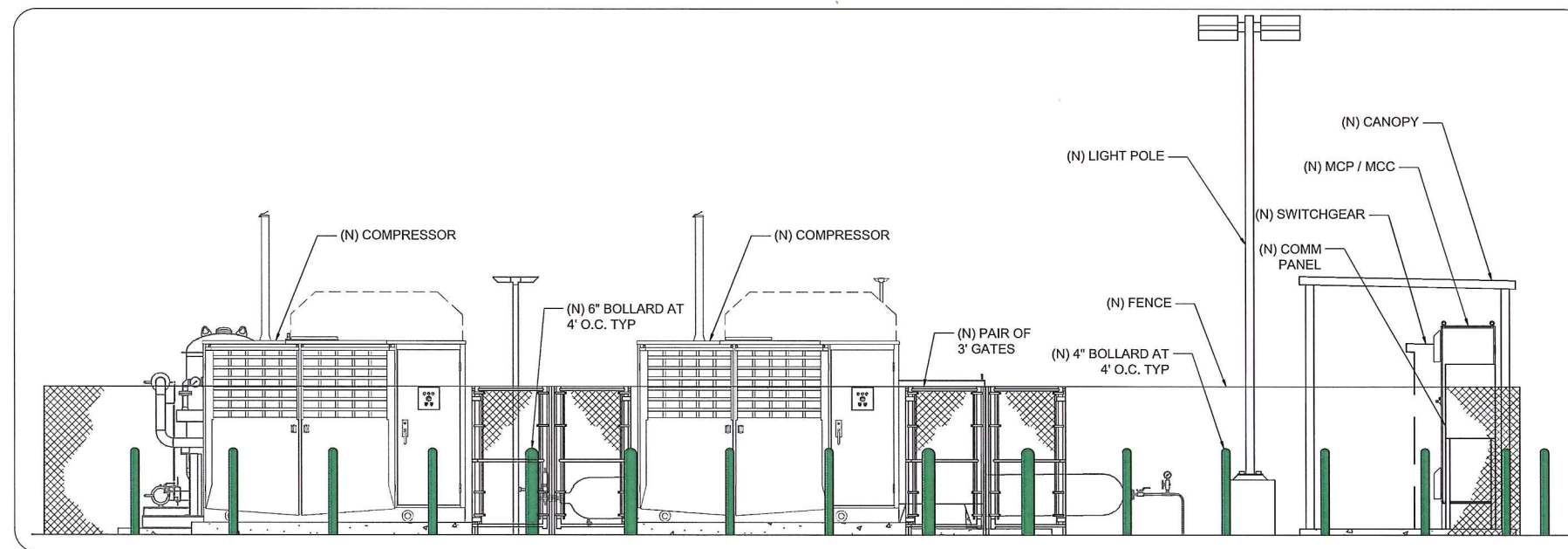
DATE	DESIGNED BY	FAA
05/06/2015	CHECKED BY	MEB
SCALE	APPROVED BY	RLR
SHEET		

AS NOTED

G-1.0



NORTH ELEVATIONS 1"=3'



SOUTH ELEVATIONS 1"=3'

COLOR CHART

ITEM	COLOR
BOLLARDS / COVERS	GREEN -PANTONE 361 EC (SEE NOTE 1)
FENCING & GATES	GALV CHAIN LINK

NOTES

- COLOR IS TO MATCH PANTONE COLOR SYSTEM OR EQUIVALENT 1101 HIGH GLOSS LAQUER ENAMEL OR EQUIVALENT.
- CONTRACTOR SHALL PRIME AND PAINT OR PROVIDE GREEN PLASTIC COVERS ON ALL BOLLARDS AND RAILING.
- CONTRACTOR SHALL PRIME ALL BOLLARDS USING PLASTIC COVERS FOR CORROSION PROTECTION.



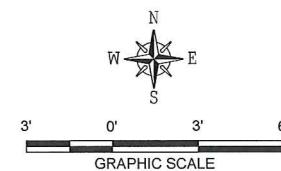
Know what's below. CALL 811 before you dig.
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 0 1 2 3
 0 1 2 3
 2" ORIGINAL DRAWING



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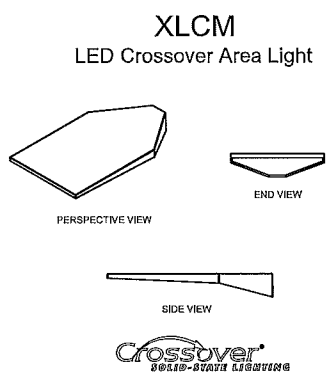
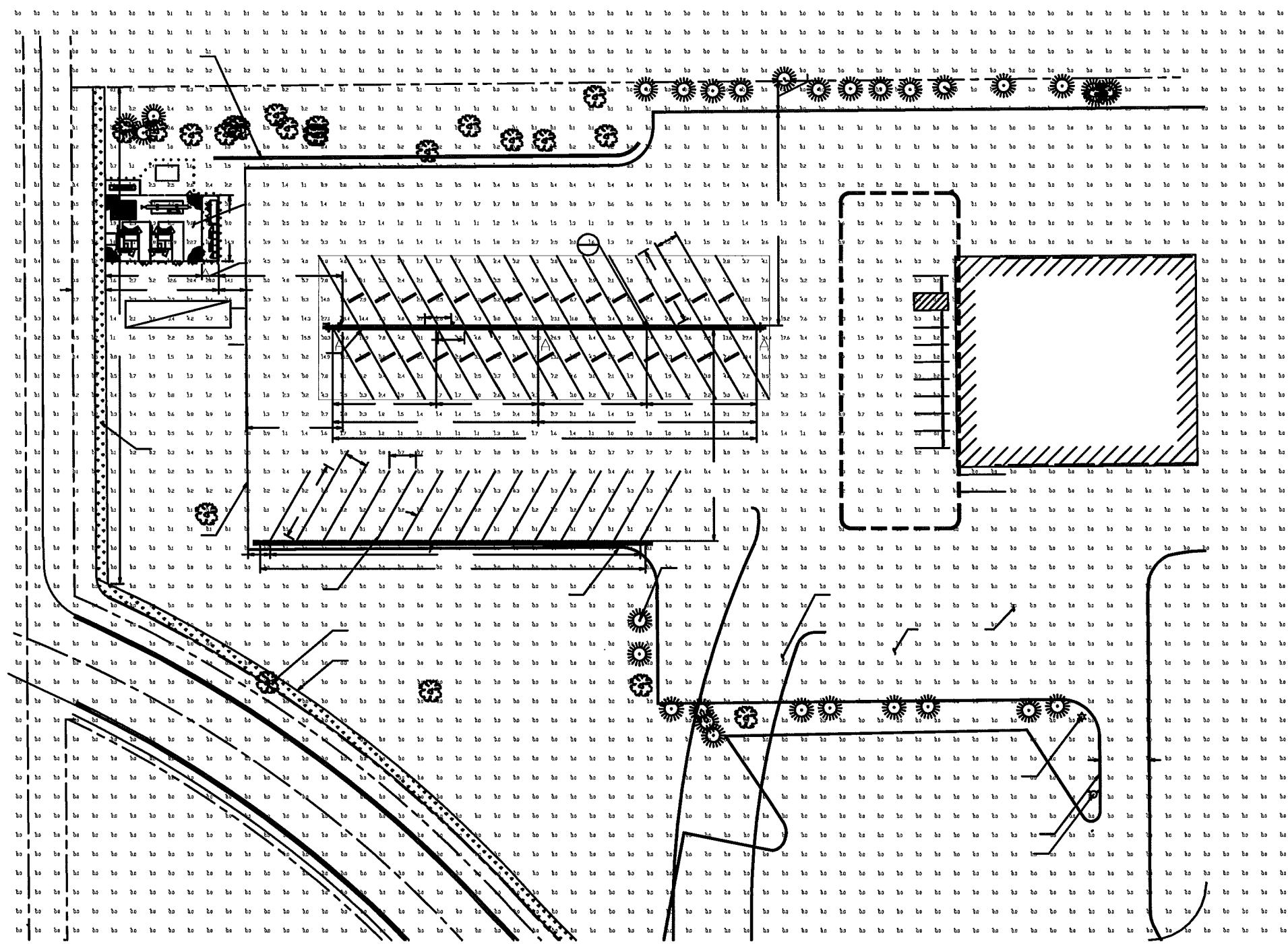
CNG FUELING STATION
 REPUBLIC SERVICES
 10295 SW RIDDER RD
 WILSONVILLE, OR 97070
 GENERAL ARRANGEMENT & ELEVATIONS

DATE 05/06/2015	DESIGNED BY FAA	FAA
SCALE AS NOTED	CHECKED BY MES	MES
SHEET G-1.0	APPROVED BY RLH	RLH



DATE SIGNED: 05/06/2015

ASSET NO. XXX-XX-XXXXX
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Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts
	4	A	DI80*	XLCM-S-LED-HO-CW-DI80-33' MH	1.000	N.A.	62284	552.8

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts	Illuminance	Fc	0.78	36.2	0.0	N.A.	N.A.
PARKING AREA	Illuminance	Fc	6.44	35.0	1.4	4.60	25.00

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LEDs and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted.

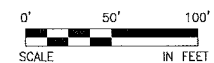
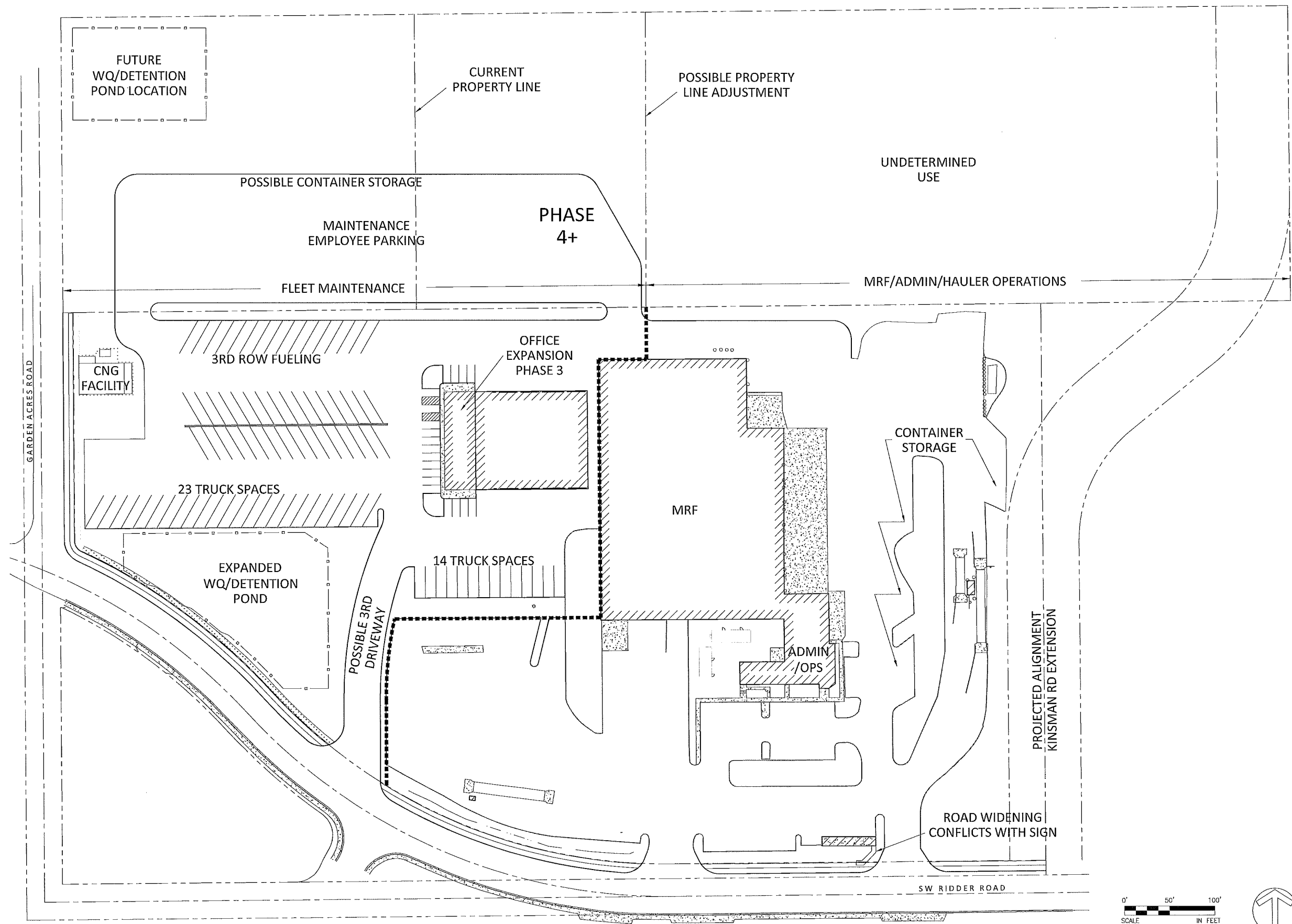
Total Project Watts
Total Watts = 2211.2

LIGHTING PROPOSAL LD-125156

CNG FUELING STATION
10295 SV RIDDER ROAD
WILSONVILLE, OR

DATE: 6-29-19 REV: SHEET 1 OF 1

SCALE: 1"=30' 0 30



MASTER PLAN - 2015 UPDATE

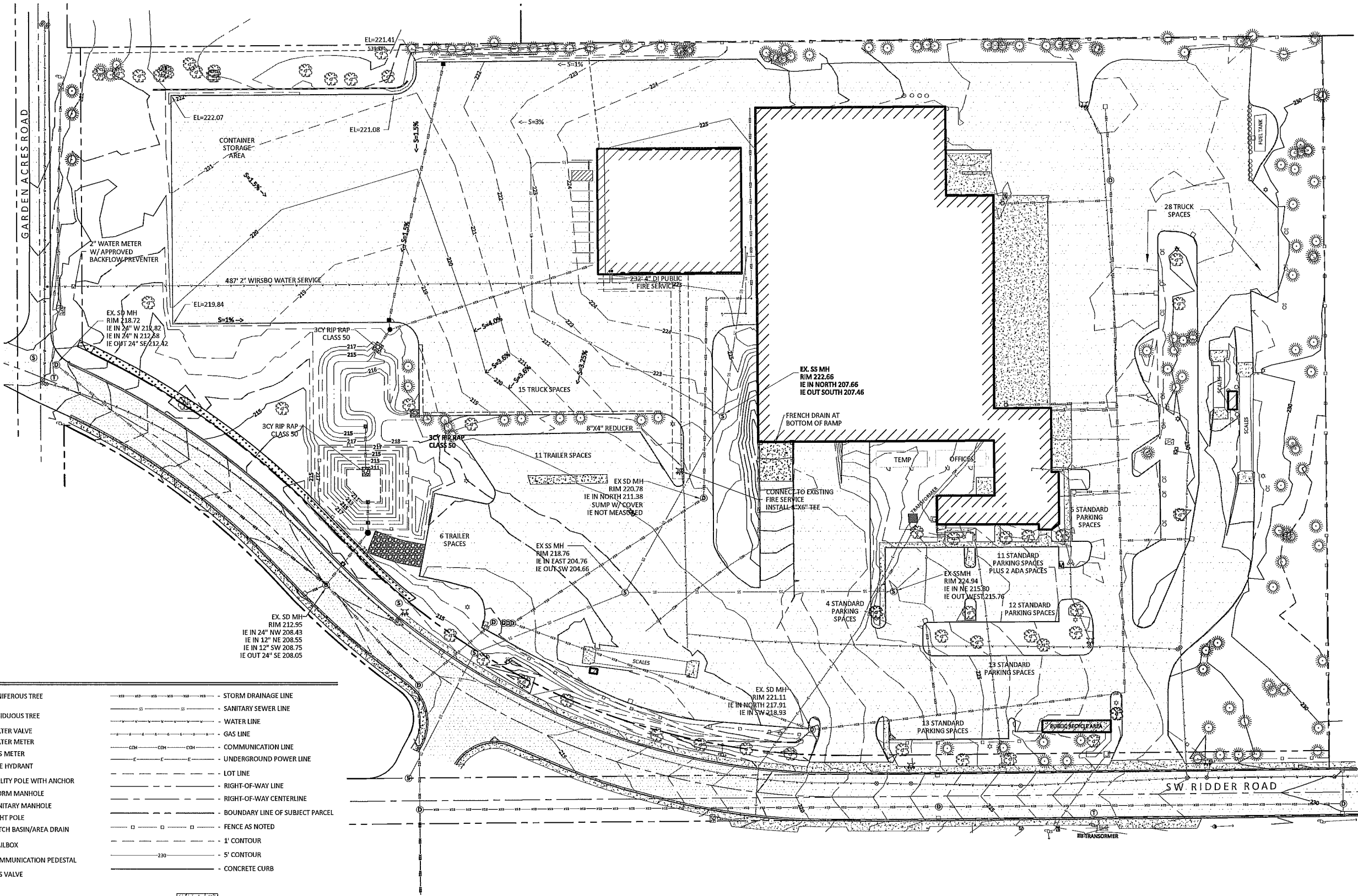
REPUBLIC SERVICES - PDI STAGE I
WASHINGTON COUNTY, OR

Designed by	SFG	Date	06/19/15
Drawn by	SFG	Date	06/19/15
Reviewed by	BEF	Date	06/19/15
Project No.	999-158	REF.	
Horiz. Scale:	1"=40'		
Vert. Scale:	1"=10'		
	999158_01.mxd		

By	
Revision	
Date	
No.	

Project
REPUBLIC SERVICES
No.
999-158
Type
PLANNING
Sheet

- LEGEND:**
- CONIFEROUS TREE
 - DECIDUOUS TREE
 - WATER VALVE
 - WATER METER
 - GAS METER
 - FIRE HYDRANT
 - UTILITY POLE WITH ANCHOR
 - STORM MANHOLE
 - SANITARY MANHOLE
 - LIGHT POLE
 - CATCH BASIN/AREA DRAIN
 - MAILBOX
 - COMMUNICATION PEDESTAL
 - GAS VALVE
 - STORM DRAINAGE LINE
 - SANITARY SEWER LINE
 - WATER LINE
 - GAS LINE
 - COMMUNICATION LINE
 - UNDERGROUND POWER LINE
 - LOT LINE
 - RIGHT-OF-WAY LINE
 - RIGHT-OF-WAY CENTERLINE
 - BOUNDARY LINE OF SUBJECT PARCEL
 - FENCE AS NOTED
 - 1' CONTOUR
 - 5' CONTOUR
 - CONCRETE CURB
 - EXISTING CONCRETE
 - EXISTING ASPHALT PAVEMENT
 - EXISTING BUILDING FOOTPRINT



8000 SW WASHINGTON SQUARE RD.
SUITE 170
PORTLAND, OREGON 97223
P 503.643.8288
WWW.PDR.COM

PDR
PIONEER DESIGN GROUP, INC.

EXISTING CONDITIONS

REPUBLIC SERVICES - PDI STAGE I
WASHINGTON COUNTY, OR

Designed by	SFG	Date	06/19/15
Drawn by	SFG	Date	06/19/15
Reviewed by	BEF	Date	06/19/15
Project No.	999-158.a	REF.	
Horiz. Scale:	NA	Vert. Scale:	AS NOTED
By	TSW	Check	ZBSCUD_OBECKLING

Revision

No.	1	Date	8/10/2015	Revised	
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Project
REPUBLIC SERVICES
No.
999-158.a
Type
PLANNING
Sheet
2 of 3

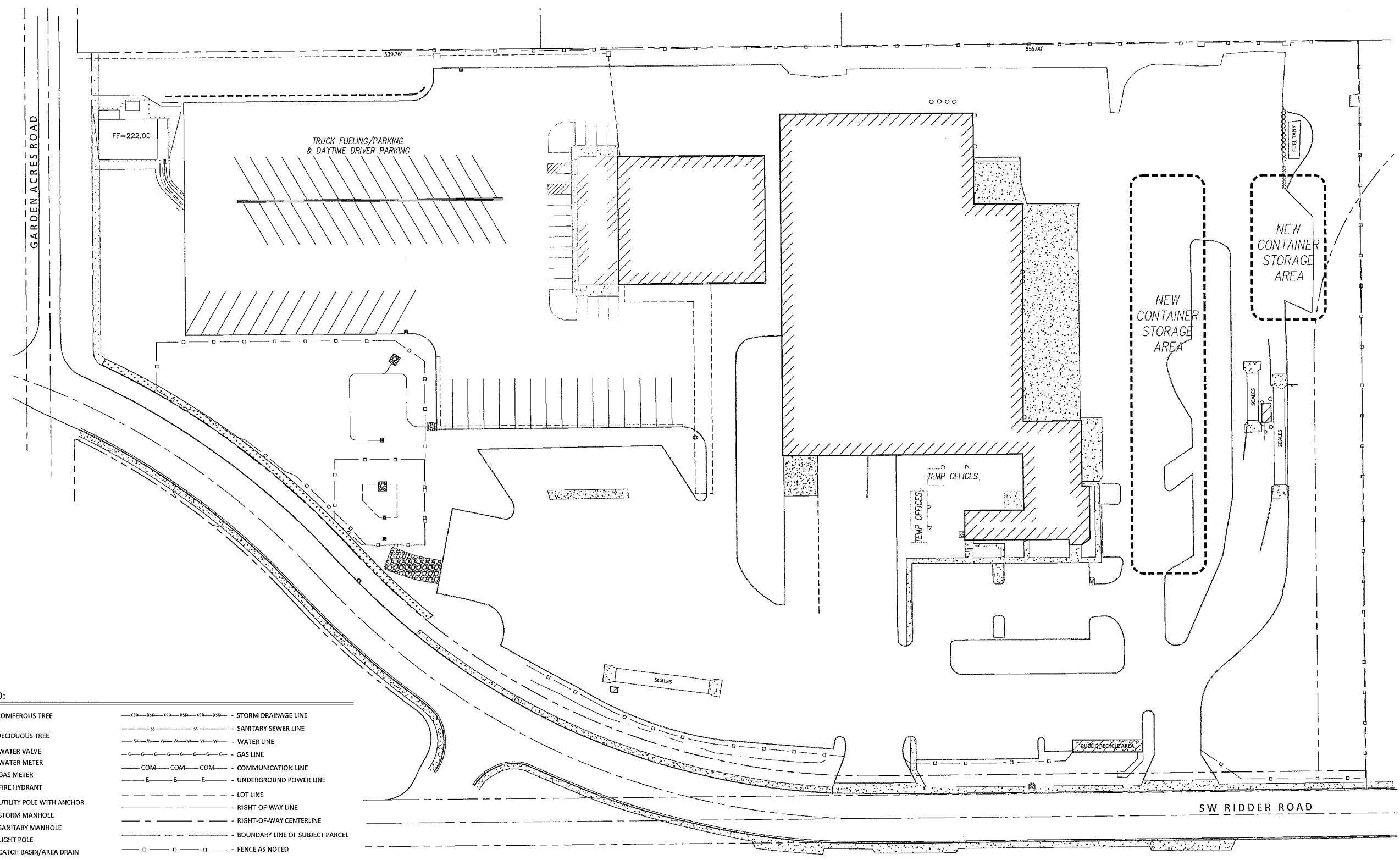
PDI STAGE II, PHASE 2 DEVELOPMENT PLAN

REPUBLIC SERVICES - PDI STAGE I
 WASHINGTON COUNTY, OR

Designed by SFG Date 06/19/15
 Drawn by SFG Date 06/19/15
 Reviewed by BEF Date 06/19/15
 Project No. 999-158 REF.
 Vert. Scale: N/A
 Horz. Scale: AS NOTED
 285000_03E2C04.dwg

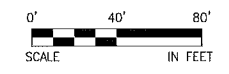
By
 Revision
 Date
 No.

Project
 REPUBLIC SERVICES
 No. 999-158
 Type PLANNING
 Sheet
3 of 3

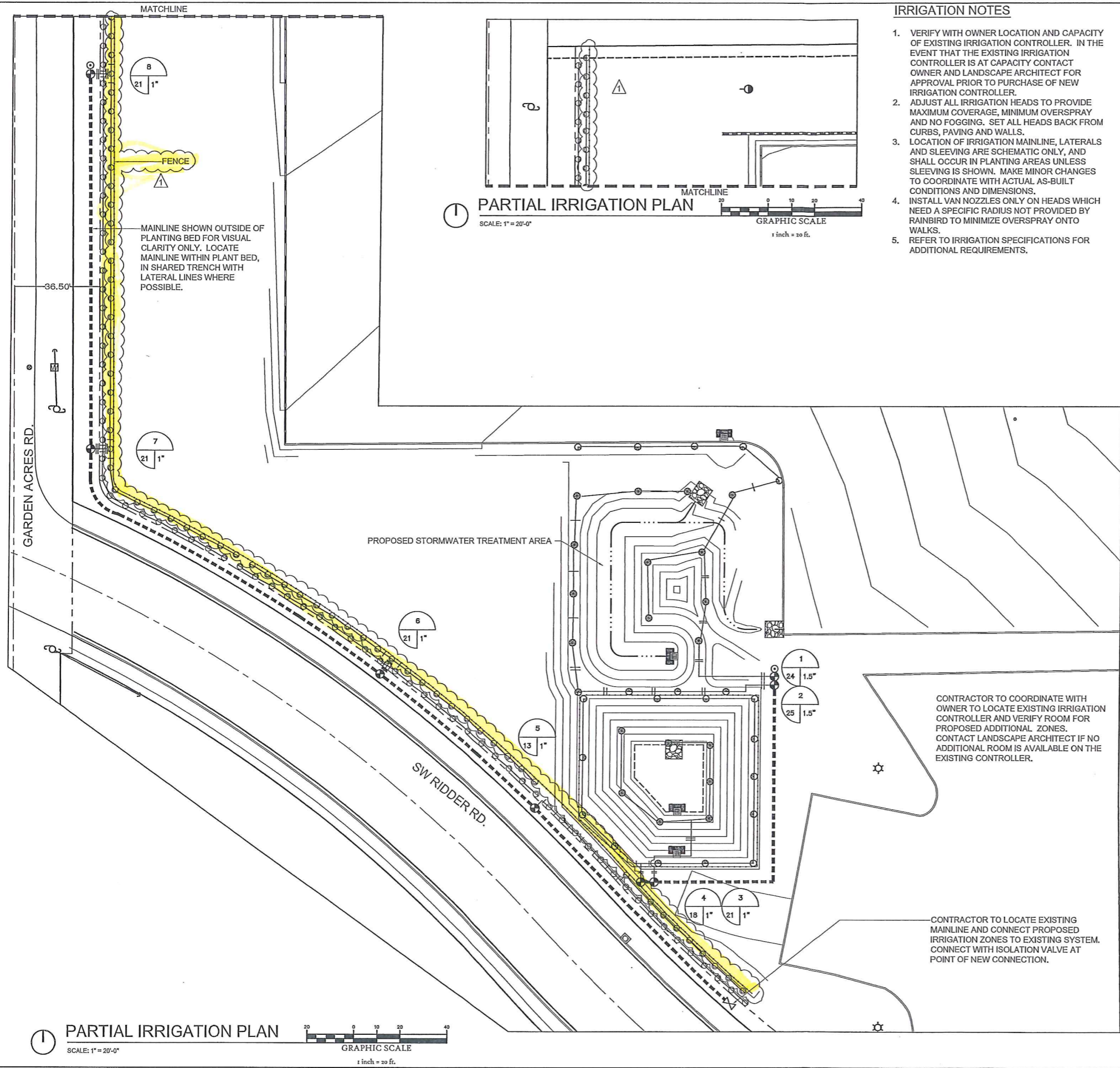


LEGEND:

- CONIFEROUS TREE
- DECIDUOUS TREE
- WATER VALVE
- WATER METER
- GAS METER
- FIRE HYDRANT
- UTILITY POLE WITH ANCHOR
- STORM MANHOLE
- SANITARY MANHOLE
- LIGHT POLE
- CATCH BASIN/AREA DRAIN
- MAILBOX
- COMMUNICATION PEDESTAL
- GAS VALVE
- STORM DRAINAGE LINE
- SANITARY SEWER LINE
- WATER LINE
- GAS LINE
- COMMUNICATION LINE
- UNDERGROUND POWER LINE
- LOT LINE
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTERLINE
- BOUNDARY LINE OF SUBJECT PARCEL
- FENCE AS NOTED
- 1' CONTOUR
- 5' CONTOUR
- CONCRETE CURB
- SAWCUT LINE
- EXISTING CONCRETE
- EXISTING ASPHALT PAVEMENT
- EXISTING BUILDING FOOTPRINT



station2, Plotted: Oct 07, 2014 - 9:48am, H:\2014\324105_Republic Services\07_Drawings\1.0 - Irrigation Plan PH1 06.19.14.dwg



PARTIAL IRRIGATION PLAN
SCALE: 1" = 20'-0"
GRAPHIC SCALE
1 inch = 20 ft.

IRRIGATION NOTES

1. VERIFY WITH OWNER LOCATION AND CAPACITY OF EXISTING IRRIGATION CONTROLLER. IN THE EVENT THAT THE EXISTING IRRIGATION CONTROLLER IS AT CAPACITY CONTACT OWNER AND LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PURCHASE OF NEW IRRIGATION CONTROLLER.
2. ADJUST ALL IRRIGATION HEADS TO PROVIDE MAXIMUM COVERAGE, MINIMUM OVERSPRAY AND NO FOGGING. SET ALL HEADS BACK FROM CURBS, PAVING AND WALLS.
3. LOCATION OF IRRIGATION MAINLINE, LATERALS AND SLEEVING ARE SCHEMATIC ONLY, AND SHALL OCCUR IN PLANTING AREAS UNLESS SLEEVING IS SHOWN. MAKE MINOR CHANGES TO COORDINATE WITH ACTUAL AS-BUILT CONDITIONS AND DIMENSIONS.
4. INSTALL VAN NOZZLES ONLY ON HEADS WHICH NEED A SPECIFIC RADIUS NOT PROVIDED BY RAINBIRD TO MINIMIZE OVERSPRAY ONTO WALKS.
5. REFER TO IRRIGATION SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

SIZE LATERAL LINES ACCORDING TO THE FOLLOWING SCHEDULE:

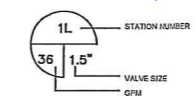
LATERAL LINE SIZING CHART CLASS 200		
GPM	SYMBOL	SIZE
0-10	---	3/4"
10-17	- - -	1"
17-27	- - -	1 1/4"
27-36	- - -	1 1/2"
36-56	- - -	2"
56-83	- - -	2 1/2"

ZONE SUMMARY

ZONE NUMBER	GPM	VALVE SIZE
1	24	1-1/2"
2	25	1-1/2"
3	21	1"
4	18	1"
5	13	1"
6	21	1"
7	21	1"
8	21	1"

IRRIGATION LEGEND

- ⊗ SHUT-OFF VALVE
- ⊙ QUICK COUPLING VALVE (RAINBIRD or APPROVED EQUAL)
- ⊕ DRAIN VALVE
- ⊕ GATE VALVE
- ⊕ RAINBIRD PESB-PRS-D, REMOTE CONTROL VALVE SEE PLAN FOR SIZES
- 1-1/2" SCHEDULE 40 MAIN LINE
- - - CLASS 200 PVC LATERAL LINE - SIZE PER SIZING CHART
- - - 3" CLASS 200 PVC SLEEVE



SPRAY HEAD LEGEND

MODEL #	DESCRIPTION	OPTIMAL OPERATING PRESSURE
ALL SPRAYHEADS TO BE INSERTED ONTO RAINBIRD 1806 POPUPS		
⊙	180 RAINBIRD 8 U-SERIES	30 PSI
⊙	90 RAINBIRD R17-24 SERIES	30 PSI
⊙	120	
⊙	180	
⊙	240	
⊙	270	
⊙	360	

NOTE: ALL COMPONENTS SPECIFIED HERE ARE ONLY SUGGESTED COMPONENTS AND MAY BE REPLACED WITH AN APPROVED SUBSTITUTION.



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8020 SW Washington Square Dr, Suite 605
Portland, Oregon 97223
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TYPE II REUSED
APPROVED

**IRRIGATION PLANS
NOTES & LEGENDS**
REPUBLIC SERVICES
WILSONVILLE, OREGON



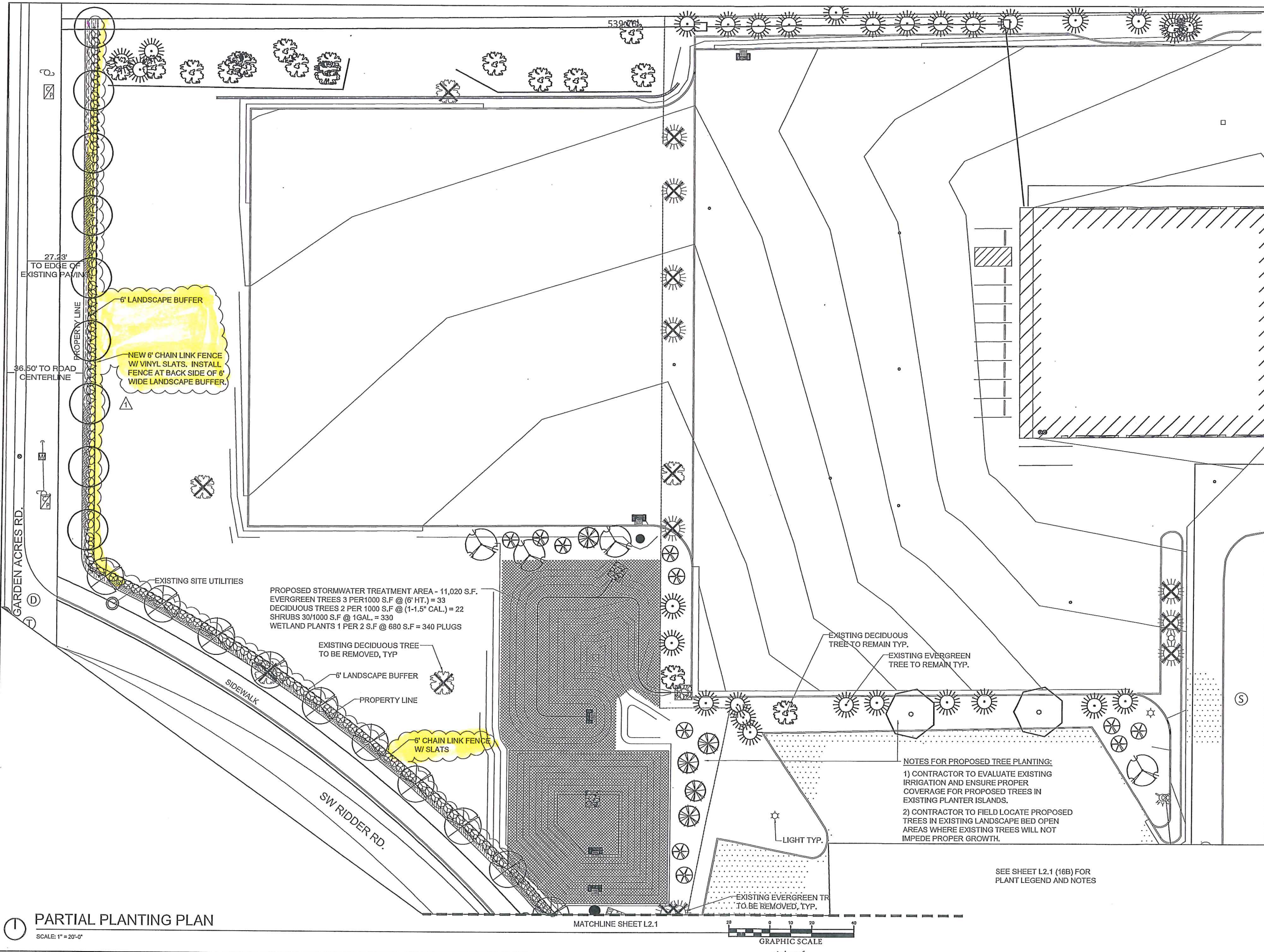
NO.	DATE	REVISION	BY
1	10.07.14	Condition of Approval	

DESIGNED BY	BDH	DATE	6/19/14
DRAWN BY	BDH	DATE	6/19/14
REVIEWED BY	LMB	DATE	6/19/14
PROJECT NO.	999-158 REF.		
SCALE	1"=20'		

SHEET	15	OF	15
PROJECT NO.	REPUBLIC 999-158		
TYPE	LANDSCAPE		

L2.0 - Planting Plan.dwg

station2, Plotted: Oct 07, 2014 - 8:57am, H:\2014\324105_Republic_Services\07_Drawings\L2.0 - Planting Plan PH 06.16.14.dwg



PARTIAL PLANTING PLAN

SCALE: 1" = 20'-0"

MACDONALD
 ENVIRONMENTAL PLANNING, P.C.
 PORTLAND, OR 97233
 PH: 503-224-1233 WWW.MD2-PC.COM

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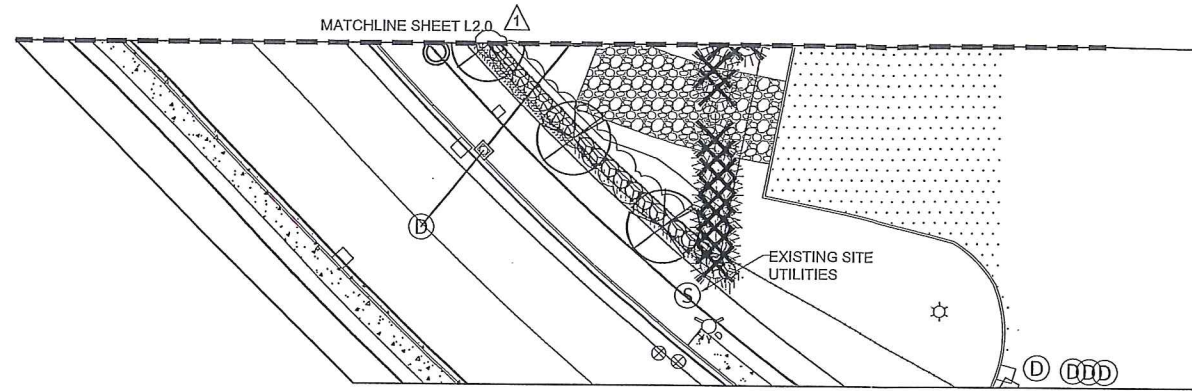
TYPE II REVISED APPROVED

PARTIAL PLANTING PLAN
 REPUBLIC SERVICES
 WILSONVILLE, OREGON

REGISTERED ARCHITECT
 2004
 LAUREL A. MACDONALD
 OREGON LANDSCAPE

NO.	DATE	REVISION	BY
1	10.07.14	Condition of Approval	
DESIGNED BY	DATE	8/19/14	
DRAWN BY	DATE	8/19/14	
REVIEWED BY	DATE	8/19/14	
PROJECT NO.	999-158	REF.	
SCALE	1"=20'		
SHEET	16	OF	16
PROJECT	REPUBLIC		
NO.	999-158		
TYPE	LANDSCAPE		

L2.0 - Planting Plan.dwg



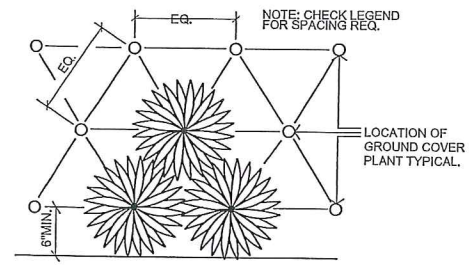
LANDSCAPE NOTES

- REMOVE OR SPRAY AS REQUIRED TO ERADICATE INVASIVE/ NON-NATIVE AND/OR NOXIOUS WEED PLANTS AND ROOTS, INCLUDING JOHNSON GRASS, CRABGRASS, MORNING GLORY, RUSH GRASS, CANADIAN THISTLE AND BLACK BERRY VINES. KILL ACHIEVED BY WORKING THE SOIL IS PERMISSIBLE.
- PREPARE NEW PLANT BED AREA BY REMOVING ANY REMAINING PLANT ROOTS AND NON-SOILS INCLUDING ASPHALT, PACKED GRAVEL, STONES, DEAD OR DISEASED SHRUBS, STUMPS AND LITTER.
- TILL SOIL IN ALL PLANTING AREAS TO A DEPTH OF 12 INCHES. PLACE 4 INCHES OF TOPSOIL AND A MINIMUM OF 2 INCHES OF COMPOST MULCH IN ALL PLANT BEDS. TILL INTO SOIL TO A MINIMUM OF 12 INCHES.
- COMPACT PREPARED SOIL MIX AND FLOAT TO PROVIDE PROPER DRAINAGE. SLOPE PLANTING AREAS WITH A 6-INCH CROWN OR 2" MINIMUM SLOPE, UNLESS OTHERWISE INDICATED ON DRAWINGS.
- IRRIGATION SHALL BE PROVIDED BY AUTOMATIC, UNDERGROUND SYSTEM. CONTRACTOR TO COORDINATE WITH OWNER'S REPRESENTATIVE TO TIE IN TO EXISTING SYSTEM.
- ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO ACCEPTED BEST INDUSTRY STANDARDS FOR PLANTING PROCEDURES.
- PLANT MATERIALS SHALL BE OF HIGH GRADE, AND SHALL MEET THE QUALITY AND SIZE STANDARDS FOR NURSERY STOCK. PLANTS SHALL HAVE VIGOROUS ROOT SYSTEMS, AND BE SOUND, HEALTHY AND FREE FROM DEFECTS AND DISEASES.
- PLANTINGS SHALL BE INSTALLED BETWEEN FEBRUARY 1st AND MAY 1st OR BETWEEN OCTOBER 1st AND NOVEMBER 15th.
- PLANTINGS SHALL BE MULCHED TO A MINIMUM DEPTH OF 3 INCHES AND 18 INCHES IN DIAMETER.
- FENCING SHALL BE 6' GALVANIZED STEEL CHAIN LINK WITH VINYL SLATS. INSTALL FENCE ALONG BACKSIDE OF LANDSCAPE BUFFER, PER SECTION 4.176.02.E.2 OF THE WILSONVILLE DEVELOPMENT CODE.
 - MANUFACTURER: SUPERIOR FENCE, 503-760-7725
 - 6" ROUND GALVANIZED STEEL POSTS W/ TOP RAIL, DIAMETER TO MATCH EXISTING
 - GALVANIZED STEEL CHAIN LINK FABRIC MESH: SIZE, SELVAGE AND GAUGE TO MATCH EXISTING
 - SLATS: PEXCO PDS® HDPE BOTTOM LOCK SLATS, SIZE TO FIT FENCE, COLOR: ROYAL BLUE
 - INSTALL ACCORDING TO MANUFACTURER'S INSTRUCTIONS AND GUIDELINES.

TREE REMOVAL/ REPLACEMENT NOTES

- EXISTING TREES TO BE REMOVED/ REPLACED IN PLAN:

NATIVE TREES REMOVED	16 / 16
NON-NATIVE TREES	3 / 3
DISEASE, DAMAGE, NUISANCE, OR HAZARD TREES	6 / 0
MITIGATION TREES IN PLAN	20
- SHADE TREES FOR MITIGATION 2
- REPLACEMENT TREES SHALL BE STAKED, FERTILIZED AND MULCHED, AND SHALL BE GUARANTEED BY OWNER OR THE OWNER'S SUCCESSOR IN INTEREST FOR 2 YEARS AFTER PLANTING DATE PER WC 4.620.00.
- ALL EXISTING TREES ONSITE WHICH ARE NOT INDICATED AS BEING REMOVED SHALL BE PROTECTED IN ACCORDANCE WITH WC 4.620.10.

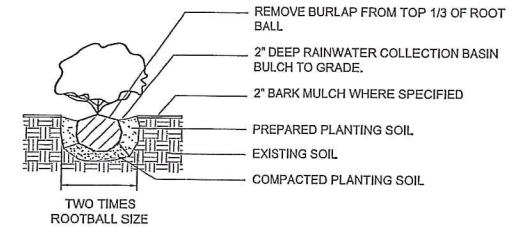


GROUNDCOVER PLANTING DETAIL
SCALE: NTS

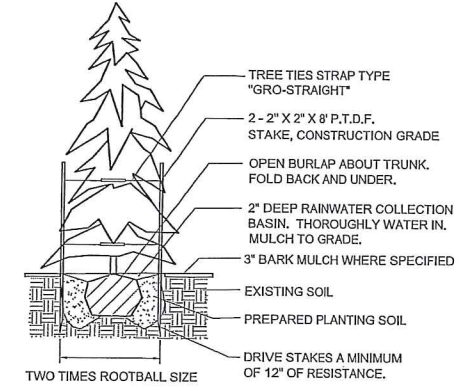
PLANT LEGEND

MITIGATION TREES (22) NAME			
QTY.	SIZE	TYPE	
2	2" CAL.	B&B	
ACER RUBRUM 'FRANKSRED' Red Sunset Maple			
4	2" CAL.	B&B	
FRAXINUS LATIFOLIA Oregon Ash			
5	2" CAL.	B&B	
PSEUDOTSUGA MENZIESII Douglas Fir			
11	2" CAL.	B&B	
THUJA PLICATA Western Red Cedar			
9	2" CAL.	B&B	
ACER RUBRUM 'KARPICK' Karpick Maple			
12	2" CAL.	B&B	
LIQUIDAMBAR STYRACIFLUA 'WORPLESDON' Worpleston Sweetgum			
SHRUBS NAME			
QTY.	SIZE	TYPE	
28	7 GAL.	B&B	
PHYSOCARPUS OPULIFOLIUS 'SEWARD' Summer Wine Bark			
42	5 GAL.	CONTAINER	
EUONYMUS ALATUS COMPACTUS Dwarf Burning Bush			
74	3-4' HT.	B&B	
PRUNUS LAURO. 'SCHIPKAENISIS' Skip Cherry Laurel			
GROUND COVERS & PERENNIALS			
QTY.	SIZE	SPACING	
EST	1 GAL.	24" O.C.	
AJUGA REPTANS Bugle Weed			
572	1 GAL.	24" O.C.	
ARCHTOSTAPHYLOS UVA URSI Kinnickinnick			
WATER QUALITY FACILITY			
QTY.	SIZE	TYPE	
11,020 S.F.		STORM WATER PLANTING AREA	
33	6' HT.	B&B	
EVERGREEN TREES			
22	1-1.5" CAL.	B&B	
DECIDUOUS TREES			
330	1 GAL.	CONTAINER	
SHRUBS			
340		PLUGS	
WETLAND PLANTS			

TYPE II REUSED APPROVED



SHRUB PLANTING DETAIL
SCALE: NTS



TREE PLANTING DETAIL
SCALE: NTS



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PARTIAL PLANTING PLAN,
 LEGEND, NOTES & DETAILS
 REPUBLIC SERVICES
 WILSONVILLE, OREGON



NO.	DATE	REVISION	BY
1	10.07.14	Condition of Approval	

DESIGNED BY	DATE	6/19/14
DRAWN BY	DATE	6/19/14
REVIEWED BY	DATE	6/19/14
PROJECT NO.	999-158	REF.
SCALE	1"=20'	

SHEET	16B	OF	16
PROJECT NO.	999-158	TYPE	LANDSCAPE

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, SEPTEMBER 14, 2015

6:30 PM

VIII. Board Member Communications:

**A. Agenda Results from the July 27, 2015 DRB Panel
B meeting**

City of Wilsonville

Development Review Board Panel B Meeting Meeting Results

DATE: JULY 27, 2015		
LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR		
TIME START: 6:31 P.M.		TIME END: 9:34 P.M.

ATTENDANCE LOG

BOARD MEMBERS	STAFF
Aaron Woods	Blaise Edmonds
Cheryl Dorman	Barbara Jacobson
Richard Martens	Chris Neamtzu
Shawn O'Neil	Nancy Kraushaar
	Eric Mende
City Council Liaison: Julie Fitzgerald	Daniel Pauly
	Mike Ward
	Jennifer Scola

AGENDA RESULTS

AGENDA	ACTIONS
CITIZENS' INPUT	None.
CONSENT AGENDA	
<p>A. Approval of minutes of the June 22, 2015 meeting</p> <p>B. Resolution No. 308. Tonquin Meadows No. 2 Five (5) Year Temporary Use Permit: Stacy Connery, Pacific Community Design, Inc. – Representative for Polygon at Villebois III, LLC (Polygon Northwest) – Owner/Applicant. The applicant is requesting approval of a five-year Temporary Use Permit for a sales office and model homes in the Tonquin Meadows No. 2 at Villebois subdivision, along with associated parking, landscaping and other improvements. The site is located on Tax Lot 2919, Section 15, T3S-R1W, Clackamas County; Wilsonville, Oregon. Staff: Jennifer Scola.</p> <p>Case File: DB15-0050 – Five (5) Year Temporary Use Permit</p>	<p>A. Approved as presented with Cheryl Dorman abstaining</p> <p>B. Unanimously approved Resolution No. 308</p>
PUBLIC HEARING	
<p>A. Resolution 309. West Linn-Wilsonville School District (Advance Road School): Mr. Keith Liden, AICP, Bainbridge – Representative for West Linn-Wilsonville School District – Applicant/Owner. The applicant is requesting approval of an Annexation, Zone Map Amendment from Clackamas County - Exclusive Farm Use (EFU) to City - Public Facility (PF) Zone and Significant Resource Overlay Zone (SROZ), Comprehensive Plan Map Amendment from Clackamas County – Agriculture Designation to City – Public Designation, and Stage I Preliminary</p>	<p>A. Unanimously approved Resolution No. 309 with added Exhibits B5, D2, and D3</p>

<p>Development Plan for a 30 acre site including two schools and a 10 acre site for a future City park. The subject site is located on Tax Lots 2000, 2300, 2400 and 2500 of Section 18, Township 3 South, Range 1 East, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Blaise Edmonds.</p> <p>Case Files: DB15-0046 – Annexation DB15-0047 – Comprehensive Plan Map Amendment DB15-0048 – Zone Map Amendment DB15-0049 – Stage I Preliminary Plan</p> <p><i>The DRB action on the Annexation, Comprehensive Plan Map Amendment and Zone Map Amendment is a recommendation to the City Council.</i></p> <p>B. Resolution No. 310. Wilsonville Subaru Dealership: Robert Lanphere Jr., BL & DJ LLC – Owner. The applicant is requesting approval of a Stage I Preliminary Plan, Stage II Final Plan, Site Design Review, Class 3 Sign Permit and Sign Area Waiver, Type ‘C’ Tree Plan and Waivers for a Subaru Dealership. The site is located on Tax Lot 100, Section 23AC; T3S-R1W, Clackamas County; Wilsonville, Oregon. Staff: Daniel Pauly.</p> <p>Case Files: DB15-0024 – Stage I Preliminary Plan DB15-0025 – Stage II Final Plan DB15-0026 – Site Design Review DB15-0027 – Class 3 Sign Permit and Sign Area Waiver DB15-0028 – Type C Tree Removal Plan DB15-0045 – Class 3 Waivers</p>	<p>B. Unanimously approved Resolution No. 310 as presented</p>
<p>BOARD MEMBER COMUNICATIONS</p>	<p>None.</p>
<p>A. Results of the July 13, 2015 DRB Panel A meeting</p>	
<p>STAFF COMMUNICATIONS</p>	<p>None.</p>

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, SEPTEMBER 14, 2015

6:30 PM

VIII. Board Member Communications:

**B. Agenda Results from the August 24, 2015 DRB
Panel B meeting**

City of Wilsonville

Development Review Board Panel B Meeting Meeting Results

DATE: AUGUST 24, 2015		TIME END: 8:49 P.M.
LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR		
TIME START: 6:30 P.M.		

ATTENDANCE LOG

BOARD MEMBERS	STAFF
Aaron Woods	Barbara Jacobson
Dianne Knight	Blaise Edmonds
Cheryl Dorman	Steve Adams
Shawn O’Neil	Daniel Pauly
Richard Martens	

AGENDA RESULTS

AGENDA	ACTIONS
CITIZENS’ INPUT	None.
CONSENT AGENDA	
A. Approval of July 27, 2015 Minutes	A. Approved as presented with Dianne Knight abstaining
PUBLIC HEARING	
<p>A. Resolution No. 311. Trocadero Park – Villebois Regional Park – 5: Stacy Connery, AICP, Pacific Community Design – representative for Polygon at Villebois III, LLC, City of Wilsonville and Chang Family – owners. The applicant is requesting approval of a SAP Modification, a Preliminary Development Plan Modification and Final Development Plan for development of Trocadero Park – Villebois Regional Park 5 (RP-5). Properties involved are Tax Lots 800, 900, 1100, Section 15 and Tax Lot 542, Section 15AB, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Daniel Pauly.</p> <p>Case Files: DB15-0054 – Specific Area Plan Modification DB15-0055 – Preliminary Development Plan Modification DB15-0056 – Final Development Plan</p>	A. Approved with amendments to the Staff report in new Exhibit A3, additional Exhibits C3, C4, B4, and B5, and a recommendation that Staff consider parking issues as part of the traffic study for the future development north of Palermo Street.
BOARD MEMBER COMUNICATIONS	None.
STAFF COMMUNICATIONS	Staff noted recent Council approvals