

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

MONDAY, AUGUST 11, 2014 - 6:30 P.M.

I. Call To Order:

II. Chairman's Remarks:

III. Roll Call:

Mary Fierros Bower
Lenka Keith
Simon Springall

Ken Ruud
Kristin Akervall
Council Liaison Julie Fitzgerald

IV. Citizen's Input:

V. City Council Liaison's Report:

VI. Consent Agenda:

A. Approval of minutes of May 12, 2014 DRB Panel A meeting

Documents: [May 12 2014 Minutes.pdf](#)

B. Approval of minutes of June 9, 2014 DRB Panel A meeting

Documents: [June 9 2014 Minutes.pdf](#)

VII. Public Hearing:

A. Resolution No. 287.

Carriage Homes: Sage Group LLC - owner. The applicant is requesting Final Development Plan approval for six (6) Carriage Homes in Villebois Village Center No. 2. The subject .14 acre property is located on Tax Lot 200 of Section 15AC, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files: DB14-0047 - Final Development Plan

Documents: [Carriage Homes- Staff Report . Exhibits.pdf](#), [Exhibit B1.pdf](#), [Exhibit B2.pdf](#)

VIII. Board Member Communications:

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, AUGUST 11, 2014

6:30 PM

VI. Consent Agenda:

- A. Approval of minutes from May 12, 2014 DRB Panel A meeting**

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

Development Review Board – Panel A
Minutes–May 12, 2014 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 and Kristin Akervall. Ken Ruud, Simon Springall and Councilor Liaison Julie Fitzgerald were absent.

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

VI. 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 liaison report was given due to Councilor Fitzgerald's absence.

VI. Consent Agenda:

A. Approval of minutes of April 14, 2014 DRB Panel A meeting

Lenka Keith moved to approve the April 14, 2014 DRB Panel A meeting minutes as presented. Kristin Akervall seconded the motion, which passed unanimously.

VII. Public Hearing:

A. Resolution No. 277. Calais at Villebois (PDP-3 North): Stacy Connery, AICP, Pacific Community Design, Inc. – representative for Fred Gast, Polygon NW Company-applicant. The applicant is requesting approval of an Annexation and Zone Map Amendment from Rural Residential Farm Forest 5-Acre (RRFF-5) to Village (V), an Amendment to SAP North, a Preliminary Development Plan for SAP-North PDP-3, Tentative Subdivision Plat, Type C Tree Plan, Final Development Plan for linear greens and parks and SRIR review for an 84-lot single family subdivision in Villebois and associated improvements. The subject site is located on Tax Lots 1200, 1202, 1205 and 2995 of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Daniel Pauly

Case Files: DB14-0009 – Annexation
DB14-0010 – Zone Map Amendment to Village (V)
DB14-0011 – PDP 3North - Preliminary Development Plan
DB14-0013 – SAP Amendment
DB14-0014 – Tentative Subdivision Plat
DB14-0015 – Final Development Plan for linear greens and parks
DB14-0016 – Type C Tree Plan
SI14-0003 – SRIR Review

The DRB action on the Annexation and 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.

Kristin Akervall stated that she lives in Villebois but would participate in the hearing.

No board member participation was challenged by any member of the audience.

Daniel Pauly, Associate Planner, announced that the criteria applicable to the application were stated on pages 2 and 3 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room.

Mr. Pauly presented the Staff report via PowerPoint, reviewing the project location and the proposed applications with these key comments:

- Annexation. The shaded area on Slide 5 was proposed for annexation into the city. The area was within the Urban Growth Boundary (UGB) and already had a Comprehensive Plan designation similar to the rest of Villebois. The City had obtained signatures of all property owners and electors within the area necessary for the annexation, which allowed for a quasi-judicial process through the City without an election, as defined in the Development Code.
- The Zone Map Amendment. The area had a Comprehensive Plan designation of Residential-Village, which was the Comprehensive Plan designation designed for Villebois with the only zoning option being the Village Zone.
- Specific Area Plan (SAP) North Amendment. The proposal involved more than just Phase 3 North, but extended into changes involving SAP-North as well. He briefly reviewed the approval history of SAP-North, noting that in the initial 2007 approval of SAP-North, much was uncertain about what the remainder of the SAP would be, specifically, with regard to the property purchased to serve as a school site. To enable development of Phase 1, the 2007 approval divided the SAP into two areas with Area 1 being Phase 1, and the remainder being Area 2. All the SAP elements were approved for Area 1, but only certain elements were clearly approved for the entire SAP including the Pattern Book and Community Elements Book. (Slide 11)
 - During the application for Phase 2 North (DB13-0022) last year, no rationale was found as to why all SAP elements were not approved for Phase 2 North, as it was not affected by any uncertainties surrounding the school. For the purpose of that 2007 approval, the area highlighted in yellow on Slide 12 was considered Area 1B, meaning all SAP elements were adopted leaving all other planning and details outside of the city to a future application, which was now being considered. In addition to addressing Phase 3 North tonight, the goal was to remove uncertainty in the record about the approval status of some of the other components across the entire SAP.
 - The Applicant had the option to purchase the subject properties contiguous to the western portion of Phase 2 North, which were labeled Phase 3 North in the Applicant's proposal, and all the SAP elements were being requested for adoption for Phase 3 as well. The Applicant and City agreed to a broader SAP amendment to address any uncertainties that still existed for future phases. The amendment only involved formalizing the adoption of SAP elements, rather than changes to any land use decision, realizing that when these properties were brought forward for development in the future, a SAP refinement or amendment would be needed to address the last pieces; for example, no site access currently existed to perform a tree inventory or historic resource study.
 - A small triangular area on Slide 13 was shown as a future phase because Staff had been unable to identify the property owner to secure necessary consents and permissions to allow

for its inclusion in the annexation. As explained in Exhibit C6 by Steve Adams, the Development Agreement, which would be adopted by Council in the draft, proposed that the City would pursue this property for required improvements to Grahams Ferry Rd. No homes were proposed for this area of the Master Plan, so the improvements would include fencing, roads and sidewalks as nothing else was expected under the current zoning.

- As allowed by the Development Code, the SAP Amendment request also included a number of Master Plan refinements or changes, all of which met the threshold requirements described in the Development Code.
 - Street network refinements included removing the previously planned connection of SW Palermo St to Grahams Ferry Rd in order to retain a wetland. Instead, SW Oslo St to the north would be the connection to Grahams Ferry Rd. The internal streets were also realigned due to the layout of residential lots planned by the developer.
 - Parks and open space refinements included the addition of a pocket park on the northeast corner of the site, park amenities in Open Space 2 along the south side of the property, open space at the southwest portion of the property related to the preserved wetland, and a number of other small linear greens throughout the development.
 - Utilities and stormwater refinements included realigning the utilities to match the proposed street network, as well as stormwater facilities based on site conditions and more detailed engineering work.
 - Land use and density refinements involved increasing the number of Large lots, adding Medium lots, and decreasing the number of Standard and Small lots, resulting in an overall reduction of 17 units from the calculations of the blocks based on the densities in the Master Plan. The placement pattern had Larger or Standard lots along the edges with a mix of housing types in the interior, resulting in denser product as one moved towards the center away from the intersection of Grahams Ferry Rd and Tooze Rd, which was consistent with other areas of Villebois and shown in the Master Plan.
- Preliminary Development Plan (PDP). Within the refinement to the Master Plan, a total of 84 units were proposed, including 23 Large, 3 Standard, 26 Medium and 32 Small lots. About two acres of the site were comprised of parks and open space, in addition to the large forest preserve to the south that would provide trail connections from the development. He noted that two regional parks were also located just to the south and east.
 - He displayed a number of preliminary front elevations proposed on the different lots.
 - With regard to traffic and circulation, required improvements for Tooze Rd and Grahams Ferry Rd were planned within the timeframe allowed by the Development Code. The Applicant was working with the City to determine cost sharing and other details.
 - In terms of circulation, providing internal road connections to the south prior to or concurrently with the development was required and involved Palermo St to the west and Ravenna Loop to the southeast. If Ravenna Loop was built as previously approved in Phase 2 North, a gap would still exist, so as part of the Development Agreement, the proposed off-site street improvements on property currently owned by the City planned to be sold for future development to provide the needed road connections. Having the road connections already completed would add value to the adjacent property.
- The proposed Tentative Subdivision Plat was consistent with the proposed PDP with lot sizes consistent with the dimensions allowed in the Pattern Book. A Future Development Tract would be combined with land from a future phase to create a buildable lot.
- Type C Tree Plan. A total of 41 trees were inventoried, and the majority of trees being retained on site were located on the one-acre Taber property. A number of trees not inventoried were being preserved in the wooded wetland located at the southwest corner of the development area. Overall, seven trees were being retained. A vast majority of the trees were being removed due to their condition rather than construction.

- Only one sentinel Oregon White Oak had existed on site and was planned to be within the pocket park, but it had since failed and would be removed. The Applicant was required to plant a specimen shade tree in its place to become a focal point at that corner.
- He identified the trees proposed for retention and removal, noting the persevered trees which included Douglas fir, Ponderosa Pine, Western Red Cedar and Ginkgo trees. His key additional comments included:
 - A condition required the sidewalk to meander around the three trees being retained along a future portion of SW Tooze Rd in front of the Taber property.
- One notable tree designated for retention was a 25-inch Douglas Fir rated as Excellent that was located in the middle of a block. Given the tree's location and because the tree would be a focal point of the subdivision, a tree maintenance easement was required so the homeowners association (HOA) could access the tree to care and maintain it for the neighborhood.
 - A number of trees were likely to be removed and final decisions would be made as construction occurred. Staff encouraged that many of the trees located on the east side of the Taber's property be retained unless no other option existed. In addition, Staff strongly encouraged trees that one of the two trees near the current Tabor home be retained. Due to the potential of a home being placed on the lot, both trees could not be retained.
 - A notable tree proposed for removal was a 61-inch diameter Giant Sequoia tree in Excellent condition that sat in the middle of a street that could not be sufficiently realigned to avoid the tree without significantly changing the layout of the subdivision. Staff had reviewed the Applicant's ideas and did not see a clear design alternative to removing the tree without vastly changing the design of what would otherwise be a practical design for the subdivision.
- Final Development Plan for Parks and Open Space. In addition to the preserved wooded wetland, the pocket park located at the northwest corner of the site would be a nice open space providing a view of the intersection, a play area and the large shade tree. When Phase 2 North was approved as part of the Final Development Plan, the design of the park amenities at the northern edge of the forested area was delayed until the current phase, so all the amenities could be coordinated with this phase. The impacts to the Significant Resource Overlay Zone (SROZ) were expected, given the inclusion of nature play, a bench and some amenities leading into the forested area.
- The Significant Resource Impact Report (SRIR) Review identified the resources that would be impacted and the Applicant was providing the required mitigation so no issues existed.
- He corrected the Location section on Page 1 of the Staff report by adding Tax Lot 2995, which was identified on the Public Hearing Notice but had been excluded on the Staff report.

Ms. Akervall confirmed Phase 2 North was proposed with the same conditions and expectations as Phase 1 North, and that Phase 3 North would also have the same conditions and expectations as those prior phases because all the phases would use the same Pattern Book and Community Elements Book with approval. She asked about the entrance from Grahams Ferry Rd onto Oslo St.

Mr. Pauly replied the Oslo St entrance would have the same treatment as other similar entrances, such as Surrey St and Grenoble St further south and would follow the Master Signage and Wayfinding Plan as far as the fencing and signage at the entrance.

Ms. Akervall asked about the fence around the pocket park area, for example.

Mr. Pauly replied the fence material would follow the Pattern Book. Staff encouraged that it match the fencing currently along Grahams Ferry Rd, which provided a limited view with half brick along the bottom and half iron looking material.

Chair Fierros Bower asked if garages entrances to the residences were from the rear of the lot.

Mr. Pauly explained the garage entrances on the Medium and Small lots had alley-loaded access and the Standard and Large lots were front-loaded products. He noted Exhibit B6 was the revised Street Tree Plan, adding the Applicant was asked to ensure the street trees were placed in a manner that allowed for the curb cuts for the front-loaded products.

Chair Fierros Bower called for the Applicant's testimony.

Alaina Robertson, Polygon Northwest, 109 E 13th St, Vancouver, WA, 98660, thanked Staff for the thorough presentation and the DRB for hearing the Applicant's testimony tonight. She displayed a comparison of the Villebois Master Plan to the proposal and provided the following key comments:

- Polygon was fortunate to be part of such a wonderful community and had been able to build its product mix in Villebois, beginning with some of its smaller product in 2011. This particular plat gave the Applicant an opportunity to provide the larger lots that the City, neighbors and residents of Villebois had been looking for as development expanded toward the outer boundaries of the Master Plan.
- As mentioned, the Applicant did reduce the density in this area from what the original Master Plan showed for the SAP, which meant larger lots and homes and more pocket parks and open spaces, which were integral to the overall Villebois Village Master Plan as well. She noted the home elevations were available for review to see how they fell in line with the Pattern Book.
 - The Applicant would continue making improvements to some of the trails in the open space to the south approved as part of Phase 2 North, while also continuing the cleanup that had begun on the south side of the property with the Phase 2 North build out.
- She displayed the overall site plan showing a mix of the different plan types, which would be a mix of alley and front-loaded products. Similar to the Applicant's other products at Villebois, the development would consist of different floor plans. In the Small and Medium designation, a wider alley-loaded product would be built, resulting in an increase to the size of the homes.
 - The Applicant planned to keep the pocket park in the northwest corner to add more amenities to the area for Polygon's homeowners and the greater Villebois neighborhood. As recommended by Staff, the Applicant would pursue adding a large shade tree, which would be a bonus for their homeowners who appreciated such amenities. Falling in line with the preservation of other trees in the area made the decision an easy one.
- She briefly reviewed the conceptual elevations, noting the alley-loaded styles had rear garage access in keeping with the Pattern Book. The Medium elevations were newer floor plans for Polygon, which meant increased stone and brickwork, as seen in some the larger product in Villebois, as well as the ability to introduce some wider home plans. This would also be an alley-loaded, Medium product.
 - The front-loaded product consisted more of the traditional style, larger, wider homes. The Applicant was now able to introduce different elevation types than in previous proposals because their lots had been smaller previously.
- She added that many of the subject elevations were slightly reminiscent of the larger product on the Living Enrichment Center (LEC) property, as the Applicant planned to carry some of that product over to this project as well.

Ms. Akervall asked what the boundary would be like between the pocket park on the northwest corner and the two lots that bordered it.

Ms. Robertson answered a standard 6-ft cedar stained good neighbor fence would be used to provide privacy on the backyards for the homeowners. If other architectural requirements existed, the Applicant would be sure to comply to increase the viewpoint. She noted a pedestrian access ran through that portion of the pocket park, so in an effort to maintain privacy for the homeowners, the cedar stained fence would be installed unless Staff had any other recommendations.

Mr. Pauly recalled discussions about wrapping the fence along Grahams Ferry Rd and Tooze Rd if it was still within the view shed.

Jim Lange, Pacific Community Design, 12564 SW Main St, Tigard, OR 97223, clarified the Community Elements Book required a view fence around the perimeter, which was the half-height wall with wrought iron fence that currently existed. At either corner of the pocket park, the Applicant had planned to wrap the fence down the sideline of the lot to where the fences would normally end, and the same was planned for along Tooze Rd.

Mr. Pauly understood a shorter fence would be along the corner with the right turn pocket.

Mr. Lange responded the Applicant did not believe the entire park should be surrounded with a wrought iron fence, as that seemed contrary to the way the parks had been planned, but if that was required, then the Applicant would have to comply. He confirmed the plan was to wrap the fence around the edges of the homes and leave it open on the corner.

Ms. Robertson recalled the original Master Plan pulled the brick with the wrought iron all the way around the corner, but that was when a home existed on the corner. This was a unique situation where the Applicant was trying to accommodate the Master Plan with that design piece. Visibility through the parks was key to much of what was done in Villebois, so it was definitely something the Applicant was open to.

Mr. Lange did not believe any safety issue would exist because the open space tract with the trail was between the lots and the street. The trail was well separated from the road and the play facility was tucked in closer to the internal road rather than right on the corner of Grahams Ferry Rd. The Applicant did not believe the park needed to be fenced from Tooze Rd or Grahams Ferry Rd.

Ms. Akervall stated it seemed like the design would be aesthetically pleasing while also providing a nice opening to the neighborhood from the outside, but her concern regarded small children on the playground near a busy intersection. Living in a different part of Villebois, one thing she loved was being able to see the park from some of the rooms in her house, similar to many of the houses on this street. She inquired about the visibility of the park with it tucked into the corner and how that would feel.

Mr. Lange responded that park visibility was more constrained than typical due to the park's corner location. In an effort to enhance visibility, a bulb-out was included on the knuckle to increase the frontage. The original impetus for including the bulb-out was the tree, which fell down subsequent to submittal. The Applicant still believed the bulb-out was a good amenity and in the right place. The only way to gain more frontage for the park would be small lot sizes and the Applicant did not believe that was warranted.

Mr. Pauly suggested that if the Board wanted to make it clear in the record, a condition could be added specifying the type of fencing along those lots and where it would wrap around.

Chair Fierros Bower believed that as long as the Applicant was following the Master Plan and Pattern Book, the fencing was okay unless any concern existed about some deviation.

Ms. Akervall believed the fencing would look really nice when everything was said and done, but her primary concern was ensuring a safe boundary for the playground area. She asked if there was another chance for review or to consider the fencing once things were in motion.

Blaise Edmonds, Manager, Current Planning, noted in the Pattern Book included a fencing option for backyards that faced open space that was not solid wrought iron, but was instead aluminum square tubing with the appearance of iron and was not half brick/half iron.

Mr. Pauly clarified the Pattern Book called for an enhanced full view or partial view. He noted many corner parks were open to the street so safety still existed.

Mr. Edmonds added the enhanced full view option would provide visibility into the park from Tooze Rd.

Mr. Lange said he misspoke a bit and wanted to clarify what the application contained, so the DRB could determine if a change was needed. Sheet 7 of the Final Development Plan set indicated the enhanced partial view fence wrapping around the corner with a break where the sidewalk entered the park. Sheet 7 indicated the baseline of what the application requested. He believed emails shared back and forth with Staff indicated that perhaps the best fencing would be the SROZ fencing type, which was a full height wrought iron fence without brick on the bottom to maximize visibility.

Ms. Robertson added that the opening for the pedestrian bike access would wrap the whole length of the corner and contain the play structure while also maximizing visibility.

Ms. Akervall stated that made her feel more comfortable.

Ms. Robertson said there were many parks and a lot of cars driving around Villebois, and the Applicant did not want to jeopardize their homeowners' children either.

Ms. Akervall noted an email she sent to Mr. Pauly regarding improvements to the Tooze Rd/Grahams Ferry Rd intersection and asked if more specifics could be discussed, as well as any details regarding timeline.

Mr. Pauly invited Steve Adams to respond, noting he had been working on the development agreements the most.

Steve Adams, Engineering Development Manager, explained that Staff was working with Oregon Department of Transportation (ODOT) and federal funding to coordinate and gain approval for everything and the process was a bit slower than usual when state and federal agencies were involved. It appeared that the development at Villebois Calais would take place about six months to a year before the City's project, so the City's design team would work with the Applicant's company to ensure the overall look was similar and the street level elevations and locations matched. The Applicant's proposed improvements to Grahams Ferry Rd and the internal streets would likely be completed by late next summer and the City's proposed Tooze Rd improvements would probably be completed by the spring or summer of 2016.

- The proposed improvements included constructing a 3-lane width on Tooze Rd with a center turn lane or landscaped median, as well as sidewalks and a landscape strip on both sides. Staff tweaked the project slightly by adding a 2-ft bike buffer on Tooze Rd and Grahams Ferry Rd in an effort to make the area more bicycle-friendly. A bike buffers is a 2-ft painted stripe that separates bicyclists from cars and these would likely be the first bicycle buffers in the city.
- The Applicant was asked to add another right turn lane on northbound Grahams Ferry Rd, so there would be as Grahams Ferry Road approached Tooze Rd from the south. Instead of three lanes on Grahams Ferry Rd, there would be a single southbound lane and three northbound lanes: a left turn lane, a through lane and a right turn lane. Staff asked the Applicant to add the right turn lane to encourage the use of Grahams Ferry Rd from communities further south in Villebois, so drivers heading north would not be stuck at the red light. Concerns had been heard from many citizens about

people cutting through Villebois to get to the other side, so the idea was that Grahams Ferry Rd to Tooze Rd would be a quicker route because it was 45 mph instead of 25 mph. The Applicant had worked with the City and agreed to add another right turn lane on northbound Grahams Ferry Rd.

- He confirmed the City would be building a signalized intersection with the Tooze Rd improvements. Both streets and the signalized intersection would be completed in the spring/summer of 2016. The current goal was that the signalized intersection would be part of that project.

Ms. Akervall asked if a crunch time was expected for the summer of 2015 through the spring of 2016 when there would be increased traffic, but the improvements would not yet be finished.

Mr. Adams replied traffic was increasing on a fairly regular basis because of the incredible amount of homes being built. Several hundred lots had been approved, and while not totally ready to be built on, those lots were ready to be developed whenever the Applicant was ready to move forward. Consequently, the speed of the subdivisions moving forward and houses actually being built and occupied would affect the traffic flow there.

Ms. Robertson added that completion of the street improvements in the development would actually precede construction; homeowners would not necessarily be moving in immediately following the street improvements. Although Polygon might complete the improvements in the summer of 2015, there would be a development timeframe with production that would push out the time when homeowners could actually move in.

Mr. Adams added the City preferred having the road constructed prior to homes being built on the north side because homeowners typically do not like construction occurring behind or around them, and building the road while homes were under construction or lots were empty would make the job much easier. He was unsure what homes the Applicant planned to build first, but noted they usually had a specific approach of building homes out block-by-block.

Ms. Robertson replied the approach would be contingent on the market and what the market allowed them to do. The Applicant was absolutely committed to working with the City to ensure that their production time flow aligned appropriately with what was best for the City, Polygon's homeowners and Villebois as a whole. A lot of development was taking place and many new homeowners were moving in, so there would be an influx of new traffic and the Applicant was trying to be cognizant of that as they continued working to finish the Master Plan everyone has been waiting for.

Mr. Adams noted traffic flow at Grahams Ferry Rd and Tooze Rd had reached a point where the City decided to install four stop signs. Currently, Tooze Rd was a through street and the intersection was becoming dangerous, so the four stop signs would probably be installed by the end of this week.

Ms. Akervall believed the stop signs might slow things down and help with safety concerns as she had seen cars in accidents at the Grahams Ferry Rd/Tooze Rd intersection. She noted last month the DRB discussed another Polygon development that would also access Grahams Ferry Rd in that area, adding that many people used 110th Ave to exit the neighborhood and changes would be made to that road as well. She inquired about the timing of the other development and how the timing all of it would come together.

Mr. Lange stated a big infrastructure push was on with a plan to tie into the Village Core and get the loop in place around it, get the parks system linked through as well as some important transportation connections that were missing today. Many of those final pieces would fall into place this year. The southbound leg of a roundabout on Boeckman Rd would eventually become Villebois Dr and be extended

to 110th Ave and another missing roundabout would be installed. This linkage would complete the linkage around the Village Core and provide another exit point out to Boeckman Rd.

- Another piece that would tie everything together better was the Applicant agreed to build the road on the school site located on the east side of the subject development. That road would connect south to another road that had already been built, providing a second access point and eventually, when the City's property went forward, the road would connect to Tooze Rd.

Ms. Akervall confirmed construction on those important but currently missing linkages was scheduled for this summer. She thanked the Applicant for the clarification and illustrating what the linkages would look like in the future.

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

Cyndi Satterlund Heider, 12041 SW Tooze Rd, Sherwood, OR 97140, said her home was located at the northwest corner of the intersection in question, noting that Ms. Akervall was able to get answers for some of her concerns. Safety was a huge concern as she had seen accidents at the intersection about twice a month and people often went through the fence. Having more traffic was very concerning and she believed the addition of stop signs, and eventually a traffic light, were good ideas as long as people stopped.

- She asked about street improvements, such as the bike lane, and whether they would end at the intersection or continue down Tooze Rd. She also asked what side of the road the 6-ft bike lane would be on, as she wanted to determine whether it would impact her property beyond the additional traffic.

Mr. Adams answered the bike lane was intended to end at or shortly after the intersection. Heading westbound, drivers would go through to Grahams Ferry Rd and the bike lane would phase out before reaching SW Westfall Rd. The same thing would happen northbound with the bike lane on Grahams Ferry Rd phasing out a few hundred feet north of Tooze Rd. The bike lane on Tooze Rd heading east would connect to the existing bike lanes built on Tooze Rd/Boeckman Rd, which would eventually allow for bike travel clear across town to Wilsonville Rd with the completion of Frog Pond. The plan was to have a bike lane on Boeckman Rd from Grahams Ferry Rd to Wilsonville Rd. Southbound, the bike lanes were hit and miss; he added it would have been nice if some had been included earlier in the Grahams Ferry Rd design. The City would install bike lanes from Tooze Rd down to the Barber St roundabout and bike lanes would also be added as part of the Grande Pointe development; however, there would be a short-term 1,500-ft gap in bike lane system between the Barber St roundabout and Grande Pointe.

- In terms of construction affecting Ms. Heider's property, the project was just entering the design phase, so the project was very preliminary. He added Ms. Heider had probably seen staking flags, which were part of the preliminary survey. Mike Ward, the City's civil engineer and the project lead, had more direct knowledge of what was going on and would be able to answer more of her questions. He noted Staff had just gotten the contract signed with OPEC in the last two weeks.
- He clarified that the traffic lanes would be 11-ft wide and became narrower going up. Further down, the lanes were 12 ft with a 6-ft bike lane. Staff decided to go with an 11-ft lane people were going too fast and national studies showed that the narrower the lane width the slower people tended to drive.

Ms. Heider confirmed the stop sign would remain at SW Westfall Rd where the three roads intersected. She asked which side of the road the additional lane would come from.

Mr. Adams replied the additional lane would be split on either side of the existing road. The Applicant was dedicating 17.5 feet of their parcel to the south and Staff already acquired the right-of-way from the neighbor directly to the east of Ms. Heider's property when the neighbor remodeled. If the southern portion of Ms. Heider's parcel had a standard 40-ft right-of-way, the City would need 17.5 ft of the south

edge of her property. He reiterated the City was months away from acquiring that or approaching her with an offer.

Dirk Anderson, 11797 SW Tooze Rd, Wilsonville, OR 97070, stated many of his questions were already answered. He strongly advised reconsidering the pocket park located at the intersection of Grahams Ferry Rd and Tooze Rd at the north side of the Calais development. Conservatively, there were at least two accidents per month at that intersection and it was not unusual for cars to go right into the corner where the oak tree was located. He noted that would probably be amended with the stoplight.

Chair Fierros Bower called for the Applicant's rebuttal.

Ms. Robertson stated the Applicant had no rebuttal, but appreciated the public comments and thanked the Board members for their time.

Chair Fierros Bower closed the public hearing at 7:40 pm.

Lenka Keith moved to amend the Staff report by adding Tax Lot 2995 to the Location section on Page 1. Kristin Akervall seconded the motion, which passed unanimously.

Lenka Keith moved to approve Resolution No 277. The motion was seconded by Kristin Akervall.

Ms. Akervall confirmed the fencing at the pocket park would be wrought iron. She asked if Staff would continue to work with the Applicant to ensure what was completed was a safe and good solution for the corner with regard to the boundaries.

Mr. Pauly answered yes, adding Staff would review the final plans consistent with the DRB approval and could require minor administrative changes because of the additional right turn lane that was discussed. The fencing would be per the Pattern Book, which designated either brick with wrought iron on top or just wrought iron.

Ms. Akervall said she had also seen cars go through the fence on the corner and believed wrought iron would be sturdier than a wood fence.

Mr. Edmonds clarified the wrought iron was not traditional iron, but was usually a tubing and much lighter. The fence was a faux wrought iron.

Mr. Pauly believed traffic would be a lot slower with the eventual build out.

Mr. Edmonds noted Mr. Adam's testimony that a four-way stop would be installed at the intersection very soon, which should help with run the through traffic that caused accidents and created problems for the neighbors.

Ms. Akervall said it was good that was happening now so everyone could get used to the four-way stop sign before construction began.

Mr. Edmonds added nothing could create safety in a park. He understood Ms. Akervall's concern regarded the safety of children going out into traffic and keeping them confined to the neighborhood. He noted that even the fence would not stop a speeding car. The brick fence might, but he was unsure what her tolerance of safety was and what she was thinking.

Ms. Akervall believed that the addition of the four-way stop, and later a stoplight, helped ease her concern. She added that for kids, the boundary did not have to be a full tall fence; a visual and tangible boundary would suffice in stopping kids from running out into the intersection.

The motion passed unanimously.

Mr. Edmonds clarified that the annexation and Zone Map Amendment were recommendations to the City Council.

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

VIII. Board Member Communications

A. Meeting notes from April 28, 2014 DRB Panel B Meeting

Mr. Pauly noted new signs were approved for the World of Speed that were 32-ft poles with banners that kind of extended the lines of the building. Not many sign applications had been seen recently, and the application was brought to the DRB level because of the banner signs, which the DRB believed made good architectural sense.

Mr. Edmonds added banner signs were typically seen at museums or venues where the displays changed. The World of Speed had a need to change the banners, which were very professionally done and not the cheap type of banners seen on SE 82nd Ave in Portland. The banner signs were museum-quality and would be located on the west entrance on 95th Ave, not facing the freeway because the Applicant did not want people to go through the wrong entrance.

IX. Staff Communications

Mr. Edmonds announced the work retreat with City Council and all City commissions and boards was scheduled for this Saturday, May 17th, between 9 am and 3 pm at City Hall. He was sure lunch would be served, but he had not seen the agenda yet. He did not believe anyone needed to bring anything other than questions and comments.

Ms. Akervall thanked her fellow board members for being patient as she got caught up to speed.

Chair Fierros Bower responded Ms. Akervall had good questions that triggered new discussion and new questions, which was very good.

X. Adjournment

The meeting adjourned at 7:50 pm.

Respectfully submitted,

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

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, AUGUST 11, 2014

6:30 PM

VI. Consent Agenda:

B. Approval of minutes from June 9, 2014 DRB Panel A meeting

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

**Development Review Board – Panel A
Minutes–June 9, 2014 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, Ken Ruud, Simon Springall, Kristin Akervall, and Councilor Liaison Julie Fitzgerald. Lenka Keith was absent.

Staff present: Blaise Edmonds, Chris Neamtzu, Barbara Jacobson, Steve Adams, Michael Wheeler, Daniel Pauly, and City Planning Consultant Keith Liden.

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

IV. City Council Liaison Report

Councilor Fitzgerald provided no report at this time.

VI. Consent Agenda:

A. Approval of minutes of May 12, 2014 DRB Panel A meeting

The May 12, 2014 DRB Panel A meeting minutes were deferred due to the lack of a voting quorum.

B. Resolution No. 280 Charbonneau Village Center Condominium Replat: SFA Design Group, LLC for Charbonneau Village Center Condominium – owner/applicant. The applicant is requesting approval of a Tentative Condominium Replat for Charbonneau Village Center Condominium. The site includes Tax Lots 8000-80009, 8000B and 8000C, and 8010A-8010F in Section 24CD, T3S-R1W, Clackamas County, Oregon. Staff: Michael Wheeler

Case Files: DB13-0058 – Tentative Condominium Re-Plat

Simon Springall moved to approve Resolution No. 280. Ken Ruud seconded the motion, which passed unanimously.

VII. Public Hearing:

A. Resolution No. 281. Artistic Auto Body Building Expansion: SFA Design Group, LLC- applicant for Terry Mostul – owner. The applicant is requesting approval of an amendment to a Stage I Preliminary Plan, Stage II Final Plan, Waiver to reduce building setbacks and Site Design Review for approximately 4,995 square foot building expansion to the Artistic Auto Body building, including related site improvements. The site is located at 27975 SW Parkway Avenue on Tax Lots 701, 702 and 703 of Section 11, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files: DB14-0017 – Revised Stage I Preliminary Plan

DB14-0018 – Stage II Final Plan
DB14-0019 – Setback Waiver
DB14-0020 – Site Design Review

Chair Fierros Bower called the public hearing to order at 6:35 pm 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.

Simon Springall declared he worked at Mentor Graphics, almost immediately adjacent to the Artistic Auto Body property, and did not think that affected his judgment or impacted this review.

Blaise Edmonds, Manager of Current Planning, announced that the criteria applicable to the application were stated on pages 2 and 3 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 that his memorandum, dated June 9, 2014 and entered into the record as Exhibit A3, was emailed to the Board and Applicant, and was also made available at the meeting. He noted the site's location and features, as well as the various business components and proposed improvements on the site. He presented the Staff report via PowerPoint with these key additional comments:

- He displayed the Approved Stage I Preliminary Plan in 1997, noting the Applicant would still like to expand his auto body operation into the RV storage lot in the future. Only one access drive existed which was located off of SW Parkway Ave. No access existed off Boeckman Rd due to the steep slopes.
- Revised Stage I Preliminary Plan/Stage II Final Plan.
 - The 1997 approval had a waiver from the minimum Parking Code requirement. The Applicant initially requested another waiver for the proposed addition, but that would not work because more parking needed to be provided to meet the minimum Parking Code. The Applicant proposed adding 30 overflow parking spaces on the RV storage lot in the event that parking was needed. This enabled them to meet the minimum Code. He agreed with the Applicant that on any particular day they would not have a such a large parking demand and need overflow parking, so this was more of a test to show the Applicant could provide the parking needed to meet the minimum Code requirement and stripe for additional parking overflow parking if needed.
 - He indicated where the Enterprise car rental company parked its fleet with car pick up being on the east side of the site.
 - He reviewed Exhibit A3 with these comments:
 - A Building Division condition of approval in 1997 required an accessible handicap route from SW Parkway Ave to Artistic Auto Body's main building. He discovered from the building official this morning that if a single driveway existed, that route was no longer a requirement under the Oregon Structural Specialty Building Code. Apparently, the State was regulating more stringent requirements for ADA accessibility than the federal guidelines, which was why there was a softening of that requirement.
 - He read his proposed Condition PDB4 on Page 2 of the memorandum requiring the path to be on the north side of the drive because not enough room existed on the south side and pedestrians should not be walking behind cars backing out of the head-in parking.
 - The Applicant was right at 15% landscape coverage for the entire master planned area and in order to build a full sidewalk improvement, the shade trees and landscaping on the slope area required to shade the parking spaces would need to be removed, violating the landscaping Code required for the parking areas. The only option was to stripe a lane and have it drop down to Artistic Auto Body.

- Exhibit A3 discussed concerns about Condition 30 of the previous approval because widening Boeckman Rd would remove all the landscaping and arborvitae the Applicant had planted offsite at his cost, which was a City Code requirement back then and would not be required now. Now, all landscaping and improvements were always on site and development practices were not required offsite unless a development agreement existed.
 - The property was under a Portland General Electric (PGE) power line easement, so the Applicant planted all the landscape materials along that slope and within the past 10 years, PGE chemically treated and killed all of the plantings. As a result, the Applicant was not too inclined to replant additional landscaping only to have it destroyed after the fact when he had no control over it, so the Applicant believed he had done his landscape treatment.
 - He believed Condition 30 should be reaffirmed in this application and renumbered to Condition PDB3. If the road were widened, the arborvitae removed and the road came closer to the subject property that the Applicant would be responsible to plant more obscuring landscaping, such as taller cedar trees or material, along the south side of the property to screen Artistic's activities between the proposed addition and Boeckman Rd.
 - He indicated areas where planting or landscaping could be added, such as a 6-ft high solid wall or durable fence, to help screen the view of the project. He noted that the site was at least 10-ft to 15-ft lower in elevation than the road, so no matter what type of landscaping the Applicant planted, it would not be completely effective in screening the site. However, this did not relieve the Applicant from planting some kind of screening in the future if Boeckman Rd was widened.
- Setback Waiver. The requested 5-ft setback waiver from the 30-ft Planned Development Industrial (PDI) Zone minimum setback requirement regarded the efficiency inside the existing auto body shop, as employees were basically stepping over each other, over car parts and moving cars out of the way to survey for accident damage. An auto body shop had many more requirements to comply with insurance regulations and collision accidents, which demanded more space within their building. The Applicant needed the overflow to create more space to make their operation more efficient. It did not appear that any more employees would be hired; possibly one or two over time. Approving the waiver would provide the Applicant and his employees with more elbow space to make their business work.
 - An existing Development Code criterion stated that any building needed to be at least 55 ft away from the centerline of any collector/arterial street. After further evaluation it was determined that the building would be 57.5 feet away, meeting the 55-ft requirement setback from the centerline of the arterial/collector street.
- Site Design Review.
 - Landscape Plan. Staff requested that more landscaping be added, so the Applicant submitted an updated Landscape Plan to improve the interior of the site with most of the additional landscaping on the east of the new building and along the south side of the proposed 30 new parking spaces.
 - The building itself was a simple steel frame construction with very little fenestration. The site had high security as very expensive cars were being repaired there, so they did not want people gawking through windows and needed a tight envelope.
 - A regal blue color was proposed to match the blue color of the existing building against metal siding.
- Many interesting issues were involved with the small building application, especially the waiver and parking requirements in an effort to bring the site more in line with the Development Code. He believed the Applicant and Staff had worked out the issues so the Board could move forward with a decision of approval.

Mr. Springall asked if the proposed painted sidewalk along the north side of the driveway was to extend to the eastern or western edge of the Artistic Auto Body's main building. Enterprise's customer entrance was on the western edge and he suggested the path should extend to the western side of the building as it would cross both of the parking entrances and the driveway to the RV entrance as well.

Mr. Edmonds replied that could be deliberated with the other Board members.

Mr. Springall said it probably depended on the intended purpose of the sidewalk, whether it was for customers or strictly for employees because he imagined employees would not go around to the front of the building.

Mr. Edmonds said he saw an employee walking from Artistic Auto down the driveway this morning so he knew it happened.

Mr. Springall noted he had walked up there to rent a car from Enterprise and the walk was not very pleasant.

Mr. Edmonds replied it was an automotive center and most people had their cars towed in so they were not walking in; however, someone renting a car might.

- He believed pedestrian traffic to the project site would be very low from SW Boeckman Road and that connection was too steep to build a pathway. The more logical pathway connection is at SW Parkway. He had not specified whether the painted path was a single white line or something a bit more, but he believed the walkway should have white lines on each side. The condition stated the walkway should be 5-ft wide, but the building official said only a 4-ft wide path was required for an ADA accessible route, so the Board could change his condition to 4 ft if desired.

Mr. Springall believed 4-ft wide would probably be fine for such a narrow road.

Ms. Akervall understood the sidewalk would conflict with the trees, but asked if there would be a benefit to having bumps or something on the painted white lines.

Mr. Edmonds replied the City had removed such domes out of pathways and they were no longer encouraged because people tripped over them.

Ms. Akervall understood the sidewalk would be ideal, but did not work because of the trees. She asked if the sidewalk was ideal because of the curb.

Mr. Edmonds answered yes, but the aisle width was insufficient for two-lane traffic and a raised sidewalk. As a result of the slope, all landscaping would have to be removed and he believed there was no point in going to that extent based on the amount of pedestrian traffic in the area.

Ms. Akervall agreed.

Mr. Edmonds reiterated that the building official indicated that the Code no longer required an accessible handicap route for a single driveway. The Board could lean on Code Section 4.154 which discussed connectivity, but that was not a full sidewalk improvement that City Code would like to have.

Chair Fierros Bower stated if it were required per Code and the route was heavily traveled by pedestrians she would want to see something more permanent, but for this application, she believed it might be acceptable to have a striped walkway versus a sidewalk. She confirmed more landscaping was

proposed for the area, adding she tended to lean more towards landscaping and greenery if minimal pedestrian traffic would be traveling through the area.

Mr. Springall noted proposed Condition PDB3 and asked if conventional landscaping would do any good for screening because of the vertical separation of the site.

Mr. Edmonds replied the Applicant had planted arborvitae along the north right-of-way line with the idea of bringing the landscaping up to the road. The arborvitae had grown over time and a few dead ones existed in between, but it had created a pretty solid hedge. The issue was if future improvements were made to Boeckman Rd, the arborvitae would have to be removed to provide space for a sidewalk and bike path. That slope was also under the PGE power line easement, so restrictions existed regarding the height of landscaping that could be planted there, and any landscaping located on ODOT property would often be removed without notification to the City.

Mr. Springall expressed concern about the Applicant planting landscaping within their own site, immediately to the south of the building, and within the 5-ft setback between the addition and property line. He asked if enough space existed within the 5-ft setback.

Mr. Edmonds explained the area was 5 ft at one end, but fanned out and became bigger at the other side.

Mr. Springall asked if the rest of the triangle was dead space.

Mr. Edmonds replied gravel had been proposed for that space, but he was concerned that the space might become a refuge for car parts, tires and other things, as had already been the case in different locations around the site.

Mr. Springall inquired why landscaping should not be proposed there anyway.

Mr. Edmonds replied that was something that could be considered.

Mr. Springall asked if it would be appropriate to require taller landscaping or would it interfere with the PGE easement.

Mr. Edmonds replied he was unsure where the easement was, so it could be an issue and was something the Board could ask the Applicant.

Mr. Springall asked if the Board could propose that the Applicant landscape using evergreen trees.

Mr. Edmonds replied now that the city was maturing, he had seen numerous applications in which individuals planted evergreen trees and 20 years later they needed to be cut because they were placed too close to buildings and grew too big. He added the Applicant needed to be careful about the type of landscaping they put in because it could eventually be the wrong species for the location.

Mr. Springall said the only problem he had with the 5-ft setback waiver was the landscaping issue.

Mr. Edmonds responded a waiver was not just a free handout, but the burden of proof was on the Applicant to give something in return to gain the waiver and not just answer that they need to have more efficiency inside their building space. A site design criteria required the Applicant to demonstrate to the Board that they could give something back in return in terms of some kind of site improvement.

Chair Fierros Bower asked about the exterior color proposed for the building. She noted regal blue was mentioned, but there was also a circle around regal white. She asked if the white was proposed on the building as well for the trim.

Mr. Edmonds believed the trim was going to be white and that the Applicant was trying to match the blue of the existing Artistic Auto Body building to the best of their ability. As for the exterior metal siding, they had a pretty limited and straightforward pallet.

Chair Fierros Bower called for the Applicant's presentation.

Ben Altman, SFA Design Group, 9020 SW Washington Square Rd, Suite #505, Portland, OR 97223, indicated the owner of Artistic Auto Body, Terry Mostul, was also present at tonight's meeting.

- He clarified the building would be white with blue trim to match the existing buildings.
- He believed Staff had done a very good job of summarizing what the Applicant was working on, including the long-range future plan to ultimately build on the north site where the RVs were stored. However, the Applicant was not ready to do so at this point but was just trying to maximize the efficient use of the space they had, while sharing the cost of land and everything up to that point where they were ready to really fully utilize the property.
- The Applicant had no problems with the pathway issue of striping something there, and agreed that the landscaping probably added more than a sidewalk given the low volume of pedestrian traffic. They did anticipate that the striped pathway would extend to the west end.
 - He noted the two main doors and a man door to the shop that was located in the corner, adding the Applicant could stripe along the north line to provide that connection.
- The Applicant's only issue with the conditions involved more of a clarification on the screening. Given the fact that there was elevation throughout that section, it was really a question of functionality. He indicated on the Landscape Plan how and where areas of the site and the road noting that the western corner of the site was about 20 ft lower than the bridge height.
 - The triangle area was intended to be used for temporary storage or recycled products and the Applicant collected plastic and things of the sort and hauled them off on a regular basis, but only when they had a load to haul off. So, that area would have random parts stored in it, but it was actually considerably below grade.
 - As far as functional screening went, he believed it would be more appropriate in the area south of the RV maintenance shop. If any screening was to be done near the lower grade separation of the road from the property, anything from that line west would require a 30-ft screen to reach the height of the road and be functional. The existing arborvitae did a good job of screening the bank and he believed it would be more functional to do something there if and when there was a time to do that.
 - He indicated where the centerline of Boeckman Rd was projected, noting another factor to consider was when the overpass was built the road was shifted to the north side. He assumed that was because there was not enough right-of-way on the south side because Thunderbird Mobile Club was there at the time, so they moved the road to the north to get the elevation through and stayed within the existing right-of-way. At this point, no specific design existed for widening Boeckman Rd, but it would likely be widened eventually.
 - His assumed that when ODOT eventually widened Boeckman Rd, they would recenter the road, which would necessarily move the pavement away from the building, but it would not eliminate the elevation difference because the road would not get any lower than it was now and would always be elevated.
- The question involved clarifying what would be functional screening, and his sensed that the only functional screening would be located in the southeast corner of the site. If the road was widened and the arborvitaes removed, effective screening could be provided throughout the area so as people

approach the elevation change, no one would be able to see into the site. He added anything down on the grade would have to be very tall to be functional and there was not enough room for that.

- The Applicant's only concern was what would be expected until that happened and it might be an issue that could be worked out when the road was actually widened so more was known about what was actually happening there. They understood the normal screening requirements, but the site was vertically separated so the screening needed to be functional in order to work.

Mr. Springall asked if the area behind the proposed addition was currently used for storage or parts external to the building and if there should be concern about any pollution or runoff from rain.

Mr. Altman stated they were recyclable parts that were typically plastic and there might be some metals, but most of it was reused or hauled off. He explained that plastic bumpers and things of the sort were stored there until the Applicant had enough to make a truckload. Similar product was currently being stored to the south of the canopy area where the car wash was located. He added, given the current planting by the road, that area was probably the least visible of all areas on the site.

- He noted that the east side of the proposed addition would be part of the retaining wall, which would continue south, and that about a 4-ft elevation difference existed between the east and west areas. Plantings would be installed on top of the retaining wall to screen the area, although the area was well screened now because of the arborvitae.

Chair Fierros Bower said no future sidewalk was proposed along Boeckman Rd, so no potential existed for pedestrians to walk through and look in the site.

Mr. Altman responded people did walk across there and he had done so himself, but he did not tend to ponder looking down to see what was happening. He assumed if Boeckman Rd was ever widened there would be sidewalk.

Mr. Springall said he walked over to the site today and the arborvitae provided a very effective screen. There were a few gaps in the arborvitae where a few trees had not grown or were cut down, but it was generally an almost complete screen. He believed the screening really depended on what happened when the road was eventually built out or expanded.

Mr. Altman said it was very possible that the arborvitae would not be removed when Boeckman Rd was eventually widened because the road would be centered to the south and it was entirely possible that the north part of the site would be developed before a build out of the road ever happened.

Mr. Springall asked Mr. Adams to offer his opinion about which direction the road would likely be built out.

Steve Adams, Development Engineering Manager, said the City acquired the right-of-way from Brenchley Estates when they built their apartments and now had a full half right-of-way south of the centerline at 50.5 ft and the road would be centered. He doubted the edge the of asphalt would move any because the design would be a 4-lane road and the center turn lane would probably be narrowed to a 4-ft width or so to provide a bit of a gap to opposing traffic. The road was not designed yet, but it would have bike lanes and sidewalks. Staff was unsure how wide the sidewalk would be or if the road would fit the regular slope embankment going to the north or south or whether a retaining wall of some sort would have to be built. As a result of other projects, he suspected that some sort of retaining wall would eventually need to be built to hold a road of that width. He reiterated absolutely zero design existed for the road now.

Ms. Akervall asked for clarification about the proposed 5-ft setback waiver. She noted it indicated approximately 48 ft from what looked like the green area to the red, but she wondered if the 57.5 ft that Mr. Edmonds mentioned earlier was a result of the recentering.

Mr. Adams replied the 48 ft did not go to the centerline, which was further down on the slide, so he was unsure what the 48 ft represented. The right-of-way width on record was wide because at some point in the past ODOT thought there would be an intersection and they took a lot of extra land beyond what would normally be an arterial width right-of-way. He noted a 52.5 ft minimum right-of-way existed from the centerline to the edge of the Applicant's property and if they had a 5-ft setback right on that corner, it would be a minimum of 57.5 ft, but likely be much more because the right-of-way angled where the building was so it was not right on the edge of the east property line.

Mr. Altman clarified the east property line was farther over. The line showing 55 ft was actually 55 ft from the projected centerline and not the center of pavement. It was the center of the right-of-way, so the building was actually probably about 90 ft from the centerline.

Mr. Adams confirmed that included the 5-ft setback ~~yes~~, reiterating that was a very wide for an arterial and that he believed ODOT was thinking of an interchange when they first got that right-of-way.

Mr. Altman said the 48 ft looked to be close to the top of the bank, right about where the arborvitae were located.

Mr. Springall asked where the easement for PGE was located.

Mr. Altman replied PGE's easement was shared with ODOT and went right over the top of the ODOT right-of-way.

Mr. Springall explained he was interested because if some landscaping was required on the south side of the property line, he wondered if it would be killed off immediately by PGE.

Mr. Altman replied no, PGE would not do anything on site; they had sprayed the bank and killed some trees to keep the vertical clearance from the property. A large amount of vegetation still grew on the bank and the power lines could barely be seen running through there. He confirmed the nice landscaping that the Applicant planted previously had overgrown and not all the vegetation was what had been planted originally.

- He encouraged that the conditions address functional screening as opposed to just an arbitrary property line screening. The red line on Slide 5 indicated the property line and a retaining wall was on ODOT's property that encroached on the Applicant's site. From a functional standpoint, the only real screening would be provided through there along with the retaining wall and the landscaping to the east.

Ms. Akervall asked if there were any regulations about having large car bumpers outside of a building.

Mr. Edmonds replied screening was required and the concern was that if Boeckman Rd was widened the bumpers would be in plain view of the sidewalk. He was curious how the Applicant planned to address the Code criteria through screening of outdoor storage, adding it was not the Board's responsibility to tell the Applicant what to do, but he needed to demonstrate to the Board how that would be accomplished.

Mr. Altman replied at this point the Applicant did not know how they would address that because they did not know what the road design would be; they did not have a problem with the condition that there needed to be screening, it was a question of where the screening needed to go.

Mr. Edmonds said this very same discussion occurred in 1996, and he was certain this was not the first time it had come across in front of a public hearing. He believed the Board imposed Condition 30 back then to both safeguard and put some kind of obligation on the Applicant because if they did not have that condition it would be very difficult to go back on the Applicant and require screening.

Chair Fierros Bower believed the way the condition was written seemed a bit general, which was good because no one knew what the road would do. She noted Mr. Altman mentioned that perhaps more functional screening could occur on the southeast portion of the property, but no one knew what would happen with the road. She believed it was up to Staff to work with the Applicant to determine the best solution for screening.

Barbara Jacobson, Assistant City Attorney, asked whether Ms. Akervall was talking about screening the car bumpers later when the road changed or if there was a condition for screening them now.

Ms. Akervall replied the arborvitae were there now, but no one had control over whether they stayed or were removed, and if the road was widened, they would most certainly change in some way. The site was screened by the arborvitae now, but she wondered what City regulations existed regarding storing car bumpers out in the open.

Daniel Pauly, Associate Planner, noted junk vehicle regulations existed and confirmed junk vehicles or parts could not be stored in the open.

Ms. Akervall confirmed storing the car bumpers was probably okay if they were behind the arborvitae, but if the arborvitae were no longer there something else would need to be done.

Mr. Edmonds noted Mr. Adams explained to him that typically the City took care of the landscaping along a street when doing a street improvement. If that were true, he wondered how future Staff would know there was a maintenance responsibility, unless a finding or something acknowledging that there was an issue existed.

Mr. Altman said he understood the screening, but was asking for a qualifier within the condition that described what the Applicant needed to screen. Screening outdoor storage was a different issue than screening the top of the building and one was much more doable than the other. The arborvitae screened the entire site now, but if Boeckman Rd changed, they did not know what that edge would look like. They knew it would still be 20 ft in the air and a situation where people could still look down onto the top of the site. Screening the outdoor storage that was one thing, but if the Board wanted the Applicant to screen the entire site like they did now, he was unsure that could be delivered.

Chair Fierros Bower asked if a condition or something could be added stating that the City would be responsible for landscaping that area.

Mr. Edmonds said Mr. Adams implied that, but it would depend on the budget, the right-of-way and the type of landscaping. He noted the Applicant was asking for details about what was expected of him and Staff was unsure what the City expected from the Applicant if they might not be able to deliver. He believed some important evidence had been heard. He noted Mr. Pauly said automotive parts could not be stored outside as it was a nuisance and against Code. If that was the Applicant's intent, that was a Code violation and that might help in the Board's decision about whether to require screening next to the building. He noted Boeckman Rd was a major arterial street and the Applicant was asking for a waiver to a setback. He still had not heard from the Applicant about how they planned to meet the design criteria to

make the waiver more approvable. He heard that the Applicant intended to store bumpers on the south side of the building and in his opinion that did not meet the test.

Mr. Springall said it seemed that the issue could be resolved with a slight change to the landscape condition in Exhibit A3, and asked if that should be left until the hearing was closed.

Ms. Jacobson recommended asking what Mr. Edmonds he might suggest given the new testimony that the idea was to store parts outside of the building, and what he would suggest in terms of the waiver and whether that should be allowed, disallowed or screened.

Mr. Springall believed Mr. Altman made a good case that the Board could not require 30-ft high screening, as that would not be feasible. He noted the Board was interested in functional screening at the low level; perhaps 5-ft to 6-ft high landscaping on the Applicant's site.

Mr. Edmonds replied the Board could state that the Applicant consider screening to the high screen landscape standard in the event that the arborvitae were removed when future road widening of SW Boeckman Rd occurred. The high screen landscape standard was a Development Code standard and could be a 6-ft wall or a vegetative screen with trees every 30 ft.

Mr. Springall said that reminded him of the Toyota dealer on the west side of the I-5 junction at Boeckman Rd where vehicles could be seen in the lot at a higher elevation, but at a lower elevation the site was completely screened.

Mr. Edmonds agreed, adding Toyota built a 6-ft high wall around the site with a tree every 30 ft and that would be appropriate in this case.

Mr. Springall said the wording could be changed quite easily by replacing "obscuring planting" with "high screen landscape standard screening should be installed on site along the south side of the property line" or something like that.

Mr. Ruud asked if the Board could propose a condition that would require a receptacle on site given the expressed intent to store recyclable parts.

Mr. Edmonds believed that could be possible, but he was sure all of the parts were different shapes and sizes. He added it could be hard to get a dumpster in that location due to the retaining wall on the east side and only a 5-ft opening on the other side.

Mr. Ruud responded the space would already have to be accessible for a large vehicle to pick up loads of parts periodically.

Mr. Edmonds responded he did not know how that would work.

Mr. Altman explained the intent was to park the truck on the east side of the new addition and carry the parts out to load them onto the truck. He indicated where the truck would enter and exit to pick up loads.

Chair Fierros Bower agreed it was a good idea to reword the condition with the high screen landscape standard screening.

Mr. Altman noted he was only seeking a bit of clarity about what the Board was requesting.

Mr. Ruud asked if the screening would prevent the public eye from viewing storage and materials outside that should not be there anyway. He believed Mr. Pauly noted that parts should not be stored outside and he asked if that was accurate.

Mr. Altman said he disagreed with that statement, noting the Industrial Code had provisions for outdoor storage and the whole south lot was originally approved for outdoor storage of vehicles and parts that were being worked on. He believed Mr. Pauly was referring to abandoned or junk vehicles, noting the vehicles, or parts related to them, were being worked on in the body shop and the parts were just being stored. He did not see a Code prohibiting outdoor storage. The Code required appropriate screening for outdoor storage and the Applicant did not object to that. The issue was the clarity of what that screening should be; the Applicant had no problem with the high screen landscape standard, as long as they knew what the Board was requesting.

Mr. Ruud understood the recyclables were not valuable parts to be reused by the business, but rather the business was storing them and eventually hauling them off site.

Mr. Altman responded that was correct, adding the parts came from the vehicles and needed to be stored somewhere until they were hauled off, so the Applicant accumulated them until they had enough for a truck load.

Mr. Edmonds cited Code Chapter 6.214 Nuisances Open Storage of Junk, stating, “A person violates this section if the owner/tenant/person in possession or person in charge of or having the care of real property who deposits, stores, maintains or keeps on real property within the City outside and site obscuring enclosure, building or garbage receptacle any of the following: inoperable, unusable, partially dismantled automobiles, cars, trucks and trailers, other vehicle equipment or parts thereof in a state of despair for more than 10 days as to one automobile, car, truck, trailer or piece of vehicle equipment be used or dismantled household appliances, furniture and parts thereof discards garbage, debris, rubble, junk, trash or refuse for more than five days.”

- He then described how a waiver was judged, quoting Site Design Review Section 4.400, stating, “A. Assure that site development plans are designed in a manner that ensures proper functioning of the site and maintains a high quality visual environment. B. Encourage originality, flexibility, innovation and site planning, development of clean architecture, landscaping and graphic design of said development. C. Discourage monotonous drab, unsightly jury and inharmonious developments. D. Conserve the City’s natural beauty and visual character and charm by ensuring the structure and signs of other improvements are properly related to the sites and surrounding sites and structures that do regard to aesthetic qualities of the natural terrain and landscaping and that proper attention is given to exterior appearances of structure, signs and other improvements. E. Protect and enhance the City’s appeal and thus support and stimulate businesses, industry and promote the desirability of investment and occupancy in businesses of commercial and industrial purposes. F, stabilize and improve property values to prevent blighted areas and thus increase tax revenues.” He noted there was a lot of emphasis on what the site and its surroundings looked like.

Mr. Pauly clarified that the Applicant’s business offered vehicle repair service, so the nuisance section did not apply, but the waiver and screening of storage did.

- He confirmed the part about hauling things away every 10 days did not apply because an exemption was written into the Code for this type of business.

Ms. Jacobson stated the Board needed to look at the waiver criteria, because it was a waiver provision.

Mr. Ruud asked if the Applicant specifically cited repair because he heard the Applicant’s business was a wrecking yard.

Mr. Edmonds clarified that the Applicant was repairing.

Mr. Pauly noted the Code stated, “duly licensed junkyard, an automobile dealership or a repair shop.”

Mr. Edmonds said he was looking a high screen landscape standard because he believed the Applicant was leaning that way.

Mr. Altman confirmed that the high screen landscape standard applied to outdoor storage and the Applicant would not be required to screen the entire site, visibility of a building or anything else. He noted that clarification helped the Applicant understand the function of the screening.

Mr. Edmonds said the section of the site just south of the proposed addition could be the high screen landscape standard. He noted the existing arborvitae provided sufficient screening. He explained Condition 30 was meant for the future because he wanted the City to be able to come back to the Applicant after the road had been widened with some leverage for the Applicant to work with the City to build to a high screen landscape standard. He did not think that was a difficult and demanding condition. He confirmed Condition 30, renumbered to PDB3, regarded the future and not now.

Chair Fierros Bower called for public testimony in favor of, opposed and neutral to the application. Seeing none, she called for any rebuttal from the Applicant.

Terry Mostul, Artistic Auto Body, said he appreciated Mr. Ruud’s comments about the recycle storage and its appearance. In his opinion, the area identified for the expansion was lacking in appearance because it was too large of an area and things were spread out. One thing Artistic wanted to try to do in the small triangle behind the building was to condense the recycling to a smaller area, clean it up and actually put in containers to keep it in small piles. He added recycling was something that was important to his company and they recycled cardboard, plastic, bumpers and sheet metal. Items that they planned to store included plastic, bumpers and sheet metal, such as fenders and hoods. He noted Artistic had people that came and picked the piles up about every week or two at the most, so the piles never got large.

Chair Fierros Bower closed the public hearing at 7:49 pm.

Simon Springall moved to accept the Staff report with the addition of Exhibit A3, amending the following conditions presented in the exhibit as follows:

- Condition PDB3: “If future widening of Boeckman Road eliminates the off-site landscape buffering, obscuring planting *screening to the high screen standard* shall be replaced on site along the south property line *in the area of the new building addition.*”
- Condition PDB4: “The Applicant/Owner shall delineate with paint a ~~5~~ **4** foot wide pathway along the north side of the existing driveway between the sidewalk at SW Parkway Avenue and the **western side of** the Artistic Auto Body building and including one painted crosswalk at its’ westerly terminus to the Artistic Auto Body building. The Applicant/Owner shall maintain the painted path and not let it deteriorate over time.”

Ken Ruud seconded the motion, which passed unanimously.

Simon Springall moved to approve Resolution No. 281. Ken Ruud seconded the motion.

Ms. Akervall believed the addition seemed very reasonable and she was glad that it was added today. She asked if the Board believed the proposal was making things better.

Mr. Ruud believed the pathway made things safer for the Applicant and that good conditions were included. He had passed by the site many times and had not noticed the business on that side of the road at all. He believed the Applicant had done a good job of obscuring the site and he felt pretty good that the conditions that the Board made were appropriate for the future as well. He liked the pathway for safety and in terms of being an improvement. He noted at the end of the day, the Board was allowing a business owner, who had been a good citizen of the city for 20 years, to continue their operations and expand, which was great. He believed everyone would love to own a business that continued expanding.

Mr. Springall believed the Board should consider Artistic Auto Body a valuable business and encourage them to stay in Wilsonville, as few auto body shops existed around the City so the business was essential. The City had car dealerships that sold new cars that would crash into each other now and then.

The motion passed unanimously.

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

The Board took a brief recess and reconvened at 8:05 pm.

- B. Resolution No. 282. Chrysler, Dodge, Jeep and Ram Dealership: Findlay Automotive Group – applicant.** The applicant is requesting approval of a Modified Stage I Preliminary Plan, Stage II Final Plan, Site Design Review, Type C Tree Plan and Master Sign Plan Revision for a Chrysler Dodge Jeep Ram Dealership within an existing building including related site improvements. The site is located at 25600 SW Parkway Center Drive on Tax Lots 1507 and 1508 of Section 1, T3S, R1W, Washington County, Oregon. Staff: Blaise Edmonds

Case Files: DB14-0036 – Revised Stage I Preliminary Plan
DB14-0037 – Stage II Final Plan
DB14-0038 – Site Design Review
DB14-0039 – Master Sign Plan Revision
DB14-0040 – Type C Tree Plan

Chair Fierros Bower declared that her firm, LRS Architects, was involved with the design of this project, so she recused herself from the public hearing and stepped down from the dais.

Vice-Chair Ruud called the public hearing to order at 8:06 pm 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 3 and 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. Edmonds noted Keith Liden was retained to help City Staff with this application, adding he had worked together on it, but Mr. Liden did the bulk of the work. Mr. Liden would present the Staff report and they were both available to answer questions.

Keith Liden, City Planning Consultant, presented the Staff report via PowerPoint, describing the site, its location and key details about the site improvements using multiple photos of the site and with these key comments:

- The street trees along SW Parkway Center Dr would remain. The Tenant A building on the north side of the drive was where the proposed dealership would be located and the Tenant B building on the south side was for a future industrial/office use, which would remain vacant until some future application proposed development of the space.
- One key improvement along SW Elligsen Rd was that the retaining wall would be removed and replaced with landscaping. The Applicant also proposed replacing the truck loading bays with storefront windows and entrances into the dealership.
 - Some previous improvements would also be removed to make way for a new driveway to connect the parking lot on the SW Parkway Center Dr side of the site with the parking lot and circulation area on the Elligsen Rd side of the site.
 - Some landscaping and street improvements were also proposed along SW Elligsen Rd.
- Much of the mature landscaping would remain along SW Parkway Center Dr frontage near the southwest corner of the building, though some changes were proposed for the dealership portion.
 - One of the proposed improvements would connect the sidewalk on site with the existing crosswalk at the southwest driveway on Parkway Center Dr. The driveway was proposed to be widened somewhat to meet current City standards.
 - A driveway was also proposed to connect the west and north sides of the site.
- To enhance visibility, the Applicant proposed removing the trees at the corner of SW Parkway Center Dr and SW Elligsen Rd.
 - The Landscape Plan proposed the replacement of the 24 trees being removed with trees 6" DBH or larger as defined by Code, and replacing them at least at a 1:1 ratio. The Landscape Plan showed that the majority of the trees on site would be retained. New landscaping primarily consisted of the screen buffer and some new trees along the parking lots and some new landscaping in front of the dealership.
- The proposed Site Plan was relatively complicated as it showed grading related to the widening of the southwest driveway. The existing driveway on SW Elligsen Rd was also proposed to be widened somewhat to meet City standards. The shaded area in the northwest corner of the site was where new pervious paving would be installed to connect the two parking lots.
- The proposed Building Uses & Areas diagram showed how the different uses on the site would be placed. The orange color indicated industrial warehouse, the green was office, and the beige color was retail. The industrial warehouse area was for the storage of cars and material, the retail area was primarily for the sale and leasing of automobiles, and the office area was for administration.
- He displayed the proposed changes to the west façade of the building, noting the changes were only for Tenant A and not Tenant B. The Applicant proposed changes to the frontage with some signage and some changes in the windows, as well as a new feature for highlighting the center of the dealership.
- The color board materials showing the building's proposed paint color, aluminum storefront color and glass color were displayed.
- A new trash enclosure was proposed for the site that would be located to the east of the building in the existing parking lot and would occupy what were now several parking stalls.
- The site lighting was proposed to remain same around most of the site, except for some new light fixtures and lighting proposed along the front. These had been evaluated by Staff and found to meet the City's lighting requirements.
- He noted a sign area of limitation existed due to the previous Sign Master Plan approval and the Applicant proposed only two freestanding signs and two monument signs. The monument sign stating "Mopar Service" would be located on the east side of the SW Elligsen Rd driveway and the "Chrysler Dodge Jeep Ram" monument sign would be located near the northern driveway on SW Parkway Center Dr. As noted in the Staff report, the signs were well below the allowable Code maximums.

Mr. Edmonds circulated the color materials for the Board to review, noting the architect was present to explain the proposal in more detail.

- He noted at one time the middle part of the Hollywood Video warehouse building had a mountainscape with big Hollywood letters that was more than 1,000 sq ft of signage. The Applicant's proposal was more like what could be seen in the Argyle Square Master Plan area and was more compatible. He believed the Master Sign Plan was very well done compared to what existed previously.

Mr. Liden added that some wall signs were also proposed with the graphics shown on Slide 20 that would go along the front of the building.

Mr. Edmonds added the building had been vacant for five to six years and City Council encouraged that vacant buildings be filled. He believed this was a very good use for the space, noting historically a provision existed for the building to have a commercial component as part of the prior Master Plan approval. He believed the Applicant had successfully compared their proposed commercial, office and storage areas to be the same percentages approved in the original Master Plan. He was excited about the project and believed it would be a great asset to the city.

Vice-Chair Ruud asked if there would be a corresponding vacancy of another building that Dodge Chrysler Jeep currently occupied in the city.

Mr. Edmonds replied the prior use was the Ralph Martinez Dodge Chrysler Jeep, but that building sold about a year or so ago. He was not sure what the specific reasons were for the sale, but noted the World of Speed now occupied that building.

Vice-Chair Ruud confirmed the business would be coming back into town with a new owner, as Dodge Chrysler Jeep, and net/net, there would be one less vacancy in town.

Mr. Liden noted a comparison of the previous approval and what was proposed now was shown in a table on Page 17 of the Staff report, adding the uses proposed now and what existed before were very similar.

Mr. Edmonds said inventory of cars at all of the other dealerships on the west side of the freeway in the Industrial Zone were typically treated as industrial storage. The only difference for this application was that the inventory was under a roof as opposed to being outside. He believed this dealership had a better handle on offsite viewing than the others because all of the inventory would be stored inside the building.

Mr. Springall expressed concern about the stormwater drain shown in Slide 4 and the line intended to direct bicyclists from a 6-ft bike lane to a 2-ft or 3-ft spot toward the main flow of traffic. He believed this was quite a hazardous situation for bicyclists and asked if the driveway was being redeveloped or left alone.

Mr. Liden replied Staff was recommending that the driveway be changed to a right-in and a right-out only, as opposed to being able to go any direction, but no physical change would be made to the driveway itself.

Mr. Springall understood part of that recommendation was a proposal to put a concrete island in the middle of SW Parkway Center Dr. He noted the drain could use some reconfiguring to ensure that bicycle tires did not get stuck in it causing other bicyclists to be directed out into the street.

Mr. Edmonds believed the City had designed the grates so no bicycle tires could get stuck in them. He agreed that the grate looked scary, but he had ridden his bike over them with no problem.

Mr. Springall noted the diagonal striping tended to be in front of grates that were potentially hazardous, otherwise he was not sure what the purpose was of the diagonal striping. He asked what the situation was with the grates and whether they were the City's or the Applicant's responsibility.

Steve Adams, Development Engineering Manager, said the grates were installed 30 years ago and current standards no longer included area drains. He noted complaints had been made about the drains on Boones Ferry Rd north of Wilsonville Rd and the last time street improvements were made, a year and a half ago, the drains were extended back and curb inlets were installed at the curb to eliminate them. He explained that sort of improvement would be impossible for this application due to the driveway's location. Making such an improvement would take a fairly major modification that would involve installing a new storm line on the north or south side of the driveway. Since a driveway modification was not proposed and no construction work was to be done at the driveway, he did not see an opportunity to require the Applicant to relocate or move the storm drain.

Mr. Edmonds asked if the grate was hazardous.

Mr. Adams replied no, explaining Staff had placed the flat steel plates on top of the grate and it now met current requirements. He agreed the grate was not ideal and he would not ride his bike over it. He agreed to mention it to Nancy Kraushaar, Community Development Director, to see if it could be put on the Street Maintenance Program for the summer of 2015.

Vice-Chair Ruud understood no modification was proposed for the driveway, but asked if the fact that an application existed for the property opened up the opportunity to bring the grate up to current standards.

Mr. Adams replied he did not see it that way because it was an existing building where the Applicant planned on doing some very slight modifications. If the driveway was being widened or modified, he could see a connection to say the storm drain was outdated and one that worked should be installed. He noted the storm drain had to be such that the driveway did not direct any water into the public right-of-way. He explained the storm drain should be located back on the lower right side of the driveway or behind the sidewalk, catching any stormwater flow before it passed the curb, which was the way current designs were. He added the grate was an unusual outdated item, but he did not see the nexus to compel the Applicant to modify it.

Mr. Springall noted the photograph also showed the curb cut and the concrete between the driveway and SW Parkway Center Dr was damaged. He asked if the Applicant planned on fixing that.

Mr. Adams replied he had seen no changes to this driveway in the plans, but the two other driveways were being widened and modified. He added the Applicant could respond, but that was his understanding from the plans he had seen.

Ms. Akervall asked if test drives were taken into account for the car dealership when the traffic survey was done or if that made a difference.

Mr. Adams replied he assumed so, but would have to read exactly what was stated in the ITE manual because the Applicant said cars were coming and going from 4:00 pm to 6:00 pm.

Ms. Akervall asked if it had been an issue in the past with other dealerships in Wilsonville.

Mr. Adams replied no; the only issue with other dealerships in the past was the direction the test drivers went. In areas close to a subdivision, if test drivers tended to go into the subdivision, Staff had gotten

strong resistance from neighbors who stated they wanted test drives to occur on certain streets. Based on the location of this dealership, he did not believe that would be problem.

Ms. Akervall asked how that was addressed or resolved in the past, adding if she were test driving a car she would want to take it onto SW Stafford Rd because it was a pretty drive and would allow her to test the speed of a car.

Mr. Adams responded SW Stafford Rd was far enough out that it would never be a concern. When the Honda dealership went in on SW Parkway Center Dr, many neighbors south or directly east of the property were concerned that test drives would occur there and that car delivery trucks would travel through the area. In that situation, existing conditions were written that restricted delivery trucks from driving in certain directions and spelled out how they must access a site.

Mr. Edmonds added that the tenant improvement for an auto dealership had fewer trips than the prior use.

Mr. Adams agreed, noting that this particular building reached a peak when Hollywood Video was there and by the ITE standards, which considered how much of the building was being occupied per square footage, it had a decrease in projected PM peak hour trips compared to when Hollywood Video occupied the site. He confirmed it provided a 25% buffer for test-drives.

Mr. Edmonds stated it was arterial streets, collector streets and in terms of location, it was a better location compared to the Honda dealership.

Mr. Springall noted Section B26 on Page 32 of the Staff report that talked about pedestrian connectivity and the ADA path. He read the section and indicated that no PDB 8 condition was listed. He was not sure if it was misnumbered or just missing.

Mr. Adams said language was probably left out.

Mr. Springall noted a question that was unresolved in Section B26. He read the last bullet point of the section and recommended that the Board consider changing the configuration of the crosswalk to flashing beacons.

Mr. Adams replied that would have to be a capital project because the crosswalk was constructed with the Costco/Argyle Square development and he could not draw a nexus to make the Chrysler dealership responsible for changing the crosswalk. He added the crosswalk would change with the proposed driveway improvements, but the improvements would not solve the fact that it was difficult to see. The only thing that could be done to make the crosswalk more visible was to install some kind of an overhead pole or sign, but he reiterated that would need to become a project within the City of Wilsonville.

Mr. Liden responded moving the crosswalk to the north might help a little because it became visible at the top of the rise where things flattened out, so it might be a bit better that way.

Mr. Springall added no center island existed in that crosswalk, so one had to run across the entire street without getting mowed down by cars traveling at 45 miles per hour or more.

Mr. Adams said this application did not lend itself to a center island because the left turn lane came in and out of the driveway of the new dealership and he did not believe the street was wide enough to narrow the lanes down to put a center turn lane in. It could have been designed a bit wider back in 2002

when it was approved, but it was not and there was no way to add a pedestrian refuge island now because of the width of the street.

- He confirmed left hand turn lanes northbound for Costco and southbound for the entrance into Argyle Square existed, but no unused asphalt was available for a median. He indicated the double yellow line was the width between northbound and southbound.
- He confirmed he could talk with Ms. Kraushaar and suggest better signage. Ideally, he believed an overhead lighted sign would be best, but they were very expensive and had not been identified as a need on the capital project so they were not even on Staff's radar.

Vice-Chair Ruud asked if this was the entrance that was designated right-in/right-out only.

Mr. Adams replied no, this was the full access entrance that was further south and he believed the Applicant chose to widen it to allow three lanes, so one lane would come in and two would go out. He reiterated the Applicant did not explain exactly what they had planned.

Mr. Edmonds believed the safest access across SW Parkway Center Dr was at the controlled and lighted intersection with walk signs at SW Elligsen Rd and SW Parkway Center Dr.

Mr. Springall agreed that was the safest access, but the ADA pathway would lead to this intersection.

Mr. Adams said the one thing he could say was that this crosswalk had been there for 11 years. Staff had received complaints from citizens and SMART drivers about certain crosswalks in town, but this one had generated no comments whatsoever. Mr. Liden's comment was the first he had heard of a possible problem there. He knew it had not generated from a complaint from any citizen or anyone using it and that was the best he could offer. He added Staff was looking at other crosswalks that had generated complaints and they were working to resolve them.

Mr. Springall said he could see that there probably was not a lot of pedestrian traffic around there. He added he had walked across it once when he had a flat battery and parked in Costco.

Mr. Edmonds confirmed that the last sentence of Section B26 on page 32 should be struck.

Vice-Chair Ruud called for the Applicant's presentation.

John Costello, 3716 N Longview Ave, Portland, OR, 97227, stated he was the local coordinator and communicator with Staff on this project. He encouraged the Board to ask questions at any point in time, adding Findlay Automotive Group was present to provide an overview and answer the Board's questions. He admitted they were very excited about this building, its present condition and its location and they believed it was a real asset. It was a shame that the building had sat vacant for so long, but they were attempting to do something about that.

Tyler Corder, Chief Financial Officer, Findlay Automotive Group, 310 N Gibson Rd, Henderson, NV, 89014, provided a brief background of the business, noting Findlay had been in the car business for 53 years, operated 27 automobile dealerships in the western U.S. and was based in Henderson, Nevada. He explained Findlay got to Wilsonville because the prior Chrysler Dodge Jeep dealer closed last October and Chrysler conducted a selection process to find a replacement dealer. They were very fortunate that they were selected as Chrysler's preferred dealer to reestablish representation in Wilsonville. He added this was very important to Chrysler because, as a result of there having been a prior dealership in Wilsonville, thousands of Chrysler Dodge Jeep owners no longer had a dealership to go to for factory authorized service. He said Findlay was anxious to be involved in the Wilsonville community as they were very involved in the communities they operated in.

Richard Youngblood, Executive Architect, 610 W Hubbard Ave, Ste 119, Coeur d'Alene, ID, 83814, said he was very excited about this project, noting his firm, Youngblood Architecture, specialized in car dealerships and had done about 46 to date, many of which had been in existing buildings that were not in as good of condition as this one. He added their goal was to enhance the beauty of the building and make it a safer place for the community, customers, employees and vendors on the property.

Mr. Costello added the project's Landscape Designer, Mike O'Brien, who coordinated arborist's report was also present and available to answer questions as well.

Mr. Springall asked if the Applicant had any thoughts about the crossing and entrance to SW Parkway Center Dr. He noted his questions for Staff earlier, adding he did not really get complete satisfaction in their answers and he believed the Applicant might have something to add. He also had another question about the northern edge of the building regarding the architecture and design.

Mr. Costello understood Mr. Springall was concerned about the present location of the grate and the function for bicycle traffic. He explained that because the grate was in a City street and the driveway was not being modified, that issue had never been part of the Applicant's consideration. He noted the southwest driveway was being widened because it did not meet present standards and the Applicant felt it was a safety situation for incoming 18-wheelers delivering automobiles. A similar widening was being done to the very north entrance because of the lack of the ability to turn left and right at the entrance to the center of the building. He added the site would have three entrances, but the one that was of concern to Mr. Springall was not being touched. For that driveway, Staff required that a concrete berm or bumper type construction, some 100-ft long, be installed to eliminate left hand turns either into the driveway or out of the driveway, so it would be a right-in or right-out only entrance.

Mr. Springall said he was not sure if he followed the ADA pathway from the property to the marked pedestrian crossway and asked if it could be highlighted on the Site Plan.

Mr. Youngblood displayed the proposed Site Plan and described where the pathway fell. He noted the driveway was originally approximately 25 ft wide and they planned to widen it to approximately 36 ft wide, which was where a crosswalk would come in. He indicated an existing bus stop, which he believed might be the reason for the crosswalk to the Costco Center. When he had been on the site, he had seen people at the bus stop but never saw anyone cross the street, though he assumed people did.

Mr. Springall asked if the pathway in the photo was the pathway to the sidewalk on the street.

Mr. Youngblood answered yes, indicating on the photo where the pathway went and noting that it crossed the onsite driveway and connected to the existing sidewalk, which ran along pretty much the entire front of the building. He noted a 5 percent running slope was allowed for an ADA path and the first section of the northern driveway was too steep to meet that requirement.

Mr. Springall confirmed disabled people in a vehicle could come north along SW Parkway Center Dr and turn right into the northern entrance. He asked if ADA parking was located close to the showroom entrance.

Mr. Youngblood replied yes, five ADA spaces were available for customers and two additional ADA spaces were located at the rear of the building for the employee entrance.

Mr. Springall asked to see the north elevations.

Mr. Youngblood displayed the proposed north elevation, stating the building height remained the same and all of the existing rollup doors and big bumpers around the doors were going to be removed and replaced with the storefront glazing. One existing rollup door would be replaced with a vehicle entry for the vehicle warehouse and three glazed rollup doors, located at the far east end, would be open in the morning for customer service vehicles. He noted the paint colors were driven by Chrysler and corrected that the Rocky Gray was the field color for the majority of the building, and the darker gray was an accent color that would also be used for doorways. The majority of the other end of the building would remain the same with the glazing brick, but they also planned to wrap and tie the required Chrysler façade back into the existing building face. He noted the design included mostly brick, glass and a little bit of the aluminum finish panels which were all Chrysler requirements.

Mr. Springall believed the west elevation looked spectacular and would naturally invite people to the dealership as they were heading from the I-5 junction, which was obviously what the Applicant was going for. He was not so keen on the north elevation and understood it was an eyesore with the remains of all of the rollup doors from the Hollywood Video, adding there might not be much that could be played with there. The building was very uniform in its appearance east to west and he was not sure if anything could be done to make the north elevation look more appealing, adding landscaping might be enough, but he was not sure.

Mr. Costello noted a very offensive retaining wall that had been used to screen the truck docks would be removed and replaced with a landscape screen, which he believed would soften the face and the whole field. The north elevation, which was a service entrance, was depressed from the roadway and, while it was not ideal, he believed the landscape screen would increase its attractiveness.

Mr. Youngblood said in a sense they were layering the public's appreciation of the building by removing the retaining wall and adding the low screen landscaping standard along SW Elligsen Rd and SW Parkway Center Dr. He believed the removal of the big black bumpers, cleaning up the façade, painting and everything else would be quite beneficial to the project. He noted the wall was a tilt-up concrete wall, which was somewhat difficult to modify, cut away and add to, so changing it would be difficult.

Mr. Edmonds asked if a monochrome colored paint would be used on the retaining wall or if it could be broken up with the two gray colors.

Mr. Youngblood responded that was a very good point and he believed they could definitely work with Chrysler, Staff and the Commissioners to determine a paint scheme that would break up the retaining wall.

Mr. Springall agreed it would not need to be anything structural and could just be paint and landscaping.

Vice-Chair Ruud called for public testimony in favor of, opposed and neutral to the application. There was none. He closed the public hearing at 8:59 pm.

Simon Springall moved to accept the Staff report as corrected, striking the last sentence of Section B26 on page 32. Kristin Akervall seconded the motion.

Mr. Springall said he was not sure if the Board wanted to make any further changes or recommendations to the Staff report for approval. He noted changing the paint had just been discussed, but that seemed to be something that could be negotiated by Staff unless a formal change needed to be made.

Mr. Edmonds responded he would rather that the Board not make an open-ended condition. He noted the Applicant planned to work with Staff, which was part of the record, so he did not believe a condition was needed.

Ms. Akervall believed the paint change was a good suggestion.

Vice-Chair Ruud said he did not like the grate either, but it did not sound like there were many options at this time.

Mr. Springall added that was the same with the path to the ADA, as the crossing was not widely used, and most disabled drivers would probably just drive there being it was a car dealership.

The motion passed unanimously.

Kristin Akervall moved to approve Resolution No. 282. The motion was seconded by Simon Springall and passed unanimously.

Vice-Chair Ruud read the rules of appeal into the record.

Chair Fierros Bower returned to the dais at this time.

- C. Resolution No. 283. Building W3 at I-5 Corporate Park: VLMK Consulting Engineers - representative for Jack Martin, Martin Real Estate Development – owner/applicant.** The applicant is requesting approval of a Revised Stage I Preliminary Plan, Stage II Final Plan, Waiver and Site Design Review for development of a 2-story 34,500 square foot industrial manufacturing/office building. The subject property is located on Tax Lot 1200 of Section 11D, T3S, R1W, Clackamas County, Oregon. Staff: Daniel Pauly

Case Files: DB14-0041 – Revised Stage I Preliminary Plan
DB14-0042 – Stage II Final Plan
DB14-0044 – Waiver
DB14-0043 – Site Design Review

Chair Fierros Bower called the public hearing to order at 9:05 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.

Daniel Pauly, Associate Planner, announced that the criteria applicable to the application were stated on page 2 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room.

Mr. Pauly presented the Staff report via PowerPoint, noting the subject property's location and briefly reviewing the planning history related to the subject site with these key comments:

- Stage I Plan Revision. The revision to the Master Plan added another building to the parking lot at the northwest corner of the master plan area.
- Stage II Final Plan. An aerial photo of the current site displayed areas where modifications were proposed. He noted the building was two stories, 34,414 sq ft and situated against a forested wetland with a parking lot between it and SW Parkway Ave.

- He displayed building elevations, noting the building was a tilt-up stained concrete construction with a lot of glazing and different architectural features to create more visual interest. The façade's rollup windows were also designed to have a glaze matching other windows in the building.
- The building was surrounded by parking, so parking was very close and convenient to the entrance. The Applicant had met the 93-stall minimum at 94 stalls and maxed out the number of compact stalls, as the existing parking lot already had a lot of compact stalls.
 - The parking lot had more than 75 stalls, so a condition of approval required that vanpool and carpool parking spaces be placed according to Development Code standards, which were essentially the nearest spaces to the front of the building besides the ADA spaces.
- The required bicycle parking was provided and all of it could be deemed long-term parking with half inside the building and the other half under a covered area at the building's entrance.
- The building was industrial and had a 1-story loading berth located on the northern side, which was a good location as it was outside the main pedestrian and employee parking area. Two other loading docks with truck access were located at the northwest and southeast corners of the building.
- Circulation was direct and sufficient to serve the site, as pedestrian connections existed through the parking lot, to the sidewalk along SW Parkway Avenue and around the building, so a thorough onsite pedestrian circulation existed for the portion that was being reviewed.
- The campus had nice landscaping with a mixture of native vegetation and some really nice planted landscapes. Behind the building was a native forest and the building was wrapped with landscaping with plenty of landscaping surrounding the parking, including the relocation of existing screening along SW Parkway Ave .
- Mixed solid waste and recycling storage was provided at an appropriate location that had been approved by the hauler and the City.
- Over the years, many traffic studies had been done onsite and plenty of traffic capacity was left from what was originally planned, so no traffic issues came out of the traffic study.
- A waiver was requested for the setback from the north property line where 20 ft was being considered rather than 30 ft and one of the waiver considerations would allow the flexibility and site planning to take advantage of the shape and design of the site. The waiver would allow a single-story dock area on the north portion of the property, while also locating the building in an area that would maximize use of existing parking, and providing a view of the native forest out of the building. Staff recommended approval of the waiver and believed it was a very reasonable request.
- Site Design Review. The best representation of the proposed building's appearance was the existing Building W2, which was similar in construction and glazing. The campus setting used a lot of the same type of construction, but had unique architectural features so the overall look was not monotonous but tied into the other buildings.
 - The proposed landscaping was similar to the high quality landscaping on the rest of the campus.
 - He noted an email regarding an inaccuracy in the Landscape Plan. The plan showed vine maple around the parking lot which was actually a hornbeam tree, an appropriate parking lot tree.
 - Staff believed the landscaping was well done, as it had been throughout the entire campus.
- He noted the following corrections to the Staff report:
 - Correct the spelling of "Elligsen Road" in the Location section on page 1 of 55.
 - Correct the spelling of "campus" under Stage II Final Plan (DB14-0042) page 4.
 - Correct "Details of Finding" in Finding B47 on page 37 to state, "~~No motorcycle parking is proposed~~ **The bicycle parking provisions are met as explained in Findings B48 and B49.**"
 - The review criterion introduced the general provisions for bicycle parking, which was discussed in detail in the subsequent finding.

Ms. Akervall asked for clarification about Finding B48 which referred to a minimum of seven bicycle parking spaces needing to be provided. The second paragraph of Page 63 indicated that Table 8 identified that ten bicycle parking spaces needed to be provided at the new building. She sought clarification about which number was required and how many the Applicant was providing.

Mr. Pauly clarified seven bicycle spaces were correct based on the use that the Applicant stated. He noted DKS & Associates might have been considering or assuming a different use at that point in the report when they did the traffic study.

Chair Fierros Bower asked if the waiver to the 20-ft setback would run along the entire property line on that side.

Mr. Pauly replied yes, adding the waste enclosures were included within the 30-ft setback, so it was about 20 ft. He noted north of the setback was a vacant field area of the Xerox campus and a previously built berm, so a sufficient buffer existed between that and any development now or in the future.

Mr. Springall asked if the Applicant proposed a single tenant or multiple tenants for this building and whether that made any difference to the application.

Mr. Pauly responded that would not make any difference to the application, though he understood the Applicant had an interested tenant; otherwise the Applicant probably would not be building it at this point. He did not know whether the tenant would occupy the entire building, but noted the representative that was present tonight might be able to speak more to that. He confirmed traffic studies were based on the ITE manual and the uses, not whether it was a multi or single tenant.

Mr. Edmonds responded the traffic studies typically looked at the highest and best use, so a good traffic figure was being seen and it was not a very conservative figure.

Mr. Pauly agreed, adding the ITE would assume the worst-case scenario.

Mr. Springall noted if there were multiple tenants, only one entrance to the building existed.

Mr. Pauly responded the building would be an empty shell, so a lot could be constructed internally such as a tenant improvement with a shared lobby and separate internal entrances. He confirmed bicycle parking could be shared inside, but noted more bicycle parking could be added around the front entrance. He added these were the sorts of firms he believed liked to support and attract employees that enjoyed bicycling, so they would provide such facilities.

Mr. Springall asked about the Landscape Plan and Condition PDB 5. He noted one of the Mylar foldout plan charts that was part of the application stated that the Applicant planned to use Roundup to clear existing invasive plants. He asked if it was permissible to use Roundup when the location was so close to the Significant Resource Overlay Zone (SROZ).

Mr. Pauly responded he did not know and unfortunately Kerry Rappold, Natural Resources Manager, was not available to provide an answer either. He confirmed the Roundup would not be used inside the SROZ and would not affect it. The conservation easement was in place there, so anything impacting the SROZ would be closely watched by both Staff and the owners of the easement at the State. He reiterated he was unfamiliar with the specific standards but his assumption was that the design team was professional and had worked with those sorts of things. He added Staff would work with Mr. Rappold and the necessary authorities at the State before anything that might affect that natural area was done.

Mr. Edmonds asked how the trees on the east side of the building would fit into the narrow area of the building.

Mr. Pauly responded the area was fairly wide, noting it looked small because the picture was small but, assuming the sidewalk was 5 ft, there was a good 10-ft area, not including the tilt up concrete. The Code encouraged plantings near buildings and he did not see anything particularly irresponsible, or anything that would damage the building or anything that would be an issue in terms of the planting choices.

Ms. Akervall confirmed Mr. Edmonds was referring to the trees between the building and SROZ.

Mr. Edmonds stated window glazing was there and he was unsure if the trees were upright or full round trees.

Mr. Pauly responded four existing trees would be removed to accommodate the new structure and the Applicant could provide some clarification regarding whether those were the trees that were indicated as being removed.

Ms. Akervall said some were being removed, but she asked if trees were being added further south, as it was hard to read the Landscape Plan.

Mr. Pauly recommended returning to the Site Plan slide that indicated the existing trees and noted planted landscape trees identified in the Site Plan might be removed. His understanding of the Site Plan was that the Applicant intended to have a view into the native forest from that side of the building and was not trying to fit anything else into the little space because they wanted to build as close as possible to the easement. He added the Applicant could provide further clarification.

Chair Fierros Bower asked if mechanical units were proposed to sit on the roof.

Mr. Pauly answered yes, adding he did not see any screening issues there. He noted the Applicant might be able to discuss the detail of the parapet, its height from the roof and screening of the equipment; often times that could vary depending on the tenant and whether they needed specific cooling units, etc.

Mr. Springall said he had just found Condition 2 in Exhibit C3 on Page 89 of the Staff report which answered his question

Mr. Pauly responded he knew Mr. Rappold was on [inaudible] with that stuff. He confirmed the condition stated all herbicide use to eradicate invasive species should be reviewed and approved by Mr. Rappold.

Chair Fierros Bower called for the Applicant's presentation.

John Brooks, VLMK Consulting Engineers, 3933 SW Kelly Ave, Portland, OR, 97239, said the property's owner, Jack Martin, regretted he could not be at tonight's meeting. He provided a brief overview of VLMK and the Applicant's history in Wilsonville, noting Mr. Martin was unusual in that he always wanted to do something that was a bit higher standard than what was around him. For this project, Mr. Martin wanted to attract a higher end, high tech manufacturing user.

- The Applicant was going extra tall on the floors so he could accommodate a high tech manufacturing user inside that needed more clear height to hang utilities from the ceiling. The taller floors provided the extra clearance, but in order to keep the proportions right the windows were larger and taller and the panels were extra thick to provide deeper reveals.

- He was not sure if the Board had the chance to go behind Building W2, where it faced the natural area, but the Applicant liked to focus on the natural area to get the natural plants to grow and become part of the building.
- Bicycle parking was of particular interest to him because he rode his bike a lot and his bike went inside the building and hung from the ceiling above his space, which was something that could be seen in Building W2.
- He noted the building was an empty shell and would be developed when the tenant moved in. The building was intended to be for single user, but could conceivably be a multi-tenant building. The traffic counts and traffic use tended to be conservative, so it would make no difference if one or two tenants occupied the building. He noted the building did not have as high of a floor area use because a manufacturing use usually meant big pieces of equipment and fewer users.
- The parapets on the top of the building were extra tall and the Applicant had designed for two very large mechanical units because the manufacturing industry tended to generate more heat. The extra tall parapets would provide screening and the fact that no high ground existed above the building helped.
- The SROZ was interesting, as the entire piece of property was developed before the SROZ designation went into effect and the property was still under the jurisdiction of the Division of State Lands (DSL) on a DSL permit. The Applicant was discussing the removal of non-native species, which he really did not see out there, and he believed the SROZ was in really good shape.
 - The trees along the parking lot were probably the closest to being non-native, but the Applicant's intent was to work with the City to start planting and growing natural plants, so the whole buffer area became a much more natural area and enhanced the building. He believed the Board would appreciate the Landscape Plan was by and large better than the City's standards, noting that was just one of Mr. Martin's things, as could be seen in the pictures of Building W2.
 - He displayed pictures of Building W2, noting Mr. Martin did his first stained concrete building in the Seattle area 12 to 15 years ago. He added that it took a little extra effort, but by the time he came down to do these buildings they were pretty good at it. Perlo Construction did the last two buildings and would use the same treatment. He indicated colors that it would be close to, noting Mr. Martin wanted to have more of a two-toned color so it would have more of a terracotta kind of effect, instead of just a simple plain finish.

Mr. Springall said he had noticed a well-hidden trail behind the building and through the SROZ. He asked if the trail was a public trail.

Mr. Brooks responded the trail was part of the condition of the original master plan and was on private land so no easement existed over it. He did not think the public should be encouraged to go through private property because of crossover easement issues, but said nothing was stopping anyone from using it.

Mr. Springall confirmed the intended use of the path was for the employees of the buildings.

Mr. Brooks displayed the location of the path and building, noting the existing access would be maintained. He believed another trail access point existed that went offsite to the Xerox campus and that the trail stopped behind Building W2.

Mr. Springall noted some of the cool machinery in the DW Fritz building could be seen from the rear side of the building. He was glad to see that the access to that trail was still available.

Mr. Brooks noted in the first application screening, buffering and the reduced setback were discussed and this was an odd corner on the site, so the purpose of the setback was to accommodate the building and get access for the fire department around the end of the building. The way he had always looked at

adjustments or variances was, if the intent of the Development Code could not be met, what could be provided to ensure the original intent of the Code was being achieved? In this case, the Applicant wanted to state the intent of the setback was to buffer any impacts of rear development from the neighbors, which could be made up for by berming a little bit and also by increasing landscaping to provide additional screening. He noted the Applicant tried to concentrate on that quite a bit at the beginning to ensure, if he was asking for that variance, something that met the Board's standard was done.

- He displayed the Landscape Plan, noting increased landscape screening and trees. He noted the loading dock was where the most work would be done, indicating it was recessed and an area that was raised and bermed, so the effect of the two, with the extra trees right along the property line, kind of increased the buffer and screening. He added the loading dock should disappear in just a few years.

Ms. Akervall asked if the trees that were seen in between the building and SROZ could be discussed.

Mr. Brooks responded the four existing trees were to be removed and columnar trees would be placed back inside, adding the Applicant was doing everything they could to place as many native plants in the balance between the edge of the buffer and the building. Outside of that, they could work with the Natural Resources Manager of the SROZ to do something as a separate project. Under the DSL permit, the Applicant was allowed to encroach into the buffer zone, not into the SROZ, as long as they restored it to its native conditions when the project was done. So if they had to make a 5-ft cut to put footings in they could, as long as they restored it. He added it was easy to restore the buffer zone now because it was all grass with a little bit of rose and willow starts, but they started about 10 ft or 15 ft in, so one had to start walking into the trees before their legs would get scratched. He noted the hedge at the edge of the parking lot would be removed and all that was being disturbed was the hedge and a gravel barrier so very little encroachment of the existing grasses would occur.

Mr. Springall said he was very pleased that the Applicant was using similar designs and techniques for the building. He believed it would be a very good asset.

Mr. Brooks noted the building would be very visible from the freeway and he believed it would be a very nice look, adding nothing like this building existed facing the freeway anywhere.

Mr. Springall agreed, adding that developing this section of SW Parkway Ave would help Wilsonville finally develop that northern section that they were trying to get industrial uses in as well. He believed this was a great application and he was very supportive of it.

Ms. Akervall agreed, adding she believed they did a great job with the architecture.

Mr. Brooks responded the architect was not present at tonight's meeting either, noting VLMK were the civil and structural engineers. He explained when a client came to VLMK with special requests they acquired an architect to consult on the project to ensure all finishes were worked out and put together. He appreciated the Board staying for the extra applications, as it reminded him of the old days.

Ms. Akervall said this was a nice note to end on and thanked Mr. Brooks.

Chair Fierros Bower called for public testimony in favor of, opposed and neutral to the application. There being no one in the audience, the public hearing was closed at 9:43 pm.

Ken Ruud moved to accept the Staff report with the corrections as read into the record by Daniel Pauly. Simon Springall seconded the motion, which passed unanimously.

Kristin Akervall moved to approve Resolution No. 283. The motion was seconded by Ken Ruud and passed unanimously.

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

VIII. Board Member Communications

A. Results of the May 29, 2014 DRB Panel B meeting

IX. Staff Communications

Mr. Edmonds thanked the Board for all of their hard work tonight. He believed everything would level out as the wave of applications was over and no more planning consultants would need to be hired. He appreciated the Board's hard work, as he realized it took a lot of time from their families and he thanked them for their time.

Chris Neamtzu, Planning Director, invited the Board to the Basalt Creek public open house and workshop scheduled for next Tuesday night from 6:00 pm to 8:30 pm at the Horizon Christian School on Boones Ferry Rd. The event would be the first major public engagement opportunity for the Basalt Creek project and would have some interesting tabletop mapping exercises, interactive voting with keypads and instant polling on laptops. He added a pretty good crowd was expected to attend and the event provided an opportunity to lay out a vision for what the Basalt Creek area could be. He wanted to make sure the event was on everyone's calendar, adding if anyone wanted to know more about the event, they should contact him and he would provide them with materials, the exact room, address, etc.

- He noted Mr. Springall was helping with the Frog Pond project and that second task force meeting was scheduled to take place Thursday, June 12th. He knew the Board was very interested in the project, so he would try to keep them informed going forward.

X. Adjournment

The meeting adjourned at 9:47 p.m.

Respectfully submitted,

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

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, AUGUST 11, 2014

6:30 PM

VII. Public Hearing:

- A. Resolution No. 287. Carriage Homes: Sage Group LLC – owner.** The applicant is requesting Final Development Plan approval for Carriage Homes and an updated Phasing Plan, Villebois Village Center Preliminary Development Plan 2-Central. The subject site is located on Tax Lot 200 of Section 15AC, T3S, R1W, Clackamas County, Oregon.
Staff: Blaise Edmonds

Case Files: DB14-0047 – Final Development Plan

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 287
SAGE GROUP, LLC**

A RESOLUTION ADOPTING FINDINGS AND CONDITIONS APPROVING A FINAL DEVELOPMENT PLAN FOR CARRIAGE HOMES AND AN UPDATED PHASING PLAN, VILLEBOIS VILLAGE CENTER PRELIMINARY DEVELOPMENT PLAN 2-CENTRAL. THE SUBJECT SITE IS LOCATED BETWEEN SW COSTA CIRCLE WEST AND SW BARBER STREET, NORTH OF SW VILLEBOIS DRIVE. IT IS DESCRIBED AS TAX LOT 200 OF SECTION 15AC, T3S, R1W, CLACKAMAS COUNTY, OREGON. SAGE GROUP, LLC – OWNER.

RECITALS

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

WHEREAS, the Planning Staff has prepared a report on the above-captioned subject dated July 31, 2014, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board at a regularly scheduled meeting conducted on August 11, 2014, 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 of the City of Wilsonville does hereby approve the following application:

DB14-0047 Final Development Plan
Updated Phasing Plan

The Board also adopts the staff report attached hereto as Exhibits A1, as amended, with findings, conditions and recommendations contained therein, and approves site design plans consistent with said recommendations.

ADOPTED by the Development Review Board Panel A of the City of Wilsonville at a regular meeting thereof this 11th day of August, 2014, and filed with the Planning Administrative Assistant on _____, 2014. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision unless appealed or called up for review by the council in accordance with *WC Sec 4.022(.09)*

Mary Fierros Bower, Chair
Development Review Board, Panel A

Attest:

Shelley White, Planning Administrative Assistant

Exhibit A1

STAFF REPORT
WILSONVILLE PLANNING DIVISION
CARRIAGE HOMES
Quasi-judicial Hearing

Public Hearing Date: August 11, 2014
Date of Report: July 31, 2014

Owner: Sage Group, LLC
Applicant: Pacific Community Design

Request: Approve DB14-0047 - Revised Final Development Plan (FDP) (Carriage Homes, previously the Carvalho Carriage Homes). This application renews the Final Development Plan for Phase 3 of PDP-2C (Carriage Homes) in DB08-0063 that expired on July 13, 2011. Proposed is an updated Phasing Plan for PDP-2 Central.

PROPOSED (PARTIAL FRONT ELEVATION) – CARRIAGE HOMES



FRONT ELEVATION

Recommended Action: Approve the proposed Final Development Plan and updated Phasing Plan for PDP-2C with proposed conditions of approval beginning on page 5.

Comprehensive Plan Designation: Residential-Village (R-V)

Zone Map Designation: Village (V)

Size: Approximately 6,034 sq. ft. or .14 acres

Applicable Review Criteria: *Planning and Land Development Ordinance:*

Wilsonville Planning & Development Ordinance

Sections 4.008 through 4.015: Administration

Section 4.125 Village (V) Zone

- (.02) Permitted Uses
- (.05) V Zone Development Standards
- (.06) Commercial Uses Standards
- (.07) General Regulations - Parking
- (.08) Open Space
- (.09) Street & Access Standards
- (.10) Sidewalk & Pathway Standards
- (.11) Landscaping, Screening, Buffering
- (.12) Master Signage & Wayfinding
- (.13) Village Zone Design Principles
- (.14) Village Zone Design Standards
- (.15) Village Center Principles
- (.16) Village Center Design Standards
- (.17) Village Center Plaza Design Standards
- (.18) Village Zone Development Permit Process
- (.050) Recreation Area

Section 4.155 General Regulations-Parking, Loading and Bicycle Parking

Section 4.176 Landscaping, Screening, Buffering

Section 4.178 Sidewalk & Pathway Standards

Section 4.179 Mixed Solid Waste and Recyclables Storage in Multi-Unit Residential and Non-Residential Buildings.

Section 4.199 Exterior Lighting

Section 4.600 Tree Preservation & Protection

Villebois Village Master Plan

Land Use

General – Land Use Plan

Residential Neighborhood Housing

Village Center

Parks & Open Space/Trails & Pathways

Utilities

Circulation

Project Location: Between SW Costa Circle West and SW Barber Street, north of SW Villebois Drive South. Lot No. 54, in Villebois Village Center No. 2.

Legal Description: Tax Lot 200 in Section 15AC; T3S R1W; Clackamas County, Oregon.

VICINITY MAP



Staff Reviewers: Blaise Edmonds, Manager of Current Planning; Steve Adams, Development Engineering Manager; Kerry Rappold, Natural Resources Program Manager and Don Walters, Plans Examiner.

EXERPT FROM THE APPLICANT'S PROJECT NARRATIVE:

This request is for approval of a Final Development Plan (FDP) for Carriage Homes on Lot 54, which are a portion of Phase 2 area of SAP Central in Villebois. These Carriage Homes were originally approved under DB08-0063. The original FDP approval has expired, necessitating reapplication for an FDP. Nothing has changed to the proposed architecture or the proposed site/landscape plans.

This development is located southwest of the Village Center Plaza and will provide an opportunity for urban living in the central core of Villebois with a number of services and recreation opportunities within walking distance. All surrounding public streets and alleys, as well as all utilities, have been constructed. The Carriage Homes provide six (6) 1-bedroom dwelling units on Lots 54.

The Carriage Homes will be located over garages and will provide the opportunity for additional diversity in residential options in Villebois. Each unit will have one exterior parking space adjacent to their entrance. Parking is provided in conformance with the

required amounts. The proposed residential buildings will add architectural variety and diversity in housing types to the mix of residential housing constructed within Village Center. No refinements for the project are needed or proposed.

SUMMARY:

Final Development Plan: The proposed project consists of six (6) residential units and 12 garages. The proposed architecture meets the Village Architectural Center Standards (VCAS) for approval.

Updated SAP Central Phasing Plan:

The phasing for SAP Central was set during when little was known about the timeline in which the remainder of the SAP would develop. The requested updated Phasing Plan for PDP-2C reflects the fact that Sage Group, LLC now owns the subject the property and has a specific timeline to develop it. Phasing works in terms of utilities, infrastructure and with park improvements. The remainder of SAP Central still does not have a defined timeline for development, so previously adopted phasing is being left as is. See Findings 39 and 40.

RECOMMENDED ACTION AND PROPOSED CONDITIONS OF APPROVAL FOR DB14-0047 – Final Development Plan for Phase 3 of PDP-2C (Carriage Homes):

Based on the applicant’s findings, findings of fact, analysis and conclusionary findings 1 through 40, staff recommends that the Development Review Board approve the Final Development Plan (Carriage Homes).

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

- PD = Planning Division
- PF = Engineering Division (Public Facilities)
- BD = Building Division
- NR = Natural Resources

Planning Conditions:

PD1. This action approves the Final Development Plan for Phase 3 as amended by the updated Phasing Plan in Exhibit B3 for PDP-2C (Carriage Homes). The Applicant/Owner shall construct the project in substantial compliance with the approved FDP plans and materials, as entered into the record for the proposed project. Minor amendments to the project may be processed by the Planning Director through a Class I Administrative Review.

PD2. Prior to issuance of a Building Permit the Applicant/Owner shall submit an irrigation plan to the Building Division. The irrigation plan must be consistent with the requirements of Section 4.176(.07)(C).

PD3. Prior to issuance of a Building Permit the Applicant/Owner shall verify with NW Natural Gas that the proposed project does not impact gas facilities. See Exhibit C4.

PD4. In the event Republic Services requires a trash enclosure Subsection 4.430(.03)C requires a six-foot high sight obscuring enclosure with a gate at least ten feet in width and its location must be reviewed by Republic Services to ensure accessibility. See Finding 38.

Engineering Condition:

PFA 1. Applicant shall be in compliance with all Villebois SAP Central PDP2 adopted engineering conditions of approval.

Building Division Conditions:

- BD 1. A GEOTECH REPORT shall be submitted as part of the Building Permit application.
- BD 2. ADDRESSES. New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. (Oregon Fire Code Section 505.1) All addresses in the City shall be assigned by Susan Rothenberger, City of Wilsonville GIS and Mapping Technician (503.570.1569).
- BD 3. VAULT. It is recommended – **not required** – that the backflow device for the fire line be placed within the building and not in a vault. This eliminates the continuing maintenance problems with sump pumps and valve monitoring (and associated false alarms), and saves the project the cost of a vault, about \$10000. Without a vault the public works waterline easement will extend to the building.
- BD 4. All trees-to-remain, vaults, retaining walls, transformers, easements, existing piping or utilities and other such permanent item that may affect the design, construction or location of the proposed structure shall be shown on the site plan submitted as part of the building permit submittal package.
- BD 5. FIRE CALCS. For buildings of more than two dwelling units located on one property, fire calcs shall be submitted with the building permit application. These calc sheets and instructions are available from the TVF&R web site. (tvfr.com) The fire calcs will define how many hydrants are required, and if a building fire alarm or fire sprinkler system may be necessary. Neither hydrant location, number of required hydrants, nor building plan review can proceed without the completed fire calcs. (OFC B104)
- BD 6. FDC. The fire marshal shall approve the location of the Fire Department Connection. Please contact the Building Division for fire marshal information. (OFC 912.2)

Natural Resources Conditions:

Rainwater Management:

- NR1. Provide a rainwater analysis for the FDP that demonstrates the proposed rainwater management components are consistent with the rainwater management components proposed in the PDP.
- NR2. All Rainwater Management Components in private areas shall comply with the plumbing code.
- NR3. Pursuant to the City of Wilsonville Public Works Standards, access shall be provided to all areas of the proposed rainwater management components. At a minimum, at least one access shall be provided for maintenance and inspection.
- NR4. Plantings in Rainwater Management Components located in private areas shall comply with the Plant List in the Rainwater Management Program or Community Elements Plan.

NR5.	Provide a setback from buildings at 1:1 slope from bottom of building footing to bottom of Rainwater Management Component. This requirement applies to Rainwater Management Components 1, 2, 3, 6 and 7.
NR6.	The rainwater management components shall comply with the requirements of the Oregon DEQ UIC (Underground Injection Control) Program.
	Other
NR8.	The applicant shall comply with all applicable state and federal requirements for the proposed construction activities and proposed facilities (e.g. DEQ NPDES #1200–CN permit).

EXHIBIT LIST:

- A1. Staff Report
- A2. Staff PowerPoint Presentation

Applicant’s Written and Graphic Materials:

- B1. **REVISED FINAL DEVELOPMENT PLAN, FINDINGS AND PLAN DRAWINGS, DATED 6/27/2014 (SUBMITTED NOTEBOOK):**
- B2. **FINAL DEVELOPMENT PLAN DRAWINGS (Reduced size and full size):**

Plan Sheet No.

- C.1 COVER SHEET
- C.2 EXISTING CONDITIONS
- C.3 SITE PLAN
- C.4 GRADING PLAN
- C.5 COMPOSITE UTILITY PLAN
- C.6 TREE PRESERVATION & REMOVAL PLAN
- L .1 PLANTING PLAN, CARRIAGE HOMES
- L .3 PLANTING PLAN SPECIFICATIONS & DETAILS –CARRIAGE HOMES
- A.11 FRONT & STREET SCENE ELEVATIONS – CARRIAGE UNITS
- A.12 FLOOR PLANS & ELEVATIONS, ONE-UNIT BUILDING – CARRIAGE UNITS
- A.13 FLOOR PLANS & ELEVATIONS, TWO-UNIT BUILDING – CARRIAGE UNITS

- B3. Updated Phasing Plan dated July 1, 2014.

Development Review Team Correspondence:

- C1. Memo from Steve Adams, Development Engineering Manager, dated July 28, 2014
- C2. Memo from Don Walters, Building Plans Examiner; dated July 28, 2014
- C3. Memo from Kerry Rappold, Natural Resources Program Manager; dated July 28, 2014
- C4. E-mail from Douglas Ramsey, NW Natural Gas, dated July 17, 2014.

Materials Provided by Staff:

- E1. **Letters (neither For nor Against):** None submitted.
- E2. **Letters (In Favor):** None submitted.
- E3. **Letters (Opposed):** None submitted.

FINDINGS OF FACT

1. The statutory 120-day time limit applies to this application. The application was received on June 30, 2014. On July 1, 2014, staff conducted a completeness review within the statutorily allowed 30-day review period. On July 1, 2014, the applicant submitted revised materials. The application was deemed complete on July 2, 2014. The City must render a final decision for the request, including any appeals, by October 30, 2014.

2. Property surrounding the project site is as follows:

Compass Direction	Existing Use
Northwest	Future SAP-North Open Space
Northeast	Future Urban Apartments
Southwest	Existing SAP-South Row Houses (4S)
Southeast	Future Village Apartments; Future Mixed-use Condominiums

3. Prior SAP-Central land use actions include:

Villebois Village Ordinances and Resolutions

Legislative:

- 02PC06 - Villebois Village Concept Plan
- 02PC07A - Villebois Comprehensive Plan Text
- 02PC07C - Villebois Comprehensive Plan Map
- 02PC07B - Villebois Village Master Plan
- 02PC08 - Village Zone Text
- 04PC02 – Adopted Villebois Village Master Plan
- LP-2005-02-00006 – Revised Villebois Village Master Plan
- LP-2005-12-00012 – Revised Villebois Village Master Plan (Parks and Recreation)

Quasi Judicial:

- DB08-0063 - Final Development Plan for Phase 2 (Carvalho Carriage Homes & Open Space Tract ‘R’)
- DB09-0024 - Tentative Condominium Plat (Carvalho Carriage Homes)
- DB09-0025 - Tentative Condominium Plat (The Trafalgar Flats)
- DB09-0026 - Variance Front Yard (The Trafalgar Flats)
- DB09-0027 - Final Development Plan for Phase 3 (Seville Row Homes & The Trafalgar Flats)
- DB09-0028 – Refinement to Preliminary Development Plan – 2C to increase density for Phases 1 - 4 & Phasing Modification

Prior PDP-Central land use actions include:

- The Alexin Apartments.
- LesBois and Seville Row Homes.

The Villages at Villebois.
Community Housing (NW Housing Associates) aka The Charleston.

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.

CONCLUSIONARY FINDINGS:

DB14-0047 Final Development Plan for Phase 2 (Carriage Homes):

The applicant's findings in Section II of the Compliance Report (Exhibit B1) addressing the Wilsonville Planning & Development Ordinance respond to the applicable criteria. In the case where the applicant has adequately addressed the criteria, the staff findings simply refer to the relevant text in the applicant's narrative.

Subsection 4.125.18(L through P) sets forth the approval criteria for Final Development Plans.

1. The applicant has provided architectural compliance findings found in Section II of Exhibit B1 that demonstrate compliance with the SAP- Village Central Architectural Standards (VCAS). Those findings are incorporated into this staff report as findings for approval for the proposed Final Development Plan (FDP). Subsection 4.125.18(L through P) is met.

Subsection 4.125.18(P)(1): An application for approval of a FDP shall be subject to the provisions of Section 4.421.

2. The proposed Final Development Plan (FDP) serves as the site development review (landscaping and architecture) for projects in the Village Zone, which guides development of Villebois Village. The proposed FDP for the Carriage Homes comprises six (6) dwelling units, 12 parking spaces and 6 garages. Multi-family dwellings are a permitted use in the Village Zone, meeting Section 4.125.02(E). The project site is located in Village Center and is designed to comply with the approved requirements for SAP-Central of the Village Zone, including Table V-4: Permitted Materials and Configurations. The architecture of the proposed Carriage Homes is weighed against the SAP-Central - Village Center Architectural Standards, which the applicant has addressed in Section II.

Section 4.125.05 Development Standards

3. Plan Sheet C3 of Section III of Exhibit B1 identifies a 6' high metal vine fence along the side yard of the westernmost and easternmost multi-family Carriage Homes (southwest and northeast ends of Lot 54).

Table V-1: Development Standards

4. The proposed two-story residential building height of the Carriage Homes is approximately 22'- 6" which is within the allowed maximum of 45 foot limit listed in Table V-1 of Section 4.125.
5. The subject property is served by an alley abutting to the south of each component Carriage Home unit.
6. The proposed Carriage Homes will face the alley, abutting to the southeast. According to Table V-1 the front setback is 5'-0" Minimum and 15'-0" Maximum. There are no requirements for other yards. The proposed Carriage Homes will maintain a 5'-0" minimum front yard setback from SW Zurich Street (southwest) and SW Toulouse Street (northeast). These criteria are met.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

(.01) The following standards shall be utilized by Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention or innovation. The specification of one or more particular architectural styles is not included in these standards.

A. Preservation of Landscape. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soils removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

7. Plan Sheets C.4 and C.6 of Section III of Exhibit B1 – Grading Plan & Tree Removal and Preservation Plan, respectively, indicate that the project will remove one (1) tree (Tree # 486) at the southerly end of the Carriage Homes.

B. Relation of Proposed Buildings to Environment. Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to avenues of approach, street access or relationships to natural features such as vegetation or topography.

8. Except for the one (1) tree identified in Finding 7, the project site is generally void of natural environment. This FDP includes a review of multi-family residential development [six (6) units on 0.14 acres = 42.8 units per net acre], so most of the site will be dedicated to the buildings.

PARKING ANALYSIS - Sections 4.125.07 and 4.155:

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.

9. SAP-Central has been approved to provide parks, a safe and efficient circulation system for a variety of transportation options including automobiles, bicyclists and pedestrians, which this project has incorporated into its design.

Off-Street Parking Requirements.

10. Subsection 4.125.07(B) requires compliance with Table V-2, Off-Street Parking Requirements for multi-family dwellings.

Table V-2: Off Parking Standards.

Table V-2: Off Street Parking Requirements				
	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Permitted or Conditional Use				
Permitted Uses				
Single-Family Detached Dwellings	1.0/DU	NR	NR	NR
Single-Family Accessory Dwelling Units	1.0/DU	NR	NR	NR
Duplex	1.0/DU	NR	NR	NR
Row Houses	1.0/DU	NR	NR	NR
Multi-Family Dwellings	1.0/1 Bdr 1.5/2 Bdr 1.75/3 Bdr	NR	1 per 20 units Min. of 2	1 per 4 units Min. of 2
Community Housing	1 per 4 residents	1 per unit	None	1 per 8 residents Min. of 2
Commercial Uses				
Convenience Store	2/1000 sf	5/1000 sf	1 per 5000 sf Min. of 2	1 per 12,000 sf Min. of 2
Restaurant/Pub	2/1000 sf	10/1000 sf	1 per 5000 sf Min. of 2	1 per 12,000 sf Min. of 2
Child Day Care	0.2 per student/staff	0.3 per student/staff	None	1 per 10,000 sf Min. of 2
Medical/Dental	3/1000 sf	4/1000 sf	1 per 40,000 sf Min. of 2	1 per 70,000 sf Min. of 2
All other commercial uses	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2

The tables below include calculations for the number of vehicular and bicycle parking spaces required for the FDP, based on the size of the proposed residential units.

Table V-2. Vehicular Spaces Required for FDP:

Use	Dwelling Units/ Square feet	Min. Number of Vehicular Spaces Req.	Max. Number of Vehicular Spaces Allowed
Multi-family dwelling (1-Bdr)	6 du	(1.0/1 Bdr) = 6	NR
Total	6 du	6 spaces	NR

12 (12) 9' x 18' standard spaces and six (6) garages are proposed for total eighteen (18) parking spaces exceeding code by twelve (12) spaces.

11. Bicycle Spaces Required for FDP – Table V-2

Use	Dwelling Units/Short-term Bicycle Square feet Spaces Req.	Long-term Bicycle Spaces Req.
Multi-family dwelling (1-Bdr)	6 du 1 per 20 units/ Min. of 2	1 per 4 units Min. of 2 = 2
Total	6 du 2 spaces	2 spaces

Regarding the above, 2 – short term and 2 long term bicycle parking spaces will be provided in the ground level laundry/storage room of each of the dwelling units, meeting code.

Subsection 4.155.03(B)(4): Parking is designed for safe and convenient ADA access.

- 12. Parking for the disabled:** No on-site parking spaces for the disabled are proposed. The Building Official will review the proposed project for compliance relative to the Americans with Disabilities Act (ADA) which may require minor modifications to the site plan.

Subsection 4.421(D) Surface Water Drainage.

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 the public storm drainage.

- 13.** The project must convey storm water to approved storm water facility consistent with the City's design requirements and City of Wilsonville Stormwater Master Plan and with the storm drainage plan approved for SAP-Central. The Composite Utility Plan Sheet C.5 of Section III of Exhibit B1 shows stormwater design and rainwater components.

E. Public Utilities.

- 14.** No utilities are proposed above ground, thus meeting code.

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.

15. The Master Sign and Wayfinding Plan was approved in SAP-Central. The proposed project does not include signage, except for building addressing.

G. Special Features. Exposed storage areas, exposed machinery 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.

16. No exposed machinery or outside storage areas are proposed.

Open Space Subsection 4.125(.08) and Subsection 4.113(.01)(A)(4):

17. This subsection refers to providing 25% open space within the SAP. SAP-Central is designed with 25% open space in the form of public and private parks, and natural open space as it builds out meeting this criterion. The applicant has provided a discussion of open space in SAP-Central of Section II of Exhibit B1.

Street and Access Improvement Standards (4.125.09)

18. Access to the project site from the abutting alley was approved in SAP-Central.

Sidewalk and Pathway Improvement Standards (4.125.10)

19. The sidewalk system proposed through the project site was approved in SAP-Central. Sheet C.5 of Section III of Exhibit B1 shows proposed 5' wide concrete sidewalks at each end of Lot 54, meeting code.

Subsection 4.125.18(P)(2): An application for an FDP shall demonstrate that the proposal conforms to the applicable Architectural Pattern Book, Community Elements Book, Village Center Design and any conditions of a previously approved PDP.

COMPLIANCE WITH ARCHITECTURE “All Buildings” Analysis - Village Center Architectural Standards (VCAS):

1.0 Standards applying to all buildings within the Village Center Boundary:

All development within an Address overlay must meet the requirements of this section in addition the specific Address requirements. Development that is not within an Address overlay, but within the Village Center Boundary, must also meet all requirements of this section.

1.1 Building types

20. Proposed are two-story residential buildings having traditional American style architecture. The Building Type, as per Table V-1: Development Standards (Village Zone) sets the building height and setback requirements. The Village Center Architectural Standards (VCAS) establishes the appropriate Building Type(s) for each Address. The proposed project is not within an “Address” so Section 1.0 of the VCAS is applicable in this case. Compliance with the VCAS is demonstrated in Section II of Exhibit B1. The proposed masonry and composite board siding are allowed building materials in Table V-4 of Section 4.125. Staff concurs with this analysis, except where otherwise noted.

The applicant has conducted an architectural compliance analysis to demonstrate compliance with the SAP-Central architectural standards of the FDP (Exhibit B1). Staff hereby incorporates Exhibit B1 into this staff report to satisfy the “All Buildings” analysis for approval of this project.

Community Elements Book:

21. This proposed FDP conforms to applicable provisions of the approved SAP-Central and provisions of Section 4.421, which are addressed in the subsequent sections of this report. This FDP also conforms to the Community Elements Book for SAP-Central.
22. Exterior building lighting is proposed as shielded, wall-mounted fixtures at exterior stairs, between some of the garage doors, and at covered entries (Section II of Exhibit B1). Street lighting and site furnishings for parks are identified in the Community Elements Book for SAP-Central.

Subsections 4.176.06(D) – Street trees in the Village zone shall be developed with street trees as described in the Community Elements Book.

23. Plan Sheet 10 of the approved PDP-2C illustrates the location of street trees (Exhibit D). The proposed Landscape Plan Sheets L-1 and L-3 of Section III, Exhibit B1 indicate the location of additional trees that will be planted for this FDP.

Section 4.176: Landscaping:

24. Landscape Plans (Plan Sheets L-1 and L-3 of Section III, Exhibit B1) are provided with this FDP application and are in accordance with the requirements of Section 4.125(.07) and (.11), Section 4.176(.09), and Section 4.440(.01)(B), which meets code.

Subsection 4.176(.02)(D): Low Screen Landscape Standard.

25. The applicant's proposed plant schedule specifies several types of shrubs, and deciduous trees on the perimeter of the site, adjacent to the proposed buildings, and ground cover at the perimeter of the site to both screen and add visual interest to the project. The proposed landscape plans meets this criterion.

Subsection 4.176(.04)(C&D): Buffering and Screening

26. The submittal documents do not indicate the location of the heating, ventilation, and air condition (HVAC) equipment. The City reserves the right to require further screening of the HVAC equipment should it is visible from off-site, ground level view.

Subsection 4.176(.06)(A-E): Plant Materials.

27. This FDP includes landscaping treatment around the proposed Carriage Homes. The property owner is responsible to professionally maintain the landscaping.
28. The proposed Landscape Plans (Sheets L-1 and L3 of Section III, Exhibit B1) specify two-gallon shrubs, except where noted, which meets minimum code. The proposed tree and ground cover types are of a size and spacing that meet the criteria of 4.176.06(A)(1-2) and (B).

Subsection 4.176(.07)(A-D): Installation and Maintenance.

29. Plant materials, once approved by the DRB, shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this code, or any condition of approval established by city decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless the city approves appropriate substitute species. Failure to maintain landscaping as required in this subsection shall constitute a violation of the city code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.

Subsection 4.176(.10): Completion of Landscaping.

30. The applicant's submittal documents do not specify whether a deferment of the installation of the proposed planting plan is requested. The applicant will be required to post a bond or other security acceptable to the Community Development Director for the installation of the approved landscaping, should the approved landscaping not be installed at the time of final occupancy.

Subsection 4.155(.03)(B)(1&2): Parking Lot Landscaping

31. No parking lots are proposed for the Carriage Homes.
32. Each dwelling unit will have one or more standard off-street parking spaces, located abutting the unit. No landscaping is proposed along the frontage of the site on the alley.

Subsection 4.155.03(B)(3)(d): View of Parking Areas Screened from Public Right of Way, 12' buffer. And; Subsection 4.155(.02)(O) requires "Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.

33. It is impractical to screen the six proposed off-street parking spaces from the view of the abutting alley, which provides access to these spaces.

Section 4.450: Installation of Landscaping

34. All landscaping approved by the Development Review Board must be installed prior to issuance of occupancy permits, unless security equal to one hundred and ten percent (110%) of the cost for landscaping is filed with the City.

Subsection 4.176(.10) – Completion of Landscaping

35. The applicant will be required to post a bond or other security acceptable to the Community Development Director for the installation of the landscaping.

Section 4.176(.12)(D): Irrigation

36. Irrigation plans have not been provided. A permanent underground irrigation system must be provided for all lawn, shrub and tree plantings at the time building permits are issued for projects. The irrigation plan will need to provide the information required in Subsections 4.179.09(A-D). See condition PD2.

Section 4.199: Exterior Lighting:

37. The proposed exterior lighting (shielded, wall-mounted fixtures at exterior stairs, between some of the garage doors, and at covered entries; Page 52 of Section II of Exhibit B1), which will be attractive in form and function meeting code.

Subsections 4.179(.06-.07) and 4.430(.01-.04): Location, Design and Access Standards for mixed Solid Waste and Recycling Areas.

38. Subsection 4.179(.06)(A) requires fifty (50) sq. ft. of storage plus five (5) sq. ft. per unit over ten units. The six (6) dwelling units (i.e., Carriage Homes) proposed would be required to provide 50 SF of solid waste and recycling storage. The applicant suggests that "waste and recycling containers will be provided in the

individual ground level laundry/storage rooms associated with each unit. Residents will be able to put their solid waste and recycling containers outside of their units for collection on the appropriate days. The hauler will have access to pick up materials via the private alleys behind each of the condominium units.” However, these will not be condominium units but for rent or lease. Republic Services may want a consolidated trash area because they typically do not collect trash and recyclables from individual rental units. In the event Republic Services requires a trash enclosure Subsection 4.430(.03)C requires a six-foot high sight obscuring enclosure with a gate at least ten feet in width and its location must be reviewed by Republic Services to ensure accessibility.

Exhibit B3 as replicated below responds to the following applicable criteria.

Subsection 4.125 (.18) J. 4. SAP Phasing Amendment to be Processed as Class II Review. “Amendments to the SAP for phasing will be processed as a Class II administrative review proposal.”

39. While the SAP Phasing Amendment is eligible to be processed as a Class II Review, the Planning Director is allowing it to be reviewed by the DRB as a component of the broader application for PDP 2 Central, as authorized by Section 4.030. These criteria are satisfied.

Subsection 4.125 (.18) E. 1. b. ii. SAP Phasing Reasonable. “If the SAP is to be phased, as enabled by Sections 4.125(.18)(D)(2)(g) and (h), that the phasing sequence is reasonable.”

40. The SAP Central phasing is being realigned based on current property ownership and ability to develop the property. The phasing is reasonable as it allows development of the subject property on the timeline desired by the applicant while not negatively impacting the ability of future phases of SAP Central to develop as shown previous in approved phasing plans. This criterion is satisfied.

Exhibit B3

FROM: Stacy Connery
Pacific Community Design, Inc.

RE: Final Development Plan (FDP) for Carriage Homes on Lot 54

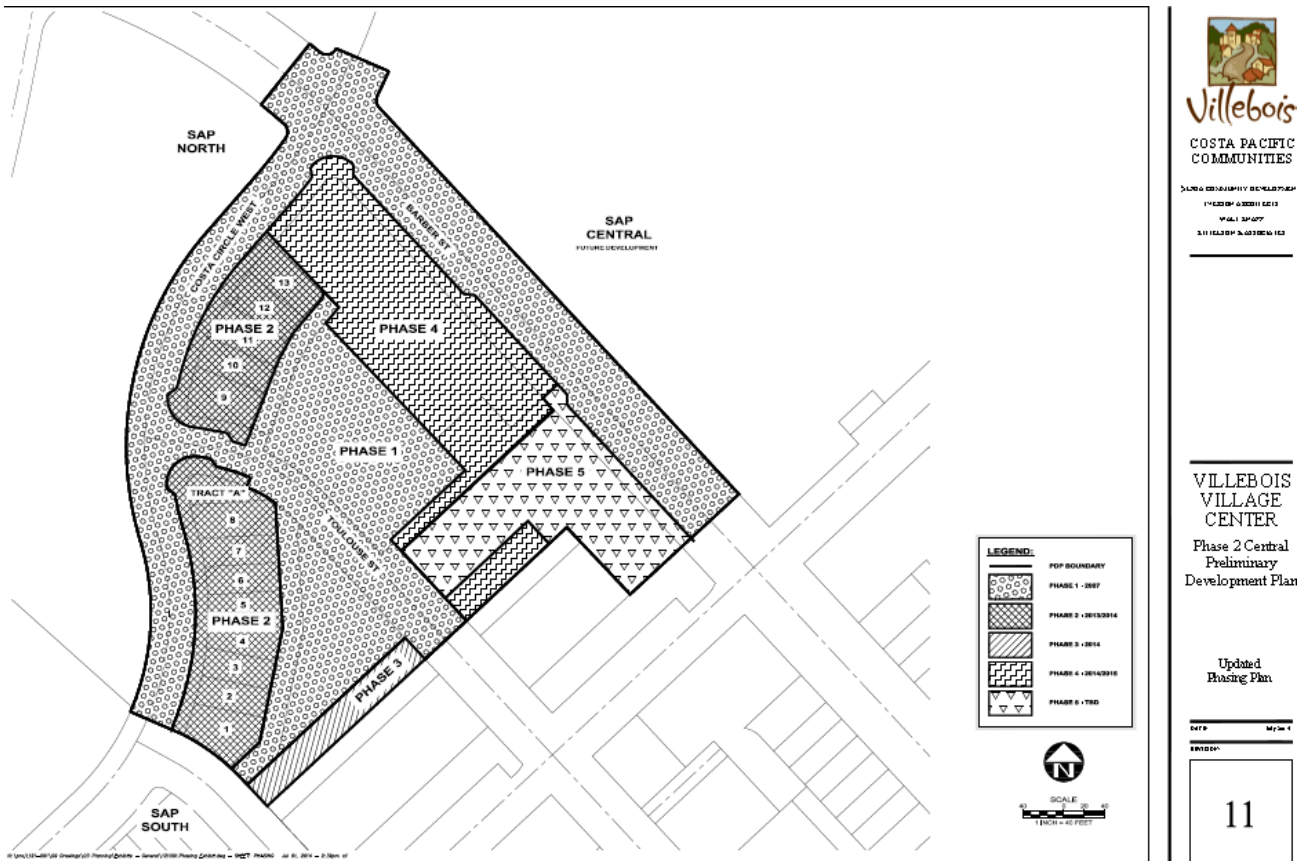
This Memo and the attached updated Phasing Plan for PDP 2C (“Villebois Village Center No. 2”) are provided in reference to the Final Development Plan (FDP) for the Carriage Homes on Lot 54, which was submitted 6/30/14. The attached Phasing Plan is updated to reflect the following:

- Phase 1 included all the public street improvements in PDP 2C and the Charleston on Lots 72 & 55. The Charleston were approved in 2007 and are built.
- Phase 2 is the Row Home lots along Costa Circle West that were replatted as “Beausoliel” by Polygon in January 2014 and are under construction.

- Phase 3 is the current FDP proposal for the Carriage Homes* on Lot 54.
- Phase 4 will be addressed with an upcoming FDP application that is planned to include The Trafalgar Flats on Lot 71, the Carriage Homes on Lot 74, and the pocket park on Tract 'R'.
- Phase 5 will be a future mixed use building on Lot 73. An FDP application for this mixed use building will be provided when a developer is ready to move forward with a specific design for said building.

* The Carriage Homes are no longer connected with the Carvalho Condominiums on the adjacent lots to the east (Lots 5 and 6 of "Villebois Village Center") as indicated in prior submittals.

The adjacent Carvalho Condominiums are no longer intended for the subject lots. A separate application to modify the adjacent Carvalho Condominiums to detached Row Homes is expected to be submitted by 7/3/14 and will likely be reviewed shortly after the FDP for the Carriage Homes on Lot 54.





MEMORANDUM

DATE: July 1, 2014

TO: Blaise Edmonds
City of Wilsonville, Planning Division

FROM: Stacy Connery
Pacific Community Design, Inc.

RE: Final Development Plan (FDP) for Carriage Homes on Lot 54

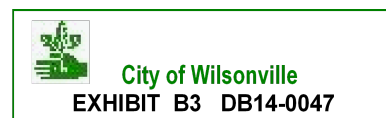
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Please feel free to contact me at 503-941-9484 or stacy@pacific-community.com if you have any questions or if additional information is needed.

Thank you.





Villebois

COSTA PACIFIC COMMUNITIES

ALPHA COMMUNITY DEVELOPMENT

IVERSON ARCHITECTS

WALTKNAPP

KITTELSON & ASSOCIATES

VILLEBOIS VILLAGE CENTER

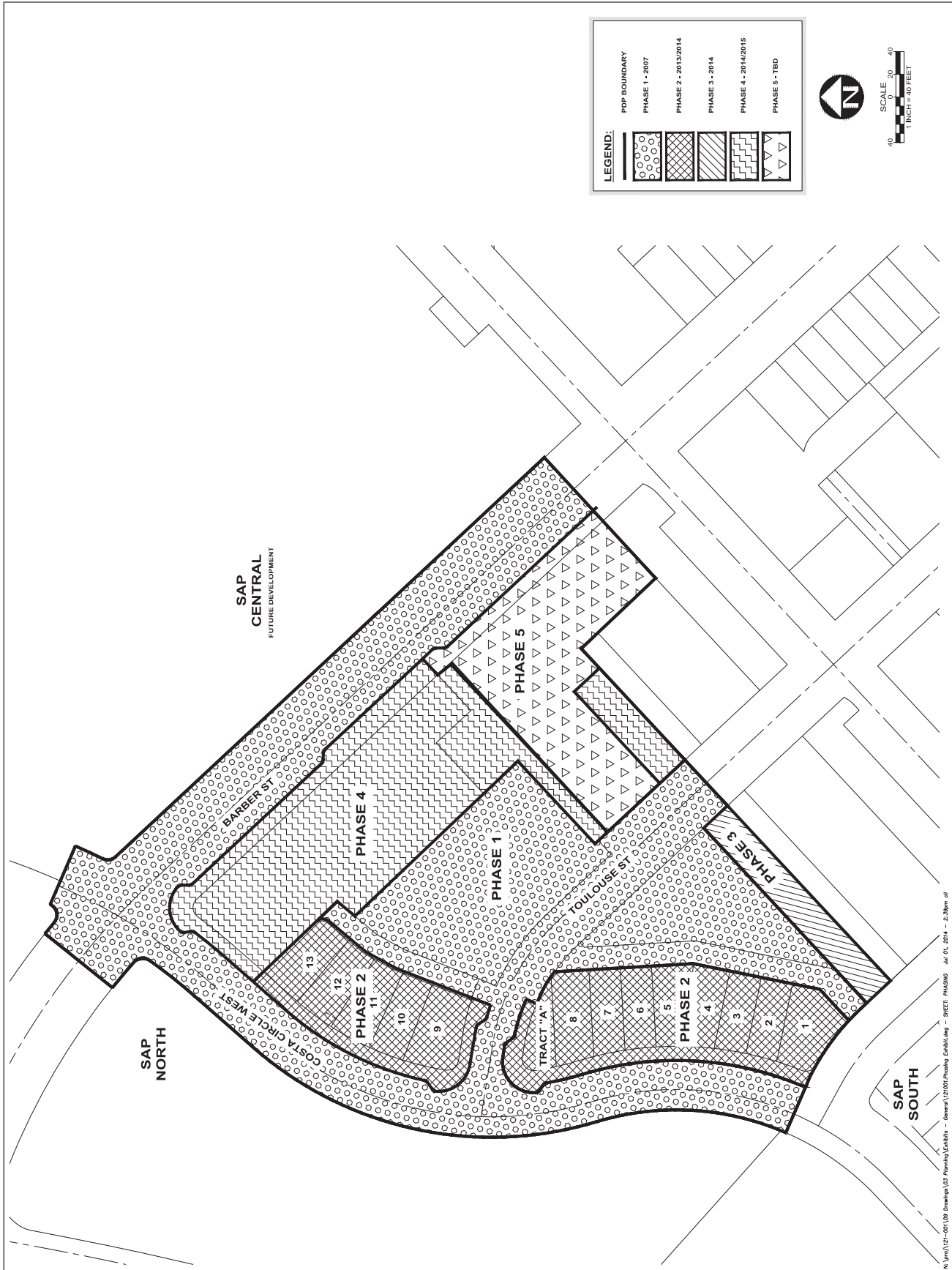
Phase 2 Central Preliminary Development Plan

Updated Phasing Plan

DATE: July 2014

REVISION:

11



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**EXHIBIT A
PLANNING DIVISION
STAFF REPORT**

VILLEBOIS SAP CENTRAL CARRIAGE HOMES

**DEVELOPMENT REVIEW BOARD PANEL ‘ ___ ’
QUASI JUDICIAL HEARING**

Public Hearing Date:

Date of Report:

Application Numbers:

Request A: DB14-0001

Property

Owners/Applicants:

PD = Planning Division conditions

BD – Building Division Conditions

PF = Engineering Conditions.

NR = Natural Resources Conditions

TR = SMART/Transit Conditions

FD = Tualatin Valley Fire and Rescue Conditions

Standard Comments:

PFA 1. Applicant shall be in compliance with all Villebois SAP Central PDP2 adopted engineering conditions of approval.



**City of Wilsonville
EXHIBIT C1 DB14-0047**

Development Review Template

DATE: 7/28/14
TO: BLAISE EDMONDS, MANAGER OF CURRENT PLANNING.
FROM: DON WALTERS
SUBJECT: DEVELOPMENT REVIEW # DB14-0047 (A RE-REVIEW OF DB08-0063)

WORK DESCRIPTION: (6) 1-BEDROOM DWELLING UNITS OVER GARAGES ON LOT 54.

Building Division Conditions and Advisories:

- | | |
|-------|---|
| BD 1. | A GEOTECH REPORT shall be submitted as part of the Building Permit application. |
| BD 2. | ADDRESSES. New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. (Oregon Fire Code Section 505.1) All addresses in the City shall be assigned by Susan Rothenberger, City of Wilsonville GIS and Mapping Technician (503.570.1569). |
| BD 3. | VAULT. It is recommended – not required – that the backflow device for the fire line be placed within the building and not in a vault. This eliminates the continuing maintenance problems with sump pumps and valve monitoring (and associated false alarms), and saves the project the cost of a vault, about \$10000. Without a vault the public works waterline easement will extend to the building. |
| BD 4. | All trees-to-remain, vaults, retaining walls, transformers, easements, existing piping or utilities and other such permanent item that may affect the design, construction or location of the proposed structure shall be shown on the site plan submitted as part of the building permit submittal package. |
| BD 5. | FIRE CALCS. For buildings of more than two dwelling units located on one property, fire calcs shall be submitted with the building permit application. These calc sheets and instructions are available from the TVF&R web site. (tvfr.com) The fire calcs will define how many hydrants are required, and if a building fire alarm or fire sprinkler system may be necessary. Neither hydrant location, number of required hydrants, nor building plan review can proceed without the completed fire calcs. (OFC B104) |
| BD 6. | FDC. The fire marshal shall approve the location of the Fire Department Connection. Please contact the Building Division for fire marshal information. (OFC 912.2) |



City of Wilsonville
EXHIBIT C2 DB14-0047

COMMUNITY DEVELOPMENT MEMORANDUM

To: Blaise Edmonds, Manager of Current Planning

From: Kerry Rappold, Natural Resources Program Manager

Date: July 28, 2014

RE: Villebois Village SAP Central, FDP 2C (DB14-0047)

This memorandum includes staff conditions of approval. The conditions are based on the Final Development Plan for Phase 2C. The conditions of approval apply to the applicant's submittal of construction plans (i.e. engineering drawings).

Rainwater Management

- NR1. Provide a rainwater analysis for the FDP that demonstrates the proposed rainwater management components are consistent with the rainwater management components proposed in the PDP.
- NR2. All Rainwater Management Components in private areas shall comply with the plumbing code.
- NR3. Pursuant to the City of Wilsonville Public Works Standards, access shall be provided to all areas of the proposed rainwater management components. At a minimum, at least one access shall be provided for maintenance and inspection.
- NR4. Plantings in Rainwater Management Components located in private areas shall comply with the Plant List in the Rainwater Management Program or Community Elements Plan.
- NR5. Provide a setback from buildings at 1:1 slope from bottom of building footing to bottom of Rainwater Management Component. This requirement applies to Rainwater Management Components 1, 2, 3, 6 and 7.
- NR6. The rainwater management components shall comply with the requirements of the Oregon DEQ UIC (Underground Injection Control) Program.

Other

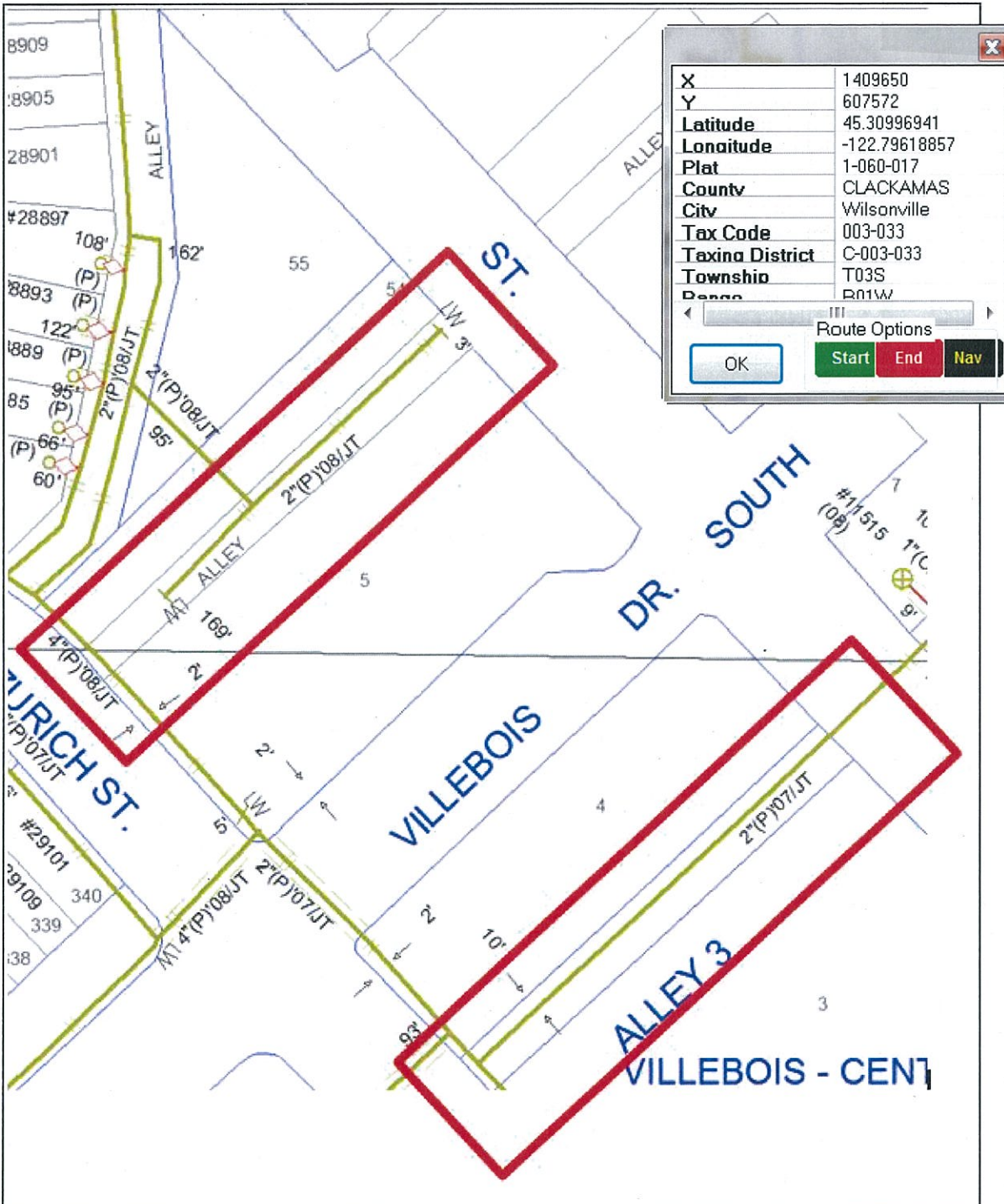
- NR8. The applicant shall comply with all applicable state and federal requirements for the proposed construction activities and proposed facilities (e.g. DEQ NPDES #1200-CN permit).

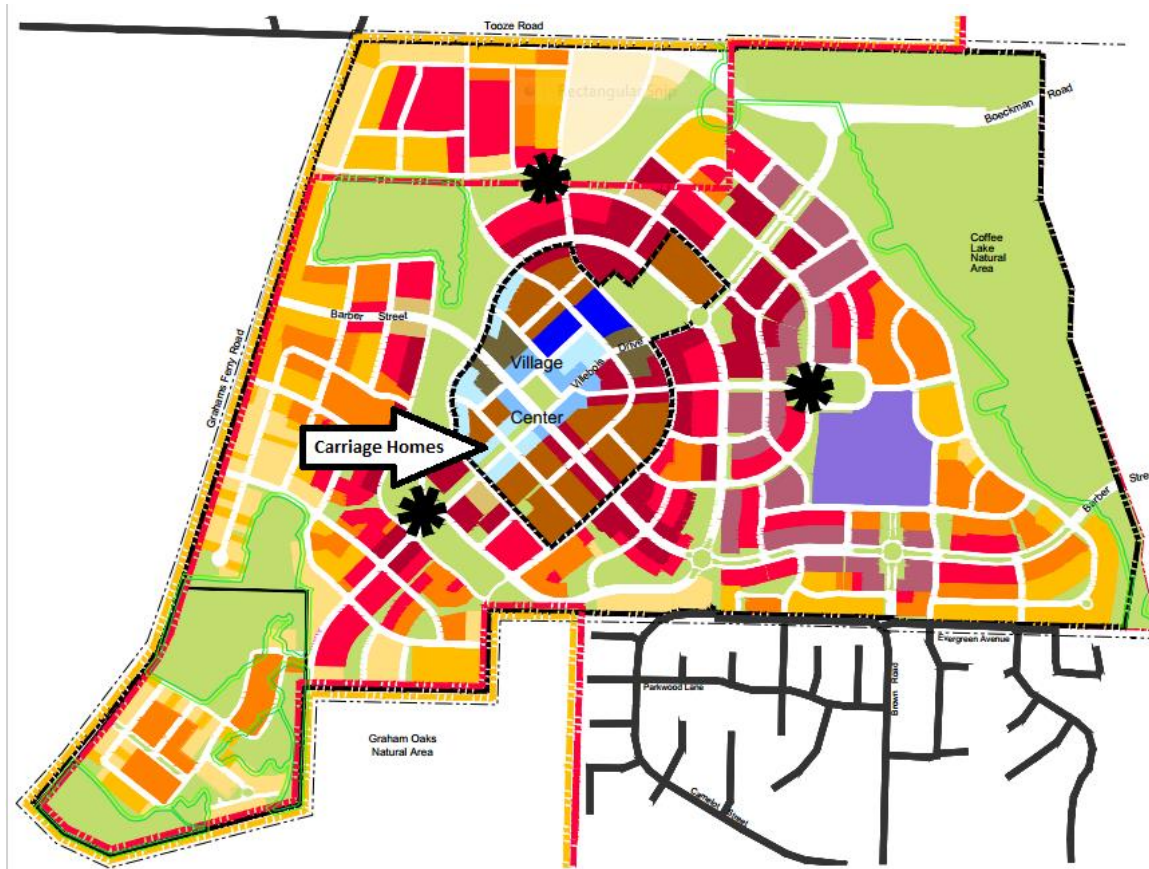



Edmonds, Blaise

From: Ramsey, Douglas <douglas.ramsey@nwnatural.com>
Sent: Thursday, July 17, 2014 3:57 PM
To: Planning
Cc: Young, Andrew F.
Subject: Development Review Team Mailing - Carvalho & Seville Row Houses Replat (DB14-0050 et al)
Attachments: DB14-0050 et al Carvalho Seville Replat DRT.pdf

Per NW Natural records, the proposed plans indicate there may be an impact to NW Natural gas facilities that exist in the alley ways of lots 84-90 (NWN 44-51), 95-101, and 102-108.



**Carriage Homes on Lot 54 of
Villebois Village Center No. 2 (PDP 2C)
Final Development Plan**

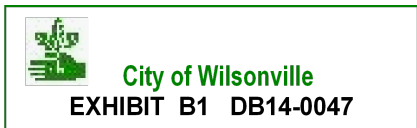
The City of Wilsonville, Oregon June 27, 2014

Applicant:

J. Patrick Lucas
Sage Group, LLC
 16004 SW Tualatin Sherwood Road, #432
 Sherwood, OR 97140
 [P] 971-832-2701

Applicant's Representative:

Stacy Connery, AICP
Pacific Community Design, Inc
 12564 SW Main Street
 Tigard, Oregon 97223
 [P] 503-941-9484



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FOR
FINAL DEVELOPMENT PLAN
CARRIAGE HOMES ON LOT 54**

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- II) SUPPORTING COMPLIANCE REPORT
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- IV) ARCHITECTURAL DRAWINGS
- V) COPIES OF MATERIALS BOARDS

I) Application Form

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:

Sage Group, LLC (J. Patrick Lucas)

Address: 16004 SW Tualatin Sherwood Rd, #432, Sherwood, OR 97140

Phone: (971) 832-2701

Fax:

E-mail: JPatrickLucas@Yahoo.com

Authorized Representative:

Pacific Community Design, Inc. (Stacy Connery)

Address: 12564 SW Main Street, Tigard, OR 97223

Phone: (503) 941-9484

Fax: (503) 941-9485

E-mail: stacy@pacific-community.com

Property Owner:

Same as Applicant


Address:

Phone:

Fax:

E-mail:

Property Owner's Signature:


Printed Name: J PATRICK LUCAS Date: 6-27-14

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

Printed Name: _____ Date: _____

Site Location and Description:

Project Address if Available: South of Toulouse Street & North of Zurich Street Suite/Unit _____

Project Location: Lot 54 of "Villebois Village Center No. 2", SAP Central, Villebois

Tax Map #(s): 3 1W 15AD Tax Lot #(s): 200 County: Washington Clackamas

Request: Final Development Plan (FDP) for Carriage Homes on Lot 54

(prior approval under DB08-0063 expired)

Project Type: Class I Class II Class III

Residential Commercial Industrial Other (describe below)

Application Type:

- | | | | |
|--|---|--|---|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Appeal | <input type="checkbox"/> Comp Plan Map Amend | <input type="checkbox"/> Conditional Use |
| <input type="checkbox"/> Final Plat | <input type="checkbox"/> Major Partition | <input type="checkbox"/> Minor Partition | <input type="checkbox"/> Parks Plan Review |
| <input type="checkbox"/> Plan Amendment | <input type="checkbox"/> Planned Development | <input type="checkbox"/> Preliminary Plat | <input type="checkbox"/> Request to Modify Conditions |
| <input type="checkbox"/> Request for Special Meeting | <input type="checkbox"/> Request for Time Extension | <input type="checkbox"/> Signs | <input type="checkbox"/> Site Design Review |
| <input type="checkbox"/> SROZ/SRIR Review | <input type="checkbox"/> Staff Interpretation | <input type="checkbox"/> Stage I Master Plan | <input type="checkbox"/> Stage II Final Plan |
| <input type="checkbox"/> Type C Tree Removal Plan | <input type="checkbox"/> Tree Removal Permit (B or C) | <input type="checkbox"/> Temporary Use | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Villebois SAP | <input type="checkbox"/> Villebois PDP | <input type="checkbox"/> Villebois PDP | <input type="checkbox"/> Waiver |
| <input type="checkbox"/> Zone Map Amendment | <input checked="" type="checkbox"/> Other | | |

II) Supporting Compliance Report

**SUPPORTING COMPLIANCE REPORT
CARRIAGE HOMES ON LOT 54 OF “VILLEBOIS VILLAGE CENTER No. 2”
FINAL DEVELOPMENT PLAN
SECTION II**

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I. GENERAL INFORMATION

Applicant/Owner:

Sage Group, LLC
16004 SW Tualatin Sherwood Road #432
Sherwood, OR 97140
Tel: 971.832.2101
Contact: J. Patrick Lucas

Design Team:

Primary Contact:

Stacy Connery, AICP
Pacific Community Design
Tel: 503.941.9484

Process Planner/Civil Engineer/ Surveyor:

Pacific Community Design
12564 SW Main Street
Tigard, OR 97223
Tel: 503.941.9484
Fax: 503.941.9485
Contact: Stacy Connery, AICP
Jim Lange, PE
Patrick Espinosa, PE

Site and Proposal Information:

Site:

Tax Lot 200
Tax Map 31W15AD

Site Location:

Lot 54
"Villebois Village Center No. 2"

Size:

6,034 square feet

Comprehensive Plan Designation:

Residential - Village (R-V)

Zone:

Village Zone (V)

Specific Area Plan:

SAP - Central

Preliminary Development Plan:

Villebois Village Center No. 2 (PDP 2C)

Proposal:

Final Development Plan - For Carriage Homes

Unit count:

6 dwelling units

II. INTRODUCTION

This request is for approval of a Final Development Plan (FDP) for Carriage Homes on Lot 54, which are a portion of the Phase 2 area of SAP Central in Villebois. These Carriage Homes were originally approved under DB08-0063. This original FDP approval has expired, necessitating reapplication for an FDP. Nothing has changed in regard to the proposed architecture or the proposed site/landscape plans.

This development is located southwest of the Village Center Plaza and will provide an opportunity for urban living in the central core of Villebois with a number of services and recreation opportunities within walking distance. All surrounding public streets and alleys, as well as all utilities, have been constructed. The Carriage Homes provide six (6) 1-bedroom dwelling units on Lot 54.

The Carriage Homes will be located over garages and will provide the opportunity for additional diversity in residential options in Villebois. Each unit will have one exterior parking space adjacent to their entrance. Parking is provided in conformance with the required amounts. The proposed residential buildings will add architectural variety and diversity in housing types to the mix of residential housing currently constructed within the Village Center. No refinements for this project are needed or proposed.

III. WILSONVILLE PLANNING & LAND DEVELOPMENT ORDINANCE

SECTION 4.034. APPLICATION REQUIREMENTS.

(.08) Applications for development approvals within the Village zone shall be reviewed in accordance with the standards and procedures set forth in Section 4.125. [Added by Ord 557, adopted 9/5/03]

Response: This Final Development Plan (FDP) for the Carriage Homes is being reviewed in accordance with the standards and procedures set forth in Section 4.125 for the Village Zone. Compliance with the requirements of Section 4.125 is demonstrated below.

SECTION 4.035. SITE DEVELOPMENT PERMITS.

(.04) Site Development Permit Application.

A. An application for a Site Development Permit shall consist of the materials specified as follows, plus any other materials required by this Code.

1. A completed Permit application form, including identification of the project coordinator, or professional design team.

Response: Copies of completed permit application forms are included in Exhibit I. The professional design team members are listed in Section I - General Information of this Report.

2. An explanation of intent, stating the nature of the proposed development, reasons for the Permit request, pertinent background information, information required by the development standards and other information specified by the Director as required by other sections of this Code because of the type of development proposal or the area involved or that may have a bearing in determining the action to be taken. As noted in Section 4.014, the applicant bears the burden of proving that the application meets all requirements of this Code.

Response: Section II - Introduction of this Report describes the intent, nature, reasons for, and pertinent background information relating to the proposed development and the requested applications. This Report serves to document how these applications and the information provided meets the applicable requirements of the Code.

3. Proof that the property affected by the application is in the exclusive ownership of the applicant, or that the applicant has the consent of all individuals or partners in ownership of the affected property.

Response: The subject property is in the exclusive ownership of the Applicant (Closing occurred on June 26th, 2014).

4. Legal description of the property affected by the application.

Response: The legal description of the property affected by the application is listed in Section I - General Information of this Report (see "Site" category).

5. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size and impact of the development on the community, public facilities and adjacent properties; and except as otherwise specified in this Code, shall be accompanied by the following information,

Response: This application includes conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size and impact of the development within the attached plan set (see also Exhibits III & IV).

6. Unless specifically waived by the Director, the submittal shall include: ten (10) copies folded to 9"x12" or (one (1) set of full-sized scaled drawings and nine (9) - 8 ½"x11" reductions of larger drawings of the proposed Site Development Plan, including a small scale vicinity map and showing:

Response: Please note three (3) copies of the application materials are provided for completeness review. Once the application is deemed complete, the additional seven (7) copies will be delivered to Planning Department staff. The application materials are sized and folded as appropriate. A small scale vicinity map is included on the cover sheet of the attached plan set.

- a. Streets, driveways, sidewalks, pedestrian ways, off-street parking, loading areas, garbage and recycling storage areas, power lines and railroad tracks, and shall indicate the direction of traffic flow into and out of off-street parking and loading areas, the location of each parking space and each loading berth and areas of turning and maneuvering vehicles.

Response: The above listed information is shown on the attached plans (see also Exhibit III) as relevant to the proposed development.

- b. The Site Plan shall indicate how the utility service, including sanitary sewer, water and storm drainage are to be provided. The Site Plan shall also show the following off-site features: distances from the subject property to any structures on adjacent properties and the locations and uses of streets or driveways on adjacent properties.

Response: The above listed information is shown on the attached plans (see also Exhibit III) as relevant to the proposed development.

- c. Location and dimensions of structures, utilization of structures, including activities and the number of living units.

Response: The above listed information is shown on the attached plans (see also Exhibit III) as relevant to the proposed development.

- d. Major existing landscaping features including trees to be saved, and existing and proposed contours.

Response: The attached plans (see also Exhibit III) show the existing trees and existing and proposed contours.

- e. Relevant operational data, drawings and/or elevations clearly establishing the scale, character and relationship of buildings, streets and open space.

Response: The attached plans (see also Exhibit III) include information that clearly establishes the scale, character and relationship of the buildings, streets and open space.

- f. Topographic information sufficient to determine direction and percentage of slopes, drainage patterns, and in environmentally sensitive areas, e.g., flood plain, forested areas, steep slopes or adjacent to stream banks, the elevations of all points used to determine contours shall be indicated and said points shall be given to true elevation above mean sea level as determined by the City Engineer. The base data shall be clearly indicated and shall be compatible to City datum, if bench marks are not adjacent. The following intervals shall be shown:

- i. One (1) foot contours for slopes of up to five percent (5%);

- ii. Two (2) foot contours for slopes of from six percent (6%) to twelve percent (12%);
- iii. Five (5) foot contours for slopes of from twelve (12%) to twenty (20%). These slopes shall be clearly identified, and
- iv. Ten (10) foot contours for slopes exceeding twenty percent (20%).

Response: The attached plans (see also Exhibit III) include one (1) foot contours, as slopes on the subject property are generally less than 5%. The subject property does not include any environmentally sensitive areas noted in the above Code section.

- g. A tabulation of land area, in square feet, devoted to various uses such as building area (gross and net rentable), parking and paving coverage, landscaped area coverage and average residential density per net acre.

Response: The attached Site Plan (see Exhibit III) includes a tabulation of the land areas devoted to buildings, parking/paving and landscape. The Site Plan also includes a listing of the average residential density per net acre.

- h. An application fee as set by the City Council.

Response: The appropriate application fees have been paid. A copy of the check covering the relevant application fee is included in Exhibit I.

- i. If there are trees in the development area, an arborist's report, as required in Section 4.600. This report shall also show the impacts of grading on the trees.

Response: Only one (1) tree exists on Lot 54, which will be removed for construction of the Carriage Homes.

- j. A list of all owners of property within 250 feet of the subject property, printed on label format. The list is to be based on the latest available information from the County Assessor.

Response: A list of all owners of property within 250 feet of the subject property, printed on label format is attached to the supplemental application form and check for additional fees. A copy of this list is included in Exhibit I. The list is based on the latest available information from the County Assessor.

(.05) Complete Submittal Required. Application materials shall be submitted to the Planning Director who shall have the date of submission indicated on each copy submitted. Within thirty (30) calendar days from the date of submission, the Director shall determine whether an application is complete. An application is not complete unless accompanied by a traffic study, as prescribed by the City Engineer; except in cases where the requirement of a traffic study has been specifically waived by the Community Development Director.

Response: The date of this submittal is indicated on the cover of the application notebook and in the footer of this Report. A traffic study was prepared with PDP 2C that evaluated the subject uses. No change in density is proposed.

SECTION 4.125. VILLAGE (V) ZONE

(.02) Permitted Uses.

Examples of principle uses that are typically permitted:

E. Multi-Family Dwellings

Response: The Carriage Homes will include 6 multi-family dwellings.

(.05) Development Standards Applying to All Developments in the Village Zone. In addition to other applicable provisions of the Wilsonville Planning and Land Development Ordinance, all development in the Village zone shall be subject to Tables V-1 through V-4, and to the following. If there is a conflict between the provisions of the Village zone and other portions of the Code, then the provisions of this section shall apply.

B. Access: All lots with access to a public street, and an alley, shall take vehicular access from the alley to a garage or parking area, except as determined by the City Engineer.

Response: Vehicular access to the proposed units and the garage and parking areas is provided via alleys as shown in the attached plans. The alleys accessing the proposed units have already been built.

D. Fences:

1. General Provisions:

a. Fencing in the Village Zone shall be in compliance with the Master Fencing Program in the adopted Architectural Pattern book for the appropriate SAP.

b. When two or more properties with different setbacks abut, the property with the largest front yard setback requirement shall be used to determine the length and height of the shared side yard fence, as required by Section 4.125(.05)(D)(1)(a), above.

Example: Building 'A' has 20' front yard setback and Building 'B' has zero front yard setback. Since Building 'A' has the larger front yard setback, it shall be used to determine the height and length of the shared side yard fence. It is 6' tall, but is reduced to 3' in front of Building 'A's building line.

c. The Development Review Board may, in their discretion, require such fencing as deemed necessary to promote and provide traffic safety, noise mitigation, and nuisance abatement, and the compatibility of different uses permitted on adjacent

lots of the same zone and on adjacent lots of different zones.

Response: Fences are proposed at the sides of the end units of the Carriage Homes as shown in the attached architectural drawings. These fences will screen the parking spaces from the pedestrian environment of Toulouse and Zurich Streets. The Village Center Architectural Standards for fencing are addressed later in this document.

2. Residential:

- a. Fencing in the Village Zone shall be in compliance with the Master Fencing Program in the adopted Architectural Pattern book for the appropriate SAP.
- b. Fences on residential lots shall not include chain link, barbed wire, razor wire, electrically charged wire, or be constructed of sheathing material such as plywood or flake board. Fences in residential areas that protect wetlands, or other sensitive areas, may be chain link.

Response: The fencing standards of the Village Center Architectural Standards are addressed later in this document. The proposed fences will not be chain link, barbed wire, razor wire, electrically charged wire, or constructed of sheathing material.

E. Recreational Area in Multi-family Residential and Mixed Use Developments

1. The Recreational Area requirement is intended to provide adequate recreational amenities for occupants of multiple family developments and mixed use developments where the majority of the developed square footage is to be in residential use.
2. Recreational Area is defined as the common area of all lawns, gardens, play lots, day care centers, plazas, court yards, interior and exterior swimming pools, ball courts, tennis clubs, game rooms, social rooms, exercise rooms, health club facilities, libraries, internet/electronic media rooms, decks, and other similar areas for common recreational uses. Recreational Area may include Parks required under the Villebois Village Master Plan, and any usable park areas not shown in such plan. Private areas under this definition, defined as those areas that are accessible only by a single owner or tenant, shall not constitute or contribute to the measurement of Recreational Area.
3. A variety of age appropriate facilities shall be included in the mix of Recreational Area facilities.

4. Recreational Area shall be calculated at both the PDP and the SAP level and shall be provided at the ratio of 30 square feet per residential unit for each PDP and 225 square feet per residential unit for each SAP.
5. Recreational Area shall be considered to be part of the Open Space requirement in Section 4.125(.08)

Response: Compliance with the requirement for recreation area has been established with the SAP Central application as well as with the PDP 2 - Central application. This application remains consistent with what was listed in the SAP and PDP applications concerning recreation areas.

The site is located within close proximity to recreational facilities which will serve the residents of the proposed units. Within a ¼ mile walking distance residents can access a variety of facilities including: bocce ball courts, a creative child play area, covered picnic tables, and community gathering area in the Village Center Plaza (Neighborhood Park 7). The pocket park in Tract A of PDP 1 - Central (Pocket Park 14) provides an open green area for informal recreation such as picnics or a game of Frisbee. The residents are also within an easy walk of the various amenities provided in the Villebois Greenway (Regional Park 1, 2, 3, 4, Neighborhood Park 3), Oak Park, Cedar Park, and Pocket Parks 1 and 2 ranging from basketball courts to horse shoes, play structures, and picnic tables. In addition, a small pocket park, Tract R, in PDP 2 - Central provides open space for informal recreation.

F. Fire Protection:

1. All structures shall include a rated fire suppression system (i.e., sprinklers), as approved by the Fire Marshal

Response: All of the buildings in the proposed FDP will have sprinklers installed as approved by the Fire Marshall.

(.06) Standards Applying To Commercial Uses

Response: No commercial space is proposed as part of this application, so these standards do not apply.

(.07) General Regulations - Off-Street Parking, Loading & Bicycle Parking

Except as required by Subsections (A) through (D), below, the requirements of Section 4.155 shall apply within the village zone.

A. General Provisions:

1. 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.
2. The Board shall have the authority to grant variances or refinements to these standards in keeping with the purposes and objectives set forth in this zone.

Response: The attached plans illustrate the off-street parking in the FDP area that will be provided and maintained by the property owner. Compliance with the standards of Section 4.125(.07) and Section 4.155 is addressed in this report.

B. Minimum and Maximum Off-Street Parking Requirements:

1. Table V-2, Off-Street Parking Requirements, below, shall be used to determine the minimum and maximum parking standards for noted land uses. The minimum number of required parking spaces shown in Table V-2 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required.

Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Multi-Family Dwellings	1.0/1 Bdr 1.5/2 Bdr 1.75/3 Bdr	NR	1 per 20 units Min. of 2	1 per 4 units Min. of 2

2. Minimum parking requirements may be met by dedicated off-site parking, including surfaced parking areas and parking structures.
3. Except for detached single-family dwellings and duplexes, on-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking requirements.
4. Minimum parking requirements may be reduced under the following conditions:
 - a. When complimentary, shared parking availability can be demonstrated, or;
 - b. Bicycle parking may substitute for up to 25% of required Mixed-Use or Multi-Family Residential parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement for compact spaces may be reduced by one space.

Response: The table below shows calculations for the number of vehicular and bicycle parking spaces required for the FDP based on the size of the residential units.

Table A. Vehicular Spaces Required for FDP

Use	Dwelling Units/ Square feet	Min. Number of Vehicular Spaces Req.	Max. Number of Vehicular Spaces Allowed
Carriage Homes			
1-Bedroom Condominium	6 units	(1.0/unit) = 6	NR
Carriage Homes Totals		6	NR

Table B. Bicycle Spaces Required for FDP

Use	Dwelling Units/ Square feet	Short-term Bicycle Spaces Req.	Long-term Bicycle Spaces Req.
Carriage Homes			
Multi-family dwellings	6 units	(1 space/20 units, Min. of 2) = 2 spaces	(1 space/4 units, Min. of 2) = 2 spaces
Carriage Homes Totals		2 spaces	2 spaces

Six (6) Carriage Homes are proposed; all are one-bedroom units. A minimum of 6 vehicular spaces is required. As shown on the attached plans, a minimum of 6 individual vehicular spaces are provided; each dwelling unit includes a designated off-street parking space adjacent to the stairway for the entrance of the dwelling. Short-term and long-term bicycle parking is provided in the ground level laundry/storage rooms of each of the proposed dwelling units as permitted under 4.175(.07)D.3.b.iv. Additional short term bicycle parking is also available nearby in the bicycle racks in the Village Promenade (approximately 100-200 feet from the Carriage Homes). The required number of vehicular and bicycle parking spaces is met or exceeded.

C. Minimum Off-Street Loading Requirements:

1. Loading facilities shall be sited at the rear or side whenever practicable, and if adjacent to a residential use, shall be screened. Screening shall match the adjacent residential development in terms of quality of materials and design. Such screening shall minimize light glare and noise levels affecting adjacent residential uses. See also Section 4.155(.03)(B).

Response: There are no loading facilities proposed in the FDP area.

D. Bicycle Parking Requirements:

1. **Purpose:** Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles for short and long stays.
 - a. Short-term bicycle parking is intended to encourage shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

- b. Long-term bicycle parking is intended to provide employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. The intent of the long-term standards is to provide bicycle parking within a reasonable distance in order to encourage bicycle use.

2. General Provisions

a. Required Bicycle Parking:

- i. The required minimum number of bicycle parking spaces for each use category is shown in Table V-2, Parking Requirements, below. Bicycle parking is not required for uses not listed.
- ii. Bicycle parking spaces are not required for accessory uses. If a primary use is listed in Table V-2, bicycle parking is not required for the accessory use.
- iii. 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.

Response: As calculated above, 2 short-term and 2 long-term bicycle spaces are required. Short-term and long-term bicycle parking will be provided in the ground level laundry/storage room of each of the dwelling units, meeting this criterion. Additional short term bicycle parking is also available nearby in the bicycle racks in the Village Promenade (approximately 100-200 feet from the Carriage Homes).

3. Bicycle Parking Standards:

a. Short-term bicycle parking. Required short-term bicycle parking shall meet the following standards:

- i. Short-term bicycle parking shall be provided in lockers or racks that meet the standards of this section.
- ii. Short-term bicycle parking shall be located either within 30 feet of the main entrance to the building; or inside a building, in a location that is easily accessible for bicycles.
- iii. If 10 or more short-term bicycle spaces are required, then at least 50 percent of the required short-term bicycle spaces shall be covered and meet the standards of this section.

Response: As calculated above, 2 short-term bicycle spaces are required. Short-term bicycle parking will be provided in the ground level laundry/storage room of each of the dwelling units, meeting this criterion. Additional short term bicycle parking is also available nearby in the bicycle racks in the Village Promenade, which is located on the southeast side of the Carvalho Condominiums (approximately 100-200 feet from the Carriage Homes).

- b. **Long-term bicycle parking. Required long-term bicycle parking shall meet the following standards:**
 - i. Long-term bicycle parking shall be provided in racks or lockers that meet the standards of this section.
 - ii. Long-term bicycle parking shall be located on the site or in an area where the closest point is within 300 feet of the site
 - iii. At least 50 percent of required long-term bicycle parking shall be covered in compliance with the standards of this section
 - iv. To provide security, long-term bicycle parking shall be in at least one of the following locations:
 - In a locked room or locker
 - In an area that is enclosed by a fence with a locked gate. The fence shall be either eight (8) feet high, or be floor-to-ceiling, subject to review and approval of a building permit;
 - In an area that is visible from employee work areas or within view of an attendant or security guard;
 - In a dwelling unit or dormitory unit. If long-term bicycle parking is provided in a dwelling unit or dormitory unit, neither racks nor lockers shall be required.

Response: As calculated above, 2 long-term bicycle spaces are required. Long-term bicycle parking will be provided in the ground level laundry/storage room of each of the dwelling units, meeting this criterion.

- c. **Bicycle Lockers, Racks and Cover (Weather Protection):**
 - i. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

- ii. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent, designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

Response: No bicycle spaces are provided in lockers. Covered bicycle parking is provided inside the ground level laundry/storage room of each of the Carriage Home units.

(.08) Open Space

Open space shall be provided as follows:

- A. In all residential developments and in mixed-use developments where the majority of the developed square footage is to be in residential use, at least twenty-five percent (25%) of the area shall be open space, excluding street pavement and surface parking. In multi-phased developments, individual phases are not required to meet the 25% standard as long as an approved Specific Area Plan demonstrates that the overall development shall provide a minimum of 25% open space. Required front yard areas shall not be counted towards the required open space area. Required rear yard areas and other landscaped areas that are not within required front or side yards may be counted as part of the required open space.
- B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City of Wilsonville standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage. See SROZ provisions, Section 4.139.10.
- C. The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review and approve any pertinent bylaws, covenants, or agreements prior to recordation.

Response: The SAP Central application outlines the approach for achieving 25% open space within the SAP upon build-out. The following table illustrates the assumptions made at the SAP level for open space:

Table C: Open Space Requirement

SAP Central Total Area	55.2 acres
Net deductions:	
Street Paving (approx.)	12.0 acres
Alleys (projected)	2.8 acres
Surface Parking (projected)	5.5 acres
Approximate SAP Central Net Acreage	34.9 acres
Total open space requirement (34.9 @ 25%)	8.7 acres

This SAP includes 4.51 acres of parks, therefore leaving 4.19 acres of “other” open space to be demonstrated as the SAP develops. Approximately 2.0 acres of “other” open spaces were provided in the PDP 1 - Central area. The area demonstrated in PDP 1 - Central leaves 2.19 acres of “other” open spaces to be provided with the remainder of the PDP’s within SAP Central.

PDP 2 - Central included the addition of a 0.13 acre pocket park, shown as Tract R in the plan set. The first FDP in Phase 2 (the Villages at Villebois, a.k.a. The Charleston Apartments) included the addition of 0.28 acres of open space. These areas leave 1.78 acres of “other open spaces to be provided with the remainder of the PDP’s/FDP’s within SAP Central.

(.10) Sidewalk and Pathway Improvement Standards

- A. The provisions of Section 4.178 shall apply within the Village zone.

Response: Compliance with Section 4.178 is demonstrated later in this report.

(.11) Landscaping, Screening and Buffering

- A. Except as noted below, the provisions of Section 4.176 shall apply in the Village zone:
 - 1. Streets in the Village zone shall be developed with street trees as described in the Community Elements Book.

Response: The streets surrounding the FDP area have already been constructed with the PDP as described in the Community Elements Book. No streets will be constructed in association with this FDP area.

(.12) Master Signage and Wayfinding

- A. All signage and wayfinding elements within the Village Zone shall be in compliance with the adopted Signage and Wayfinding Master Plan for the appropriate SAP.

- B. Provisions of Section 4.156 shall apply in the Village Zone except subsections (.06), (.07), (.08), and (.09). Section 4.156(.09) may be used for comparison purposes to assess conceptually whether signage is allowed in an equitable manner throughout the City. Section 4.156 is not to be used for direct comparison of sign standards.
- C. The Master Signage and Wayfinding Plan is the Master Sign Plan for the applicable SAP.
- D. In the event of conflict between the applicable standards of Section 4.156 and this subsection or the applicable Master Signage and Wayfinding Plan, this subsection and the Master Signage and Wayfinding Plan shall take precedence.
- E. The following signs may be permitted in the Village Zone, subject to the conditions in this Section.
 - 1. Site Signs
 - a. Signs that capture attention establishing a sense of arrival to Villebois and to areas within Villebois.
 - 2. Site Directional
 - a. Permanent mounted signs informing and directing the public to major destinations within Villebois.
 - 3. Retail Signs
 - a. Signs which identify the retail uses, including bulkhead signs, blade signs, temporary window signs and permanent window signs designed to identify storefronts and provide information regarding the retail uses.
 - 4. Informational Signs
 - a. Permanent mounted signs located along and adjacent to travel ways providing information to residents and visitors traveling within Villebois.
 - 5. Flags and Banners
 - a. Permanent and temporary pole mounted signage intended to identify the graphic identity of Villebois and to identify seasonal events taking place within the Villebois Community.
- F. Dimensions and square footage of signs are defined in the Master Signage and Wayfinding Plan for the appropriate SAP.
- G. Signage locations are specified in the Master Signage and Wayfinding Plan for the appropriate SAP.
- H. The number of signs permitted is specified in the Master Signage and wayfinding Plan for the appropriate SAP.

Response: No signage is proposed as part of this application. Street signs will be approved as part of the public improvements.

(.14) Design Standards Applying to the Village Zone

A. The following Design Standards implement the Design Principles found in Section 4.125(.13), above, and enumerate the architectural details and design requirements applicable to buildings and other features within the Village (V) zone. The Design Standards are based primarily on the features, types, and details of the residential traditions in the Northwest, but are not intended to mandate a particular style or fashion. All development within the Village zone shall incorporate the following:

1. **General Provisions:**

a. **Flag lots are not permitted.**

Response: As shown on the attached plans, this FDP does not include any flag lots.

b. **The minimum lot depth for a single-family dwelling with an accessory dwelling unit shall be 70 feet.**

Response: As shown on the attached plans, this FDP does not include any single family dwellings.

c. **Village Center lots may have multiple front lot lines.**

Response: No lots in this FDP area have multiple front lot lines.

d. **For Village Center lots facing two or more streets, two of the facades shall be subject to the minimum frontage width requirement. Where multiple buildings are located on one lot, the facades of all buildings shall be used to calculate the Minimum Building Frontage Width.**

Response: Lot 54 has frontage on both Toulouse Street and Zurich Street. Table V-1 states that the minimum building frontage width is 80% for multi-family dwellings in the Village Center. The intent of this standard is to maintain a high degree of massing along the street frontages in the Village Center. The building on Lot 54 has been sited to provide the maximum building frontage possible and meet the frontage standard along Toulouse Street and Zurich Street with 84% frontage on these streets.

e. **Neighborhood Centers shall only be located within a Neighborhood Commons.**

Response: No neighborhood center is proposed as part of this FDP.

f. **Commercial Recreation facilities shall be compatible with surrounding residential uses.**

Response: No commercial recreation facilities are proposed in this FDP.

- g. Convenience Stores within the Village zone shall not exceed 4,999 sq. ft., and shall provide pedestrian access.
- h. Specialty Grocery Stores within the Village zone shall not be more 19,999 square feet in size.
- i. A Grocery Store shall not be more than 40,000 square feet in size.

Response: No commercial uses are proposed in this FDP.

2. Building and site design shall include:

- a. Proportions and massing of architectural elements consistent with those established in an approved Architectural Pattern Book or Village Center Architectural Standards.
- b. Materials, colors and architectural details executed in a manner consistent with the methods included in an approved Architectural Pattern Book, Community Elements Book or approved Village Center Architectural Standards.

Response: Compliance with the Village Center Architectural Standards is demonstrated at the end of this report. Compliance with the Community Elements Book is demonstrated in a subsequent section of this report.

- c. Protective overhangs or recesses at windows and doors.
- d. Raised stoops, terraces or porches at single-family dwellings.
- e. Exposed gutters, scuppers, and downspouts, or approved equivalent.

Response: As shown in the attached architectural drawings, the buildings proposed in this FDP will include protective overhangs and recesses at windows and doors and exposed gutters and downspouts.

- f. The protection of existing significant trees as identified in an approved Community Elements Book.

Response: There is 1 existing tree in this FDP area, shown on the attached plans. It will have to be removed in order to accommodate the placement of the Carriage Home buildings on Lot 54.

- g. A landscape plan in compliance with Sections 4.125(.07) and (.11), above.

Response: The attached *Planting Plans* comply with the requirements of Sections 4.125(.07) and (.11).

- h. Building elevations of block complexes shall not repeat an elevation found on an adjacent block.
- i. Building elevations of detached buildings shall not repeat an elevation found on buildings on adjacent lots.

Response: As shown in the attached architectural drawings, there is one elevation proposed for the two unit buildings and a similar elevation proposed for the one unit buildings in the Carriage Homes. These elevations complement the elevations of the Carvalho Condominiums which they will face across the alley without repeating it.

- j. A porch shall have no more than three walls.

Response: As shown on the attached architectural drawings, no porches are proposed.

- k. A garage shall provide enclosure for the storage of no more than three motor vehicles, as described in the definition of Parking Space.

Response: As shown in the attached floor plans, each garage will provide storage for one motor vehicle.

- 3. Lighting and site furnishings shall be in compliance with the approved Architectural Pattern Book, Community Elements Book, or approved Village Center Architectural Standards.

Response: Compliance with the Community Elements Book and Village Center Architectural Standards is demonstrated later in this report.

- 4. Building systems, as noted in Tables V-3 and V-4 (Permitted Materials and Configurations), below, shall comply with the materials, applications and configurations required therein. Design creativity is encouraged. The LEED Building Certification Program of the U.S. Green Building Council may be used as a guide in this regard.

Response: The building systems of this FDP comply with the materials, applications, and configurations as required in Tables V-3 and V-4.

(.16) Village Center Design Standards

- A. In addition to the design standards found in Section 4.125(.14), above, the following Design Standards are applicable to the Village Center, exclusive of single-family detached dwellings and row houses:

Response: The following standards are addressed in relation to the Carriage Homes.

- 1. Off-street parking areas shall not be located between buildings and the street.

Response: Individual off-street parking spaces in the FDP area will be at the ends of the buildings by the unit entrances as shown on the attached drawings and plans. In addition, the garages on the ground level will be available for residents of the Carriage Homes. As shown in the Street Scene illustration, the off-street parking spaces at the ends of the buildings will be screened from Toulouse and Zurich Streets with landscaping and fencing so as not to disrupt the pedestrian environment of the streetscape. Screening and buffering standards are addressed later in this report.

2. **The design of off-street parking areas shall include pedestrian connections to the buildings they serve, sidewalks, and adjacent parking areas.**

Response: The off-street parking spaces provided at the ends of the Carriage Home buildings will be directly adjacent to the entrances to the dwelling units they serve. The off-street parking spaces provided in the garages on the ground level of the Carriage Home buildings will be made available for residents of the Carriage Homes.

3. **The design of buildings and public spaces shall include interior (through-buildings) and exterior public pedestrian accessways, as required, to facilitate pedestrian connections.**

Response: There will be adequate room for residents to walk along the alley to access adjacent sidewalks leading to the parks, open space, and other Villebois amenities.

4. **The design of buildings shall include rear and side entrances in addition to primary street front entrances when necessary to facilitate pedestrian connections.**

Response:

As can be seen on the attached plans and drawings, the entrances to the dwelling units in the Carriage Homes are located at the ends of the buildings. Stairways accessing these entrances are provided along the alley to facilitate pedestrian connections between the off-street parking spaces for these units and the entrances.

5. **Building facades shall be broken into multiple vertical elements.**

Response:

The attached architectural drawings show the multiple vertical elements on the façades of each of the proposed buildings. These elements include horizontal façade articulation and varying rooflines and heights.

6. **Canopies and awnings should be provided as specified in the Village Center Architectural Standards.**

Response: Compliance with the Village Center Architectural Standards is demonstrated at the end of this report.

7. The design of buildings and landscapes shall provide opportunities for public art at a minimum of one location per block.

Response: Opportunities for public art have been incorporated into the Promenade, which is within the same blocks as the subject FDP area.

(.17) Village Center Plaza Design Standards

- A. In addition to the design standards found in Section 4.125(.16), above, the following Design Standards are specific to the design of the Village Center Plaza:
 1. The Village Center Plaza shall be measured as all space enclosed by the surrounding buildings.

Response: This FDP area does not include any portions of the Village Center Plaza, so the standards of this section do not apply.

(.18) Village Zone Development Permit Process

Except as noted below, the provision of Sections 4.140(.02) through (.06) shall apply to development in the Village zone.

- B. Unique Features and Processes of the Village (V) Zone:
 2. Final Development Plan (FDP) approval by the Development Review Board or the Planning Director, as set forth in Sections 4.125(.18)(L) through (P) (Site Design Review equivalent), below, may occur as a separate phase for lands in the Central SAP or multi-family dwellings outside the Central SAP.

Response: A separate application for the Preliminary Development Plan for Phase 2 of SAP Central has been approved. This Final Development Plan application is submitted for approval of the Carriage Homes on Lot 54 of Phase 2.

- L. Final Development Plan Approval Procedures (Equivalent to Site Design Review):
 1. Unless an extension has been granted by the Development Review Board as enabled by Section 4.023, an application for FDP approval on lands within the Central SAP or multi-family dwellings outside of the Central SAP shall be filed within two (2) years after the approval of a PDP. All applications for approval of a FDP shall:
 - a. Be filed with the City Planning Division for the entire FDP, or when submission of the PDP in phases has been authorized by the Development Review Board, for a phase in the approved sequence.
 - b. Be made by the owner of all affected property or the owner's authorized agent.

- c. Be filed on a form prescribed by the City Planning Division and filed with said division and accompanied by such fee as the City Council may prescribe by resolution.
- d. Set forth the professional coordinator and professional design team for the project.

Response: This FDP is located in the Phase 2 area of SAP Central. This application is submitted by the property owner's authorized agent. Included in this application package is the required application form and FDP application fee (See Section I in this application notebook). The General Information section of this report includes the names and contact information of the professional coordinator and design team for the proposed project.

M. FDP Application Submittal Requirements:

- 1. An application for approval of a FDP shall be subject to the provisions of Section 4.034.

Response: Section 4.034(.08) requires that applications for development approvals within the Village zone be reviewed in accordance with the standards and procedures of Section 4.125. Compliance with Section 4.125 is demonstrated in this report.

N. FDP Approval Procedures

- 1. An application for approval of a FDP shall be subject to the provisions of Section 4.421

Response: Compliance with Section 4.421 is demonstrated later in this report.

O. FDP Refinements to an Approved Preliminary Development Plan

- 1. In the process of reviewing a FDP for consistency with the underlying Preliminary Development Plan, the DRB may approve refinements, but not amendments, to the PDP. Refinements to the PDP may be approved by the Development Review Board, upon the applicant's detailed graphic demonstration of compliance with the criteria set forth in Section 4.125(.18)(O)(2), below.

a. Refinements to the PDP are defined as:

- i. Changes to the street network or functional classification of streets that do not significantly reduce circulation system function or connectivity for vehicles, bicycles or pedestrians.
- ii. Changes to the nature or location of park type, trails, or open space that do not significantly reduce function, usability, connectivity, or overall distribution or availability of these uses in the PDP.

- iii. Changes to the nature or location of utilities or storm water facilities that do not significantly reduce the service or function of the utility or facility.
 - iv. Changes to the location or mix of land uses that does not significantly alter the overall distribution or availability of uses in the affected PDP. For purposes of this subsection, “land uses” or “uses” are defined in the aggregate, with specialty condos, mixed use condos, urban apartments, condos, village apartments, neighborhood apartments, row houses and small detached uses comprising a land use group and medium detached, standard detached, large and estate uses comprising another.
 - v. Changes that are significant under the above definitions, but necessary to protect an important community resource or substantially improve the functioning of collector or minor arterial roadways.
- b. As used herein, “significant” means:
- i. More than ten percent of any quantifiable matter, requirement, or performance measure, as specified in (.18) (O) (1) (a), above, or,
 - ii. That which negatively affects an important, qualitative feature of the subject, as specified in (.18)(F)(1)(a), above.

Response: No refinements are needed or proposed. Six (6) residential units were previously approved for Lot 54 and six (6) residential units continue to be proposed.

- 3. Amendments to the PDP must follow the same procedures applicable to adoption of the PDP itself. Amendments are defined as changes to elements of the PDP not constituting a refinement.

Response: No amendments to the PDP for Phase 2 Central are proposed.

P. FDP Approval Criteria

- 1. An application for approval of a FDP shall be subject to the provisions of Section 4.421.

Response: Compliance with Section 4.421 is demonstrated later in this report.

- 2. An application for an FDP shall demonstrate that the proposal conforms to the applicable Architectural Pattern Book, Community Elements Book, Village Center Architectural Standards and any conditions of a previously approved PDP.

Response: Compliance is demonstrated below.

COMMUNITY ELEMENTS BOOK

Lighting Master Plan

Response: The development of streets and the public right-of-way was reviewed at the PDP level. The lighting for the streets in this FDP area was installed when the streets were constructed with PDP 2 - Central. The street lighting fixture is Hadco S8867E as specified in the Community Elements Book.

Curb Extensions

Response: The development of streets and the public right-of-way was reviewed at the PDP level. This FDP application is consistent with the curb extensions in PDP 2 - Central.

Street Tree Master Plan

Response: The development of streets and the public right-of-way was reviewed at the PDP level. The streets in the subject FDP area were constructed with the PDP 2 - Central, and street trees will be installed along the street frontage of this FDP consistent with the Street Tree Master Plan.

Site Furnishings

Response: Because there is very little street frontage in the subject FDP area and no parks or open spaces, there will not be any opportunities for site furnishings in this FDP area.

Play Structures

Response: There will not be any play structures in the subject FDP area.

Tree Protection

Response: The Tree Protection component of the Community Elements Book for SAP - Central (page 14) describes the goal, policies, and implementation measures that were used to promote the protection of existing trees in the design of the FDP area. There is 1 existing tree in this FDP area, which will be removed to accommodate the construction of the Carriage Homes.

Plant List

Response: The Community Elements Book approved with SAP - Central contains a Plant List (pages 15-17) of non-native and native trees, shrubs, and groundcovers, ferns, herbs, vines, perennials, grasses, and bulbs for species to plant throughout Villebois. The *Planting Plans* utilizes species included on the Plant List.

MASTER SIGNAGE AND WAYFINDING PLAN

Response: No signs are proposed for this FDP area at this time. Compliance with the Master Signage and Wayfinding Plan will be demonstrated at the time of approval for any sign permits.

VILLAGE CENTER ARCHITECTURAL STANDARDS

Response: Compliance with the Village Center Architectural Standards is demonstrated at the end of this report.

RAINWATER PROGRAM

Response: Lot 54 does not include rainwater features.

(.19) Expiration of SAP, PDP and FDP Approvals

A SAP approval shall not expire. A PDP or FDP approval shall expire two years after its approval date, if substantial development has not occurred on the property prior to that time. Provided, however, that the Development Review Board may extend these expiration times for up to three (3) additional periods of not more than one (1) year each. Applicants seeking time extensions shall make their requests in writing at least thirty (30) days in advance of the expiration date. Requests for time extensions shall only be granted upon a showing that the applicant has in good faith attempted to develop or market the property in the preceding year or that development can be expected to occur within the next year. For purposes of this section, "substantial development" is deemed to have occurred if the subsequently-required development approval, building permit or public works permit has been submitted for the development, and the development has been diligently pursued, including the completion of all conditions of approval established for the permit.

Response: The applicant has plans to complete substantial development on the property within two years of the approval date. Should this fail to occur, the applicant will apply for an extension at least 30 days prior to the expiration date.

(.20) **Adherence to Approved Plan and Modification Thereof:** 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 FDP. The approved FDP and phase development sequence shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved FDP may be approved by the Planning Director if such changes are consistent with the purposes and general character of the approved development plan. All other modifications, excluding revision of the phase development sequence, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.

Response: The applicant will agree in writing to adhere to the conditions prescribed for the approval of the FDP. Any changes or modifications will follow the procedures prescribed in Section 4.125(.20).

(.21) In the event of a failure to comply with the approved FDP, or any prescribed condition of approval, including failure to comply with the phase development schedule, the Development Review Board may,

after notice and hearing, revoke a FDP. General economic conditions that affect all in a similar manner may be considered as a basis for an extension of a development schedule.

Response: The applicant understands that failure to comply with the approved FDP may result in the revocation of the FDP.

GENERAL DEVELOPMENT REGULATIONS

SECTION 4.155. GENERAL REGULATIONS - PARKING, LOADING AND BICYCLE PARKING

Response:

As shown in the attached plans, parking for each of the Carriage Homes is provided in the individual off-street space by each dwelling entrance. There are no off-street parking lots or loading areas associated with the Carriage Homes, and the standards of this section are not applicable. Compliance with the parking requirements of the Village Zone (Section 4.125(.07)) is demonstrated earlier in this report.

SECTION 4.176. LANDSCAPING, SCREENING & BUFFERING

(.02) Landscaping and Screening Standards.

Response: As shown on the *Planting Plans*, open areas around the proposed buildings and parking spaces will be landscaped with a mixture of ground cover, perennials, grass, shrubs, and trees. Streets and public right-of-way improvements, including street trees, were reviewed at the PDP level.

(.03) Landscape Area.

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.

Response: Approximately 15% (910 square feet) of the area of the lots is landscaped as shown in the attached *Planting Plans*.

(.04) Buffering and Screening.

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.

- 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.

Response: The subject FDP is surrounded by similar high density development. The landscaping and alleys between the buildings proposed in this development and the adjacent condominiums, Row Homes, apartments, and mixed-use buildings will provide a buffer between the multi-family developments and the 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 fenceline shall require Development Review Board approval.

Response: All exterior, roof, and ground mounted equipment will be screened from ground level off-site views. The subject FDP area does not include any loading areas, docks, truck parking or fences over 6 feet in height.

(.05) Sight-Obscuring Fence or Planting.

The use for which a sight-obscuring fence or planting is required shall not begin operation until the fence or planting is erected or in place and approved by the City. 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 such fence or planting and its installation. (See Sections 4.400 to 4.470 for additional requirements.)

Response: No sight-obscuring fence or planting is required in this FDP area.

(.06) Plant Materials.

- A. **Shrubs and Ground Cover.** All required ground cover plants and shrubs must be of sufficient size and number to meet these standards within three (3) years of planting. Non-horticultural plastic sheeting or other impermeable surface shall not be placed under mulch. Surface mulch or bark dust are to be fully raked into soil of appropriate depth, sufficient to control erosion, and are confined to areas around plantings. Areas exhibiting only surface

mulch, compost or barkdust are not to be used as substitutes for plants areas.

1. Shrubs. 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.

Response: As shown on the attached *Planting Plans* all shrubs will be equal to or better than 2-gallon size with a 10 to 12 inch spread. All shrubs will be well branched and typical of their type as described in current AAN standards.

2. 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. Where wildflower seeds are designated for use as a ground cover, the City may require annual re-seeding as necessary.

Response: As shown on the attached *Planting Plans* all ground covers will be at least 4" pots and spaced appropriately. These plants will be installed as required.

3. Turf or lawn in non-residential developments. Shall not be used to cover more than ten percent (10%) of the landscaped area, unless specifically approved based on a finding that, due to site conditions and availability of water, a larger percentage of turf or lawn area is appropriate. Use of lawn fertilizer shall be discouraged. Irrigation drainage runoff from lawns shall be retained within lawn areas.

Response: The subject FDP area is a residential development; therefore this criterion does not apply.

4. Plant materials under trees or large shrubs. Appropriate plant materials shall be installed beneath the canopies of trees and large shrubs to avoid the appearance of bare ground in those locations.

Response: As shown on the attached *Planting Plans* appropriate plant materials will be installed beneath the canopies of trees and large shrubs.

- B. Trees. All trees shall be well-branched and typical of their type as described in current American Association of Nurserymen (AAN) Standards and shall be balled and burlapped. The trees shall be grouped as follows:

1. Primary trees which define, outline or enclose major spaces, such as Oak, Maple, Linden, and Seedless Ash, shall be a minimum of 2" caliper.

2. Secondary trees which define, outline or enclose interior areas, such as Columnar Red Maple, Flowering Pear, Flame Ash, and Honeylocust, shall be a minimum of 1-3/4" to 2" caliper.
3. Accent trees which, are used to add color, variation and accent to architectural features, such as Flowering Pear and Kousa Dogwood, shall be 1-3/4" minimum caliper.
4. Large conifer trees such as Douglas Fir or Deodar Cedar shall be installed at a minimum height of eight (8) feet.
5. Medium-sized conifers such as Shore Pine, Western Red Cedar or Mountain Hemlock shall be installed at a minimum height of five to six (5 to 6) feet.

Response: As shown on the attached *Planting Plans*, proposed tree species has been selected from the Villebois Plant List in the Community Elements Book. All proposed trees meet the minimum 2" caliper code requirement, except for the vine maple. All proposed trees will be well-branched, typical of their type as described in current AAN, and balled and burlapped.

- C. 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:
 1. At maturity, proposed trees shall be at least one-half the height of the building to which they are closest, and building walls longer than 50 feet shall require tree groups located no more than fifty (50) feet on center, to break up the length and height of the façade.
 2. Either fully branched deciduous or evergreen trees may be specified depending upon the desired results. Where solar access is to be preserved, only solar-friendly deciduous trees are to be used. Where year-round sight obscuring is the highest priority, evergreen trees are to be used.
 3. The following standards are to be applied:
 - a. Deciduous trees:
 - i. Minimum height of ten (10) feet; and
 - ii. Minimum trunk diameter (caliper) of 2 inches (measured at four and one-half [4 1/2] feet above grade).
 - b. Evergreen trees: Minimum height of twelve (12) feet.

Response: Code Section 4.176(.06)(C.)(1-3) only applies if the DRB determines that they will require larger, more mature plant materials. The above code indicates that the DRB can require this when buildings are greater than 24' in height or greater than 50,000 SF in footprint area. The Carriage Homes are 22'6" in height

and 717.91 SF (1-unit building) or 1,437.95 SF (2-unit building) in footprint area. Thus, the above standard is not applicable to the Carriage Homes.

D. Street Trees.

Response: Review of streets and rights-of-way, including street trees, occurred at the PDP level. Street trees shown in the plans for this FDP are consistent with the approved PDP application. Compliance with the Street Tree Master Plan is demonstrated earlier in this report.

E. Types of Plant Species.

1. Existing landscaping or native vegetation may be used to meet these standards, if protected and maintained during the construction phase of the development and if the plant species do not include any that have been listed by the City as prohibited. The existing native and non-native vegetation to be incorporated into the landscaping shall be identified.

Response: There is only one (1) existing tree within the FDP area, which will be removed to accommodate the Carriage Homes.

2. Selection of plant materials. Landscape materials shall be selected and sited to produce hardy and drought-tolerant landscaping. Selection shall be based on soil characteristics, maintenance requirements, exposure to sun and wind, slope and contours of the site, and compatibility with other vegetation that will remain on the site. Suggested species lists for street trees, shrubs and groundcovers shall be provided by the City of Wilsonville.

Response: All proposed landscaping materials are selected from the Villebois Plant List in the Community Elements Book. Specific materials were selected to best meet the site characteristics of the subject property.

3. Prohibited plant materials. The City may establish a list of plants that are prohibited in landscaped areas. Plants may be prohibited because they are potentially damaging to sidewalks, roads, underground utilities, drainage improvements, or foundations, or because they are known to be invasive to native vegetation.

Response: No plant materials listed as “Prohibited Plant Species” on the Villebois Plant List are included in the proposed landscaping.

F. Tree Credit.

Response: Tree credits are not applicable to this FDP application.

- G. Exceeding Standards. Landscape materials that exceed the minimum standards of this Section are encouraged, provided that height and vision clearance requirements are met.

- H. Compliance with Standards. The burden of proof is on the applicant to show that proposed landscaping materials will comply with the purposes and standards of this Section.

Response: The attached *Planting Plans* and this report demonstrate that the proposed landscaping complies with the standards of the Wilsonville Development Code and the Community Elements Book.

(.07) Installation and Maintenance.

- A. Installation. Plant materials shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement.
- B. Maintenance. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this Code, or any condition of approval established by a City decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City. Failure to maintain landscaping as required in this Section shall constitute a violation of this Code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.
- C. Irrigation. The intent of this standard is to assure that plants will survive the critical establishment period when they are most vulnerable due to a lack of watering and also to assure that water is not wasted through unnecessary or inefficient irrigation. Approved irrigation system plans shall specify one of the following:
1. A permanent, built-in, irrigation system with an automatic controller. Either a spray or drip irrigation system, or a combination of the two, may be specified.
 2. A permanent or temporary system designed by a landscape architect licensed to practice in the State of Oregon, sufficient to assure that the plants will become established and drought-tolerant.
 3. Other irrigation system specified by a licensed professional in the field of landscape architecture or irrigation system design.
 4. A temporary permit issued for a period of one year, after which an inspection shall be conducted to assure that the plants have become established. Any plants that have died, or that appear to the Planning Director to not be thriving, shall be appropriately replaced within one growing season. An inspection fee and a maintenance bond or other security sufficient to cover all costs of replacing the plant materials shall be provided, to the satisfaction of the Community Development Director. Additionally, the applicant shall

provide the City with a written license or easement to enter the property and cause any failing plant materials to be replaced.

Response: Plants will be installed and maintained properly.

- D. Protection. All required landscape areas, including all trees and shrubs, shall be protected from potential damage by conflicting uses or activities including vehicle parking and the storage of materials.

Response: The attached planting plans demonstrate that all landscape areas will be protected from potential damage by vehicle travel along alleys and parking areas.

(.08) Landscaping on Corner Lots.

All landscaping on corner lots shall meet the vision clearance standards of Section 4.177. If high screening would ordinarily be required by this Code, low screening shall be substituted within vision clearance areas. Taller screening may be required outside of the vision clearance area to mitigate for the reduced height within it.

Response: All landscaping on corner lots will meet the vision clearance standards of Section 4.177.

(.09) Landscape Plans.

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. Landscape plans shall divide all landscape areas into the following categories based on projected water consumption for irrigation:

- A. High water usage areas (+/- two (2) inches per week): small convoluted lawns, lawns under existing trees, annual and perennial flower beds, and temperamental shrubs;
- B. Moderate water usage areas (+/- one (1) inch per week): large lawn areas, average water-using shrubs, and trees;
- C. Low water usage areas (Less than one (1) inch per week, or gallons per hour): seeded fieldgrass, swales, native plantings, drought-tolerant shrubs, and ornamental grasses or drip irrigated areas.
- D. Interim or unique water usage areas: areas with temporary seeding, aquatic plants, erosion control areas, areas with temporary irrigation systems, and areas with special water-saving features or water harvesting irrigation capabilities.
These categories shall be noted in general on the plan and on the plant material list.

Response: The attached *Planting Plans* include the required information listed in Section 4.176(.09).

(.10) Completion of Landscaping.

The installation of plant materials may be deferred for a period of time specified by the Board or Planning Director acting on an application, in order to avoid hot summer or cold winter periods, or in response to water shortages. In these cases, a temporary permit shall be issued, following the same procedures specified in subsection (.07)(C)(3), above, regarding temporary irrigation systems. No final Certificate of Occupancy shall be granted until an adequate bond or other security is posted for the completion of the landscaping, and the City is given written authorization to enter the property and install the required landscaping, in the event that the required landscaping has not been installed. The form of such written authorization shall be submitted to the City Attorney for review.

Response: The applicant does not anticipate deferring the installation of plant materials. Should it be necessary to defer installation of plant materials, the applicant will apply for a temporary permit. The applicant understands that no final Certificate of Occupancy will be granted until an adequate bond or other security is posted for completion of the landscaping, and the City will be given authorization to enter the property.

(.11) Street Trees Not Typically Part of Site Landscaping.

Street trees are not subject to the requirements of this Section and are not counted toward the required standards of this Section. Except, however, that the Development Review Board may, by granting a waiver or variance, allow for special landscaping within the right-of-way to compensate for a lack of appropriate on-site locations for landscaping. See subsection (.06), above, regarding street trees.

Response: Street trees are not counted toward the required standards of this Section.

(.12) Mitigation and Restoration Plantings.

Response: A Tree Mitigation Plan was included in the PDP 2 - Central application. This FDP is consistent with the PDP application. The tree proposed to be removed with this application was listed as “likely to be removed” in the PDP and has been accounted for in the tree mitigation calculation provided with the PDP.

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 Street System Master Plan, together with the following standards:

H. Access drives and lanes.

1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions. A minimum additional width of eight feet shall be provided on each side where parking is allowed.

2. Access travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load. Improvement width shall be:
 - a. 12 feet for one-way traffic
 - b. 20 feet for two-way traffic.
3. Secondary or emergency access lanes may be improved to a minimum of 12 feet with a gravel or better all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicles types and traffic generation.

Response: All proposed buildings and their associated parking areas are accessible from the private alleys as shown on the attached plans. The alleys are located in tracts platted and constructed with Phase 2. The alleys are 20 feet wide to accommodate 2-way traffic.

I. Corner or clear vision area.

1. A clear vision area 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. No structures, plantings, or other obstructions that would impede visibility between the height of 3- inches and 10 feet shall be allowed within said area. Measurements shall be made from the top of the curb, or, when there is no curb, from the established street center line grade. However, the following items shall be exempt:
 - a. Light and utility poles with a diameter less than 12 inches.
 - b. An existing tree, trimmed to the trunk, 10 feet above the curb.
 - c. Official warning or street sign.
 - d. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

Response: The buildings in the subject FDP area have been located so as not to obscure the vision clearance area of street intersections and street/driveway intersections. Landscaping of corner lots will be less than 30 inches in height to assure that visibility is not blocked.

SECTION 4.178. SIDEWALK AND PATHWAY STANDARDS.

(.01) Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width.

Response: All sidewalks and pathways in the subject FDP area are at least 5 feet in width and concrete.

(.03) Pavement surface.

- A. All bike paths shall be paved with asphalt to provide a smooth riding surface. Where pathways are adjacent to and accessible from improved public streets, the Public Works Director may require a concrete surface. At a minimum the current AASHTO "Guide for the Development of Bicycle Facilities" and the State "Oregon Bicycle Plan" shall be used to design all bicycle facilities within the City of Wilsonville. Any deviation from the AASHTO, ODOT, and City standards will require approval from the City Engineer prior to implementation of the design.
- B. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. All arterial crossings should be signalized.
- C. All pathways shall be clearly posted with standard bikeway signs.
- D. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.

Response: There are no bicycle pathways in this FDP area. Details about sidewalks in the public right-of-way were addressed in the approved PDP application.

(.06) Pathway Clearance.

- A. Vertical clearance of at least 8 feet 6 inches shall be maintained above the surface of all pathways. The clearance above equestrian trails shall be a minimum of ten feet.
- B. All landscaping, signs and other potential obstructions shall be set back at least (1) foot from the edge of the pathway surface. No exposed rock should be permitted within two (2) feet of the path pavement and all exposed earth within two (2) feet of the pavement shall be planted with grass, sod or covered with 2" of barkdust.

Response: As shown on the attached plans, all potential obstructions are at least one foot from the edge of the pathway surfaces, and vertical clearance will be maintained.

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 solid waste/recyclables. Vertical storage higher than four feet but no higher than 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.

Response: Storage space for mixed solid waste and source separated recyclables is provided in the individual ground level laundry/storage room associated with each Carriage Home unit. Residents will place their individual containers at the edge of the alley for service by the franchised garbage hauler.

(.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.

Response: This standard does not apply to the Carriage Homes.

(.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: The applicant has coordinated with the franchise garbage hauler to ensure that access to the Carriage Homes is sufficient in order to service these units.

(.08) Existing multi-unit residential and non-residential developments wishing to retrofit their structures to include storage areas for mixed solid waste and recycling may have their site plans reviewed and approved through the Class I Administrative Review process, according to the provisions of Section 4.035. Site plans for retrofitting existing developments must conform to all requirements of this Section, “Mixed Solid Waste and Recyclables Storage In New Multi-Unit Residential and Non-Residential Buildings,” and 4.430, “Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas,” of the Wilsonville City Code.

Response: This FDP does not include any existing developments; therefore, this criterion does not apply.

SITE DESIGN REVIEW

SECTION 4.400. PURPOSE.

(.01) 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.

Response: The attached architectural drawings demonstrate that the proposed buildings will have variety in design, and add aesthetic interest through architectural details. The proposed buildings are designed in compliance with the standards for the rest of Villebois, so the entire development will have a cohesive, harmonious appearance, creating a desirable place of residence and adding to the overall quality of life in the City.

(.02) The City Council declares that the purposes and objectives of site development requirements and the site design review procedure 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.**

Response: The architecture of the proposed development in the FDP area has been designed to insure proper functioning of the site and to maintain an aesthetically pleasing environment. Alley access to the garages and the off-street parking spaces and the landscaping surrounding the buildings will add to the quality of the environment as well as the functioning of the site.

- B. Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development;**

Response: The FDP plans show that the proposed buildings include innovative architecture. Of particular note, the Carriage Homes are an innovative way to provide for affordable dwelling units above the garages. Also of note, the site will include landscaping and architectural details as shown on the plans, which will enhance the visual environment of the site. Pedestrian connections to sidewalks, trails, and parks are provided to enhance the site's connectivity to surrounding amenities.

- C. Discourage monotonous, drab, unsightly, dreary and inharmonious developments;**

Response: The FDP area will include landscaping around the buildings as shown on the attached plans and architectural drawings. Landscaping will consist of an appropriate mixture of ground cover, shrubs, and trees selected from the Villebois Plant List to create a harmonious appearance throughout the larger Villebois development. The attached building elevations also illustrate the architectural details which will create an interesting and aesthetically appealing development.

- 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;**

Response: The landscape areas around the proposed buildings will incorporate landscaping that makes sense for a Pacific Northwest community, while matching the City's natural beauty and visual character.

- 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;**

Response: The landscape areas, the proximity and pedestrian connections to recreational amenities, and the architectural details of the proposed buildings in the FDP area will help to maintain the appeal of Villebois as a unique and attractive community in which to live, work, and recreate. Residents of Villebois will stimulate the local economy by opening new businesses and thus creating jobs and by spending money in existing businesses.

- F. Stabilize and improve property values and prevent blighted areas and, thus, increase tax revenues;**

Response: The proximity to neighborhood amenities and the landscaping throughout the FDP will work to maintain property values in this new community. A Home Owners Association ensures that these areas are properly maintained over time.

- 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 provision of public facilities and services.**

Response: The process used to plan for Villebois incorporates a tiered system that originates at the Villebois Village Master Plan. The Master Plan shows how facilities, including parks and open space, are distributed and available to residents throughout Villebois.

Figure 5 - Parks & Open Space Plan of the Master Plan shows that approximately 32% of Villebois will be in parks and open space. Overall, the SAP - Central area, will contain approximately 4.51 acres of parks. Phase 1 Central will contain parks and open space consistent with SAP - Central as demonstrated in the Preliminary Development Plan. This FDP is consistent with the PDP, SAP - Central, and the Villebois Village Master Plan, and therefore, complies with this criterion.

- H. Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and, thus, decrease the cost of governmental 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-private, or private, provide clear identity of structures and opportunities for easy surveillance of the site that maximize resident control of behavior -- particularly crime;**

Response: The Villebois Village Master Plan shows that the community will include a variety of housing options (living) and the Village Center will contain places for employment (working). This FDP shows a living environment in Phase 2 Central that is enhanced by proximity to parks and open space areas. Residents who will surround the parks and open space areas will provide on-going surveillance and control.

- 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;**

Response: The design of the Villebois Village has been created to develop a community that is truly unique. The City and Villebois Master Planner/applicant are working in partnership with nearby residents, property owners, and local and regional governments to create a complete, livable, pedestrian-oriented community that will be an asset to the City of Wilsonville and Portland region. This partnership has generated citizen participation in the project and the unique design shall foster civic pride and community spirit amongst the residents of Villebois.

- 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 design of the Villebois Village revolves around three guiding principles: connectivity, diversity, and sustainability. These principles are intended to sustain the comfort, health, tranquility, and contentment of Villebois residents, while also promoting and protecting the peace, health and welfare of the City. *Connectivity* refers to creating connections between Villebois neighborhoods and between Villebois and other parts of the City and region for multiple modes of transportation. *Diversity* includes multiple choices of housing styles, housing affordability, recreation, employment, goods and services, and infrastructure for transportation. *Sustainability* involves the protection of natural resources and open space, energy conservation, and storm and rainwater management.

SECTION 4.421. CRITERIA AND APPLICATION OF DESIGN STANDARDS.

(.01) The following standards shall be utilized by the Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention and innovation. The specifications of one or more particular architectural styles is not included in these standards. (Even in the Boones Ferry Overlay Zone, a range of architectural styles will be encouraged.)

A. Preservation of Landscape. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soils removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

Response: As shown in the attached *Planting Plans*, proposed plant materials are drawn from the Villebois Plant List, which includes native species, to ensure consistency of general appearance within the Villebois community.

B. Relation of Proposed Buildings to Environment. Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to avenues of approach, street access or relationships to natural features such as vegetation or topography.

Response: Chapter 3 of The Villebois Village Master Plan takes into account scenic views, topography, existing vegetation, and other natural features in the design and location of parks and open spaces in the Villebois development. The FDP area does not include any steep slopes, sensitive wildlife habitat areas or master planned parks and open space areas. There is one (1) existing tree in this FDP area, which will be removed to accommodate the Carriage Homes.

- 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.

Response: As shown in the attached plans, the Carriage Homes will be accessible from private alleys. All off-street parking is provided in garages and individual off-street spaces to enhance the pedestrian-oriented streetscape and not to detract from the design of the proposed buildings and the neighboring properties. Residents of the Carriage Homes will have direct access to the sidewalks on the adjacent streets to provide connectivity to nearby parks, open space, and other amenities.

- 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 the public storm drainage system.

Response: The attached plans show the storm drainage system for the FDP area. This system has been carefully designed so as not to adversely affect neighboring properties.

- 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.

Response: All utility lines will be installed underground. The attached plans indicate how sanitary and storm sewage disposal for the proposed buildings will be handled.

- 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.

Response: No advertising features are proposed in this FDP. All signage associated with the proposed buildings will meet the standards adopted in the Master Signage and Wayfinding Plan.

- G. **Special Features.** Exposed storage areas, exposed machinery 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.

Response: This FDP does not propose any exposed storage areas, exposed machinery installations, surface areas, truck loading areas, utility buildings and structures or other accessory areas and structures. Compliance with Section 4.176 is addressed earlier in this report.

(.02) The standards of review outlined in Sections (a) through (g) above shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.

Response: No accessory buildings or structures are proposed. All signage associated with the proposed buildings will comply with the Master Signage and Wayfinding Plan.

(.03) The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.

Response: Compliance with the purpose of Section 4.400 has been addressed earlier in this report.

SECTION 4.430. LOCATION, DESIGN AND ACCESS STANDARDS FOR MIXED SOLID WASTE AND RECYCLING AREAS

(.01) The following locations, design and access standards for mixed solid waste and recycling storage areas shall be applicable to the requirements of Section 4.179 of the Wilsonville City Code.

Response: Compliance with Section 4.179 is documented earlier in this report.

(.02) Location Standards:

- A. To encourage its use, the storage area for source separated recyclables shall be co-located with the storage area for residual mixed solid waste.

Response: Storage of mixed waste and recycling will be provided in the individual ground level laundry/storage rooms associated with each Carriage Home unit.

- B. Indoor and outdoor storage areas shall comply with Uniform Building and Fire Code requirements.

Response: All storage provided in the laundry/storage rooms will meet the requirements of the Uniform Building and Fire Code.

- C. Storage area space requirements can be satisfied with a single location or multiple locations and can combine with both interior and exterior locations.

Response: Storage of mixed waste and recycling will be provided in the individual ground level laundry/storage room associated with each unit.

- D. Exterior storage areas can be located within interior side yard 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 the 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.

Response: No exterior storage area is provided.

- G. The storage area shall be accessible for collection vehicles and located so that the storage area will not obstruct pedestrian or vehicle traffic movement on the site or on public streets adjacent to the site.

Response: Solid waste and recycling containers will be accessible for collection vehicles via the public streets and/or private alleys. Each Carriage Home is accessed by collection vehicles from the adjacent alley.

(.03) Design Standards.

- A. The dimensions of the storage area shall accommodate containers consistent with current methods of local collection.
- B. Storage containers shall meet Uniform Fire Code standards and be made of or covered with waterproof materials or situated in a covered area.
- C. Exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six (6) feet in height. Gate openings for haulers shall be a minimum of ten (10) feet wide and shall be capable of being secured in a closed or open position. In no case shall exterior storage areas be located in conflict with the vision clearance requirements of Section 4.177.
- D. Storage area(s) and containers shall be clearly labeled to indicate the type of materials accepted.

Response: No storage areas are proposed. Storage of individual solid waste and recycling containers will be provided in the individual ground level laundry/storm rooms associated with each unit.

(.04) Access Standards.

- A. Access to storage areas can be limited for security reasons. However, the storage area shall be accessible to users at convenient times of the day and to collect service personnel on the day and approximate time they are scheduled to provide collection service.
- B. Storage areas shall be designed to be easily accessible to collection trucks and equipment, considering paving, grade and vehicle access. A minimum of ten (10) feet horizontal clearance and eight feet of vertical clearance is required if the storage area is covered.
- C. Storage areas shall be accessible to collection vehicles without requiring backing out of 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: No storage areas are proposed. Storage of individual solid waste and recycling containers will be provided in the individual ground level laundry/storage rooms associated with each unit. Residents will be able to put their solid waste and recycling containers outside of their units for collection on the appropriate days. The hauler will have access to pick up materials via the private alleys behind each of the condominium units.

SECTION 4.440. PROCEDURE.

(.01) Submission of Documents.

A prospective applicant for a building or other permit who is subject to site design review shall submit to the Planning Department, in addition to the requirements of Section 4.035, the following:

- A. A site plan, drawn to scale, showing the proposed layout of all structures and other improvements including, where appropriate, driveways, pedestrian walks, landscaped areas, fences, walls, off-street parking and loading areas, and railroad tracks. The site plan shall indicate the location of entrances and exits and direction of traffic flow into and out of off-street parking and loading areas, the location of each parking space and each loading berth and areas of turning and maneuvering vehicles. The site plan shall indicate how utility service and drainage are to be provided.
- B. A Landscape Plan, drawn to scale, showing the location and design of landscaped areas, the variety and sizes of trees and plant materials to be planted on the site, the location and design of landscaped areas, the varieties, by scientific and common name, and sizes of trees and plant materials to be retained or planted on the site, other pertinent landscape features, and irrigation systems required to maintain trees and plant materials. An inventory, drawn at the same scale as the Site Plan, of existing trees of 4" caliper or more is required. However, when large areas of trees are proposed to be retained undisturbed, only a survey identifying

the location and size of all perimeter trees in the mass in necessary.

- C. Architectural drawings or sketches, drawn to scale, including floor plans, in sufficient detail to permit computation of yard requirements and showing all elevations of the proposed structures and other improvements as they will appear on completion of construction. Floor plans shall also be provided in sufficient detail to permit computation of yard requirements based on the relationship of indoor versus outdoor living area, and to evaluate the floor plan's effect on the exterior design of the building through the placement and configuration of windows and doors.
- D. A Color Board displaying specifications as to type, color, and texture of exterior surfaces of proposed structures. Also, a phased development schedule if the development is constructed in stages.
- E. A sign plan, drawn to scale, showing the location, size, design, material, color and methods of illumination of all exterior signs.
- F. The required application fee.

Response: Section III of this notebook includes plans and Section IV includes architectural drawings that meet the requirements of Section 4.440 (.01). A copy of the application fee submitted is included in Section I of this notebook. A color board is included with this application.

SECTION 4.450. INSTALLATION OF LANDSCAPING.

(.01) All landscaping required by this section 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 shall be returned to the applicant.

Response: The applicant understands that they must provide a security to guarantee installation of the proposed landscaping.

(.02) Action by the City approving a proposed landscape plan shall be binding upon the applicant. 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, as specified in this Code.

Response: The applicant understands that major changes to the landscape plan included in this application cannot be made without official action of the Planning Director or the Development Review Board.

(.03) 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 with Board approval.

Response: The applicant understands that they are responsible for the ongoing maintenance of the proposed landscaping.

(.04) If a property owner wishes to add landscaping for an existing development, in an effort to beautify the property, the Landscape Standards set forth in Section 4.176 shall not apply and no Plan approval or permit shall be required. If the owner wishes to modify or remove landscaping that has been accepted or approved through the City's development review process, that removal or modification must first be approved through the procedures of Section 4.010.

Response: This FDP does not include any existing development; therefore this criterion does not apply.

IV. VILLAGE CENTER ARCHITECTURAL STANDARDS

STANDARDS APPLYING TO ALL BUILDINGS

Building Height and Roof Form

Intent: Strengthen the perception of streets and open spaces as public rooms by establishing a consistency of façade heights and roof forms.

Required Standards:

1. Maximum Building Height shall be as required by Table V-1: Development Standards (Village Zone).

Response: Maximum building height as measured from finished grade to midpoint of highest pitched roof is 22'-6" which is below the maximum of 45'-0".

2. See Address for other height limitations, such as number of stories or Average Façade Height.

Response: N/A. These buildings are located outside the Address Overlay Zone.

3. Building Height measurement is defined in Section 4.001 Definitions (Village Zone).

Response: Maximum building height was measured from finished grade to midpoint of highest pitched roof per the definition of building or structure height.

4. Rooftop equipment shall be screened from view of taller buildings, whether existing or future, to the extent feasible.

Response: No rooftop equipment will be used on this project.

5. At least two roof gardens within SAP Central shall be provided where appropriate to desired roof form (i.e. flat roofs)

Response: Roof gardens are not appropriate for these buildings due to either the roof form or their entry-level affordability.

Optional:

- Buildings are encouraged to approach the maximum allowable height or number of stories.
- Building design should minimize the impact of shading of public and private outdoor areas from mid-morning and mid-afternoon hours.

Response: Due to their small size, these buildings do not approach the maximum height allowed. Buildings located at the ends of the alley are set back from the sidewalk to prevent excessive shadowing of the public walkway.

Horizontal Façade Articulation

Intent: Reduce the apparent bulk of large buildings by breaking them down into smaller components. Provide articulation, interest in design, and human scale to the façade of a building through a variety of building techniques.

Required Standards:

1. Horizontal articulation: Horizontal facades shall be articulated into smaller units. Appropriate methods of horizontal façade articulation include two or more of the following elements: change of facade materials, change of color, facade planes that are vertical in proportion, bays and recesses, breaks in roof elevation, or other methods as approved. (See individual Address for allowed and encouraged methods of horizontal articulation.)

Response: The building uses a combination of a continuous horizontal trim band at the second floor line, repetitive window elements, and a color/material change between the lower level and the upper level to enhance the horizontal articulation.

2. Building facades should incorporate design features such as offsets, projections, reveals, and/or similar elements to preclude large expanses of uninterrupted building surfaces.

Response: The building has been designed to minimize large expanses of uninterrupted surfaces. The front elevation, which faces the alley, has been designed with an overhang over the garage doors and a bay projects out even further

to break up the massing. A similar approach was used on the stair side elevations. The other elevations use material change and trim bands to reduce the uninterrupted build surfaces.

Optional:

- Articulation should extend to the roof. The purpose is not to create a regular rigid solution but rather to break up the mass in creative ways.

Response: The roof plan is not a simple box, instead it has several projections which give the roof line interest. The roof vent design also incorporates decorative metal dormer vents.

Vertical Façade Articulation for All Mixed Use Buildings

Intent: Establish a distinct vertical façade separation consistent with historic village centers. Provide articulation, interest in design, and human scale to the façade of a building through a variety of building techniques.

Required Standards:

1. Vertical mixed-use buildings shall express a division between base and top. At least two of the following methods of horizontal articulation shall be incorporated:
 - a) Change of material;
 - b) Change of color, texture, or pattern of similar materials;
 - c) Change of structural expression (for example, pilasters with storefronts spanning between at the base and punched openings above);
 - d) Belt course or signage band; and/or
 - e) Line of canopies and/or awnings. To meet this strategy, canopies or awnings shall project at least 4 feet and cover at least 70% of the façade length.

Response: N/A. None of the proposed buildings are mixed use buildings.

2. When used, an arcade alone is sufficient to meet the requirement of differentiation of a building's base. An arcade may be attached or recessed and shall be sufficient in depth and height so as to be used as a passageway.

Response: N/A. None of the proposed buildings are mixed use buildings.

Optional:

- The division between base and top should occur at or near the floor level of programmatic division. Example: a building with one story of retail, one story of office, and two stories of residential would have a two-story base.

- Storefront design should be substantially different from the residential window detailing.
- Differentiation of a building's base should extend to building's corners but may vary in height. If building is at a corner, all facades must meet the requirement. The purpose is not to create a regular rigid solution but rather to break up the mass in creative ways.
- Base design should incorporate design features such as recessed entries, shielded lighting, projecting signage, masonry storefront base, and/or similar elements to preclude long expanses of undistinguished ground level uses.

Response: N/A. None of the proposed buildings are mixed use buildings.

Exterior Building Materials and Color

Intent: Ensure a standard of quality that will be easily maintained and cared for over time. Provide articulation, interest in design, and human scale to the façade of a building through a variety of building techniques.

Required Standards:

1. When multiple materials are used on a façade, visually heavier and more massive materials shall occur at the building base, with lighter materials above the base. A second story, for example, shall not appear heavier or demonstrate greater mass than the portion of the building supporting it. Generally, masonry products and concrete are considered "heavier" than other façade materials.

Response: Stucco has been used on the first floor of the buildings and horizontal lap siding is used above. The heavier looking material is used as a base.

2. Bright, intense colors shall be reserved for accent trim. However, a color palette that includes more intense color may be considered upon review of a fully colored depiction of the building.

Response: The building color and material palette contains no bright or intense colors with the exception of the accent color for the shutters.

3. Bright colors shall not be used for commercial purposes to draw attention to a building.

Response: N/A. None of the proposed buildings are commercial buildings.

4. Concrete block shall be split-faced, ground-faced, or scored where facing a street or public way. Concrete block is discouraged around the plaza.

Response: N/A. No concrete block is used in these buildings.

5. Exteriors shall be constructed of durable and maintainable materials that have texture, pattern, or lend themselves to quality detailing.

Response: The exterior materials consist of 3-coat stucco with integral color and stucco wrapped trim (at the first floor); Hardi Board siding and back primed wood trim (at the second floor); painted metal railings and architectural grade asphalt shingles.

Optional:

- Exterior materials should have an integral color, patterning, and/or texture.
- Sustainable building materials and practices are strongly encouraged. Programs such as the Portland General Electric Earth Advantage and the LEED Building Certification Program of the U.S. Green Building Council may be used as guides in this regard.

Response: The exterior materials consist of 3-coat stucco with integral color and stucco wrapped trim (at the first floor); Hardi Board siding and back primed wood trim (at the second floor); painted metal railings and architectural grade asphalt shingles. The builder will participate in the Portland General Electric Earth Advantage program.

Architectural Character

Intent: Encourage creative expression through diversity of architectural character. Ensure consistency and accuracy of architectural styles.

Required Standards:

1. Each building shall have a definitive, consistent Architectural character (see glossary). All primary facades of a building (those facades that face a public street) shall be designed with building components and detail features consistent with the architectural character of the building.

Response: The building uses one architectural style for all primary facades of the building.

2. Mixing of various Architectural Styles (see glossary) on the same building dilutes the character and is therefore not allowed. If a historic architectural style is selected, then all detail and trim features must be consistent with the architectural style.

Response: The building uses one architectural style for the whole building.

3. Secondary facades attached to a primary façade (such as a side wall not facing a public street) shall wrap around the building by incorporating building material features to the primary façade for a minimum of 25 percent of the overall wall length measured from the primary façade.

Response: The side elevations of the building incorporate the same materials and detailing as the front elevation.

4. All visible sides of buildings should display a similar level of quality and visual interest. The majority of a building's architectural features and treatments should not be restricted to a single façade.

Response: A majority of the detailing and materials wrap around to the other elevations of the building. Materials and details included on the front elevations such as stucco walls, stucco trim bands, horizontal siding and trim details around windows and openings are all incorporated into the side elevations.

5. Accessory buildings should be designed and integrated with the primary building. Exterior facades of an accessory building should employ architectural, site, and landscaping design elements that are integrated with and common to those used on the primary structure.

Response: N/A The project contains no accessory buildings.

6. Applicants are encouraged to consult an architect or architectural historian regarding appropriate elements of architectural style.

Response: The project was designed by an architect.

7. In areas not within an address, building elevations of block complexes shall not repeat an elevation found on an adjacent block.

Response: The elevations compliment the building design located across the alley without repeating it.

Ground Level Building Components

Intent: Provide an appropriate buffer between private zones and the public right-of-way. Encourage interaction between neighbors and between residents and pedestrians. Ensure that all ground floors reinforce the streetscape character.

Required Standards:

1. Building setbacks and frontage widths shall be as required by Table V-1: Development Standards unless specifically noted otherwise by an Address requirement.

Response: The Carriage Homes have frontage onto public streets along Zurich and Toulouse Streets. The buildings are sited so that they meet the 5 foot front setback standard along these frontages.

2. Retail shall be oriented toward the adjacent street or public way and have direct access from sidewalks through storefront entries. Secondary entry from the parking lot side is allowed, however the street side shall have the primary entrance.

Response: N/A. This project contains no retail establishments.

3. **Mixed use buildings: residential entries, where opening to streets and public ways, shall be differentiated from adjacent retail entries and provide secure access through elevator lobbies, stairwells, and/or corridors.**

Response: N/A. No mixed use buildings are proposed with this project.

4. **All entries, whether retail or residential, shall have a weatherproof roof covering, appropriate to the size and importance of the entry but at least 4 feet deep and 4 feet wide.**

Response: All units have covered entries (Entry Landing) that are at least 6'-6" deep and at least 8'-6" wide.

5. **Building lighting, when provided, shall be indirect or shielded.**

Response: Building lighting shall consist of shielded wall mounted fixtures at the exterior stairs, between some of the garage doors and at the covered entries.

6. **Parking structures shall be screened from streets using at least two of the following methods:**
 - a) **Residential or commercial uses, where appropriate;**
 - b) **Decorative grillwork (plain vertical or horizontal bars are not acceptable);**
 - c) **Decorative artwork, such as metal panels, murals, or mosaics; and/or**
 - d) **Vegetation, such as trees, shrubs, ground cover and/or vines, adjacent to the wall surface.**

Response: N/A

7. **For mixed-use buildings, within the plaza address every storefront window shall have a canopy or awning.**

Response: N/A

8. **Reflective, heavily tinted, or other sight-obscuring glass is strongly discouraged in commercial spaces and on windows larger than four square feet.**

Response: N/A

9. **Landscaping or other form of screening shall be provided when parking occurs between buildings and the street.**

Response: A small landscape strip with a 5'-6" high metal vine trellis has been provided at the ends of the alley between the single uncovered parking space and the sidewalk.

Optional:

- Create indoor/outdoor relationships by opening interior spaces onto walkways and plazas and bring the “outdoors” into the building by opening interior spaces to air and light. Overhead garage doors, telescoping window walls, and low window sill heights are good strategies for creating indoor/outdoor relationships.
- The primary function of canopies and awnings is weather protection. Signage requirements are found in the Signage and Wayfinding Plan.

Response: N/A

Façade Components

Intent: Maintain a lively and active street face. Provide articulation, interest in design, and human scale to the façade of a building through a variety of building techniques.

Required Standards:

1. Windows and doors shall be recessed 3 inches (i.e., into the façade) to provide shadowing. Windows and doors recessed less than 3 inches are allowed, provided they also incorporate at least one of the following:
 - a. Shutters, appearing operable and sized for the window opening;
 - b. Railing, where required at operable doors and windows (i.e. French balcony); and/or
 - c. Visible and substantial trim. Trim is considered visible and substantial when it is of a contrasting material, color, or it creates shadowing. Stucco trim on a stucco façade is not acceptable.

Response: All windows and doors are either recessed or incorporate shutters to provide articulation to the elevation. All windows and openings incorporate stucco or wood trim, with a contrasting color, which will provide additional shadowing.

2. Balconies shall extend no more than 36 inches beyond the furthest adjacent building face. Balconies are encouraged to extend into the building façade to achieve greater depth than 36 inches.

Response: No balconies are proposed. The entry landing extends at least 5’ into the building façade.

3. Shutters, where provided, shall be sized to appear operable at window or door openings.

Response: Shutters have been sized based on the openings they flank and will be constructed so as to appear to be operable.

4. Except in the Plaza Address, balconies and porches shall be at least 5 feet deep.

Response: No balconies or porches are proposed. However, the entry landings have a minimum dimension of 6'-6".

Optional:

- Individual residential windows should be square or vertical in proportion. An assembly of windows, however, may have an overall horizontal proportion.
- Material changes should occur at a horizontal line or at an inside corner of two vertical planes.
- Every residential unit is encouraged to have some type of outdoor living space: balcony, deck, terrace, stoop, etc.
- Expression of the rainwater path (conveyance or rainwater from the building roof to the ground) should be expressed at street-facing facades. Expression of the rainwater path includes the use of scuppers and exposed gutters and downspouts. Some of the Village Center streets feature surface rainwater drainage; where applicable, buildings shall have downspouts connected to the drainage system.
- Building fronts are encouraged to take on uneven angles as they accommodate the shape of the street.
- Encourage wide opening windows. Install small window panes where the style of the architecture dictates.
- The use of high window sill is discouraged.
- The use of finishing touches and ornament is encouraged on buildings.

Response: All individual windows are either square or vertical in proportion. All material changes occur at inside corners (horizontal and vertical). All units have a covered entry landing. The building uses gutters and downspouts to direct rain water from the roofs and decks and connect it into the street's drainage per the Rainwater Management Plan. The roof vent design incorporates decorative metal dormer vents.

Fencing

Intent: Ensure that fencing is compatible with the building design and consistent throughout the Village Center.

Required Standards:

1. See all applicable sections of the Village Zone, including but not limited to Section 4.125(.14) Table V-4: Permitted Materials and Configurations and Section 4.125(.05)D. Fences.

Response: The metal vine fencing is a permitted material.

2. The following fencing requirements apply to all fences and walls located between right-of-ways and building lines.

Response: The proposed fencing is located between the right-of-way and the building façade at the end units.

3. See Address overlay sections for additional requirements.

Response: None of the proposed buildings are part of an address overlay.

4. Except where specifically required by Address overlays, fences are optional. Less fencing than the maximum allowable extent is allowed.

Response: The metal vine fencing is only used to screen the parking stall from the sidewalk and street.

5. Fencing shall be consistent with the Architectural Character of adjacent buildings. See Architectural Character, this section.

Response: The vine fence posts will be painted to match the metal handrail of the building's exterior stairs.

6. Fencing controlling access to a courtyard, outdoor lobby, or other public entries shall be greater than 50% transparent.

Response: N/A

7. Fencing located within the first 2'-0" setback from right-of-ways shall be greater than 50% transparent.

Response: Since the vine fence consists mainly of horizontal and vertical wires attached to metal fence posts, the fence is almost completely transparent.

8. Fencing located within interior side yards or separating buildings on the same lot shall be offset 4'-0" or greater behind the adjacent front building line.

Response: N/A

9. Posts, pilasters, columns, or bollards may extend an additional 8" above the maximum height of any allowed fencing.

Response: The vine fence metal posts are 6'-0" high, which is the height limit for a fence.

10. Fencing may not change height at corners. They must have level top surfaces and transition at posts to maintain height as required changes in grade elevation.

Response: N/A

11. Loading facilities, trash enclosures, and ground-level mechanical and utility equipment: These facilities shall be sited at the rear or side of

buildings wherever practicable, and shall be screened where visible from the street. Screening shall match the adjacent development in terms of quality of materials and design. Such screening shall minimize light glare and noise levels affecting adjacent residential uses.

Response: N/A

Optional:

- Fencing is encouraged to be consistent with building railing at balconies, decks, porches, etc.

Response: The vine fence will have metal poles painted to match the metal railing on the buildings.

V. CONCLUSION

This Supporting Compliance Report demonstrates compliance with the applicable requirements of the City of Wilsonville Planning & Land Development Ordinance for the requested Final Development Plan. Therefore, the applicant requests approval of this application for the Carriage Homes.

III) Reduced Plan Set



LUCAS
DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

Final
Development Plan

CARRIAGE HOMES

Cover Sheet

DATE: 6/24/14

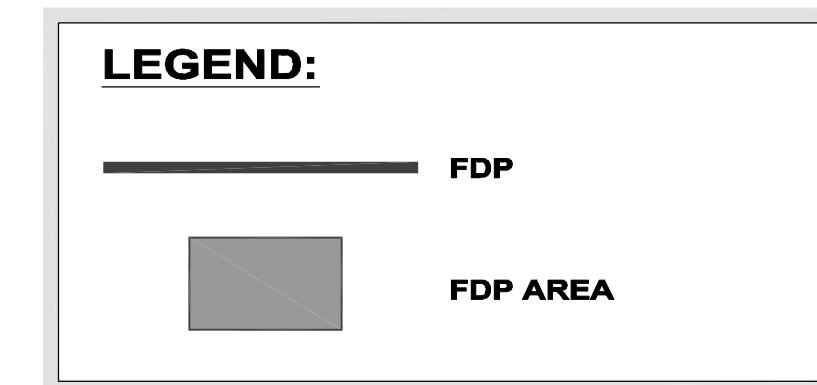
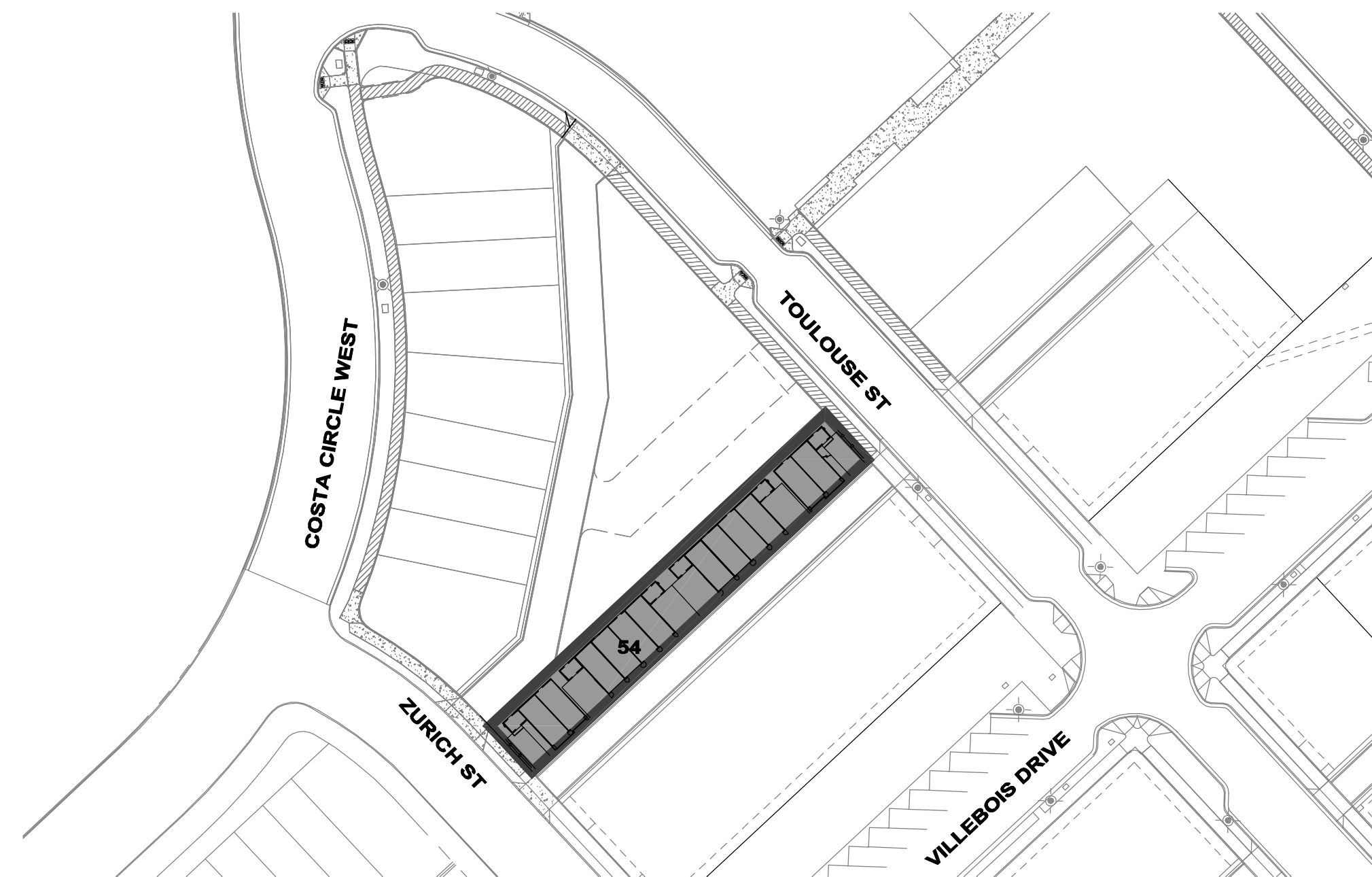
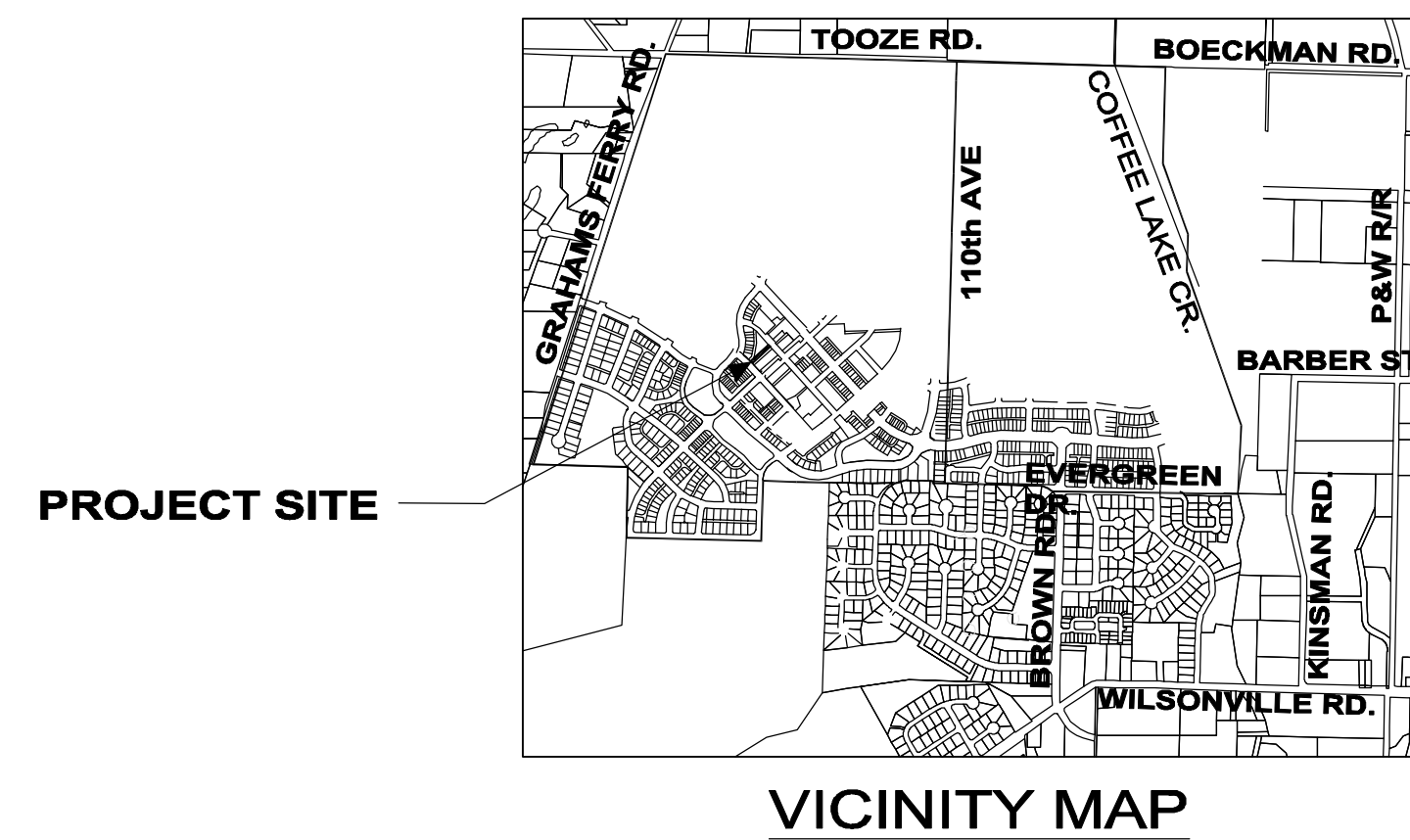
C.1

CARRIAGE HOMES

FINAL DEVELOPMENT PLAN

LOT 54 OF PDP 2 CENTRAL ("VILLEBOIS VILLAGE CENTER NO. 2")

TOWNSHIP 3 SOUTH, RANGE 1 WEST, SEC. 15 W.M.
CITY OF WILSONVILLE, OREGON



SHEET INDEX:

- C.1 COVER SHEET
- C.2 EXISTING CONDITIONS
- C.3 SITE PLAN
- C.4 GRADING PLAN
- C.5 COMPOSITE UTILITY PLAN
- C.6 TREE PRESERVATION PLAN

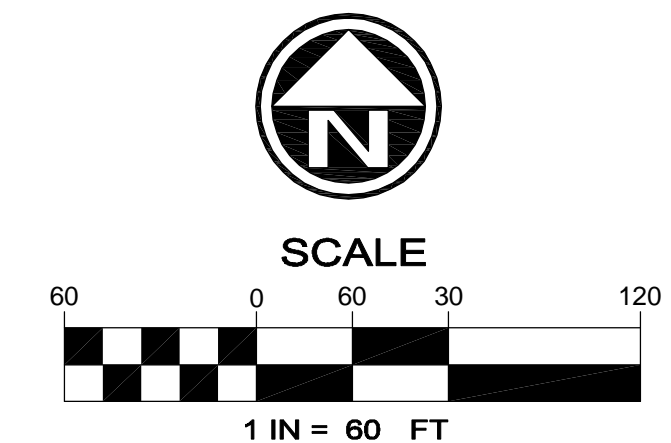
UTILITIES & SERVICES:

WATER:	CITY OF WILSONVILLE
STORM:	CITY OF WILSONVILLE
SEWER:	CITY OF WILSONVILLE
POWER:	PORTLAND GENERAL ELECTRIC
GAS:	NORTHWEST NATURAL
FIRE:	TUALATIN VALLEY FIRE & RESCUE
POLICE:	CLACKAMAS COUNTY SHERIFF
SCHOOL:	WEST LINN / WILSONVILLE SCHOOL DISTRICT 3JT
PARKS:	CITY OF WILSONVILLE
PHONE:	VERIZON
WASTE DISPOSAL:	ALLIED WASTE
CABLE:	COMCAST

BENCHMARK:

OREGON STATE PLANE COORDINATE 5818 LOCATED IN MONUMENT
BOX IN CENTERLINE OF TOOZE ROAD .2 MILES WEST OF 110TH.

ELEVATION DATUM: NAVD 88, ELEVATION = 202.991





Villebois

LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

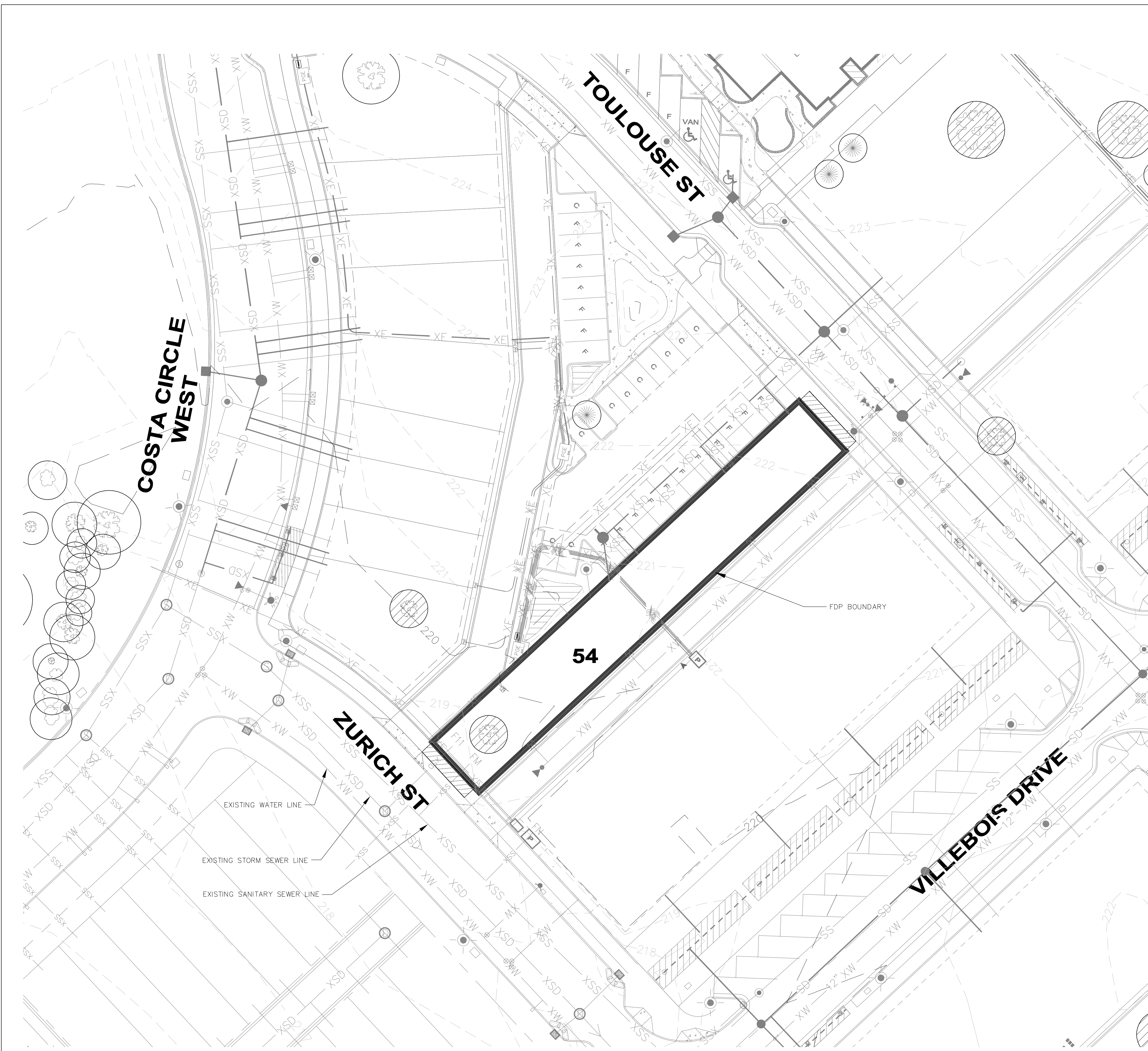
Final Development Plan

CARRIAGE HOMES

Existing Conditions

DATE: 6/24/14

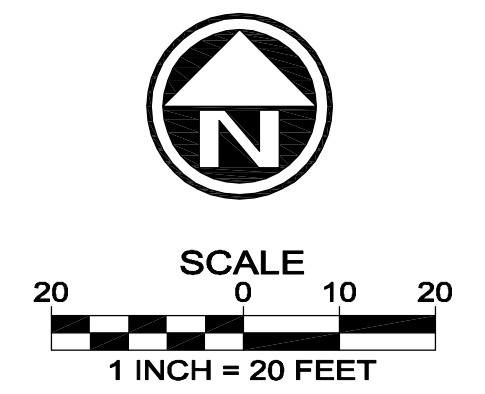
C.2



TAX MAP REFERENCE:
TOWNSHIP 3S R1W
SECTION 15, W.M.
WILSONVILLE, OREGON.
TAX LOT 200

LEGEND

—XSS—	EX SANITARY SEWER
—XSD—	EX STORM DRAIN
—XW—	EX WATER LINE
—XE—	EX CONDUIT LINE
	EX FIRE HYDRANT
	EX PGE VAULT
	EX SANITARY MANHOLE
	EX STORM MANHOLE
	EX WATER VALVE
	EX BLOW-OFF
	EX TREE TO REMAIN
	BIORETENTION CELL





Villebois

LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

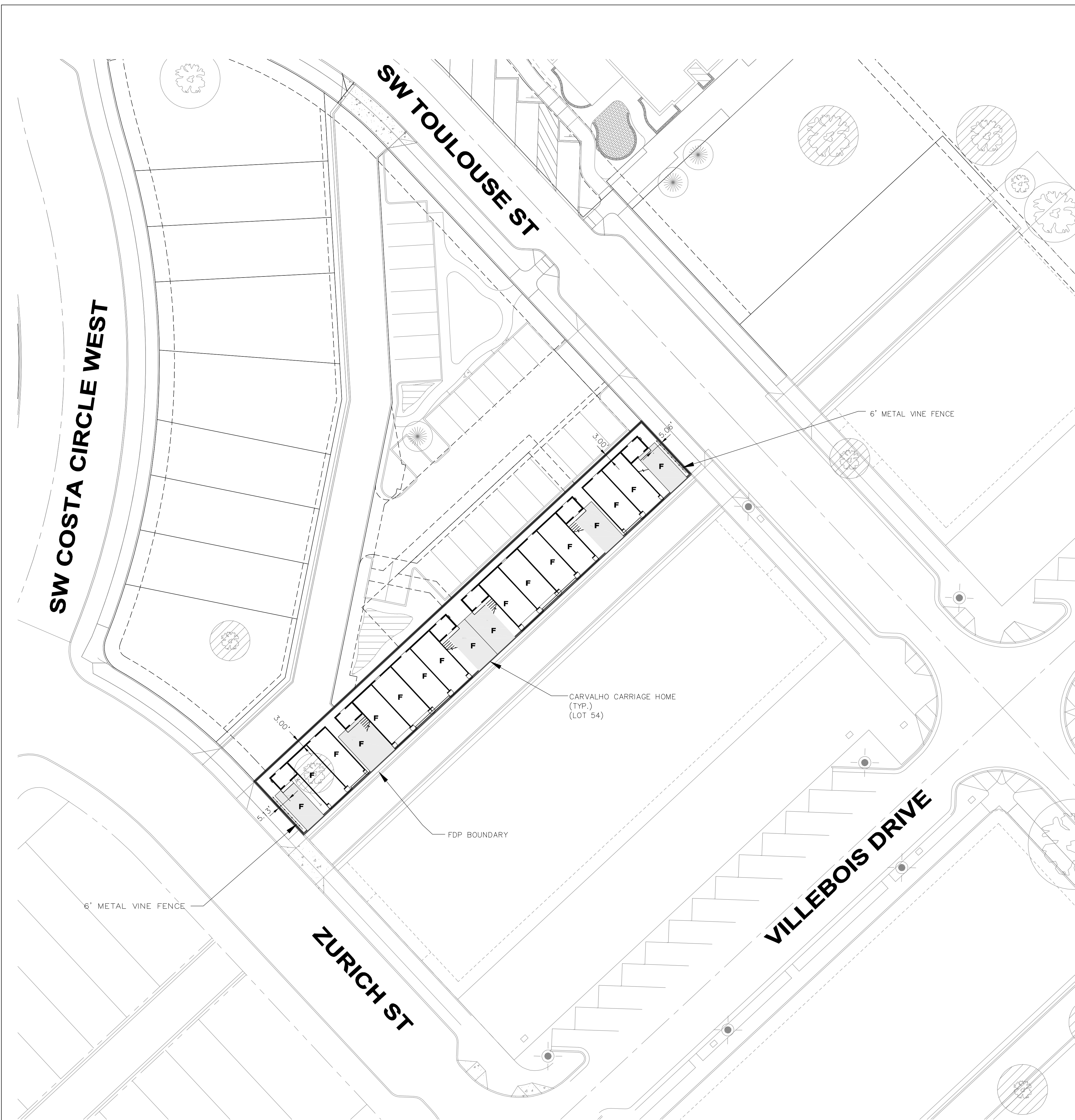
Final
Development Plan

CARRIAGE HOMES

Site Plan

DATE: 6/24/14

C.3



LEGEND:

F	FULL SIZE PARKING SPACE
C	COMPACT PARKING SPACE
VA	VAN ACCESSIBLE PARKING SPACE
---	FDP BOUNDARY
-o-o-	FENCE

PARKING COUNT:

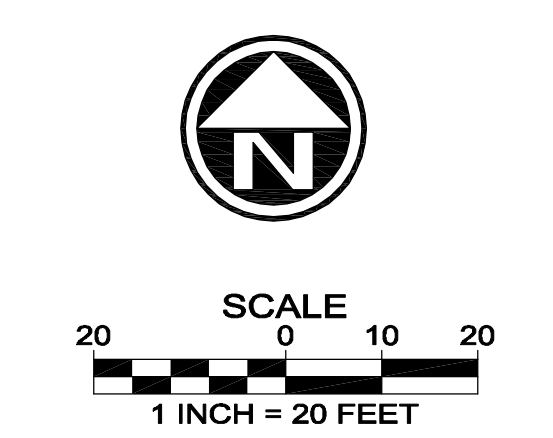
CARVAHLO CARRIAGE HOMES	
OFF STREET PARKING	12
GARAGE PARKING PROVIDED	6
TOTAL PARKING PROVIDED	18

UNIT COUNT:

CARVAHLO CARRIAGE HOMES	
1 - BEDROOM	12
TOTAL UNITS	12
AVG. DENSITY	12 UNITS/0.14 AC

LANDSCAPE AREA:

CARVAHLO CARRIAGE HOMES (LOT 54)	
LANDSCAPE AREA	910 SF (15.1%)
BUILDING AREA	3,968 SF
PARKING/PAVED AREA	1,127 SF
TOTAL LOT AREA	6,034 SF





Villebois

LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

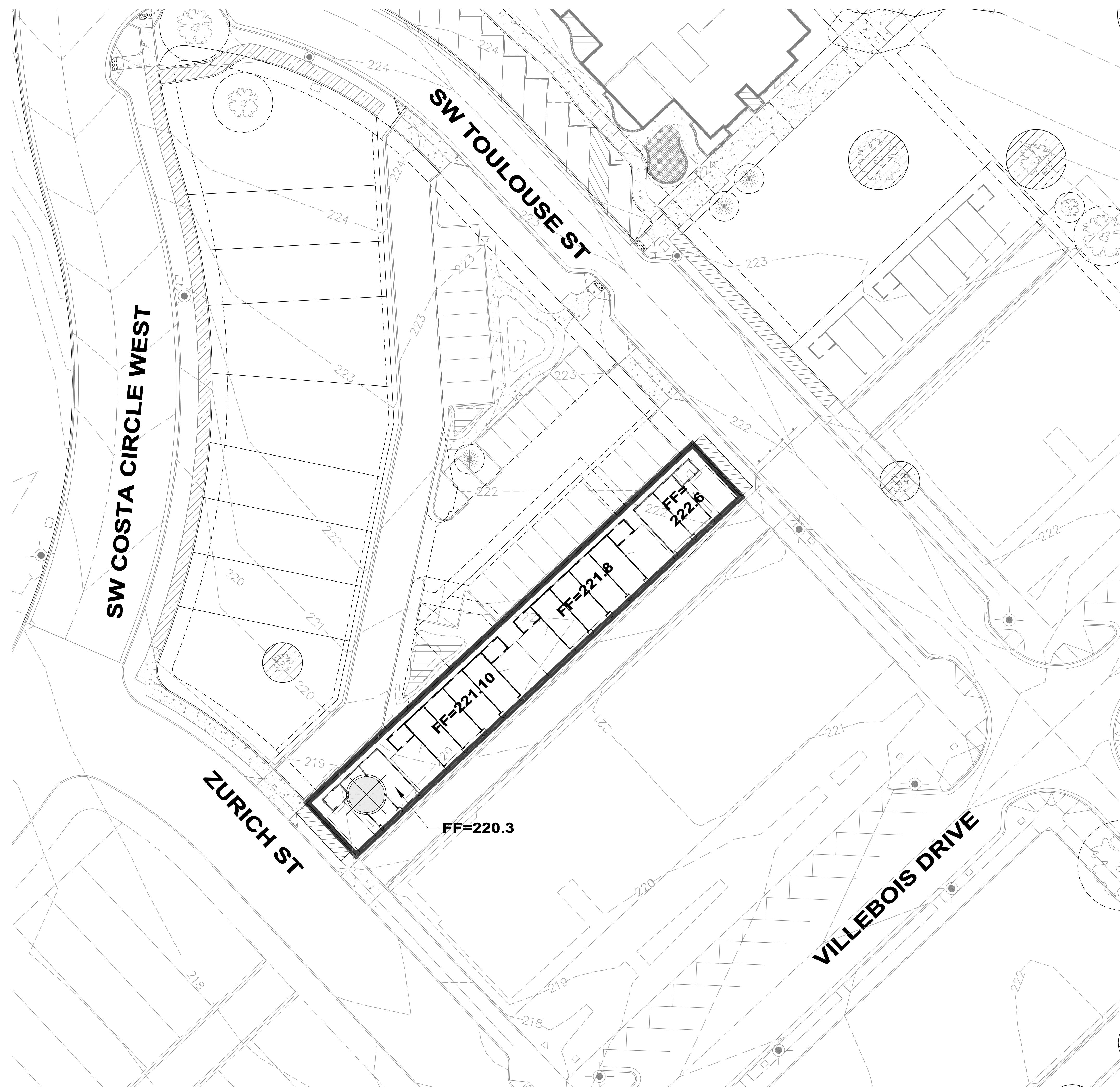
Final
Development Plan

CARRIAGE HOMES

Grading Plan

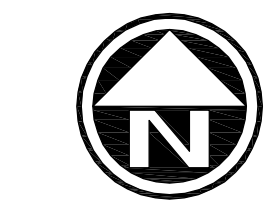
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C.4



LEGEND:

	PROPOSED STORM DRAIN
	EX 1-FT CONTOUR
	EX 5-FT CONTOUR
	PROPOSED 1-FT CONTOUR
	PROPOSED 5-FT CONTOUR
	EXISTING TREES TO REMAIN
	EXISTING TREES LIKELY TO BE REMOVED
	EXISTING TREES TO BE REMOVED





Villebois

LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

Final
Development Plan

CARRIAGE HOMES

Composite
Utility Plan

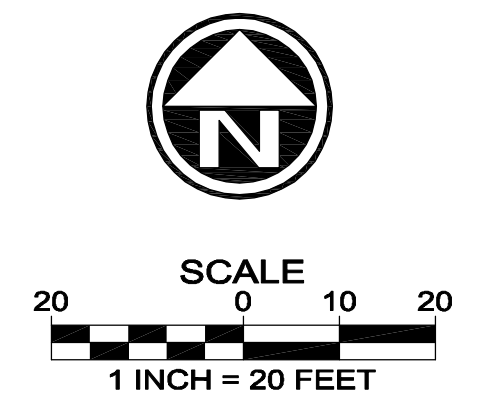
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C.5



LEGEND:

- XSS — EX SANITARY SEWER
- XSD — EX STORM DRAIN
- XE — EX UNDERGROUND POWER LINE
- XW — EX WATER LINE
- PGE EX PGE VAULT
- PGE PROPOSED PGE TRANSFORMER
- W — PROPOSED WATER LINE
- SD — PROPOSED STORM LINE
- PROPOSED CATCH BASIN
- EXISTING FIRE HYDRANT
- PROPOSED AREA DRAIN
- PROPOSED STORM CLEANOUT
- PROPOSED RAINWATER OVERFLOW DRAIN
- PROPOSED DDCV





Villebois

LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

Final
Development Plan

CARRIAGE HOMES

Tree Preservation
& Removal Plan

DATE: 6/24/14

C.6

LEGEND

- I** IMPORTANT
- G** GOOD
- M** MODERATE
- P** POOR
- EXISTING TREES TO REMAIN
- ⊗ EXISTING TREES TO BE REMOVED
- ⊙ EXISTING TREES LIKELY TO BE REMOVED
- 6' CHAIN LINK TREE PROTECTION FENCE

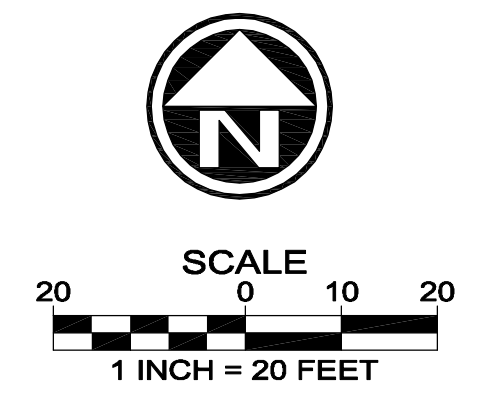
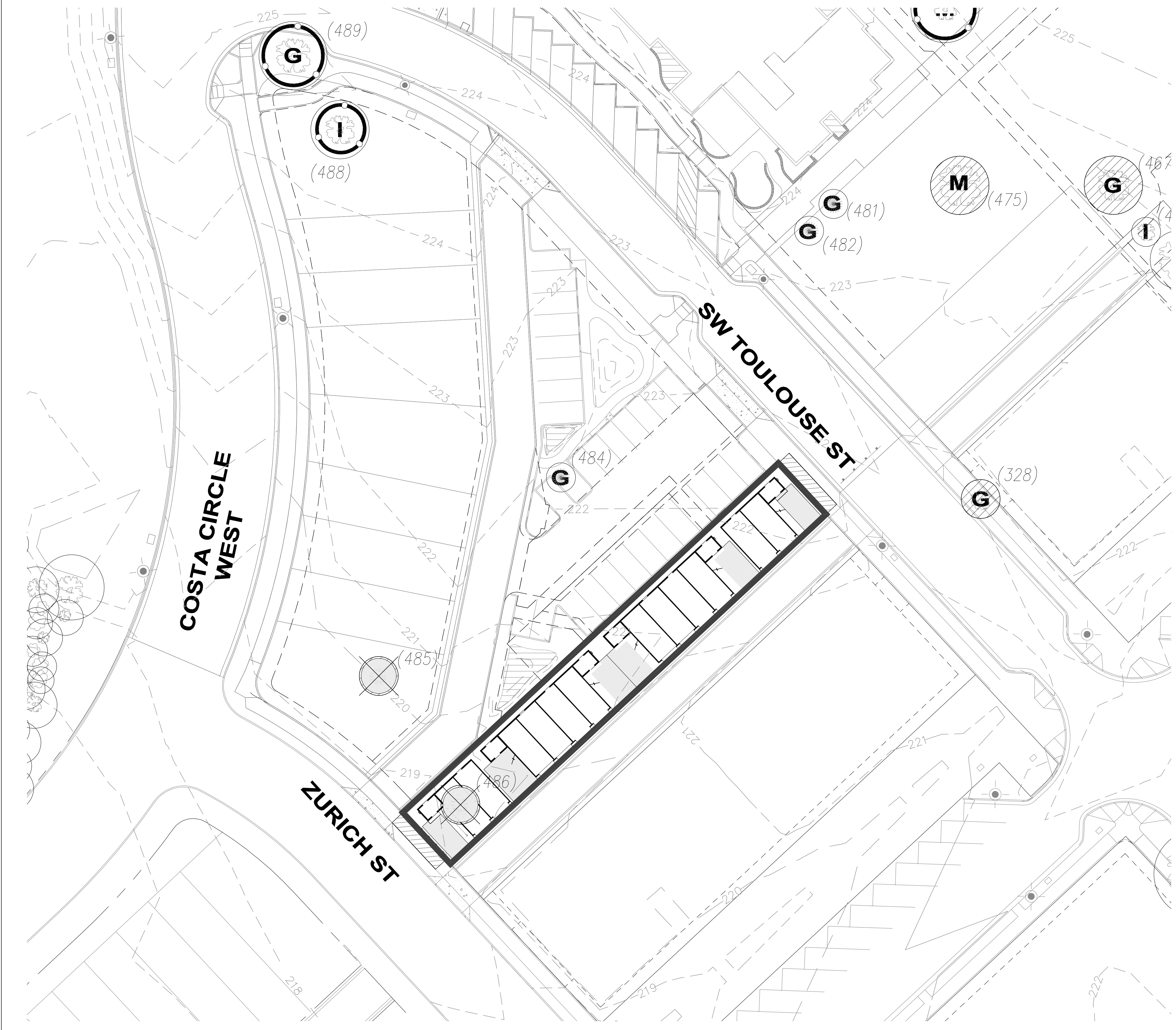
NOTES

THE INTENT OF THE PLAN IS TO RETAIN AND INCORPORATE THE MAXIMUM QUANTITY OF TREES WITH IMPORTANT, GOOD, AND MODERATE CLASSIFICATIONS. THE FOLLOWING CLASSIFICATION SYSTEM WAS USED:

CLASSIFICATION METHOD:
TREES WERE RATED BASED ON THE FOLLOWING CONSIDERATIONS:
1. HEALTH
2. SPECIES (NATIVES WITH HABITAT AND ECOSYSTEM VALUE)
3. COMPATIBILITY WITH DEVELOPMENT
4. FORM / VISUAL INTEREST / MATURE SIZE

- TREES RANKED AS IMPORTANT WERE RATED HIGH IN ALL FOUR AREAS.
- TREES IN THE GOOD CATEGORY HAD GOOD HEALTH AND WERE A DESIRABLE SPECIES, BUT HAD IRREGULAR FORM OR LESS COMPATIBILITY WITH DEVELOPMENT.
- TREES IN THE MODERATE CATEGORY HAD GOOD TO MODERATE HEALTH AND FORM, BUT WERE A LESS DESIRABLE SPECIES OR MAY BE LESS COMPATIBLE WITH DEVELOPMENT.
- TREES IN THE POOR CATEGORY HAD POOR HEALTH AND/OR SUBSTANTIAL DAMAGE.

NOTES:
1. THE INFORMATION PROVIDED IS BASED ON AN ON-SITE EVALUATION OF THE EXISTING TREES BY ARBORIST WALT H. KNAPP & ASSOCIATES AND WAS PROVIDED IN A TREE REPORT DATED APR. 8, 2008 AND IS AVAILABLE UPON REQUEST.





Villebois

COSTA PACIFIC COMMUNITIES

PACIFIC COMMUNITY DESIGN

IVERSON ARCHITECTS

OTTEN LANDSCAPE ARCHITECTS

KITTELSON & ASSOCIATES

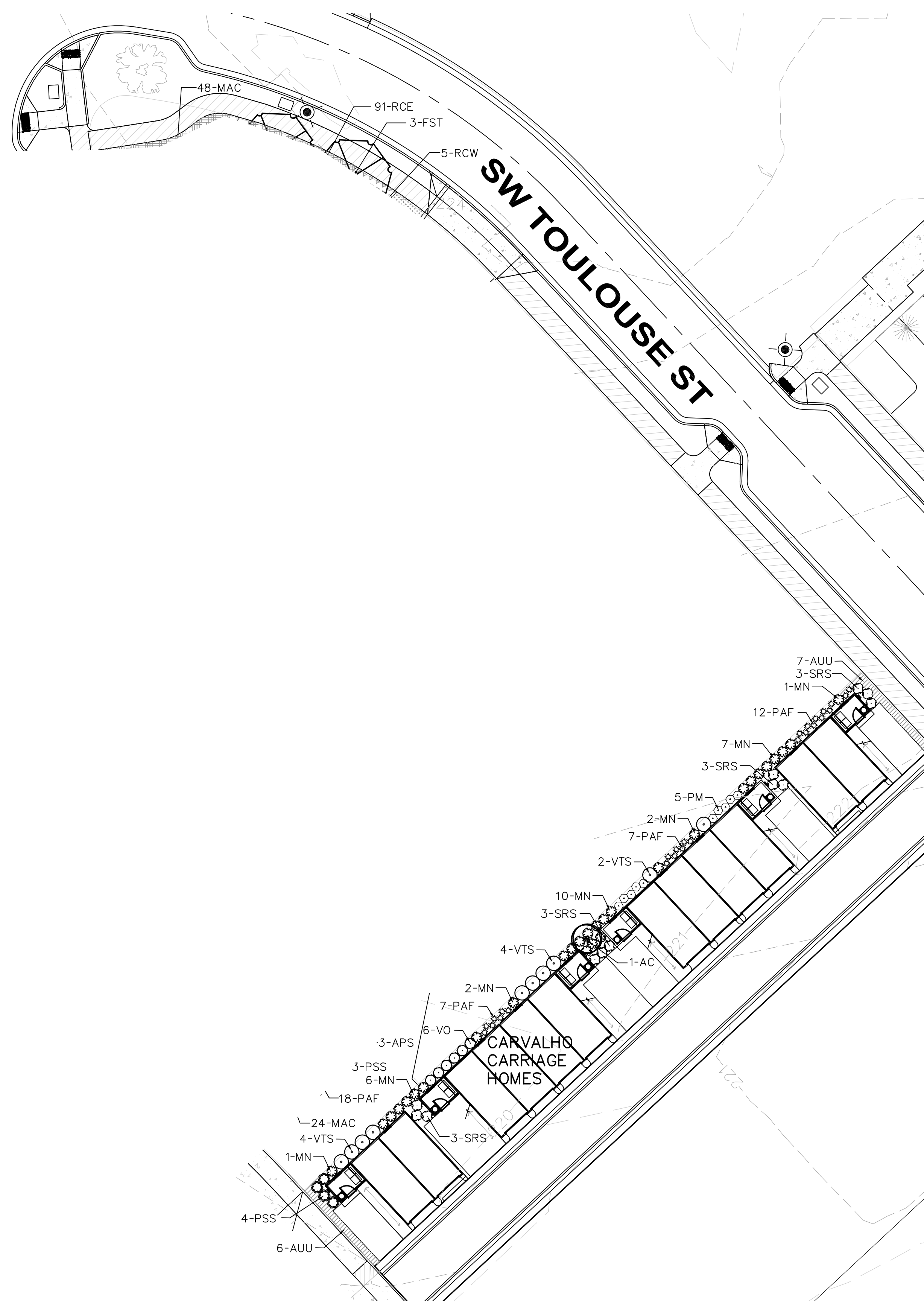
Final Development Plan

CARRIAGE HOMES

Planting Plan

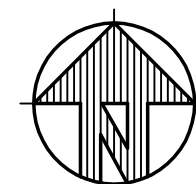
DATE: 3/10/2009

L1



PLANTING PLAN

SCALE 1" = 20'-0"



PLANT LIST: SEVILLE ROW HOMES

#	SYM.	LATIN NAME/ Common Name	SIZE	SPACING
GROUNDCOVER				
117	AUU	ARCTOSTAPHYLOS UVA-URSI "MASS." Massachusetts Kinnikinnick	1 gal.	3' o.c.
264	CO	CAREX OBNUPTA Slough Sedge	Bareroot 1 per 2 sf	
131	COE	CAREX OSHIMENSIS 'EVERGOLD' Evergold Sedge	1 gal.	18" o.c.
90	FC	FRAGARIA CHILOENSIS Wild Strawberry	1 gal.	3' o.c.
30	JE	JUNCUS EFFUSUS Common Rush	1 gal.	24" o.c.
240	LM	LIRIOPE MUSCARI Big Blue Lily Turf	1 gal.	18" o.c.
30	PAF	PENNISETUM ALOPECUROIDES Fountain Grass	1 gal.	2' o.c.
14	PM	POLYSTICHUM MUNITUM Sword Fern	1 gal.	30" o.c.
131	RCE	RUBUS CALCYNOIDES "EMERALD CARPET" Emerald Carpet Bramble	1 gal.	3' o.c.
134	TCA	THYMUS CITRIODORUS 'AUREA' Variegated Lemon Thyme	4" pots	18" o.c.
SHRUBS				
75	APS	AZALEA "PURPLE SPLENDOUR" Purple Splendour Azalea	2 gal.	3' o.c.
20	CSI	CORNUS SERICEA "ISANTI" Isanti Redosier Dogwood	2 gal.	4' o.c.
39	CSK	CORNUS SERICEA "KELSEY" Kelsey Red-Osier Dogwood	2 gal.	30" o.c.
14	DO	DAPHNE ODORA Winter Daphne	2 gal.	3' o.c.
14	HM	HYDRANGEA MACROPHYLLA "NIKKO BLUE" Nikko Blue Bigleaf Hydrangea	5 gal.	4' o.c.
61	ICH	ILEX CRENATA "HELLERI" Heller's Japanese Holly	2 gal.	30" o.c.
5	JVS	JUNIPERUS VIRGINIANA 'SKYROCKET' Skyrocket Juniper	6-8' ht.	As shown
72	MAC	MAHONIA AQUIFOLIUM "COMPACTA" Compact Oregon Grape	2 gal.	3' o.c.
41	MN	MAHONIA NERVOSA Longleaf Mahonia	2 gal.	2' o.c.
19	PFF	PIERIS JAPONICA "FOREST FLAME" Forest Flame Pieris	18" ht.	5' o.c.
44	PSS	PIERIS JAPONICA "SPRING SNOW" Spring Snow Pieris	2 gal.	3' o.c.
65	RCW	RHODODENDRON "CUNNINGHAM'S WHITE" Cunningham's White Rhododendron	12-15"	3' o.c.
2	TOM	THUJA OCCIDENTALIS "MASONIC" Masonic Arborvitae	4-5' ht.	5' o.c.
15	VD	VIBURNUM DAVIDII David Viburnum	2 gal.	3' o.c.
21	VTS	VIBURNUM TINUS "SPRING BOUQUET" Spring Bouquet Laurustinus	5 gal.	4' o.c.
TREES				
10	AC	ACER CIRCINATUM Vine Maple (Min. 4 Stem)	6-7' ht.	As shown
6	FST	FAGUS SYLVATICA "TRICOLOR" Tricolor Beech	2" cal.	As shown

PLANT LIST: CARVALHO CARRIAGE HOMES

#	SYM.	LATIN NAME/ Common Name	SIZE	SPACING
GROUNDCOVER				
13	AUU	ARCTOSTAPHYLOS UVA-URSI "MASS." Massachusetts Kinnikinnick	1 gal.	3' o.c.
26	PAF	PENNISETUM ALOPECUROIDES Fountain Grass	1 gal.	2' o.c.
5	PM	POLYSTICHUM MUNITUM Sword Fern	1 gal.	30" o.c.
SHRUBS				
29	MN	MAHONIA NERVOSA Longleaf Mahonia	2 gal.	2' o.c.
4	PSS	PIERIS JAPONICA "SPRING SNOW" Spring Snow Pieris	2 gal.	3' o.c.
12	SRS	SAROCOCOCCA RUSCIFOLIA Fragrant Sweet Box	2 gal.	3' o.c.
6	VO	VACCINUM OVATUM Evergreen Huckleberry	2 gal.	3' o.c.
10	VTS	VIBURNUM TINUS "SPRING BOUQUET" Spring Bouquet Laurustinus	5 gal.	4' o.c.
TREES				
1	AC	ACER CIRCINATUM Vine Maple (Min. 4 Stem)	6-7' ht.	As shown

GENERAL NOTES:

- Contractor is to verify all plant quantities.
- Adjust plantings in the field as necessary.
- Project is to be irrigated by an automatic, underground system, which will provide full coverage for all plant material. System is to be design/build by Landscape Contractor. Guarantee system for a minimum one year. Show drip systems as alternate bid only.
- All plants are to be fully foliated, well branched and true to form.

OUTLINE SPECIFICATIONS PLANTING:

GENERAL: All plants shall conform to all applicable standards of the latest edition of the "American Association of Nurserymen Standards", A.N.S.I. Z60.1 – 1973. Meet or exceed the regulations and laws of Federal, State, and County regulations, regarding the inspection of plant materials, certified as free from hazardous insects, disease, and noxious weeds, and certified fit for sale in Oregon.

The apparent silence of the Specifications and Plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality are to be used. All interpretations of these Specifications shall be made upon the basis above stated.

Landscape contractor shall perform a site visit prior to bidding to view existing conditions.

PERFORMANCE QUALITY ASSURANCE: Use adequate numbers of skilled workmen who are thoroughly trained and experienced in the necessary horticultural practices and who are completely familiar with the specified requirements and methods needed for the proper performance of the work of this section.

NOTIFICATION: Give Landscape Architect minimum of 2 days advance notice of times for inspections. Inspections at growing site does not preclude Landscape Architect's right of rejection of deficient materials at project site. Each plant failing to meet the above mentioned "Standards" or otherwise failing to meet the specified requirements as set forth shall be rejected and removed immediately from the premises by the Contractor and at his expense, and replaced with satisfactory plants or trees conforming to the specified requirements.

SUBSTITUTIONS: Only as approved by the Landscape Architect or the Owner's Representative.

GUARANTEE AND REPLACEMENT: All plant material shall be guaranteed from final acceptance for one full growing season or one year, whichever is longer. During this period the Contractor shall replace any plant material that is not in good condition and producing new growth (except that material damaged by severe weather conditions, due to Owner's negligence, normally unforeseen peculiarities of the planting site, or lost due to vandalism). Guarantee to replace, at no cost to Owner, unacceptable plant materials with plants of same variety, age, size and quality as plant originally specified. Conditions of guarantee on replacement plant shall be same as for original plant.

Landscape Contractor shall keep on site for Owner's Representative's inspection, all receipts for soil amendment and topsoil deliveries.

PROTECTION: Protect existing roads, sidewalks, and curbs, landscaping, and other features remaining as final work. Verify location of underground utilities prior to doing work. Repair and make good any damage to service lines, existing features, etc. caused by landscaping installation.

PLANT QUALITY ASSURANCE: Deliver direct from nursery. Maintain and protect roots of plant material from drying or other possible injury. Store plants in shade and protect them from weather immediately upon delivery, if not to be planted within four hours.

Nursery stock shall be healthy, well branched and rooted, formed true to variety and species, full foliated, free of disease, injury, defects, insects, weeds, and weed roots. **Trees shall have straight trunks, symmetrical tips, and have an intact single leader.** Any trees with double leaders will be rejected upon inspection. All Plants: True to name, with one of each bundle or lot tagged with the common and botanical name and size of the plants in accordance with standards of practice of the American Association of Nurserymen, and shall conform to the Standardized Plant Names, 1942 Edition.

Container grown stock: Small container-grown plants, furnished in removable containers, shall be well rooted to ensure healthy growth. **Grow container plants in containers a minimum of one year** prior to delivery, with roots filling container but not root bound. Bare root stock: Roots well-branched and fibrous. Balled and burlapped (B&B): Ball shall be of natural size to ensure healthy growth. Ball shall be firm and the burlap sound. No loose or made ball will be acceptable.

TOPSOIL AND FINAL GRADES: Landscape Contractor is to verify with the General Contractor if the on site topsoil is or is not conducive to proper plant growth. Supply alternate bid for imported topsoil.

Landscape Contractor is to supply and place 12" of topsoil in planting beds. If topsoil stockpiled on site is not conducive to proper plant growth, the Landscape Contractor shall import the required amount. Landscape Contractor is to submit samples of the imported soil and/or soil amendments to the Landscape Architect. The topsoil shall be a sandy loam, free of all weeds and debris inimical to lawn or plant growth.

Landscape shall include finished grades and even distribution of topsoil to meet planting requirements. Grades and slopes shall be as indicated. Planting bed grades shall be approximately 3" below adjacent walks, paving, finished grade lines, etc., to allow for bark application. Finish grading shall remove all depressions or low areas to provide positive drainage throughout the area.

PLANTING SPECIFICATIONS:

HERBICIDES: Prior to soil preparation, all areas showing any undesirable weed or grass growth shall be treated with Round-up in strict accordance with the manufacturer's instructions.

SOIL PREPARATION: Work all areas by rototilling to a minimum depth of 8". Remove all stones (over 1 1/2" size), sticks, mortar, large clumps of vegetation, roots, debris, or extraneous matter turned up in working. Soil shall be of a homogeneous fine texture. Level, smooth and lightly compact area to plus or minus .10 of required grades.

In groundcover areas add 2" of compost (or as approved) and till in to the top 6" of soil.

PLANTING HOLE: Lay out all plant locations and excavate all soils from planting holes to 2 1/2 times the root ball or root system width. Loosen soil inside bottom of plant hole. Dispose of any "subsoil" or debris from excavation. Check drainage of planting hole with water, and adjust any area showing drainage problems.

SOIL MIX: Prepare soil mix in each planting hole by mixing:
2 part native topsoil (no subsoil)
1 part compost (as approved)

Thoroughly mix in planting hole and add fertilizers at the following rates:

Small shrubs - 1/8 lb./ plant
Shrubs - 1/3 to 1/2 lb./ plant
Trees - 1/3 to 1 lb./ plant

FERTILIZER: For trees and shrubs use Commercial Fertilizer "A" Inorganic (5-4-3) with micro-nutrients and 50% slow releasing nitrogen. **DO NOT** apply fertilizer to Water Quality Swale.

PLANTING TREES AND SHRUBS: Plant upright and face to give best appearance or relationship to adjacent plants and structures. Place 6" minimum, lightly compacted layer of prepared planting soil under root system. Loosen and remove twine binding and burlap from top 1/2 of root balls. Cut off cleanly all broken or frayed roots, and spread roots out. Stagger Plants in rows. Backfill planting hole with soil mix while working each layer to eliminate voids.

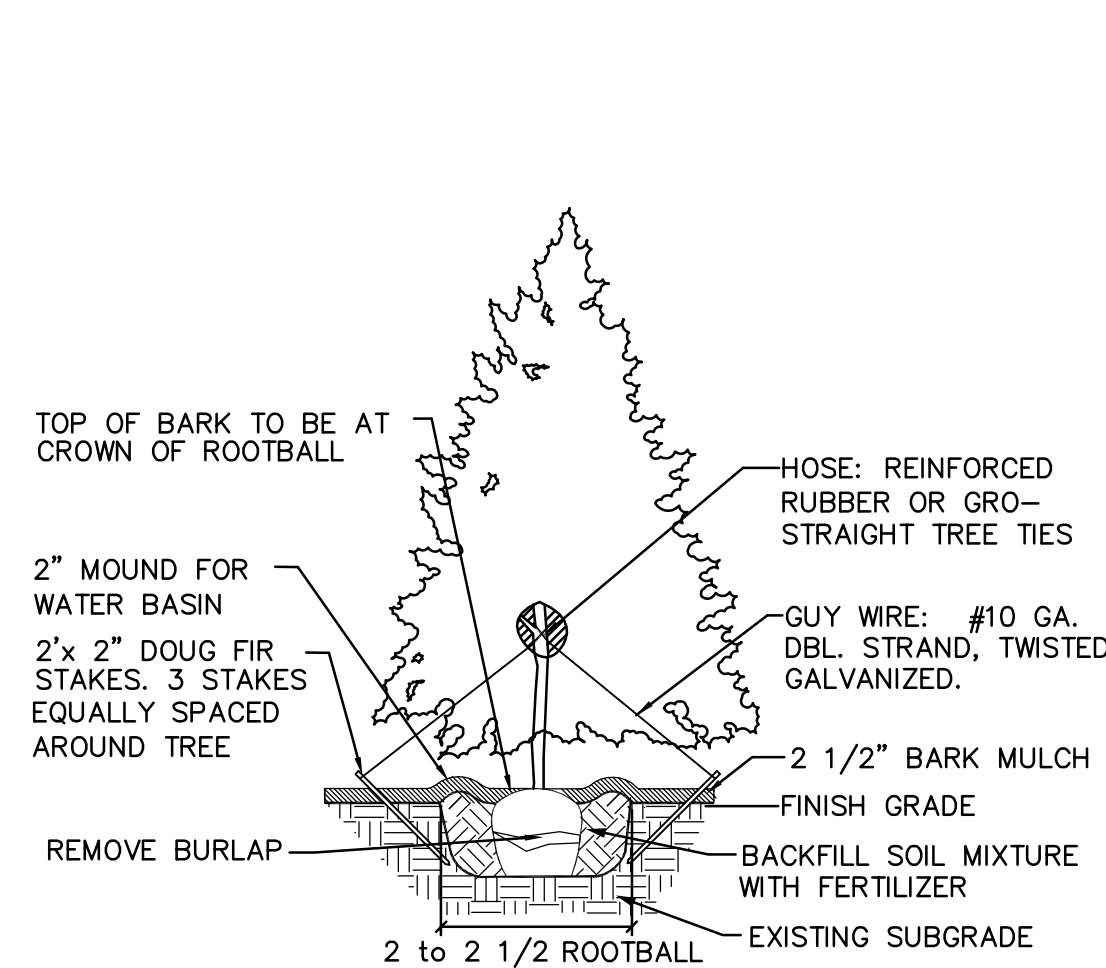
When approximately 2/3 full, water thoroughly, then allow water to soak away. Place remaining backfill and dish surface around plant to hold water. Final grade should keep root ball slightly above surrounding grade, not to exceed 1". Water again until no more water is absorbed. Initial watering by irrigation system is not allowed.

STAKING OF TREES: Stake or guy all trees. Stakes shall be 2" X 2" (nom.) quality tree stakes with point. They shall be of Douglas Fir, clear and sturdy. Stake to be minimum 2/3 the height of the tree, not to exceed 8'-0". Drive stake firmly 1'-6" below the planting hole. Tree ties for deciduous trees shall be "Chainlock" (or better). For Evergreen trees use "Gro-Strait" Tree Ties (or a reinforced rubber hose and guy wires) with guy wires of a minimum 2 strand twisted 12 ga. wire.

MULCHING OF PLANTINGS: Mulch planting areas with dark, aged, medium grind fir or hemlock bark (aged at least 6 months) to a depth of 2" in ground cover areas and 2 1/2" in shrub beds. Apply evenly, not higher than grade of plant as it came from the nursery, and rake to a smooth finish. Water thoroughly, then hose down planting area with fine spray to wash leaves of plants.

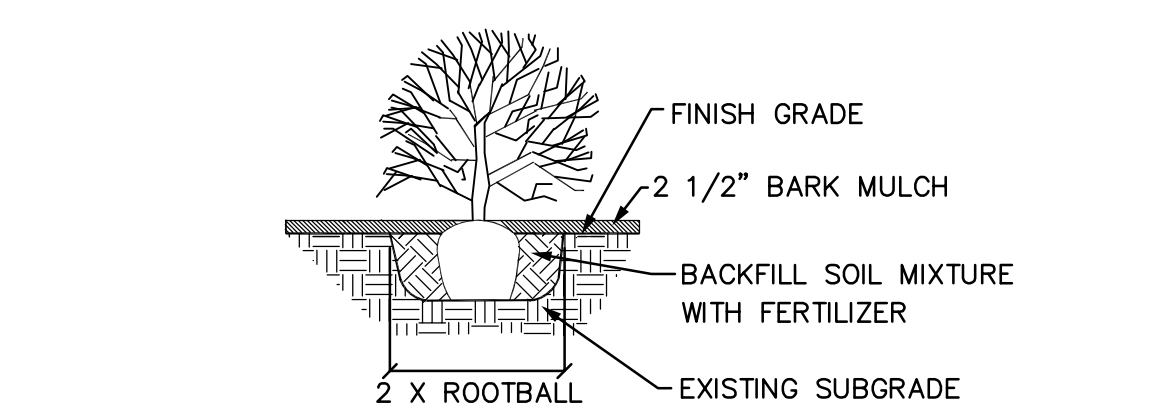
GENERAL MAINTENANCE: Protect and maintain work described in these specifications against all defects of materials and workmanship, through final acceptance. Replace plants not in normal healthy condition at the end of this period. Water, weed, cultivate, mulch, reset plants to proper grade or upright position, remove dead wood and do necessary standard maintenance operations. Irrigate when necessary to avoid drying out of plant materials, and to promote healthy growth.

CLEAN-UP: At completion of each division of work all extra material, supplies, equipment, etc., shall be removed from the site. All walks, paving, or other surfaces shall be swept clean, mulch areas shall have debris removed and any soil cleared from surface. All areas of the project shall be kept clean, orderly and complete.

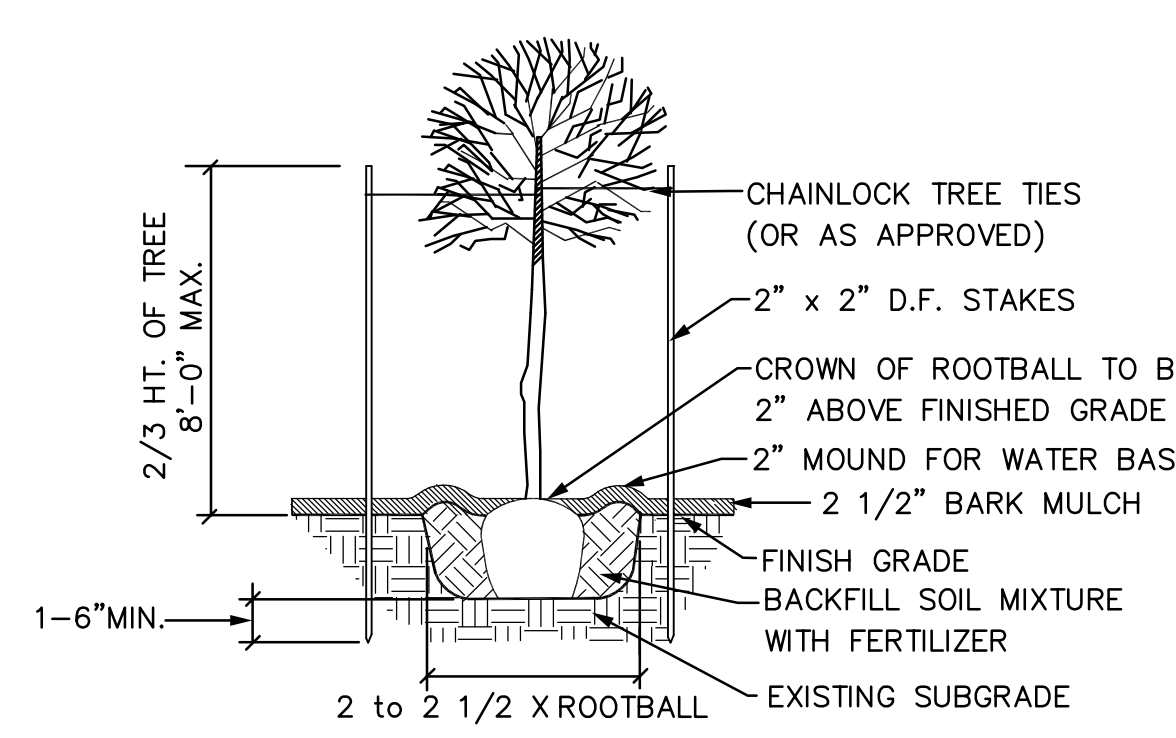


EVERGREEN TREE STAKING DETAIL
NOT TO SCALE

GENERAL NOTES:
1. Contractor is to verify all plant quantities.
2. Adjust plantings in the field as necessary.
3. Project is to be irrigated by an automatic, underground system, which will provide full coverage for all plant material. System is to be design/build by Landscape Contractor. Guarantee system for a minimum one year. Show drip systems as alternate bid only.
4. All plants are to be fully foliated, well branched and true to form.



SHRUB PLANTING DETAIL
NOT TO SCALE



DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE



Villebois

COSTA PACIFIC COMMUNITIES

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS
OTTEN LANDSCAPE ARCHITECTS
KITTELSON & ASSOCIATES

CARRIAGE HOMES

Final Development Plan

Planting Plan

DATE: 12/12/08

REVISION:

L3

IV) Architectural Drawings



COSTA
PACIFIC
COMMUNITIES
IVERSON ARCHITECTS
PACIFIC COMMUNITY
DESIGN



ONE-UNIT

TWO-UNIT

Front Elevation



Street Scene

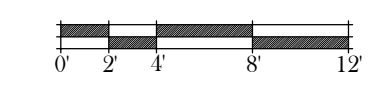
VILLEBOIS

CARRIAGE
UNITS

Final
Development
Plan

DATE: 12-02-08

A.11

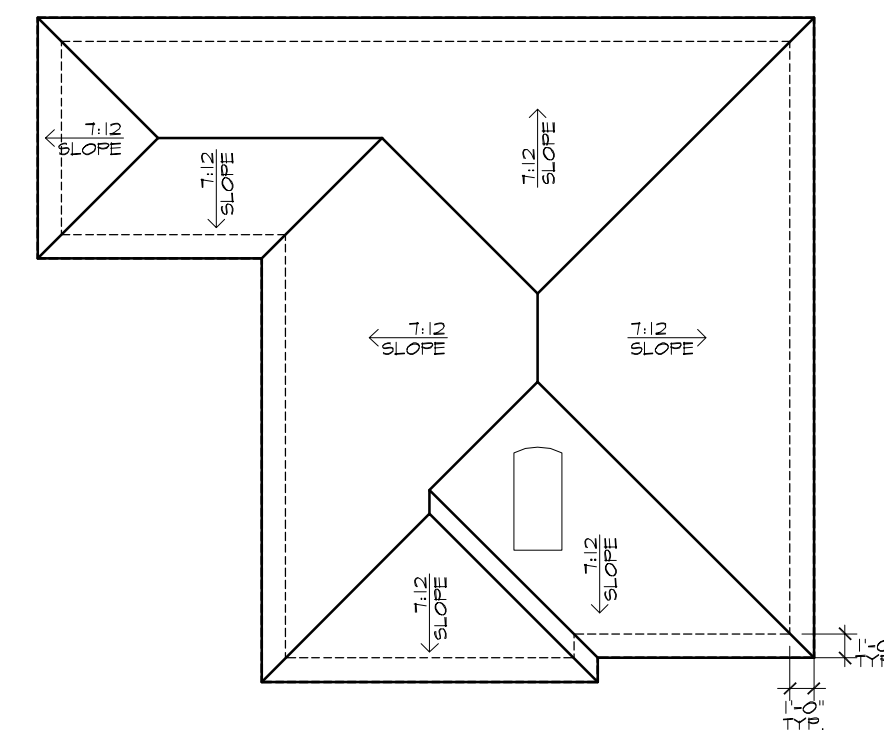




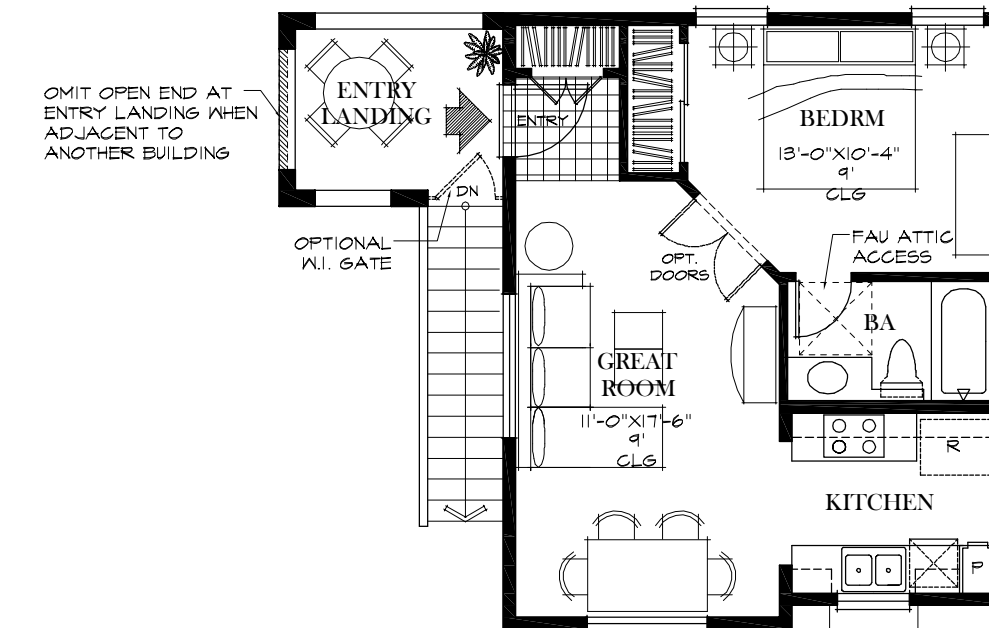
COSTA
PACIFIC
COMMUNITIES

IVERSON ARCHITECTS

PACIFIC COMMUNITY
DESIGN

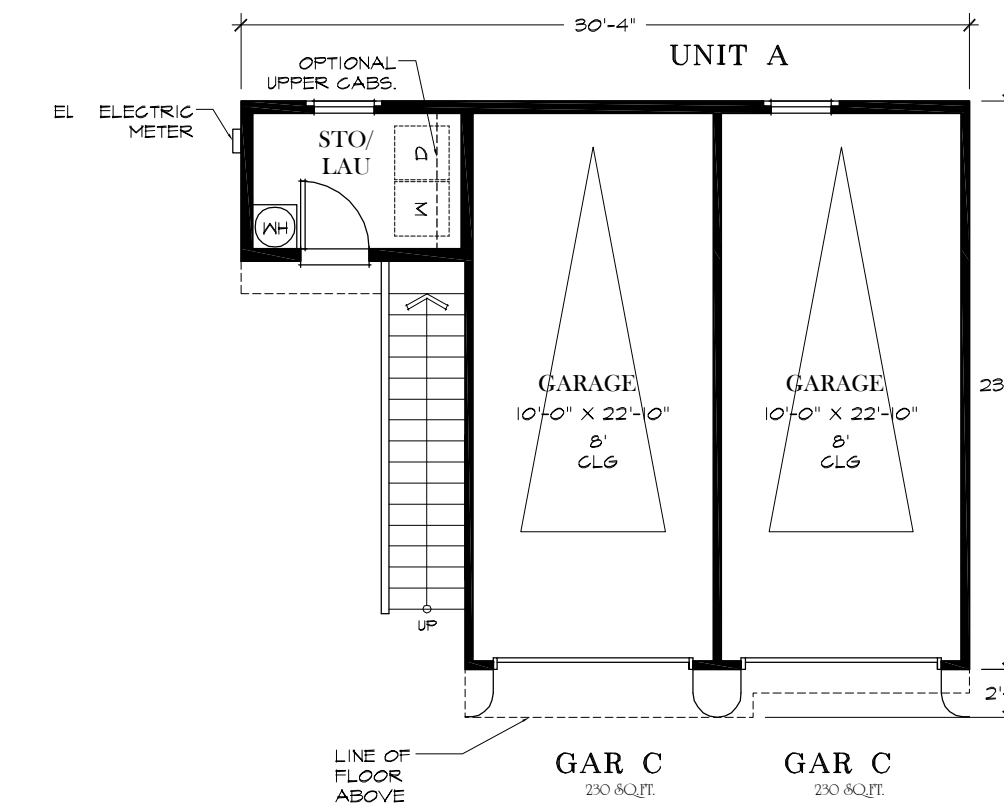


ROOF PLAN

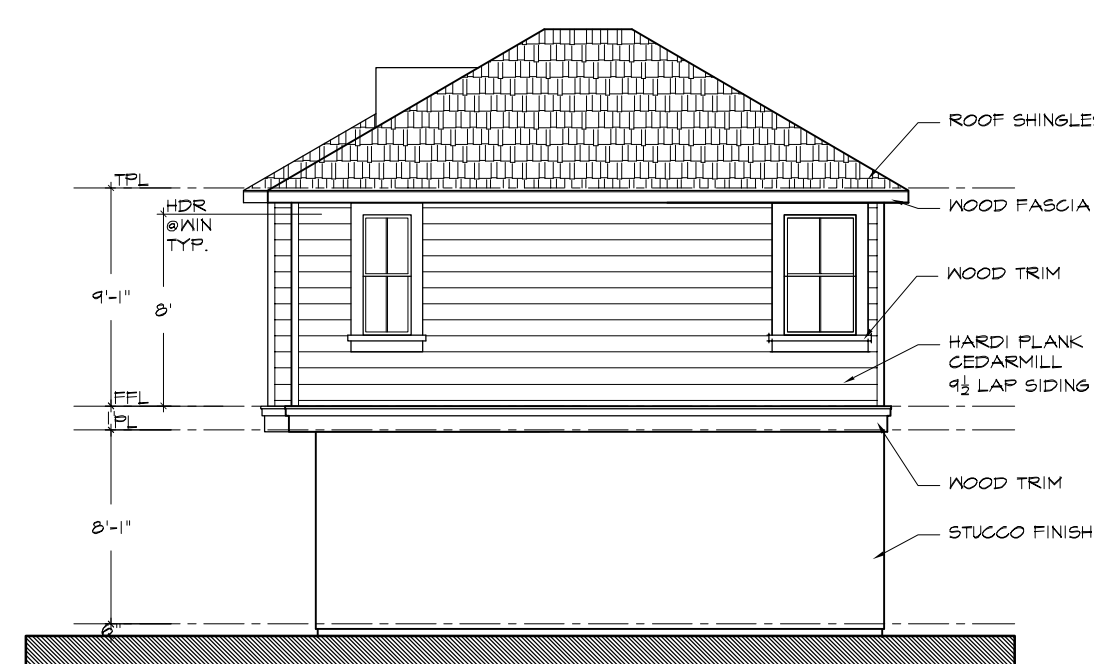


UNIT A
TOTAL ENTRY AREA: 79A A2/JE
CLOSET AREA: 130A A2/JE
BATH AREA: 64 A2/JE
ENTRY LANDING: 71 A2/JE

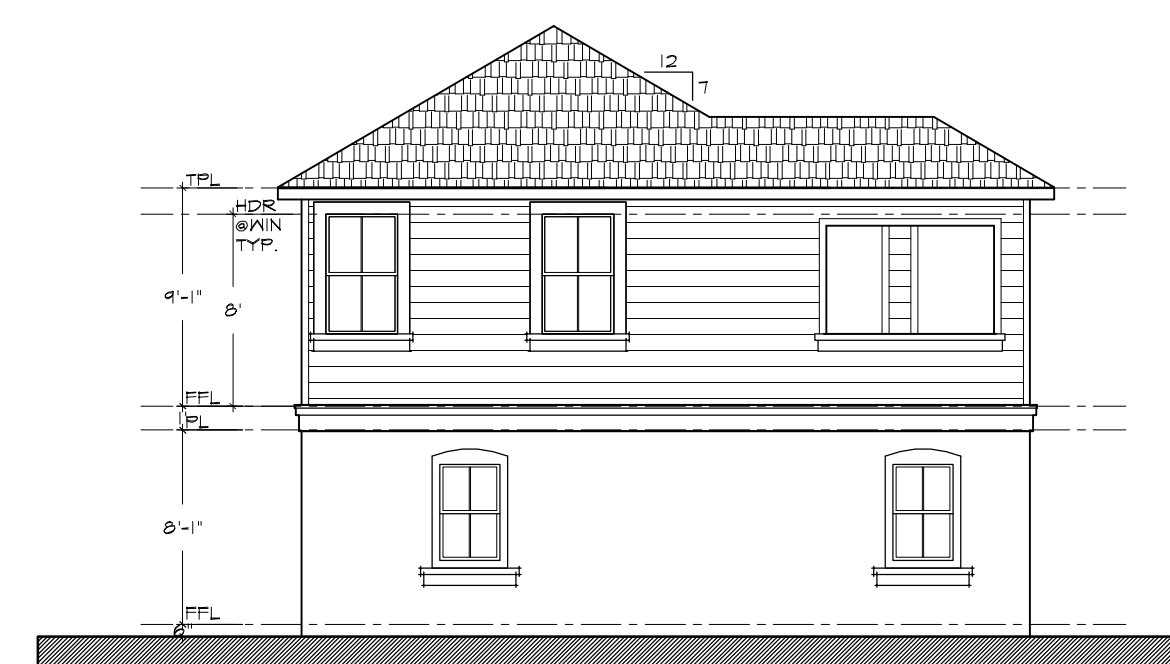
FIRST LEVEL



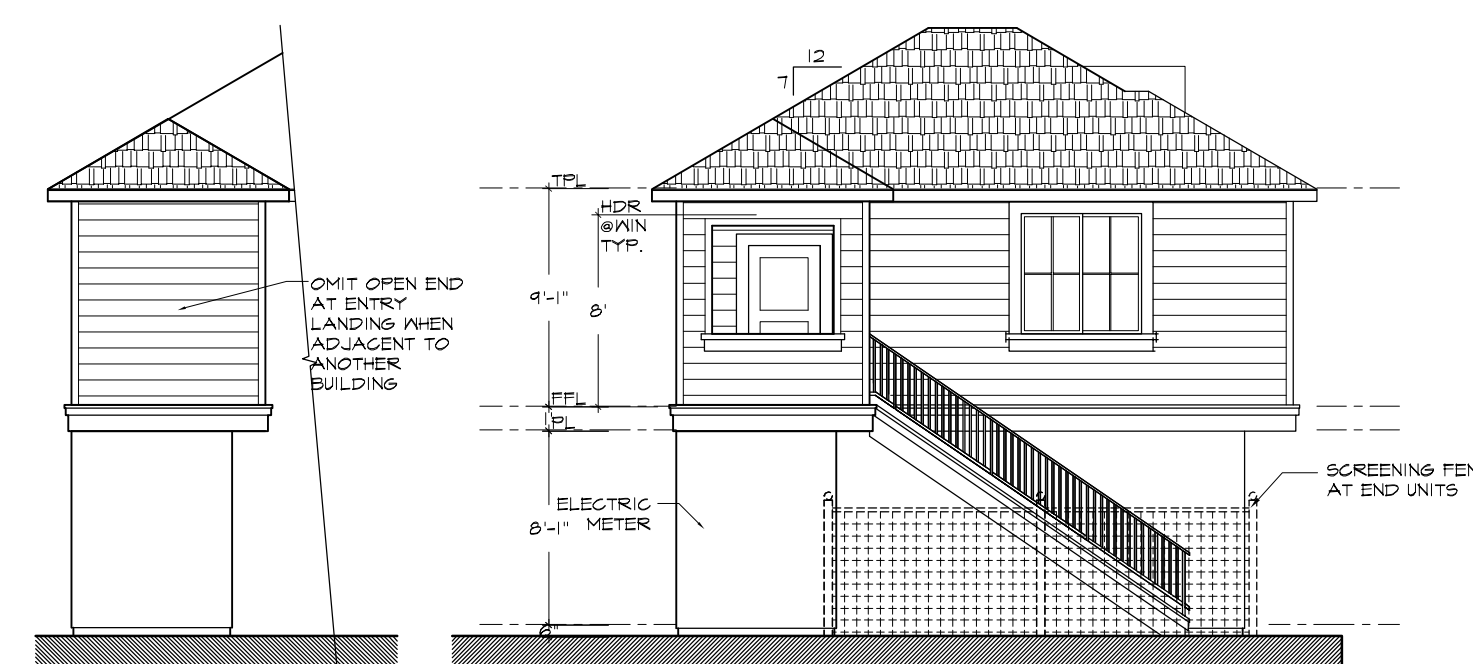
GARAGE LEVEL



RIGHT ELEVATION



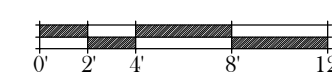
REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION



ONE UNIT BUILDING

VILLEBOIS

CARRIAGE
UNITS

Final
Development
Plan

DATE: 12-02-08

A.12



COSTA PACIFIC COMMUNITIES

IVERSON ARCHITECTS

PACIFIC COMMUNITY DESIGN

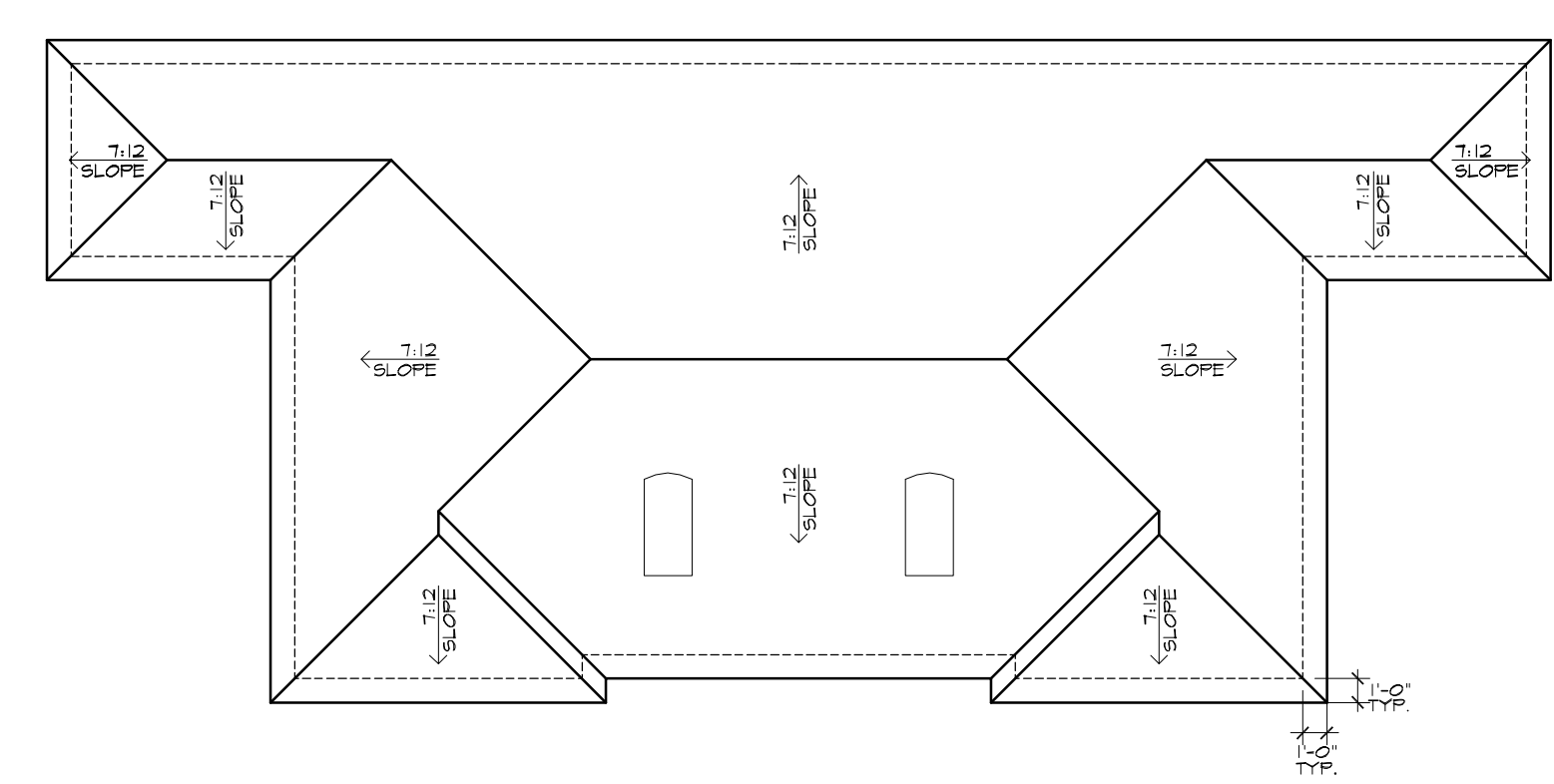
VILLEBOIS

CARRIAGE UNITS

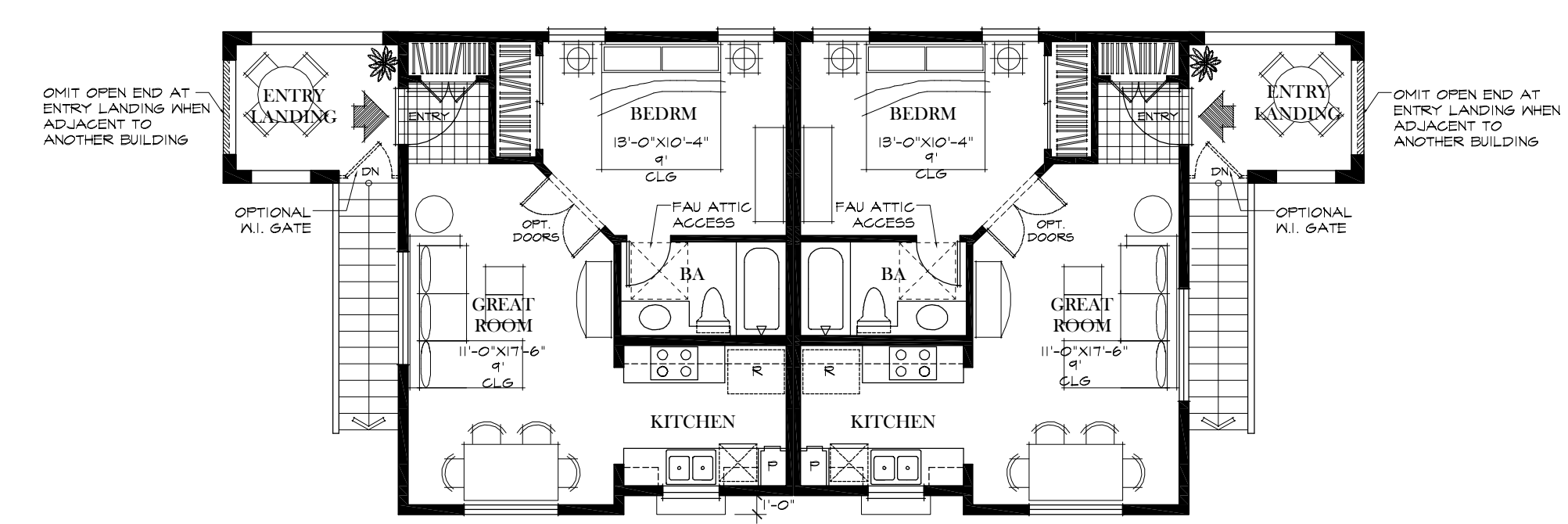
Final Development Plan

DATE: 12-02-08

A.13

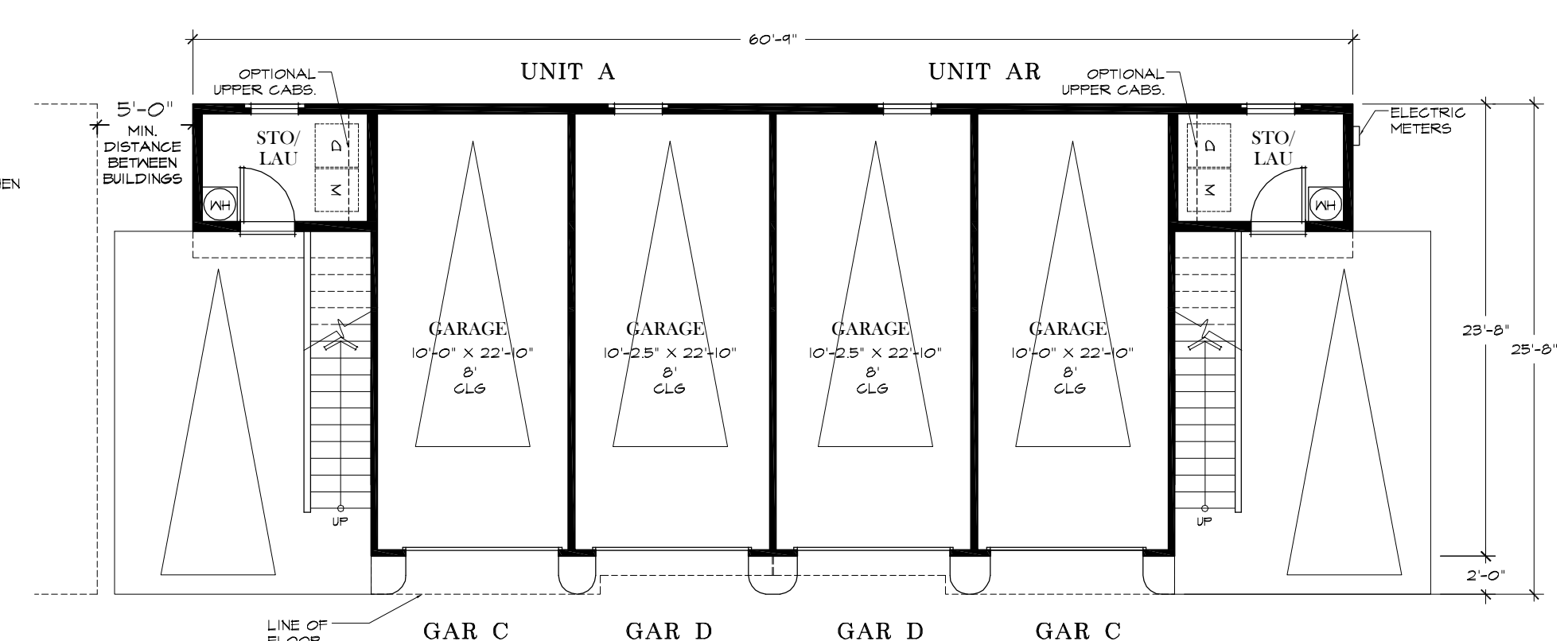


ROOF PLAN

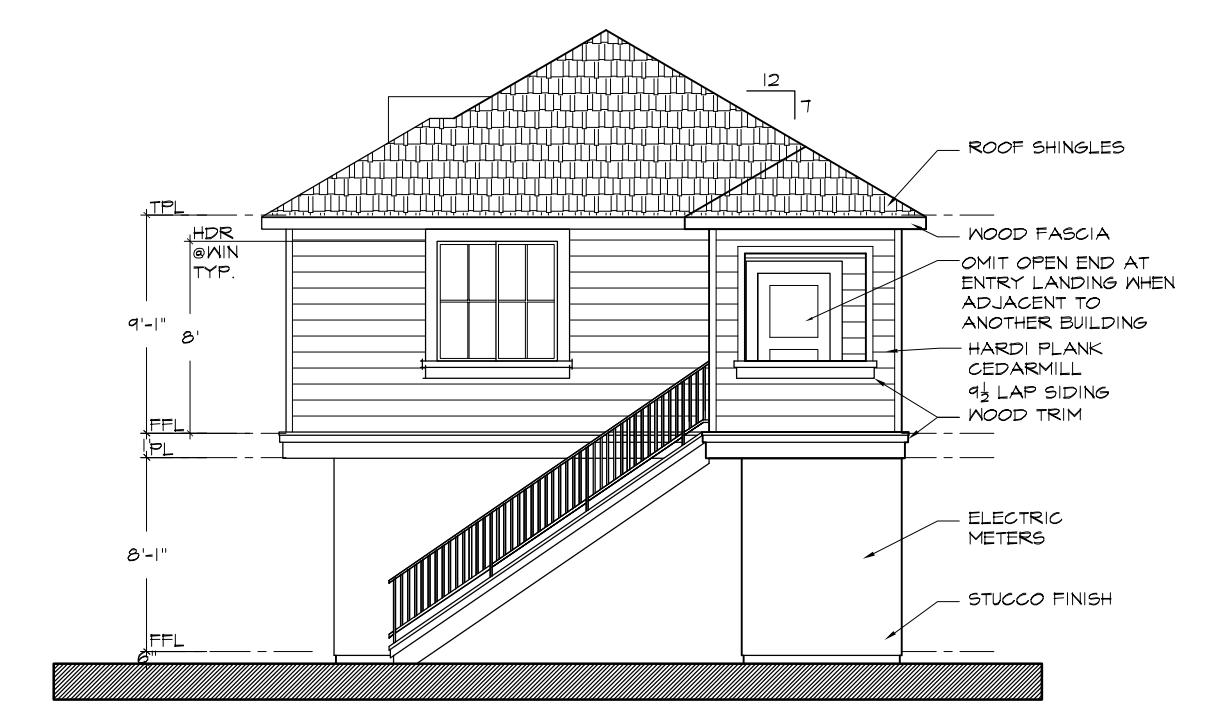


UNIT A UNIT AR

FIRST LEVEL



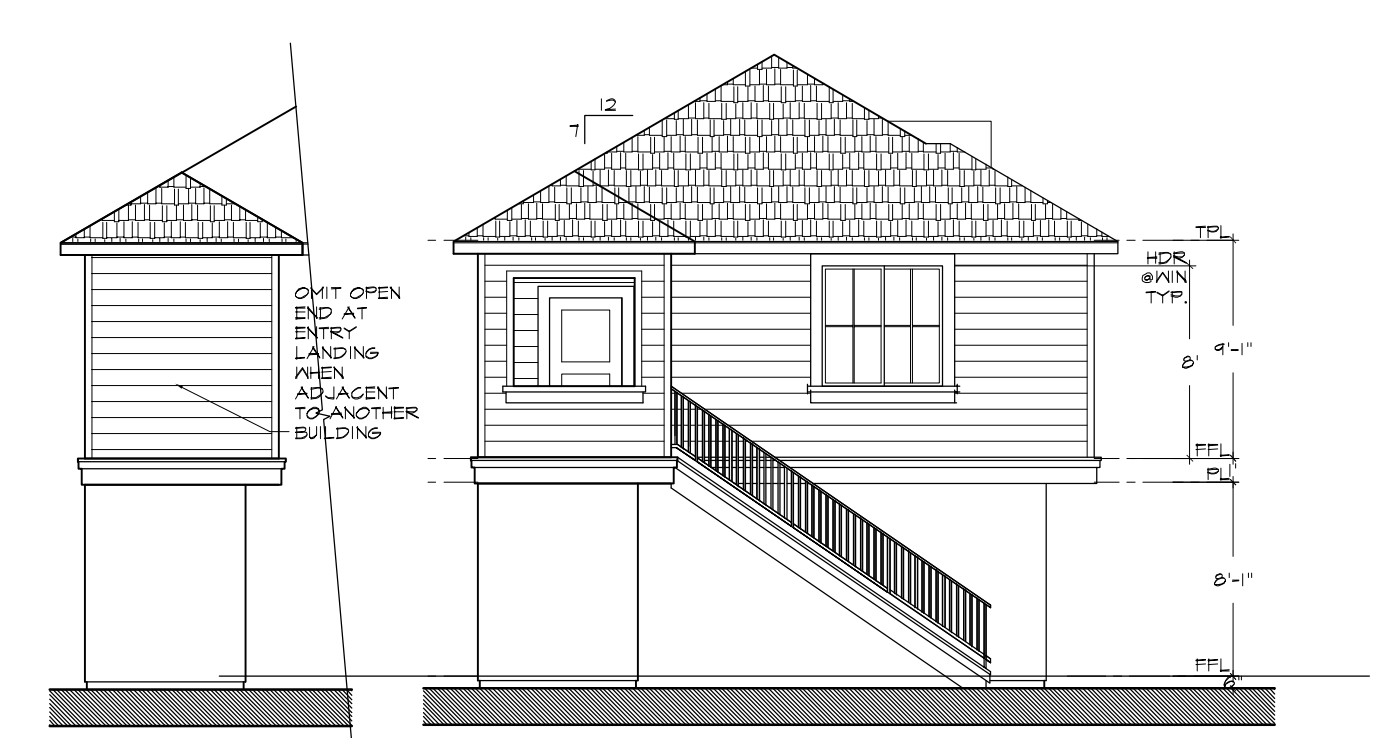
GARAGE LEVEL



RIGHT ELEVATION



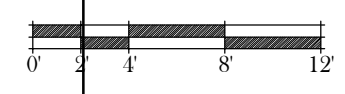
REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION



TWO UNIT BUILDING

V) Copies of Materials Boards

COLOR SCHEME A

Siding
Sherwin-Williams
SW 2805

Stucco Body
Sherwin-Williams
SW 2804

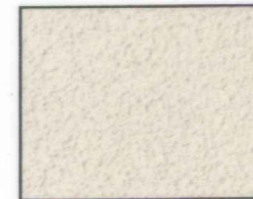
Entry Door & Shutters
Sherwin-Williams
SW 2846

Trim Fascia &
Garage Door
Sherwin-Williams
SW 6105

Roof Tile
IKO - Cambridge
Aged Redwood



Stucco Finish
Senergy Sahara



COLOR SCHEME B

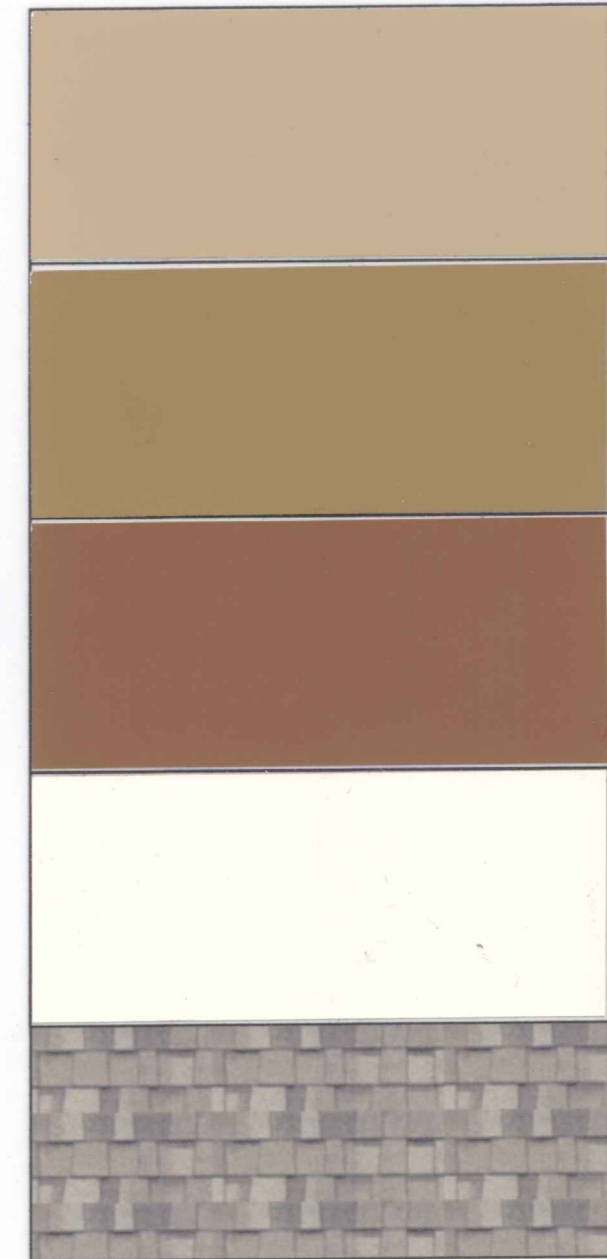
Siding
Sherwin-Williams
SW 6108

Stucco Body
Sherwin-Williams
SW 6109

Entry Door & Shutters
Sherwin-Williams
SW 6061

Trim Fascia &
Garage Door
Sherwin-Williams
SW 7101

Roof Tile
IKO - Cambridge
NW Driftwood



CARVALHO CARRIAGE UNITS

WILSONVILLE, OREGON

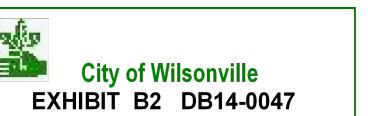


LUCAS
DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

Final
Development Plan

CARRIAGE HOMES



Cover Sheet

DATE: 6/24/14

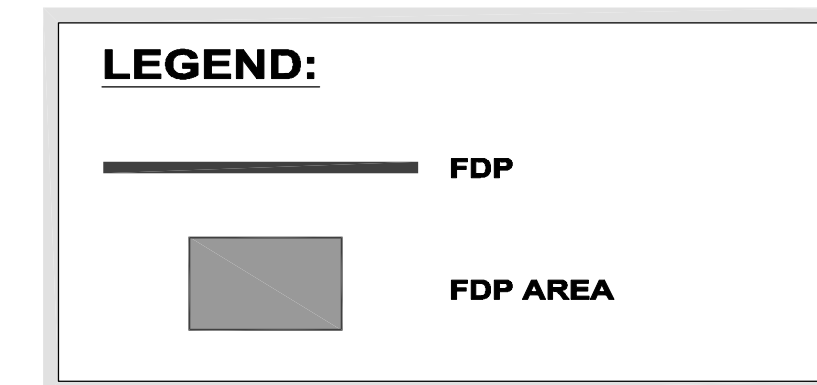
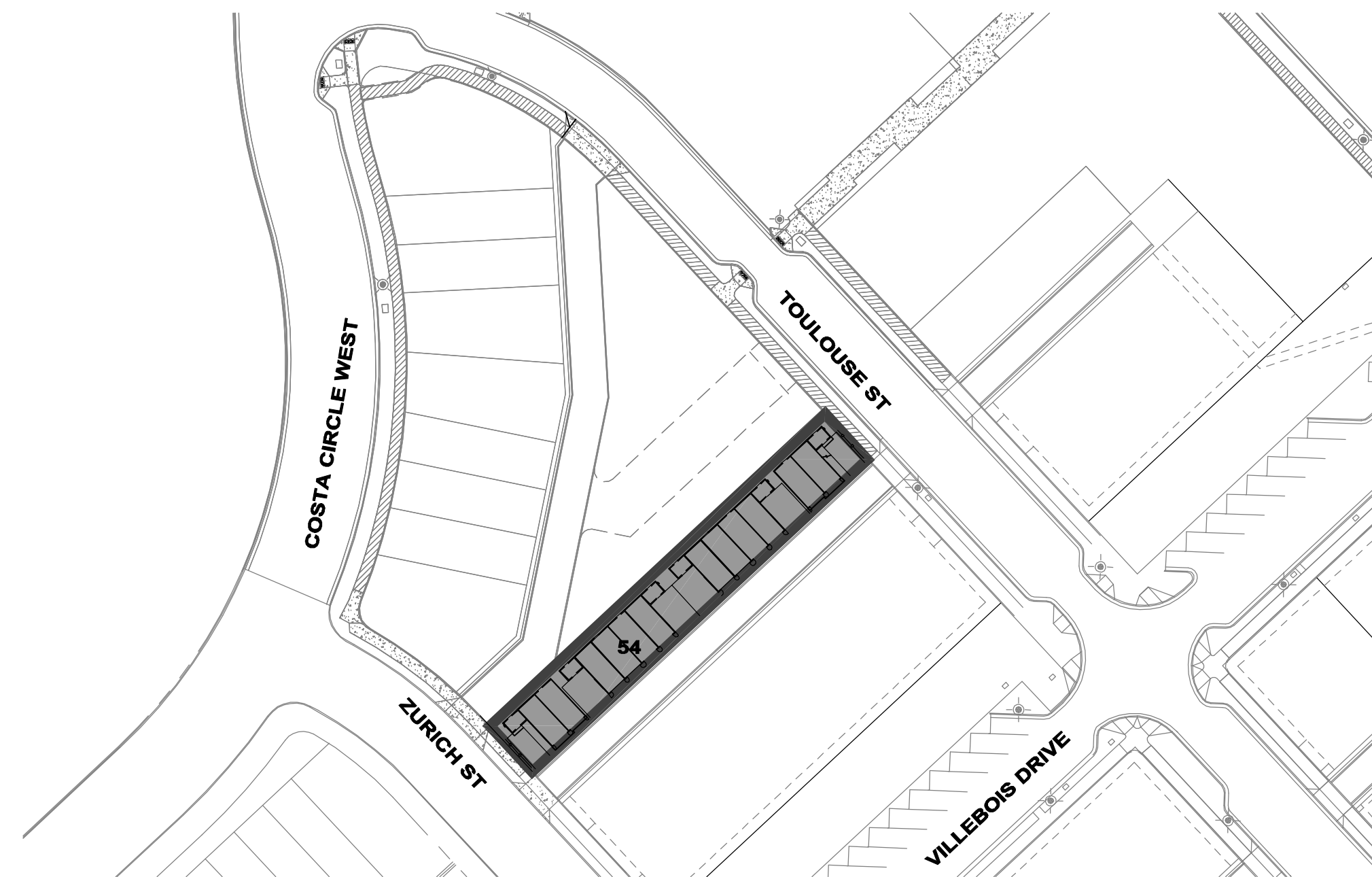
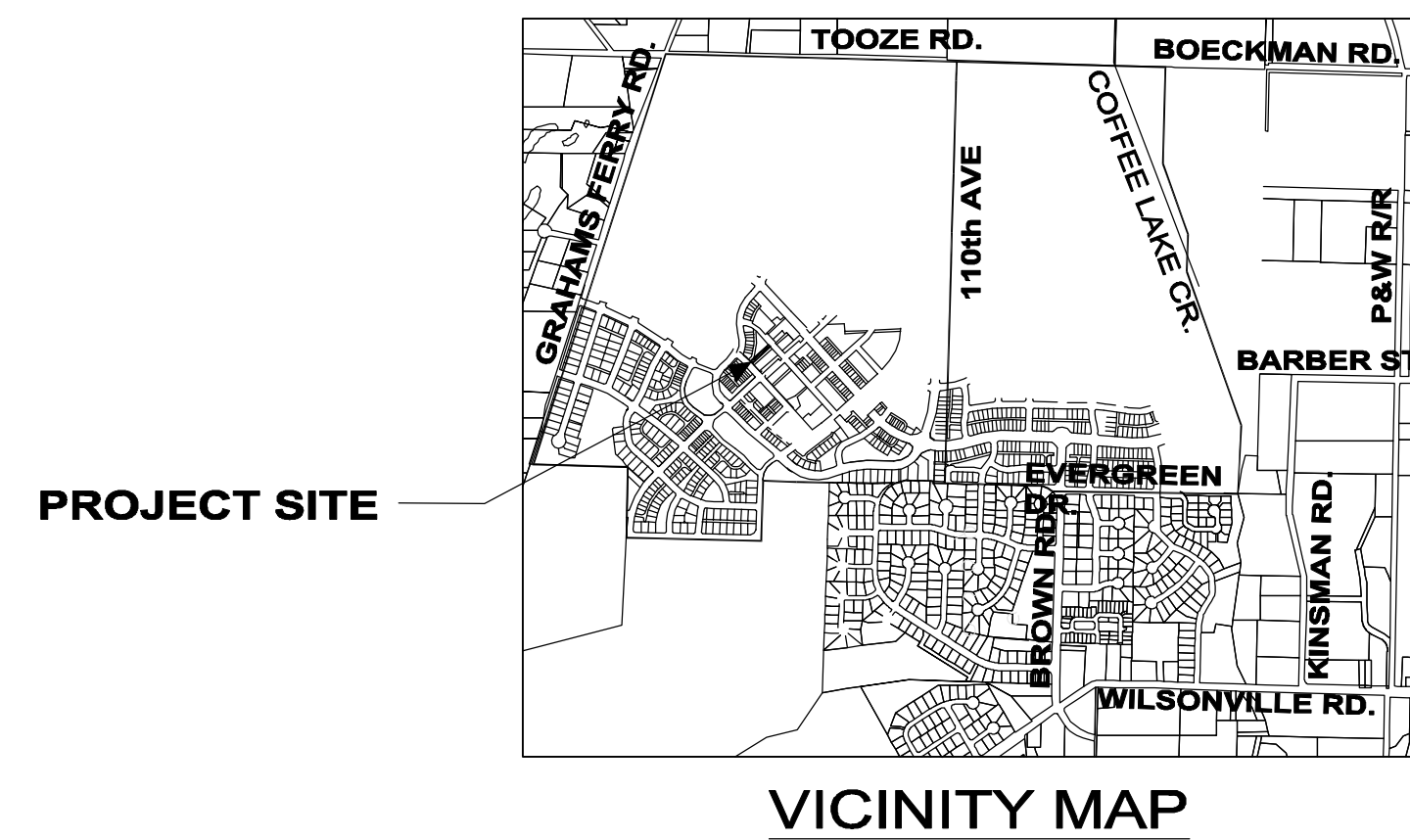
C.1

CARRIAGE HOMES

FINAL DEVELOPMENT PLAN

LOT 54 OF PDP 2 CENTRAL ("VILLEBOIS VILLAGE CENTER NO. 2")

TOWNSHIP 3 SOUTH, RANGE 1 WEST, SEC. 15 W.M.
CITY OF WILSONVILLE, OREGON



SHEET INDEX:

- C.1 COVER SHEET
- C.2 EXISTING CONDITIONS
- C.3 SITE PLAN
- C.4 GRADING PLAN
- C.5 COMPOSITE UTILITY PLAN
- C.6 TREE PRESERVATION PLAN

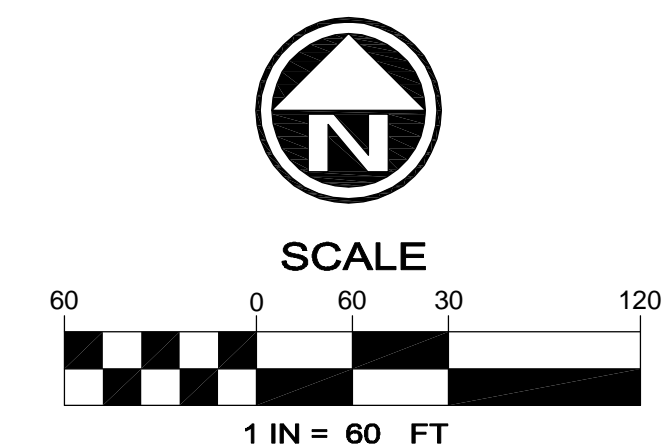
UTILITIES & SERVICES:

WATER:	CITY OF WILSONVILLE
STORM:	CITY OF WILSONVILLE
SEWER:	CITY OF WILSONVILLE
POWER:	PORTLAND GENERAL ELECTRIC
GAS:	NORTHWEST NATURAL
FIRE:	TUALATIN VALLEY FIRE & RESCUE
POLICE:	CLACKAMAS COUNTY SHERIFF
SCHOOL:	WEST LINN / WILSONVILLE SCHOOL DISTRICT 3JT
PARKS:	CITY OF WILSONVILLE
PHONE:	VERIZON
WASTE DISPOSAL:	ALLIED WASTE
CABLE:	COMCAST

BENCHMARK:

OREGON STATE PLANE COORDINATE 5818 LOCATED IN MONUMENT
BOX IN CENTERLINE OF TOOZE ROAD .2 MILES WEST OF 110TH.

ELEVATION DATUM: NAVD 88, ELEVATION = 202.991





Villebois

LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

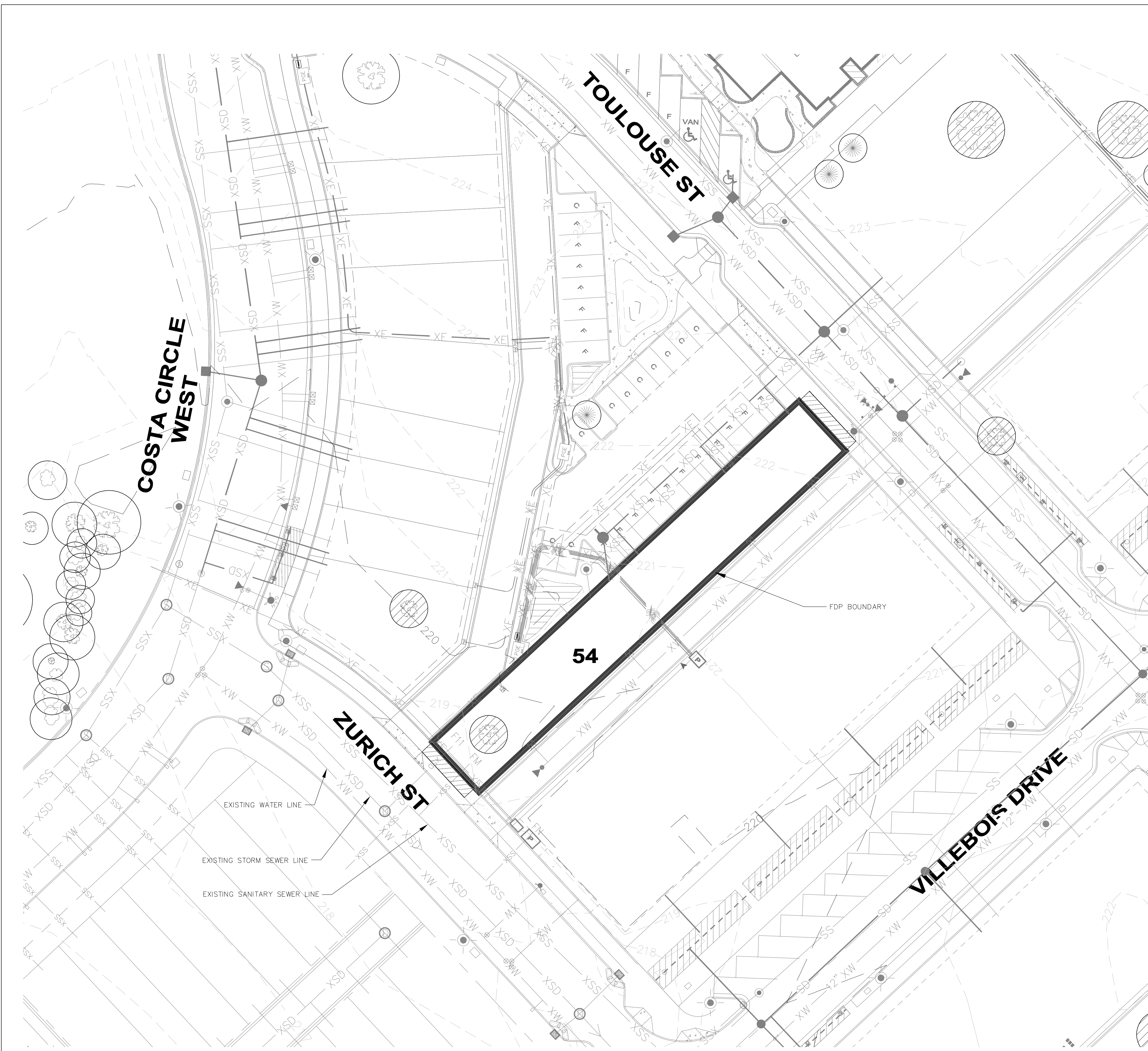
Final Development Plan

CARRIAGE HOMES

Existing Conditions

DATE: 6/24/14

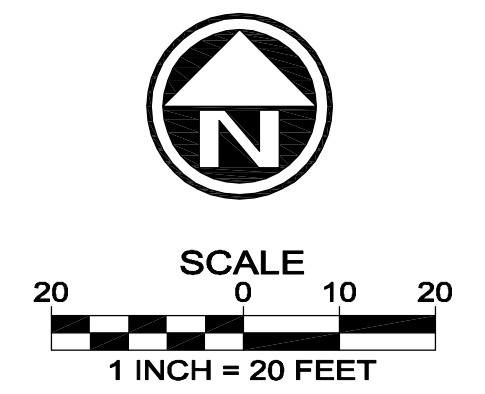
C.2



TAX MAP REFERENCE:
TOWNSHIP 3S R1W
SECTION 15, W.M.
WILSONVILLE, OREGON.
TAX LOT 200

LEGEND

—XSS—	EX SANITARY SEWER
—XSD—	EX STORM DRAIN
—XW—	EX WATER LINE
—XE—	EX CONDUIT LINE
	EX FIRE HYDRANT
	EX PGE VAULT
	EX SANITARY MANHOLE
	EX STORM MANHOLE
	EX WATER VALVE
	EX BLOW-OFF
	EX TREE TO REMAIN
	BIORETENTION CELL





Villebois

LUCAS
DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

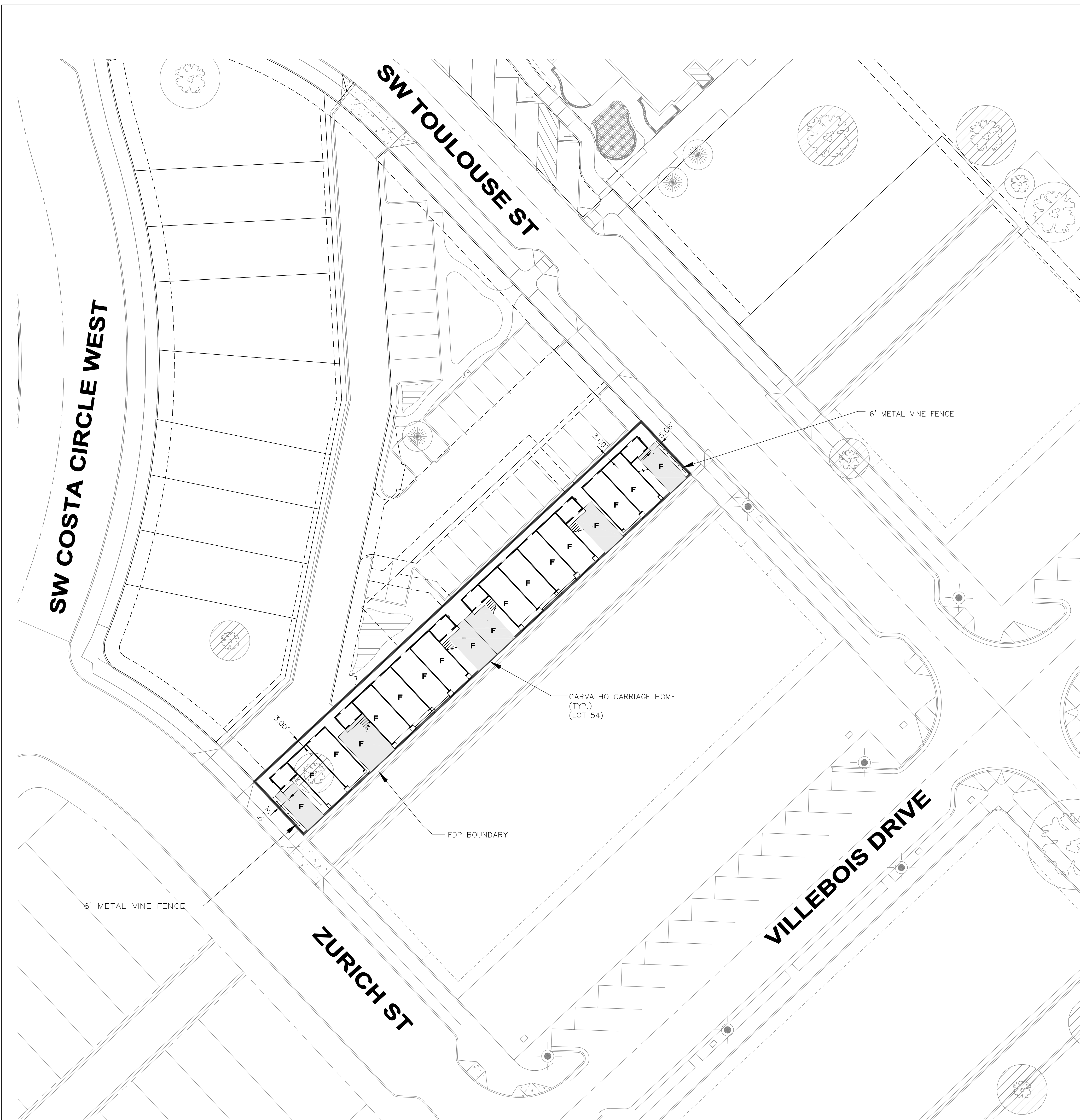
Final
Development Plan

CARRIAGE HOMES

Site Plan

DATE: 6/24/14

C.3



LEGEND:

F	FULL SIZE PARKING SPACE
C	COMPACT PARKING SPACE
VA	VAN ACCESSIBLE PARKING SPACE
---	FDP BOUNDARY
-o-o-	FENCE

PARKING COUNT:

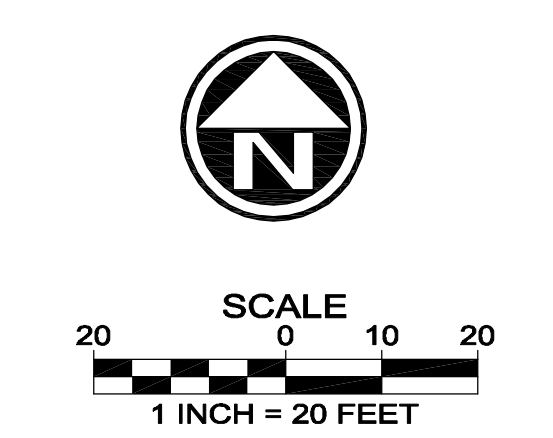
CARVAHLO CARRIAGE HOMES	
OFF STREET PARKING	12
GARAGE PARKING PROVIDED	6
TOTAL PARKING PROVIDED	18

UNIT COUNT:

CARVAHLO CARRIAGE HOMES	
1 - BEDROOM	12
TOTAL UNITS	12
AVG. DENSITY	12 UNITS/0.14 AC

LANDSCAPE AREA:

CARVAHLO CARRIAGE HOMES (LOT 54)	
LANDSCAPE AREA	910 SF (15.1%)
BUILDING AREA	3,968 SF
PARKING/PAVED AREA	1,127 SF
TOTAL LOT AREA	6,034 SF





Villebois

LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

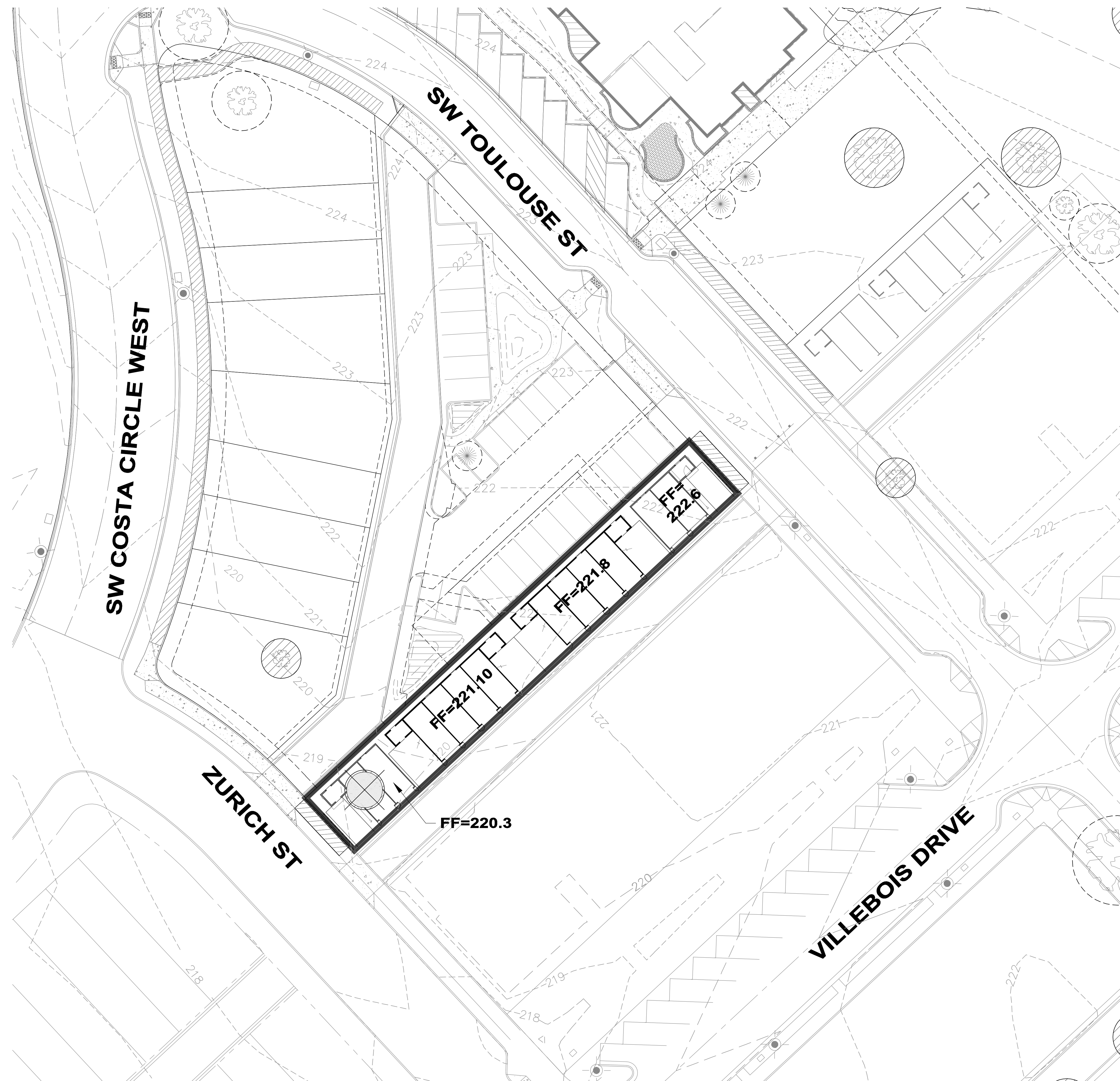
Final
Development Plan

CARRIAGE HOMES

Grading Plan

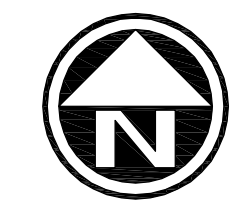
DATE: 6/24/14

C.4



LEGEND:

	PROPOSED STORM DRAIN
	EX 1-FT CONTOUR
	EX 5-FT CONTOUR
	PROPOSED 1-FT CONTOUR
	PROPOSED 5-FT CONTOUR
	EXISTING TREES TO REMAIN
	EXISTING TREES LIKELY TO BE REMOVED
	EXISTING TREES TO BE REMOVED





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LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

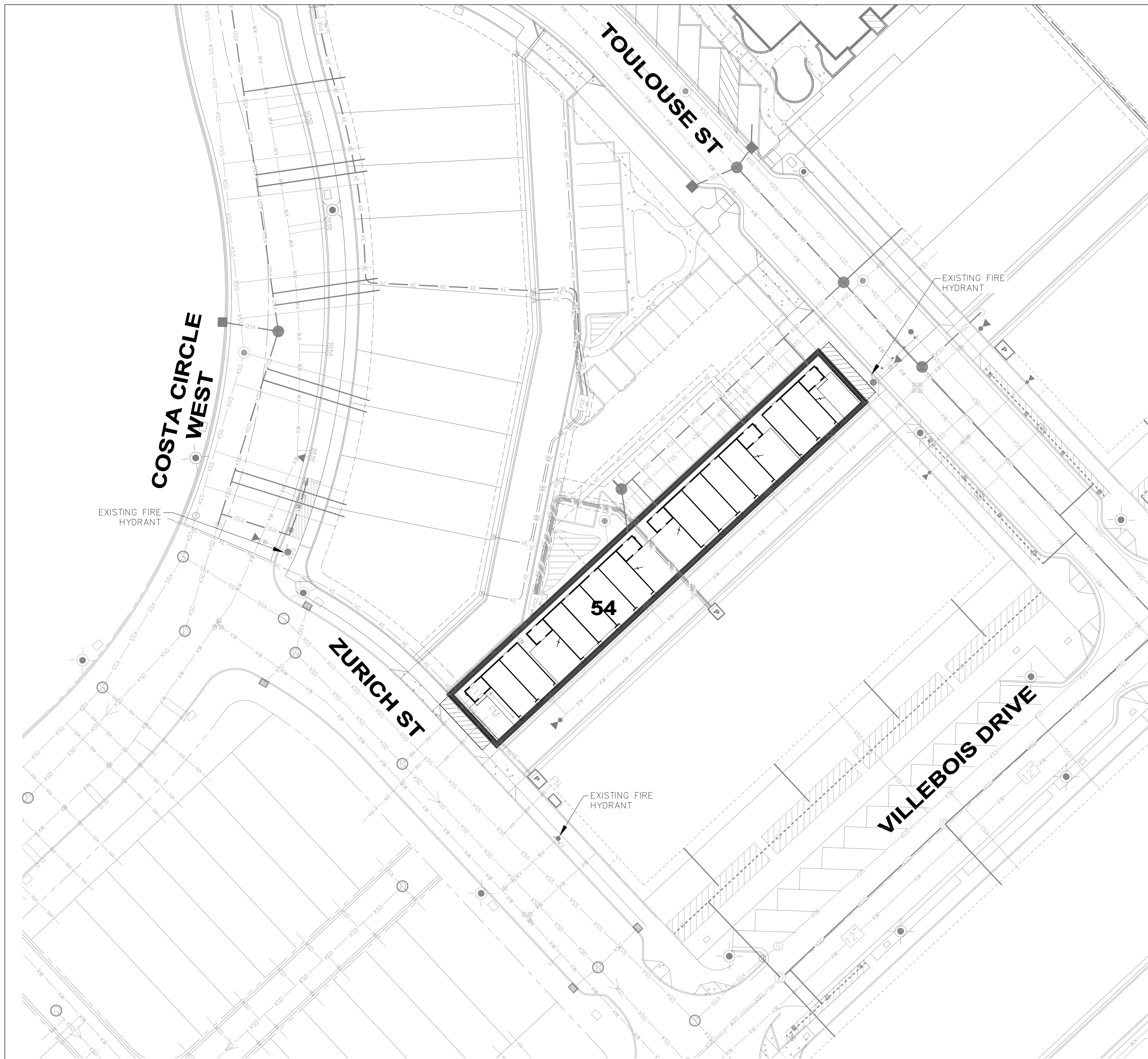
Final
Development Plan

CARRIAGE HOMES

Composite
Utility Plan

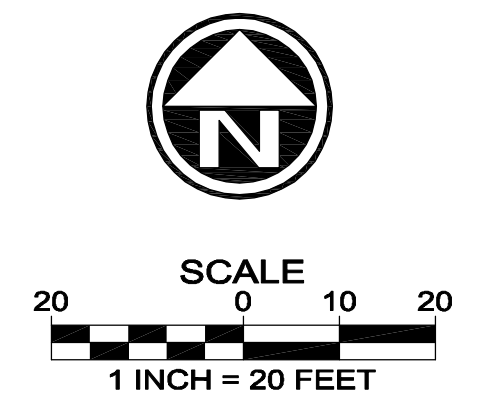
DATE: 6/24/14

C.5



LEGEND:

- XSS — EX SANITARY SEWER
- XSD — EX STORM DRAIN
- XE — EX UNDERGROUND POWER LINE
- XW — EX WATER LINE
- PGE — EX PGE VAULT
- PGE — PROPOSED PGE TRANSFORMER
- W — PROPOSED WATER LINE
- SD — PROPOSED STORM LINE
- PROPOSED CATCH BASIN
- EXISTING FIRE HYDRANT
- PROPOSED AREA DRAIN
- PROPOSED STORM CLEANOUT
- PROPOSED RAINWATER OVERFLOW DRAIN
- PROPOSED DDCV





Villebois

LUCAS DEVELOPMENT

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS

Final
Development Plan

CARRIAGE HOMES

Tree Preservation
& Removal Plan

DATE: 6/24/14

C.6

LEGEND

- I** IMPORTANT
- G** GOOD
- M** MODERATE
- P** POOR
- EXISTING TREES TO REMAIN
- ⊗ EXISTING TREES TO BE REMOVED
- ⊙ EXISTING TREES LIKELY TO BE REMOVED
- 6' CHAIN LINK TREE PROTECTION FENCE

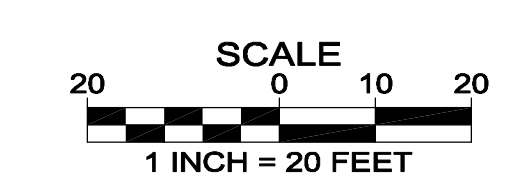
NOTES

THE INTENT OF THE PLAN IS TO RETAIN AND INCORPORATE THE MAXIMUM QUANTITY OF TREES WITH IMPORTANT, GOOD, AND MODERATE CLASSIFICATIONS. THE FOLLOWING CLASSIFICATION SYSTEM WAS USED:

CLASSIFICATION METHOD:
TREES WERE RATED BASED ON THE FOLLOWING CONSIDERATIONS:
1. HEALTH
2. SPECIES (NATIVES WITH HABITAT AND ECOSYSTEM VALUE)
3. COMPATIBILITY WITH DEVELOPMENT
4. FORM / VISUAL INTEREST / MATURE SIZE

- TREES RANKED AS IMPORTANT WERE RATED HIGH IN ALL FOUR AREAS.
- TREES IN THE GOOD CATEGORY HAD GOOD HEALTH AND WERE A DESIRABLE SPECIES, BUT HAD IRREGULAR FORM OR LESS COMPATIBILITY WITH DEVELOPMENT.
- TREES IN THE MODERATE CATEGORY HAD GOOD TO MODERATE HEALTH AND FORM, BUT WERE A LESS DESIRABLE SPECIES OR MAY BE LESS COMPATIBLE WITH DEVELOPMENT.
- TREES IN THE POOR CATEGORY HAD POOR HEALTH AND/OR SUBSTANTIAL DAMAGE.

NOTES:
1. THE INFORMATION PROVIDED IS BASED ON AN ON-SITE EVALUATION OF THE EXISTING TREES BY ARBORIST WALT H. KNAPP & ASSOCIATES AND WAS PROVIDED IN A TREE REPORT DATED APR. 8, 2008 AND IS AVAILABLE UPON REQUEST.



ELEVATION DATUM: NAVD 88



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COSTA PACIFIC COMMUNITIES

PACIFIC COMMUNITY DESIGN

IVERSON ARCHITECTS

OTTEN LANDSCAPE ARCHITECTS

KITTELSON & ASSOCIATES

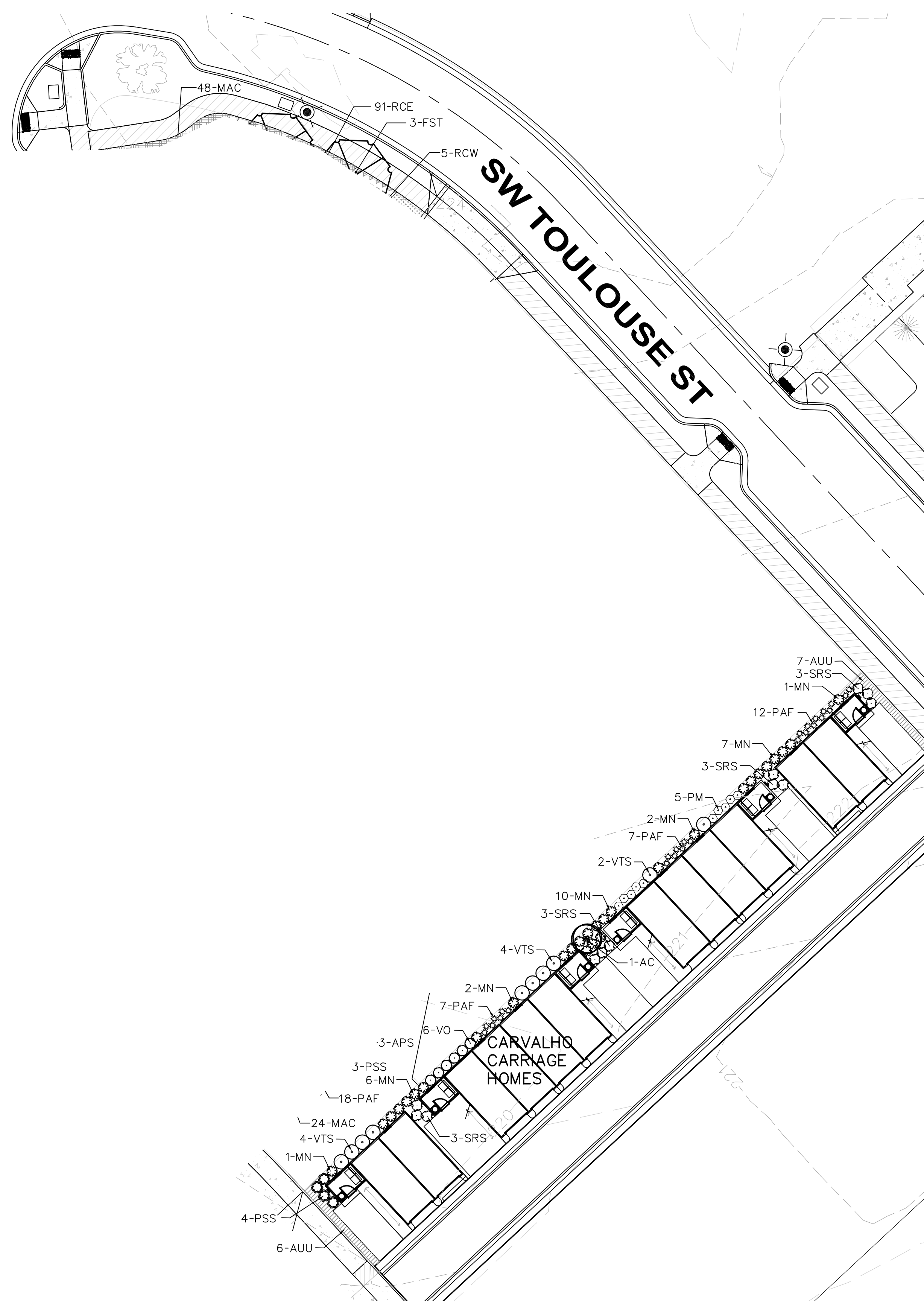
Final Development Plan

CARRIAGE HOMES

Planting Plan

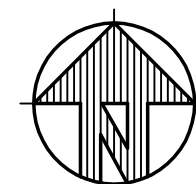
DATE: 3/10/2009

L1



PLANTING PLAN

SCALE 1" = 20'-0"



PLANT LIST: SEVILLE ROW HOMES

#	SYM.	LATIN NAME/ Common Name	SIZE	SPACING
GROUNDCOVER				
117	AUU	ARCTOSTAPHYLOS UVA-URSI "MASS." Massachusetts Kinnikinnick	1 gal.	3' o.c.
264	CO	CAREX OBNUPTA Slough Sedge	Bareroot 1 per 2 sf	
131	COE	CAREX OSHIMENSIS 'EVERGOLD' Evergold Sedge	1 gal.	18" o.c.
90	FC	FRAGARIA CHILOENSIS Wild Strawberry	1 gal.	3' o.c.
30	JE	JUNCUS EFFUSUS Common Rush	1 gal.	24" o.c.
240	LM	LIRIOPE MUSCARI Big Blue Lily Turf	1 gal.	18" o.c.
30	PAF	PENNISETUM ALOPECUROIDES Fountain Grass	1 gal.	2' o.c.
14	PM	POLYSTICHUM MUNITUM Sword Fern	1 gal.	30" o.c.
131	RCE	RUBUS CALCYNOIDES "EMERALD CARPET" Emerald Carpet Bramble	1 gal.	3' o.c.
134	TCA	THYMUS CITRIODORUS 'AUREA' Variegated Lemon Thyme	4" pots	18" o.c.
SHRUBS				
75	APS	AZALEA "PURPLE SPLENDOUR" Purple Splendour Azalea	2 gal.	3' o.c.
20	CSI	CORNUS SERICEA "ISANTI" Isanti Redosier Dogwood	2 gal.	4' o.c.
39	CSK	CORNUS SERICEA "KELSEY" Kelsey Red-Osier Dogwood	2 gal.	30" o.c.
14	DO	DAPHNE ODORA Winter Daphne	2 gal.	3' o.c.
14	HM	HYDRANGEA MACROPHYLLA "NIKKO BLUE" Nikko Blue Bigleaf Hydrangea	5 gal.	4' o.c.
61	ICH	ILEX CRENATA "HELLERI" Heller's Japanese Holly	2 gal.	30" o.c.
5	JVS	JUNIPERUS VIRGINIANA 'SKYROCKET' Skyrocket Juniper	6-8' ht.	As shown
72	MAC	MAHONIA AQUIFOLIUM "COMPACTA" Compact Oregon Grape	2 gal.	3' o.c.
41	MN	MAHONIA NERVOSA Longleaf Mahonia	2 gal.	2' o.c.
19	PFF	PIERIS JAPONICA "FOREST FLAME" Forest Flame Pieris	18" ht.	5' o.c.
44	PSS	PIERIS JAPONICA "SPRING SNOW" Spring Snow Pieris	2 gal.	3' o.c.
65	RCW	RHODODENDRON "CUNNINGHAM'S WHITE" Cunningham's White Rhododendron	12-15"	3' o.c.
2	TOM	THUJA OCCIDENTALIS "MASONIC" Masonic Arborvitae	4-5' ht.	5' o.c.
15	VD	VIBURNUM DAVIDII David Viburnum	2 gal.	3' o.c.
21	VTS	VIBURNUM TINUS "SPRING BOUQUET" Spring Bouquet Laurustinus	5 gal.	4' o.c.
TREES				
10	AC	ACER CIRCINATUM Vine Maple (Min. 4 Stem)	6-7' ht.	As shown
6	FST	FAGUS SYLVATICA "TRICOLOR" Tricolor Beech	2" cal.	As shown

PLANT LIST: CARVALHO CARRIAGE HOMES

#	SYM.	LATIN NAME/ Common Name	SIZE	SPACING
GROUNDCOVER				
13	AUU	ARCTOSTAPHYLOS UVA-URSI "MASS." Massachusetts Kinnikinnick	1 gal.	3' o.c.
26	PAF	PENNISETUM ALOPECUROIDES Fountain Grass	1 gal.	2' o.c.
5	PM	POLYSTICHUM MUNITUM Sword Fern	1 gal.	30" o.c.
SHRUBS				
29	MN	MAHONIA NERVOSA Longleaf Mahonia	2 gal.	2' o.c.
4	PSS	PIERIS JAPONICA "SPRING SNOW" Spring Snow Pieris	2 gal.	3' o.c.
12	SRS	SAROCOCOCCA RUSCIFOLIA Fragrant Sweet Box	2 gal.	3' o.c.
6	VO	VACCINUM OVATUM Evergreen Huckleberry	2 gal.	3' o.c.
10	VTS	VIBURNUM TINUS "SPRING BOUQUET" Spring Bouquet Laurustinus	5 gal.	4' o.c.
TREES				
1	AC	ACER CIRCINATUM Vine Maple (Min. 4 Stem)	6-7' ht.	As shown

GENERAL NOTES:

- Contractor is to verify all plant quantities.
- Adjust plantings in the field as necessary.
- Project is to be irrigated by an automatic, underground system, which will provide full coverage for all plant material. System is to be design/build by Landscape Contractor. Guarantee system for a minimum one year. Show drip systems as alternate bid only.
- All plants are to be fully foliated, well branched and true to form.

OUTLINE SPECIFICATIONS PLANTING:

GENERAL: All plants shall conform to all applicable standards of the latest edition of the "American Association of Nurserymen Standards", A.N.S.I. Z60.1 – 1973. Meet or exceed the regulations and laws of Federal, State, and County regulations, regarding the inspection of plant materials, certified as free from hazardous insects, disease, and noxious weeds, and certified fit for sale in Oregon.

The apparent silence of the Specifications and Plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality are to be used. All interpretations of these Specifications shall be made upon the basis above stated.

Landscape contractor shall perform a site visit prior to bidding to view existing conditions.

PERFORMANCE QUALITY ASSURANCE: Use adequate numbers of skilled workmen who are thoroughly trained and experienced in the necessary horticultural practices and who are completely familiar with the specified requirements and methods needed for the proper performance of the work of this section.

NOTIFICATION: Give Landscape Architect minimum of 2 days advance notice of times for inspections. Inspections at growing site does not preclude Landscape Architect's right of rejection of deficient materials at project site. Each plant failing to meet the above mentioned "Standards" or otherwise failing to meet the specified requirements as set forth shall be rejected and removed immediately from the premises by the Contractor and at his expense, and replaced with satisfactory plants or trees conforming to the specified requirements.

SUBSTITUTIONS: Only as approved by the Landscape Architect or the Owner's Representative.

GUARANTEE AND REPLACEMENT: All plant material shall be guaranteed from final acceptance for one full growing season or one year, whichever is longer. During this period the Contractor shall replace any plant material that is not in good condition and producing new growth (except that material damaged by severe weather conditions, due to Owner's negligence, normally unforeseen peculiarities of the planting site, or lost due to vandalism). Guarantee to replace, at no cost to Owner, unacceptable plant materials with plants of same variety, age, size and quality as plant originally specified. Conditions of guarantee on replacement plant shall be same as for original plant.

Landscape Contractor shall keep on site for Owner's Representative's inspection, all receipts for soil amendment and topsoil deliveries.

PROTECTION: Protect existing roads, sidewalks, and curbs, landscaping, and other features remaining as final work. Verify location of underground utilities prior to doing work. Repair and make good any damage to service lines, existing features, etc. caused by landscaping installation.

PLANT QUALITY ASSURANCE: Deliver direct from nursery. Maintain and protect roots of plant material from drying or other possible injury. Store plants in shade and protect them from weather immediately upon delivery, if not to be planted within four hours.

Nursery stock shall be healthy, well branched and rooted, formed true to variety and species, full foliated, free of disease, injury, defects, insects, weeds, and weed roots. **Trees shall have straight trunks, symmetrical tips, and have an intact single leader.** Any trees with double leaders will be rejected upon inspection. All Plants: True to name, with one of each bundle or lot tagged with the common and botanical name and size of the plants in accordance with standards of practice of the American Association of Nurserymen, and shall conform to the Standardized Plant Names, 1942 Edition.

Container grown stock: Small container-grown plants, furnished in removable containers, shall be well rooted to ensure healthy growth. **Grow container plants in containers a minimum of one year** prior to delivery, with roots filling container but not root bound. Bare root stock: Roots well-branched and fibrous. Balled and burlapped (B&B): Ball shall be of natural size to ensure healthy growth. Ball shall be firm and the burlap sound. No loose or made ball will be acceptable.

TOPSOIL AND FINAL GRADES: Landscape Contractor is to verify with the General Contractor if the on site topsoil is or is not conducive to proper plant growth. Supply alternate bid for imported topsoil.

Landscape Contractor is to supply and place 12" of topsoil in planting beds. If topsoil stockpiled on site is not conducive to proper plant growth, the Landscape Contractor shall import the required amount. Landscape Contractor is to submit samples of the imported soil and/or soil amendments to the Landscape Architect. The topsoil shall be a sandy loam, free of all weeds and debris inimical to lawn or plant growth.

Landscape shall include finished grades and even distribution of topsoil to meet planting requirements. Grades and slopes shall be as indicated. Planting bed grades shall be approximately 3" below adjacent walks, paving, finished grade lines, etc., to allow for bark application. Finish grading shall remove all depressions or low areas to provide positive drainage throughout the area.

PLANTING SPECIFICATIONS:

HERBICIDES: Prior to soil preparation, all areas showing any undesirable weed or grass growth shall be treated with Round-up in strict accordance with the manufacturer's instructions.

SOIL PREPARATION: Work all areas by rototilling to a minimum depth of 8". Remove all stones (over 1 1/2" size), sticks, mortar, large clumps of vegetation, roots, debris, or extraneous matter turned up in working. Soil shall be of a homogeneous fine texture. Level, smooth and lightly compact area to plus or minus .10 of required grades.

In groundcover areas add 2" of compost (or as approved) and till in to the top 6" of soil.

PLANTING HOLE: Lay out all plant locations and excavate all soils from planting holes to 2 1/2 times the root ball or root system width. Loosen soil inside bottom of plant hole. Dispose of any "subsoil" or debris from excavation. Check drainage of planting hole with water, and adjust any area showing drainage problems.

SOIL MIX: Prepare soil mix in each planting hole by mixing:
2 part native topsoil (no subsoil)
1 part compost (as approved)

Thoroughly mix in planting hole and add fertilizers at the following rates:

Small shrubs - 1/8 lb./ plant
Shrubs - 1/3 to 1/2 lb./ plant
Trees - 1/3 to 1 lb./ plant

FERTILIZER: For trees and shrubs use Commercial Fertilizer "A" Inorganic (5-4-3) with micro-nutrients and 50% slow releasing nitrogen. **DO NOT** apply fertilizer to Water Quality Swale.

PLANTING TREES AND SHRUBS: Plant upright and face to give best appearance or relationship to adjacent plants and structures. Place 6" minimum, lightly compacted layer of prepared planting soil under root system. Loosen and remove twine binding and burlap from top 1/2 of root balls. Cut off cleanly all broken or frayed roots, and spread roots out. Stagger Plants in rows. Backfill planting hole with soil mix while working each layer to eliminate voids.

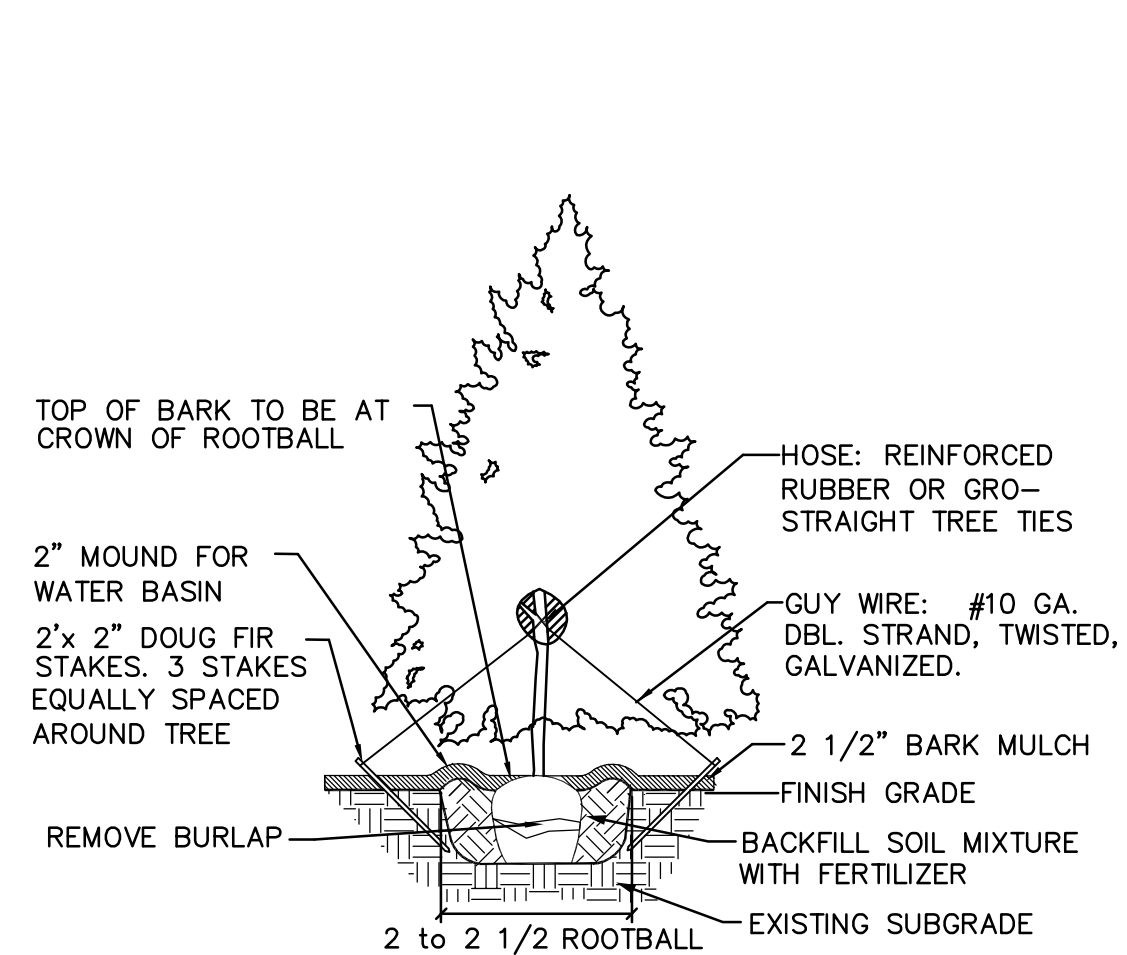
When approximately 2/3 full, water thoroughly, then allow water to soak away. Place remaining backfill and dish surface around plant to hold water. Final grade should keep root ball slightly above surrounding grade, not to exceed 1". Water again until no more water is absorbed. Initial watering by irrigation system is not allowed.

STAKING OF TREES: Stake or guy all trees. Stakes shall be 2" X 2" (nom.) quality tree stakes with point. They shall be of Douglas Fir, clear and sturdy. Stake to be minimum 2/3 the height of the tree, not to exceed 8'-0". Drive stake firmly 1'-6" below the planting hole. Tree ties for deciduous trees shall be "Chainlock" (or better). For Evergreen trees use "Gro-Strait" Tree Ties (or a reinforced rubber hose and guy wires) with guy wires of a minimum 2 strand twisted 12 ga. wire.

MULCHING OF PLANTINGS: Mulch planting areas with dark, aged, medium grind fir or hemlock bark (aged at least 6 months) to a depth of 2" in ground cover areas and 2 1/2" in shrub beds. Apply evenly, not higher than grade of plant as it came from the nursery, and rake to a smooth finish. Water thoroughly, then hose down planting area with fine spray to wash leaves of plants.

GENERAL MAINTENANCE: Protect and maintain work described in these specifications against all defects of materials and workmanship, through final acceptance. Replace plants not in normal healthy condition at the end of this period. Water, weed, cultivate, mulch, reset plants to proper grade or upright position, remove dead wood and do necessary standard maintenance operations. Irrigate when necessary to avoid drying out of plant materials, and to promote healthy growth.

CLEAN-UP: At completion of each division of work all extra material, supplies, equipment, etc., shall be removed from the site. All walks, paving, or other surfaces shall be swept clean, mulch areas shall have debris removed and any soil cleared from surface. All areas of the project shall be kept clean, orderly and complete.

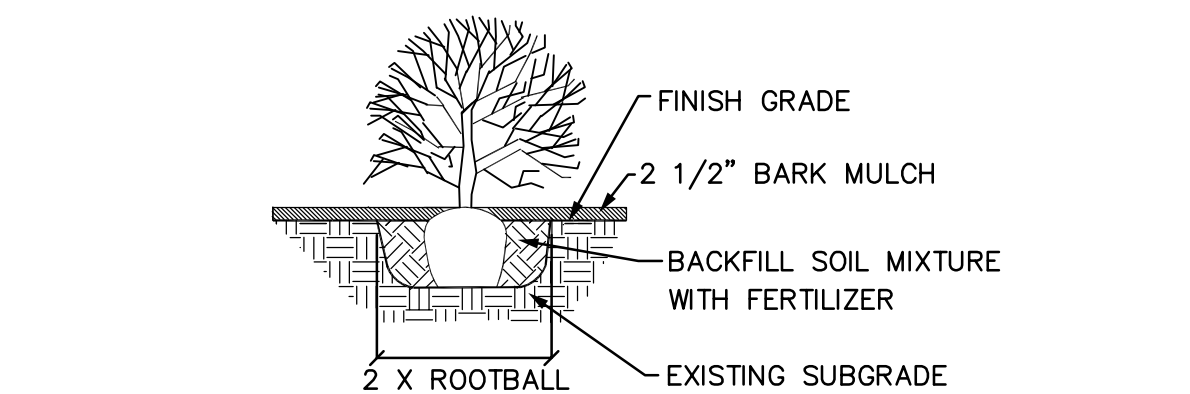


EVERGREEN TREE STAKING DETAIL

NOT TO SCALE

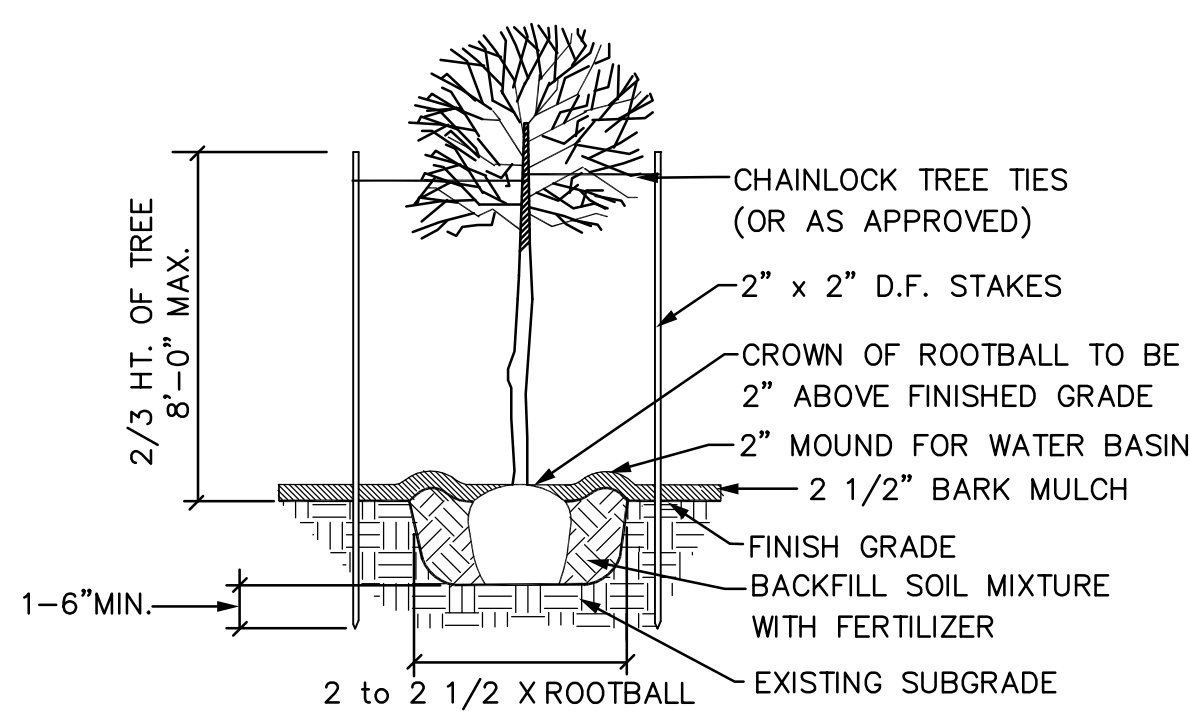
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2. Adjust plantings in the field as necessary.
3. Project is to be irrigated by an automatic, underground system, which will provide full coverage for all plant material. System is to be design/build by Landscape Contractor. Guarantee system for a minimum one year. Show drip systems as alternate bid only.
4. All plants are to be fully foliated, well branched and true to form.



SHRUB PLANTING DETAIL

NOT TO SCALE



DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



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COSTA PACIFIC COMMUNITIES

PACIFIC COMMUNITY DESIGN
IVERSON ARCHITECTS
OTTEN LANDSCAPE ARCHITECTS
KITTELSON & ASSOCIATES

CARRIAGE HOMES

Final Development Plan

Planting Plan

DATE: 12/12/08

REVISION:

L3



COSTA
PACIFIC
COMMUNITIES
IVERSON ARCHITECTS
PACIFIC COMMUNITY
DESIGN



ONE-UNIT

TWO-UNIT

Front Elevation



Street Scene

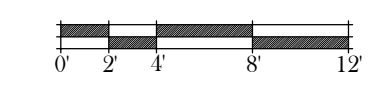
VILLEBOIS

CARRIAGE
UNITS

Final
Development
Plan

DATE: 12-02-08

A.11





**COSTA
PACIFIC
COMMUNITIES**

IVERSON ARCHITECTS

PACIFIC COMMUNITY
DESIGN

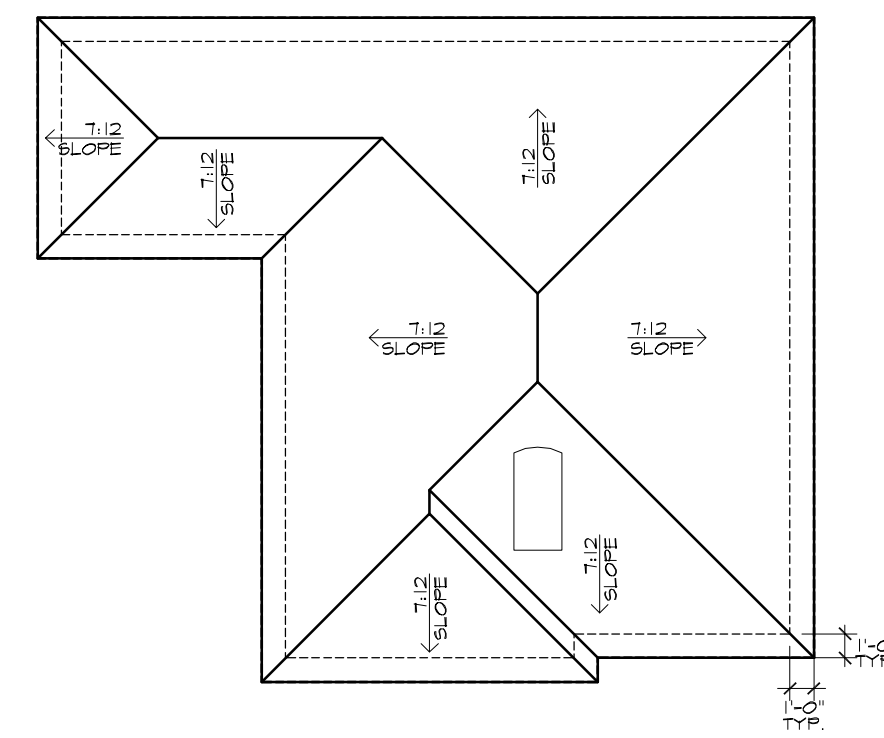
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**CARRIAGE
UNITS**

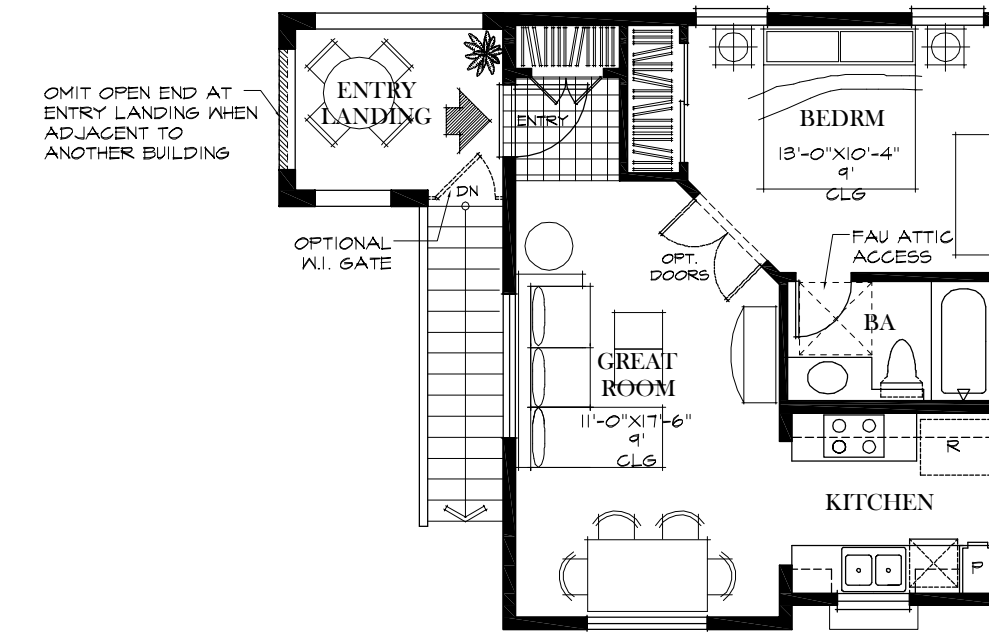
Final
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DATE: 12-02-08

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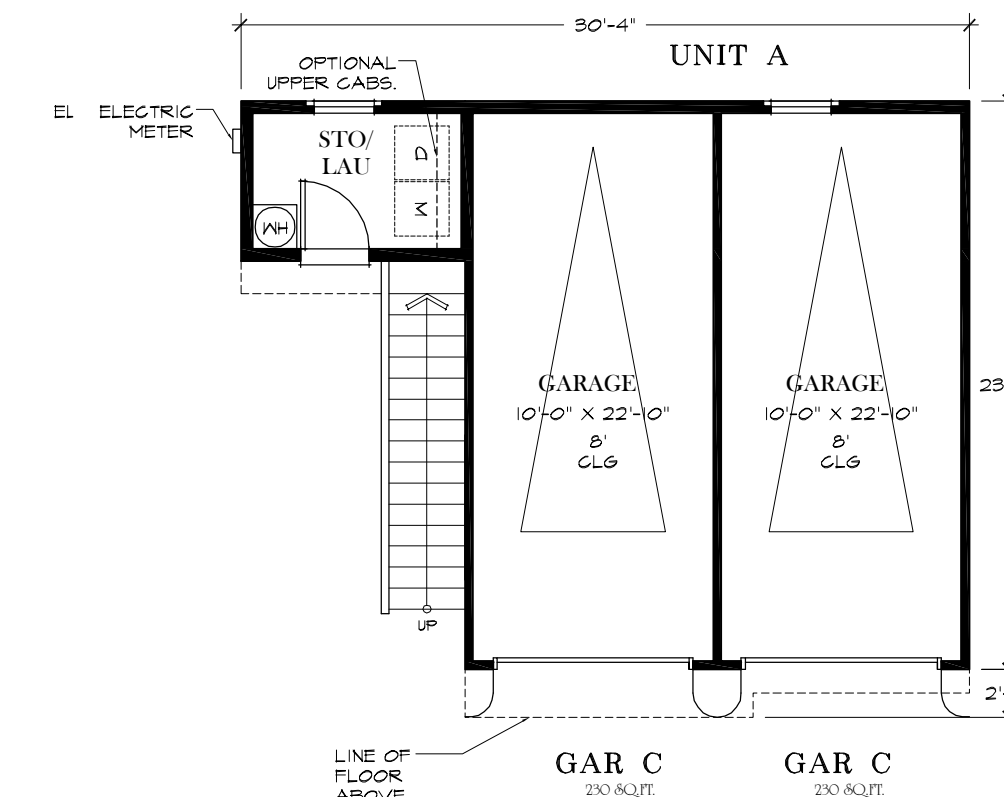


ROOF PLAN

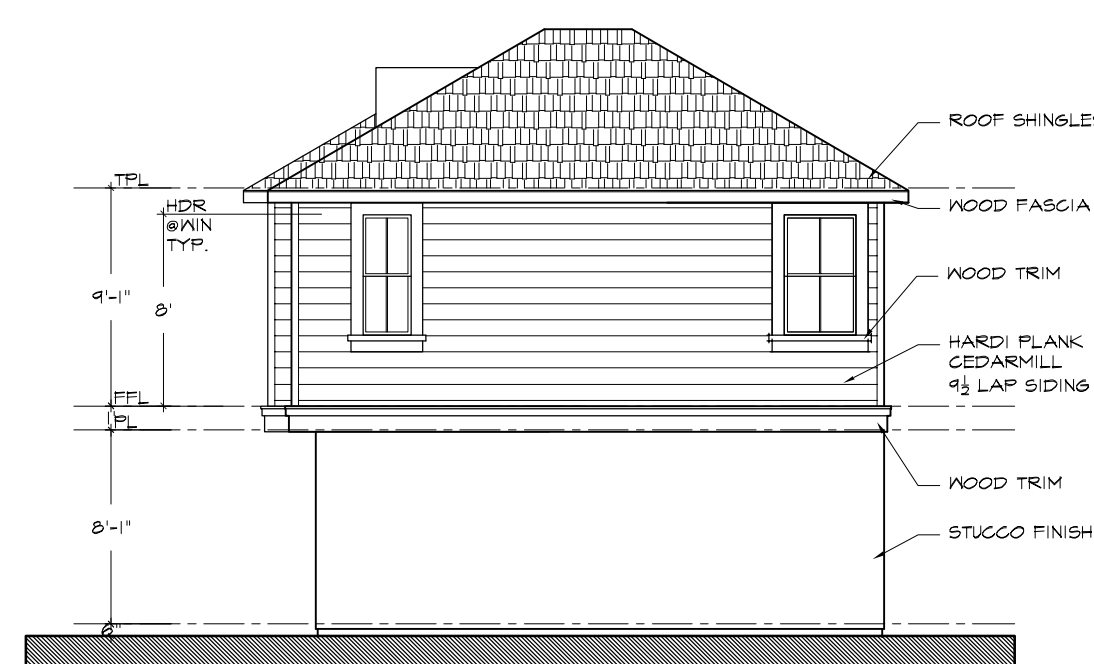


UNIT A
TOTAL ENTRY AREA: 794 S.Q.F.T.
CLOSET AREA: 190 S.Q.F.T.
AV. BUILT AREA: 64 S.Q.F.T.
ENTRY LANDING: 71 S.Q.F.T.

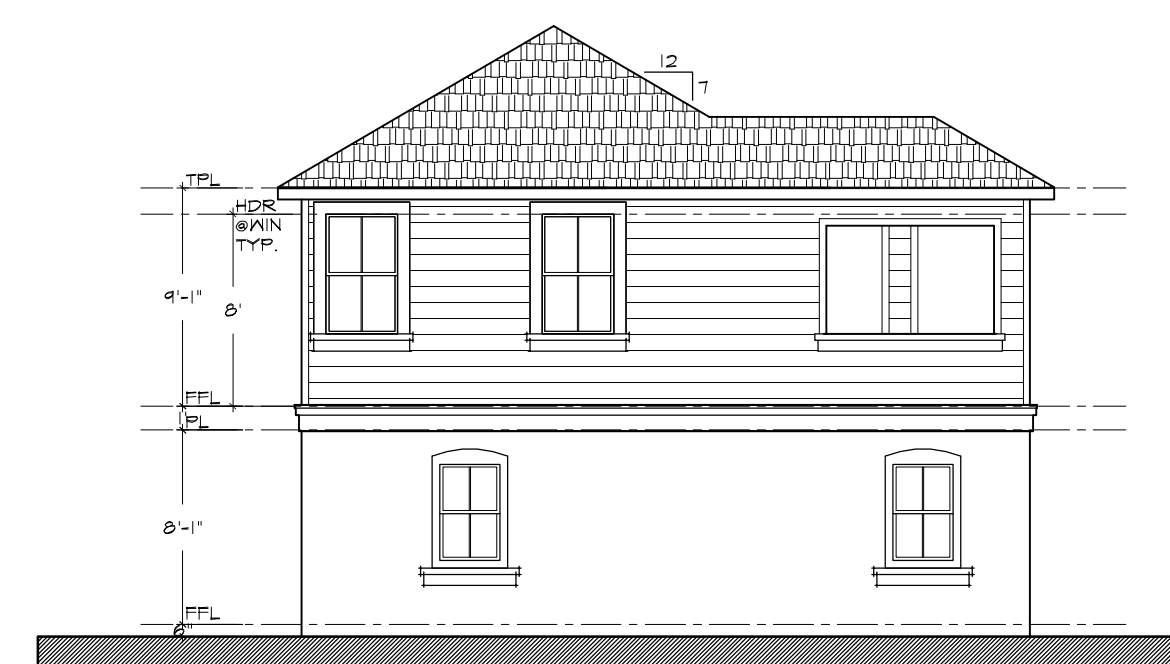
FIRST LEVEL



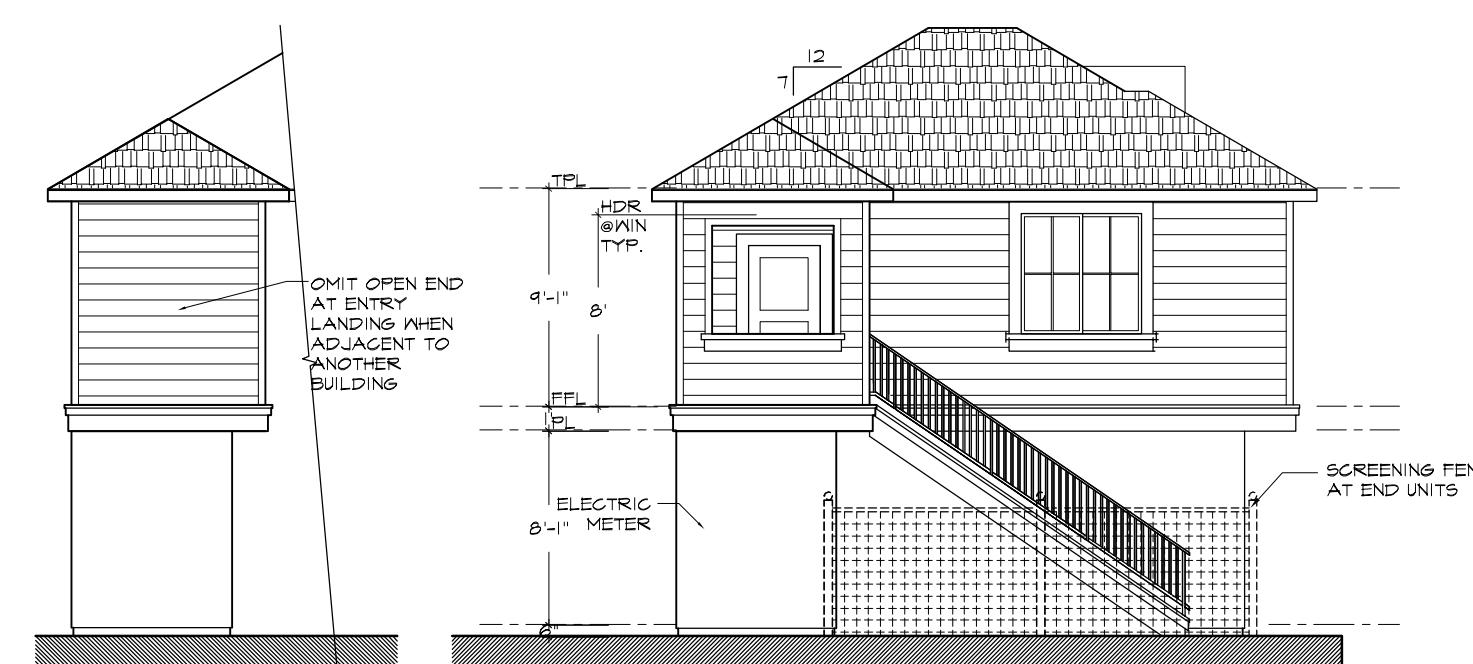
GARAGE LEVEL



RIGHT ELEVATION



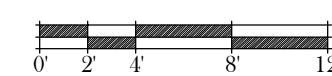
REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION



ONE UNIT BUILDING



COSTA PACIFIC COMMUNITIES

IVERSON ARCHITECTS

PACIFIC COMMUNITY DESIGN

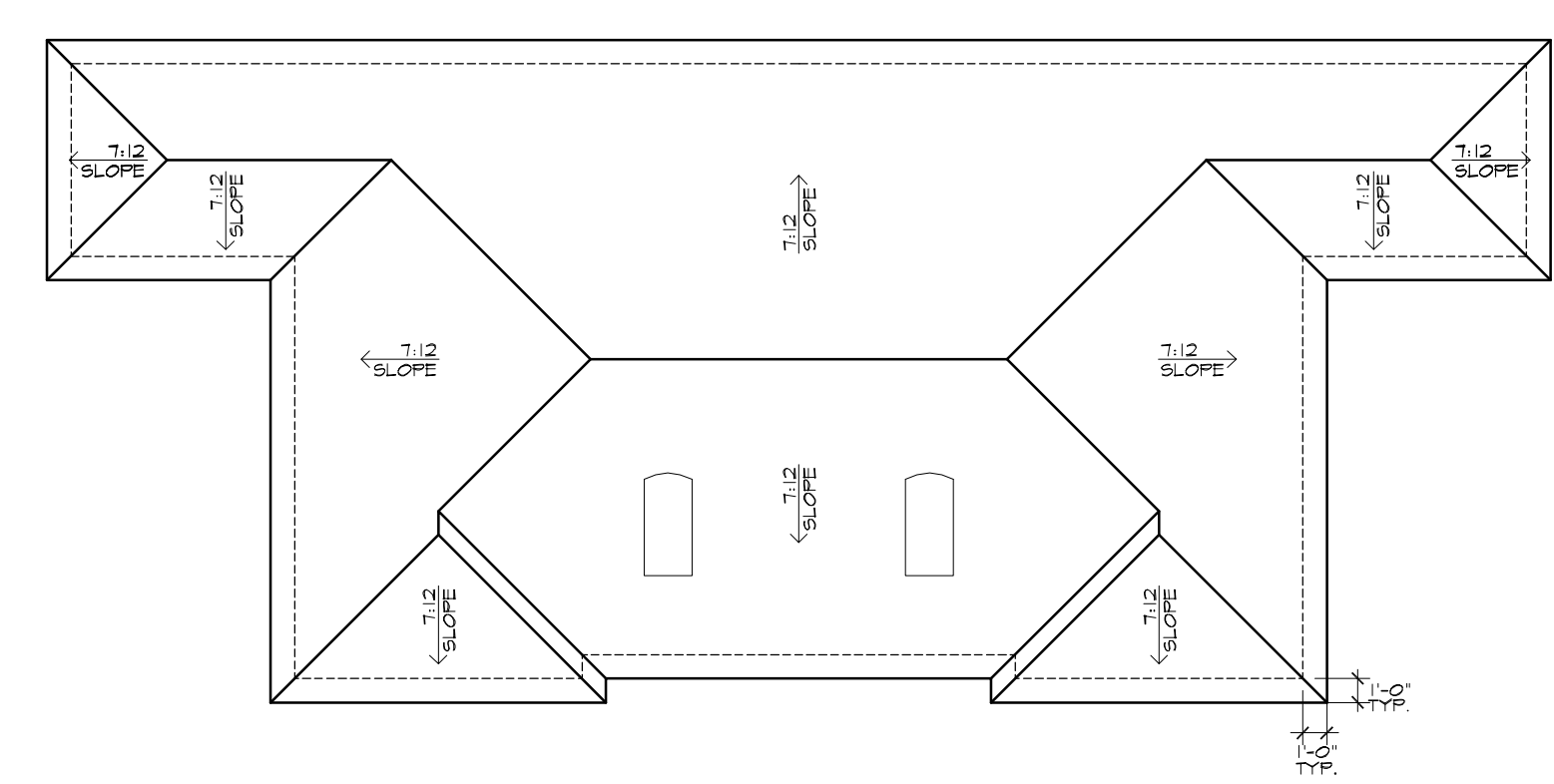
VILLEBOIS

CARRIAGE UNITS

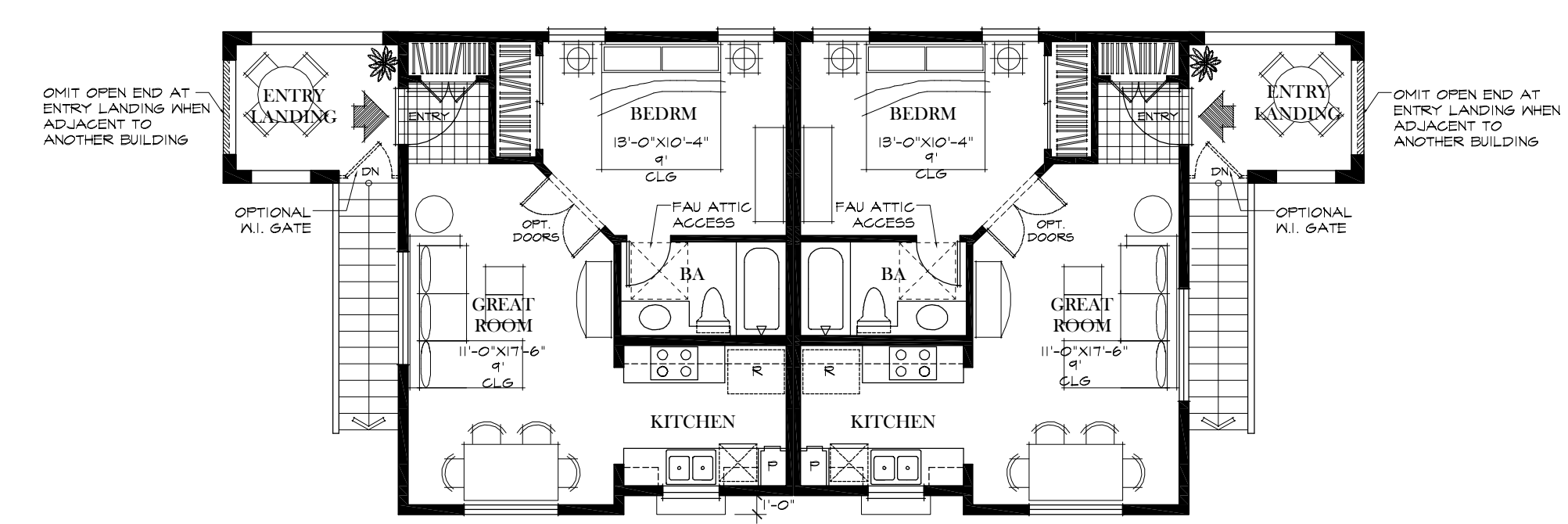
Final Development Plan

DATE: 12-02-08

A.13

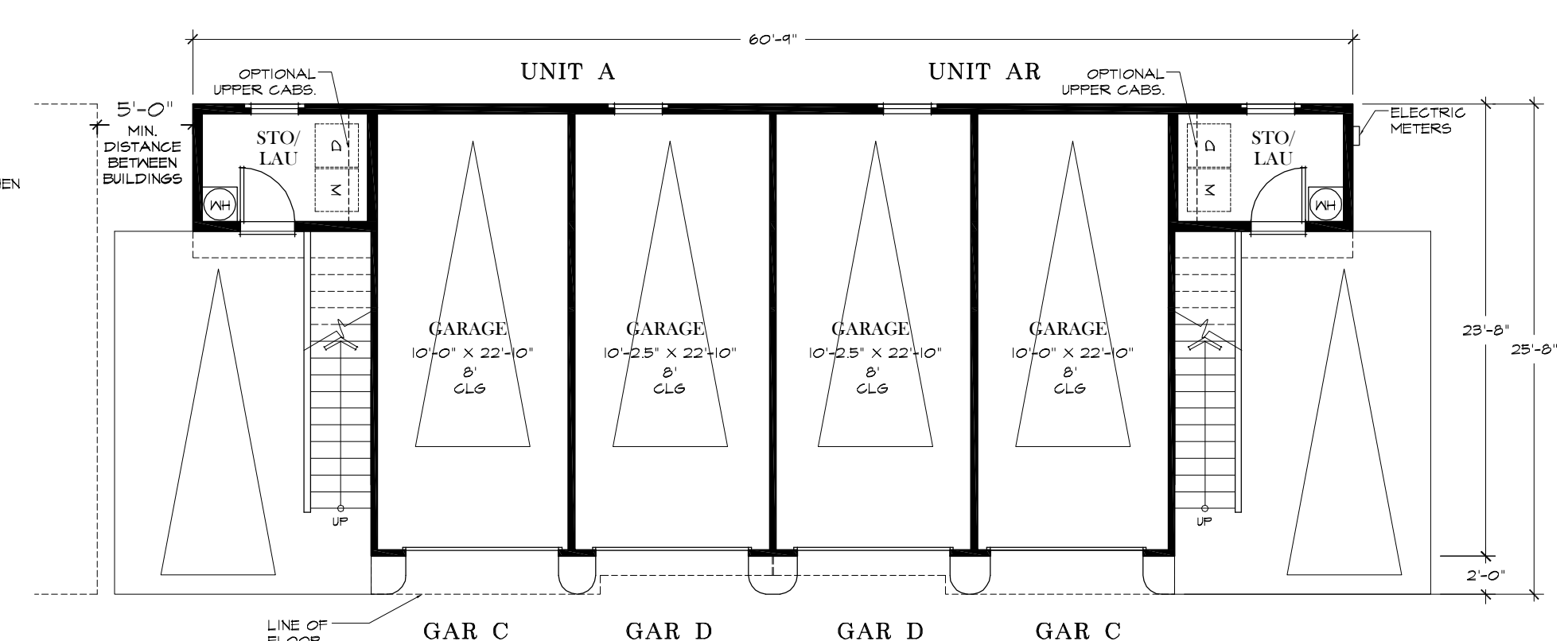


ROOF PLAN

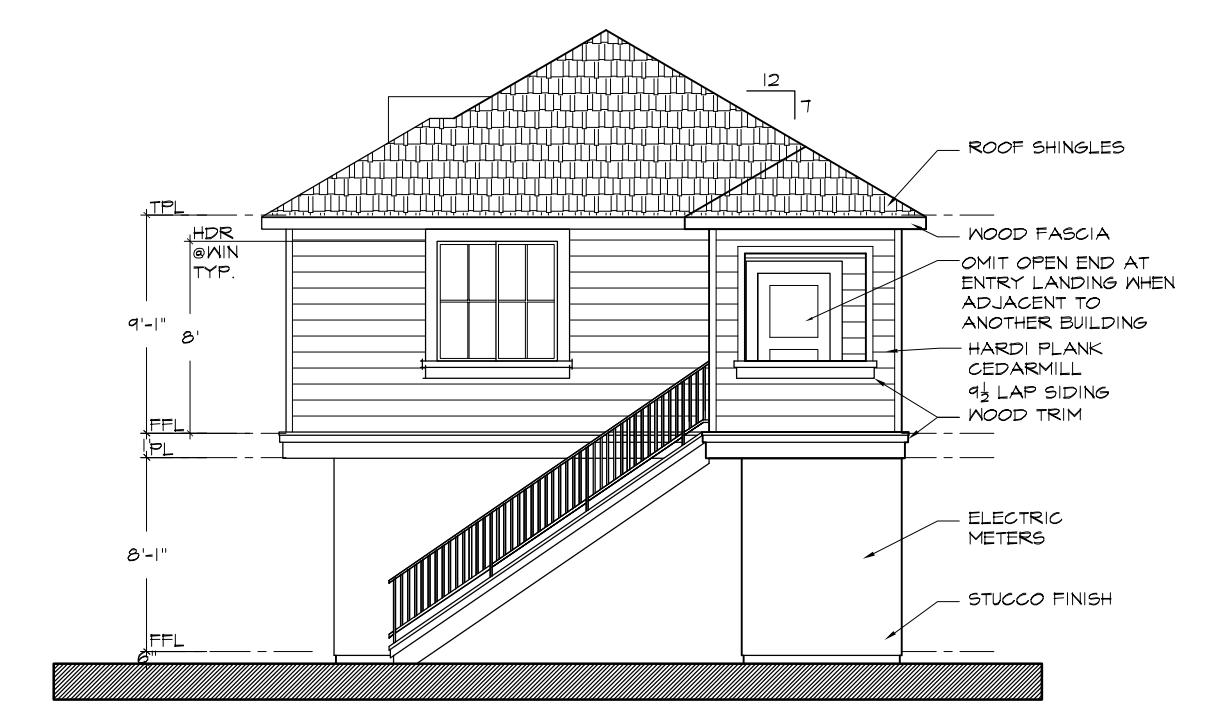


UNIT A UNIT AR

FIRST LEVEL



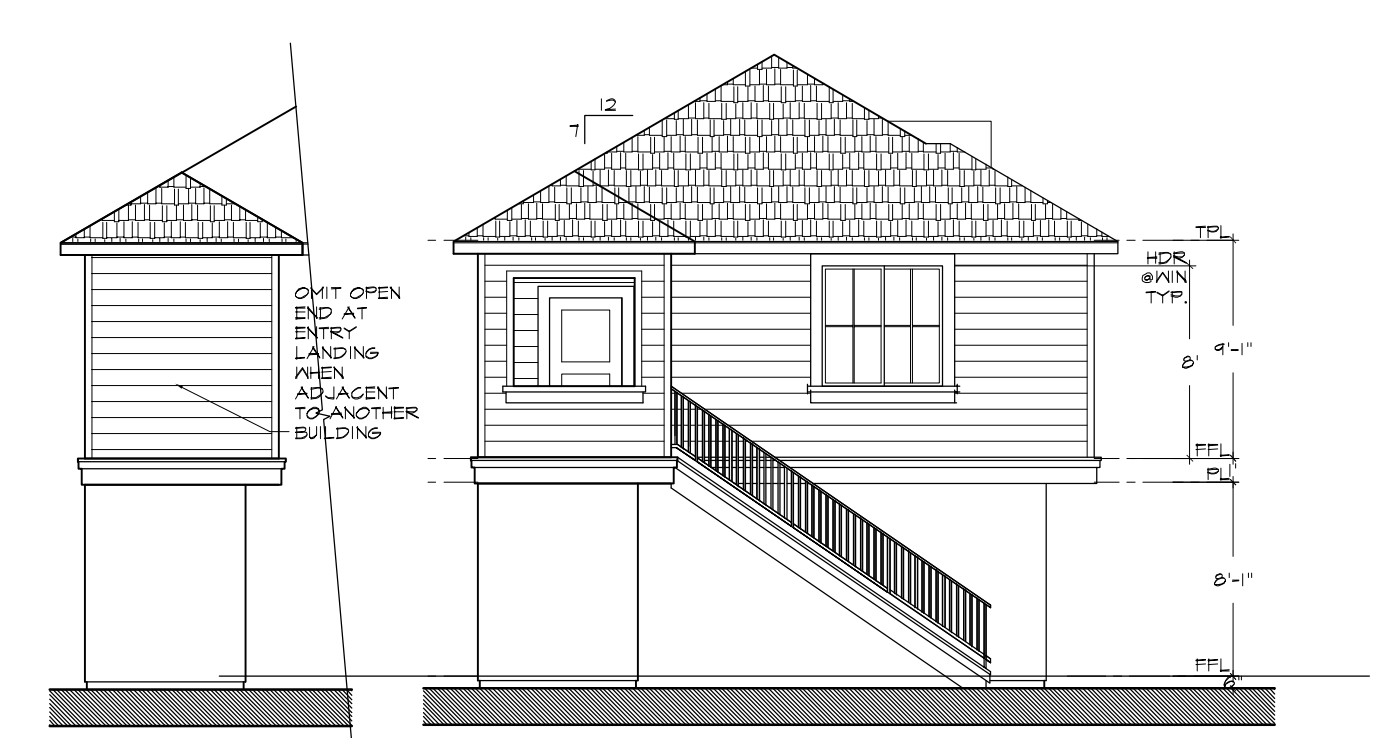
GARAGE LEVEL



RIGHT ELEVATION



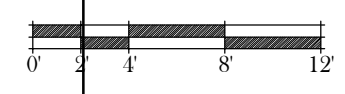
REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION



TWO UNIT BUILDING