



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

MONDAY, JULY 14, 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. 286

Wilsonville Greens Townhomes: West Coast Real Estate Holdings, LLC - applicant.

The applicant is requesting approval of Stage I Preliminary Plan, Stage II Final Plan, Site Design Review and a Monument Sign to enable development of twelve (12) townhomes. The subject .79 acre property is located on Tax Lots 1500 of Section 23B, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files: DB14-0027 - Stage I Preliminary Plan
DB14-0028 - Stage II Final Plan
DB14-0029 - Site Design Review
DB14-0030 - Monument Sign

Documents: [Staff Report.Exhibits..pdf](#), [Exhibit B7 - Drawings.pdf](#)

VIII. Board Member Communications:

A. Results of the June 23, 2014 DRB Panel B meeting

Documents: [DRB-B June 23 2014 Results.pdf](#)

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, JULY 14, 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, JULY 14, 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, JULY 14, 2014

6:30 PM

VII. Public Hearing:

A. Resolution No. 286. Wilsonville Greens

Townhomes: West Coast Real Estate Holdings, LLC – owner. The applicant is requesting approval of a Stage I Preliminary Plan, Stage II Final Plan, Site Design Review and Monument Sign to enable development of twelve (12) townhomes. The site is located on Tax Lots 1500 of Section 23B, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files: DB14-0027 – Stage I Preliminary Plan
 DB14-0028 – Stage II Final Plan
 DB14-0029 – Site Design Review
 DB14-0030 – Signs

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 286**

A RESOLUTION ADOPTING FINDINGS RECOMMENDING ADOPTING FINDINGS AND CONDITIONS APPROVING A STAGE I PRELIMINARY PLAN, A STAGE II FINAL PLAN, SITE DESIGN REVIEW AND A MONUMENT SIGN TO ENABLE DEVELOPMENT OF TWELVE (12) TOWNHOMES. THE SUBJECT .79 ACRE PROPERTY IS LOCATED ON TAX LOT 1500 OF SECTION 23B, T3S, R1W, CLACKAMAS COUNTY, OREGON. WEST COAST REAL ESTATE HOLDINGS, LLC, APPLICANT.

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 staff report on the above-captioned subject dated July 7, 2014, and

WHEREAS, said planning exhibits and staff reports were duly considered by the Development Review Board at a regularly scheduled meeting conducted on July 14, 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 application and the recommendations contained in the staff report, and

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

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board Panel 'A' of the City of Wilsonville approve a Stage I Preliminary Plan, Stage II Final Plan, Site Design Review and a monument sign, and does hereby adopt the staff report attached hereto as Exhibit A1 with modified findings, recommendations and conditions placed on the record herein and authorizes the Planning Director to issue approvals consistent with said recommendations for Case File(s):

DB14-0027 Stage I Preliminary Plan
DB14-0028 Stage II Final Plan
DB14-0029 Site Design Review
DB14-0030 Monument Sign

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 14th day of July 2014 and filed with the Planning Administrative Assistant on _____. This resolution is final on the 15th

calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.

Mary Fierros Bower, Chair
Development Review Board, Panel A

Attest:

Shelley White, Planning Administrative Assistant

**EXHIBIT A1
STAFF REPORT**

**WILSONVILLE PLANNING DIVISION
DEVELOPMENT REVIEW BOARD PANEL 'A'
QUASI - JUDICIAL PUBLIC HEARING
*Wilsonville Greens Townhomes***

Public Hearing Date: July 14, 2014

Date of Report: July 7, 2014

Application Numbers:
Request A: DB14-0027 Stage I Preliminary Plan
Request B: DB14-0028 Stage II Final Plan
Request C: DB14-0029 Site Design Review
Request D: DB14-0030 Monument Sign

Property Owner: West Coast Real Estate Holdings LLC

Applicant: Bayard Mentrum, Architect

REQUEST: Mr. Bayard Mentrum, Architect, acting as agent for West Coast Real Estate Holdings LLC, Owner, proposes 12 townhome units for rent or lease on approximately .79 acres located at 10450 SW Wilsonville Road.

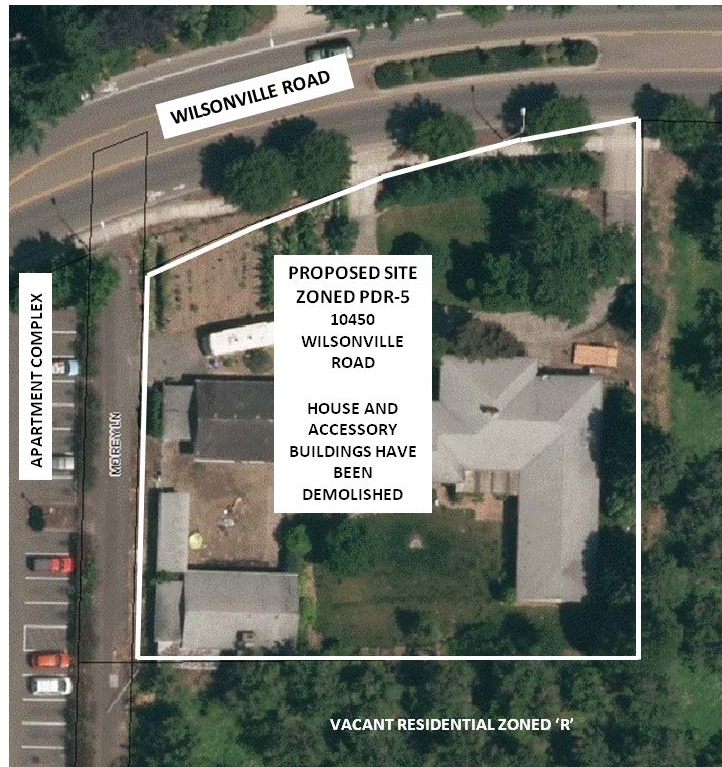
Comprehensive Plan Map Designation: Residential 10 – 12 units/acre

Zone Map Designation: Planned Development Residential – 5 (PDR-5)

STAFF RECOMMENDATION: Approve the application with conditions of approval beginning on page 7.

Location: 10450 SW Wilsonville Road. The property is more particularly described as being Tax Lot 1500 of Section 23B; Township 3S, Range 1W; Clackamas County; Wilsonville, Oregon.

VICINITY MAP



Applicable Review Criteria:

Wilsonville Code Section(s)	Description
Sections 4.008-4.015	Application Process – Findings and Conditions
Section 4.100	Zoning - Purpose
Section 4.113	Standards for Residential Development in Any Zone
Section 4.118	Standards for All Planned Development Zones
Section 4.124.5	Planned Development Residential – 5 (PDR-5) Zone
Section 4.140	Planned Development Regulations
Section 4.140(.07)	Stage I Preliminary Approval
Section 4.140.09	Stage II Final Plan
Section 5.154	Pedestrian Pathways
Section 4.155	Parking
Section 4.156	Signs
Section 4.167	Access, Ingress and Egress
Section 4.175	Public Safety and Crime Prevention
Section 4.177	Street Improvement Standards
Section 4.178	Sidewalk and Pathway Standards
Section 4.179	Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings
Section 4.199	Outdoor Lighting
Sections 4.300 – 4.320	Underground Utilities

Sections 4.400 – 4.430	Site Design Review
Section 4.600	Trees
Other Planning Documents:	
Storm Water Master Plan	
Transportation Systems Plan	

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

Summary:

Request A – Stage I Preliminary Plan: As demonstrated in findings A1 through A64, the proposed Stage I Preliminary Plan meets all applicable requirements in Section 4.140.01 through .07.

Request B – Stage II Final Plan: As demonstrated in findings B1 through B47, the proposed Stage II Final Plan meets the following key approval criteria:

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

- **Section 4.140.09(J)(2) Traffic:** It is estimated that the proposed project would generate 11 p.m. peak hour trips (7 in, 4 out). Of the additional p.m. trips, a projected 7 trips would travel through the I-5/S SW Wilsonville Road interchange. The location, design, size of the project is such that traffic generated by the townhomes can be accommodated safely, and without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project which complies with Subsection 4.140.09(J)(2).
- **Section 4.140.09(J)(3) Public Facilities and Services:** The location, design, size and uses of the proposed project are such that the residents to be accommodated will be adequately served by existing or immediately planned facilities and services.
- **Recreational Amenities:** The proposed project will provide the requisite ‘usable’ open space necessary to satisfy the minimum acreage requirement for a project of this size. Proposed is – 13,124 sq. ft. (37.9%) of open space excluding private drives, which comprise of lawn, landscaping and walkways for unstructured recreation for the 12 dwelling units - in excess of the Code minimum 200 sq. ft. per unit or 2,400 sq. ft. total requirement, and greater than the minimum 25% net site area at 8,655 sq. ft. required in Subsection 4.113.02(A)WDC.
- **Pathways and Sidewalks:** The proposed Stage II Final Plan shows an excellent on-site pathway system to connect with the adjacent westerly public multi-modal pathway and to the sidewalk at SW Wilsonville Road.

Request C – Site Design Review: As demonstrated in findings C1 through C37, Site Design Review meets Sections 4.400 through 4.430.

Request D, Monument Sign: As demonstrated in findings D1 through D19, the proposed monument sign meets Section 4.456.

Trees: A Tree Report/Survey was provided by Chris Ritschard, ISA Cert #PN-0164A is found in Exhibit B3. The Tree Report documents the condition, viability of one large ornamental flowering cherry of about 33 inches. The tree is a “significant specimen” according to the arborist so the applicant is proposing to retain the tree within a parking lot island located near the driveway entrance. No other regulated trees are proposed to be removed. The arborist recommended treatment is to prune the cherry tree.

DISCUSSION TOPICS

Housing Units: Staff has determined that the maximum number of housing units for this property is based on the PDR-5 zone criteria. Specifically Subsection 4.124.5(.02), which allows up to 13 units (site area: 34,621 sq. ft./2,500 sq. ft. = 13.8 units, 13 units would be the maximum number of units in the zone as the number is not rounded up). The “2,500” number is the minimum lot size for a unit. The proposal is for 12 units, one (1) unit less than the code permits. Staff finds that the regulatory criteria of the Planning and Land Development Ordinance (Zoning Code) are structured to better define and implement the Comprehensive Plan. It should be noted that there are conflicting provisions between the Comprehensive Plan density ranges and the zoning code density ranges, specifically inconsistencies found in Table 1 of Subsection 4.124(.05). The City Council has identified this issue with recent zone map amendment reviews and has directed the Planning Division to investigate and propose to amend the appropriate parts of the Comprehensive Plan and Zoning Code to remedy this issue. The task has been initiated and a planning consultant has been engaged to provide assistance, but at the time of the writing this staff report that task has not been completed.

In this application, staff has reviewed the proposed 12 dwelling units in regards to compatibility with and complementary to the overall design and architecture of the site, along with adjoining properties. Staff has found that developed and undeveloped properties adjacent to the west (PDR-5 Zone), east and south (R Zone) have the Comprehensive Plan Map designation of “Residential 10 – 12 du/ac” which is a compatible density with the project site. The applicant did not request waiver(s) from the development standards for the project. The proposed parking will exceed the parking minimum of 21 spaces by 15 spaces which is 3 spaces per residential unit, and proposed open space will exceed the 25% minimum at 37.9 percent. So in the professional opinion of staff the proposed project of 12 attached townhomes divided into 2 buildings of 6 units will provide adequate open space in a functional design and parking for the future residents and guests. Thus, the proposed 12 units are reasonable for approval.

Sight Distance: In Exhibit B4, is a documented voicemail exchange between Jack Kohl the adjacent property owner of TimberCreek Apartments at the west and Steve Adams, Development Engineering Manager regarding wall removal and vegetation to improve sight distance clearance along SW Wilsonville Road, dated January 16, 2014. City staff has been in contact with the

property owner and they have expressed no opposition to this wall being lowered. Proposed condition PFB 30 requires the applicant to:

PFB 30. “Clear sight vision is not in compliance with the City’s 2006 Public Works Standards. Presently the existing east driveway (and proposed access driveway) has limited sight distance for eastbound traffic on Wilsonville Road due to a concrete block wall located in front of the property west of the site (wall is located in the public right-of-way). The applicant’s engineer shall determine how much of the wall needs to be lowered to a two-foot height in order to provide clear sight distance and be in compliance with the Public Works Standards. Applicant shall be responsible for all costs with this work in lowering the wall, repairing any damage that may occur, and resetting the capstone blocks on the shorter wall.”

Access Spacing: The proposed singular driveway along SW Wilsonville Road does not meet the City of Wilsonville’s minimum requirement of 600 feet. The access is located approximately 540 feet of the SW Wilsonville Road/SW Browns Road intersection and 115 feet from the nearest private driveway. Proposed condition PFB 29 requires the applicant to:

PFB 29. “In the City’s 2013 Transportation System Plan (TSP) Wilsonville Road is classified as a minor arterial with access spacing standards of 1,000 feet desired and 600 feet minimum. The City recognizes that the existing east driveway (and proposed access driveway) is approximately 540 feet (centerline to centerline) from Brown Road, which is not in compliance with the TSP; however, at the same time the City does not wish to land lock the site and leave it undevelopable.

Ultimately this site is envisioned to be served by a local street to be located on the undeveloped land south or east of the site. At the time that the adjacent property is developed a connection will be provided to the proposed private driveway/parking aisle located on the east and southeast boundary of the site. Once the connection is completed the Applicant (or successor) will be required to demolish the driveway connection to Wilsonville Road and construct a standard curb and gutter. The driveway shall also be disconnected from the public sidewalk and set back to the greatest extent possible to separate vehicle and pedestrian traffic. Applicant (or successor) shall install landscaping and irrigation to the areas between the sidewalk and curb, and sidewalk and private driveway. If the sidewalk is damaged during this work, the damaged section(s) shall be removed and the sidewalk replaced.”

Furthermore the proposed site plan is designed with an eventual driveway closure at SW Wilsonville Road and to take new access at SW Brown Road. Plan Sheet A01 illustrates that the proposed parking lot and driveway extends north and south along the east side of the subject property providing for the future connection to SW Brown Road extension. At that time the applicant must relocate the trash enclosure.

Parking: Based on Table 5 of Section 4.155, the applicant is required to provide a minimum of 21 parking spaces at 1.75 parking spaces per dwelling unit (12 units all 3 bdrm). The applicant is proposing to provide 36 spaces (24 surface parking spaces and 12 garage spaces) or 3 parking spaces per unit in excess of the minimum parking requirement. In order to assure adequate on-

site parking the proposed single-car garages must be used for vehicle parking and not as storage. See proposed Condition of Approval PDB4.

PROPOSED CONDITIONS OF APPROVAL FOR REQUESTS ‘A’ – ‘D’

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

PD = Planning Division conditions BD – Building Division Conditions PF = Engineering Conditions. NR = Natural Resources Conditions	Request A: DB14-0027 Stage I Preliminary Plan Request B: DB14-0028 Stage II Final Plan Request C: DB14-0029 Site Design Review Request D: DB14-0030 Monument Sign
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Request A: DB14-0027: Stage I Preliminary Plan

On the basis of findings A1 through A64 this action approves the Stage I Preliminary Plan with this application, approved by the Development Review Board with no conditions of approval.

Request B: DB14-0028: Stage II Final Plan

On the basis of findings B1 through B47 this action approves the Stage II Final Plan with this application, approved by the Development Review Board, and stamped “Approved Planning Division” unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process.

PDB1. Construction and site development shall be carried out in substantial accord with the plans, drawings, sketches, and other documents approved by the Board.
PDB2. The Applicant/Owner shall provide the general contractor for the project with a copy of the approved plans and conditions of approval adopted by the Development Review Board.
PDB3. The final design and number of ADA parking shall be reviewed by the Building Division at the time of building permit. This may cause a slight reduction in the number of parking spaces.
PDB4. Garages shall be used for vehicle parking and incidental storage. See Finding B20

Exhibit C1 Engineering Division Conditions: Standard Comments:

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

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

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

Workers Compensation Insurance	\$ 500,000
<p>PFB 3. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.</p>	
<p>PFB 4. All public utility/improvement plans submitted for review shall be based upon a 22”x 34” format and shall be prepared in accordance with the City of Wilsonville Public Work’s Standards.</p>	
<p>PFB 5. Plans submitted for review shall meet the following general criteria:</p> <ul style="list-style-type: none"> a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms. b. Design of any public utility improvements shall be approved at the time of the issuance of a Public Works Permit. Private utility improvements are subject to review and approval by the City Building Department. c. In the plan set for the PW Permit, existing utilities and features, and proposed new private utilities shall be shown in a lighter, grey print. Proposed public improvements shall be shown in bolder, black print. d. All elevations on design plans and record drawings shall be based on NAVD 88 Datum. e. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes. f. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area. g. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible. h. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance. i. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482. j. Existing/proposed right-of-way, easements and adjacent driveways shall be identified. k. All engineering plans shall be printed to PDF, combined to a single file, stamped and digitally signed by a Professional Engineer registered in the State of Oregon. l. All plans submitted for review shall be in sets of a digitally signed PDF and three printed sets. 	
<p>PFB 6. Submit plans in the following general format and order for all public works construction to be maintained by the City:</p>	

- a. Cover sheet
- b. City of Wilsonville construction note sheet
- c. General construction note sheet
- d. Existing conditions plan.
- e. Erosion control and tree protection plan.
- f. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
- g. Grading plan, with 1-foot contours.
- h. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
- i. Detailed plans; show plan view and either profile view or provide i.e.'s at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
- j. Street plans.
- k. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference
- l. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
- m. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details of drain inlets, structures, and piping for outfall structure. Note that although storm water detention facilities are typically privately maintained they will be inspected by engineering, and the plans must be part of the Public Works Permit set.
- n. Detailed plan for water quality facility (both plan and profile views). Note that although storm water quality facilities are typically privately maintained they will be inspected by Natural Resources, and the plans must be part of the Public Works Permit set.
- o. Composite franchise utility plan.
- p. City of Wilsonville detail drawings.
- q. Illumination plan.
- r. Striping and signage plan.
- s. Landscape plan.

PFB 7. Prior to manhole and sewer line testing, design engineer shall coordinate with the City and update the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to the updated numbering system. Design engineer shall also show the updated numbering system on As-Built drawings submitted to the City.

PFB 8. The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.

PFB 9. Applicant shall work with City's Natural Resources office before disturbing any soil

<p>on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a 1200-CN permit from the City of Wilsonville is required.</p>
<p>PFB 10. To lessen the impact of the proposed project on the downstream storm drain system, and adjacent properties, project run-off from the site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm. The detention and outfall facilities shall be designed and constructed in conformance with the Public Works Standards.</p>
<p>PFB 11. A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City to address appropriate pipe and detention facility sizing.</p>
<p>PFB 12. The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.</p>
<p>PFB 13. Storm water quality facilities shall have approved landscape planted and/or some other erosion control method installed and approved by the City of Wilsonville prior to streets and/or alleys being paved.</p>
<p>PFB 14. Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.</p>
<p>PFB 15. The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards.</p>
<p>PFB 16. All survey monuments on the subject site or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.</p>
<p>PFB 17. Sidewalks, crosswalks and pedestrian linkages in the public right-of-way shall be in compliance with the requirements of the U.S. Access Board.</p>
<p>PFB 18. No surcharging of sanitary or storm water manholes is allowed.</p>
<p>PFB 19. The project shall connect to an existing manhole or install a manhole at each connection point to the public storm system and sanitary sewer system.</p>
<p>PFB 20. A City approved energy dissipation device shall be installed at all proposed storm system outfalls. Storm outfall facilities shall be designed and constructed in</p>

conformance with the Public Works Standards.				
PFB 21. The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.				
PFB 22. Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer. Landscaping plantings shall be low enough to provide adequate sight distance at all street intersections and alley/street intersections.				
PFB 23. The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Stormwater or rainwater LID facilities may be located within the public right-of-way upon approval of the City Engineer. Applicant shall maintain all LID storm water components and private conventional storm water facilities; maintenance shall transfer to the respective homeowners association when it is formed.				
PFB 24. All water lines that are to be temporary dead-end lines due to the phasing of construction shall have a valved tee with fire-hydrant assembly installed at the end of the line.				
PFB 25. Applicant shall provide a minimum 6-foot Public Utility Easement on lot frontages to all public right-of-ways. An 8-foot PUE shall be provided along Collectors. A 10-ft PUE shall be provided along Minor and Major Arterials.				
PFB 26. For any new public easements created with the project the Applicant shall be required to produce the specific survey exhibits establishing the easement and shall provide the City with the appropriate Easement document (on City approved forms).				
PFB 27. Mylar Record Drawings: At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version, and a digitally signed PDF.				
Specific Comments:				
PFB 28. At the request of Staff, DKS Associates completed a Transportation Study dated April 4, 2014. The project is hereby limited to no more than the following impacts. <table border="0" style="margin-left: 40px;"> <tr> <td>Estimated New PM Peak Hour Trips</td> <td style="text-align: right;">11</td> </tr> <tr> <td>Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area</td> <td style="text-align: right; vertical-align: bottom;">7</td> </tr> </table>	Estimated New PM Peak Hour Trips	11	Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	7
Estimated New PM Peak Hour Trips	11			
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	7			
PFB 29. In the City's 2013 Transportation System Plan (TSP) Wilsonville Road is classified as a minor arterial with access spacing standards of 1,000 feet desired and 600 feet				

minimum. The City recognizes that the existing east driveway (and proposed access driveway) is approximately 540 feet (centerline to centerline) from Brown Road, which is not in compliance with the TSP; however, at the same time the City does not wish to land lock the site and leave it undevelopable.

Ultimately this site is envisioned to be served by a local street to be located on the undeveloped land south or east of the site. At the time that the adjacent property is developed a connection will be provided to the proposed private driveway/parking aisle located on the east and southeast boundary of the site. Once the connection is completed the Applicant (or successor) will be required to demolish the driveway connection to Wilsonville Road and construct a standard curb and gutter. The driveway shall also be disconnected from the public sidewalk and set back to the greatest extent possible to separate vehicle and pedestrian traffic. Applicant (or successor) shall install landscaping and irrigation to the areas between the sidewalk and curb, and sidewalk and private driveway. If the sidewalk is damaged during this work, the damaged section(s) shall be removed and the sidewalk replaced.

PFB 30. Clear sight vision is not in compliance with the City's 2006 Public Works Standards. Presently the existing east driveway (and proposed access driveway) has limited sight distance for eastbound traffic on Wilsonville Road due to a concrete block wall located in front of the property west of the site (wall is located in the public right-of-way). The applicant's engineer shall determine how much of the wall needs to be lowered to a two-foot height in order to provide clear sight distance and be in compliance with the Public Works Standards. Applicant shall be responsible for all costs with this work in lowering the wall, repairing any damage that may occur, and resetting the capstone blocks on the shorter wall.

City staff has been in contact with the property owner and they have expressed no opposition to this wall being lowered.

PFB 31. To provide full access to the existing east driveway (and proposed access driveway), applicant shall modify the existing landscape island to allow safe movement of left-turning traffic egressing the site. Applicant shall provide turning templates for City staff approval showing left turn movements from the site onto Wilsonville Road.

PFB 32. Sufficient right-of-way for Wilsonville Road was previously obtained with the Wilsonville Road Phase 3 CIP project. No additional right-of-way is required.

PFB 33. Storm outlet for the site shall be via the 15" storm main line located in Wilsonville Road.

PFB 34. Sanitary sewer connection shall be via the existing easement running south of the property to the public line located east of the Brown Road terminus.

PFB 35. Water service for the site shall be obtained from the 18" water main line located in Wilsonville Road.

<u>Exhibit C2, Natural Resources Conditions:</u>
Stormwater Management
1. Pursuant to the Public Works Standards, water quality facilities are required when proposed development establishes or increases the impervious surface area by more than 5,000 square feet. Development includes new development, redevelopment, and/or partial redevelopment.
2. Submit a drainage report and drainage plans. The report and plans shall demonstrate the proposed stormwater facilities satisfy the requirements of the City of Wilsonville’s Public Works Standards.
3. Provide profiles, plan views and specifications for the proposed stormwater facilities consistent with the requirements of the City of Wilsonville’s Public Works Standards.
4. Pursuant to the Public Works Standards, the applicant shall submit a maintenance plan (including the City’s stormwater maintenance covenant and access easement) for the proposed stormwater facilities prior to approval for occupancy of the associated development.
5. Pursuant to the City of Wilsonville’s Public Works Standards, access shall be provided to all areas of the proposed stormwater facilities. At a minimum, at least one access shall be provided for maintenance and inspection.
Other
6. Pursuant to the City of Wilsonville’s Ordinance No. 482, the applicant shall submit an erosion and sedimentation control plan. The following techniques and methods shall be incorporated, where necessary: <ul style="list-style-type: none"> a. Gravel construction entrance; b. Stockpiles and plastic sheeting; c. Sediment fence; d. Inlet protection (Silt sacks are recommended); e. Dust control; f. Temporary/permanent seeding or wet weather measures (e.g. mulch); g. Limits of construction; and h. Other appropriate erosion and sedimentation control methods.
7. The applicant shall comply with all applicable state and federal requirements for the proposed construction activities (e.g. DEQ NPDES #1200–C permit).

<u>Exhibit C3, Building Division Conditions:</u>
Building Division Conditions
BD 1. SITE CONDITIONS. It is the responsibility of the applicant to insure that all existing underground utilities, piping, drain systems, easements and other items of this nature are shown correctly on the submitted site plan.
BD 2. A GEOTECH REPORT will be required as part of the grading permit submittal unless otherwise approved by the building official.
BD 3. NEW RESIDENTIAL CONSTRUCTION/HYDRANTS. Where any portion of the

new residence(s) is more than 600' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the building, on-site fire hydrants shall be provided unless otherwise approved by the fire code official. (OFC 507.5.1)

Request C: DB14-0029: Site Design Review

On the basis of findings C1 through C37 this action approves Site Design Review with this application, approved by the Development Review Board, and stamped "Approved Planning Division" unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process.

PDC1. Construction, site development, and landscaping shall be carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. Minor revisions may be approved by the Planning Director through administrative review pursuant to Section 4.030.

PDC2. All landscaping required and approved by the Board shall be installed prior to issuance of occupancy permits, unless security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account or such other assurance of completion as shall meet with the approval of the City Attorney. In such cases the developer shall also provide written authorization, to the satisfaction of the City Attorney, for the City or its designees to enter the property and complete the landscaping as approved. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the Board, the security may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City will be returned to the applicant. See Finding C8.

PDC3. The approved landscape plan is binding upon the Applicant/Owner. Substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan shall not be made without official action of the Planning Director or Development Review Board, pursuant to the applicable sections of Wilsonville's Development Code.

PDC4. All landscaping shall be continually maintained, including automatic irrigation system, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Board, unless altered as allowed by Wilsonville's Development Code. See Finding C10.

PDC5. The following requirements for planting of shrubs and ground cover shall be met:

- Non-horticultural plastic sheeting or other impermeable surface shall not be placed under landscaping mulch.
- Native topsoil shall be preserved and reused to the extent feasible.
- Surface mulch or bark dust shall be fully raked into soil of appropriate depth, sufficient to control erosion, and shall be confined to areas around plantings.

<ul style="list-style-type: none"> • All shrubs shall be well branched and typical of their type as described in current AAN Standards and shall be equal to or better than 2-gallon containers and 10” to 12” spread. • Shrubs shall reach their designed size for screening within three (3) years of planting. • Ground cover shall be equal to or better than the following depending on the type of plant materials used: gallon containers spaced at 4 feet on center minimum, 4” pot spaced 2 feet on center minimum, 2-1/4” pots spaced at 18 inch on center minimum. • No bare root planting shall be permitted. • Ground cover shall be sufficient to cover at least 80% of the bare soil in required landscape areas within three (3) years of planting. • Appropriate plant materials shall be installed beneath the canopies of trees and large shrubs to avoid the appearance of bare ground in those locations. • Compost-amended topsoil shall be integrated in all areas to be landscaped, including lawns.
<p>PDC6. Plant materials shall be installed to current industry standards and be properly staked to ensure survival. Plants that die shall be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City.</p>
<p>PDC7. The proposed wax leaf shrubs shown along the entire easterly boundary of the subject property shall be equal or better than 2 gallon containers and 10” to 12” spread. The planting strip shall have concrete curb constructed next to the proposed private driveway.</p>
<p>PDC8. The Applicant/Owner shall install a permanent built-in irrigation system with an automatic controller for all landscaped areas.</p>
<p>PDC9. During construction the large flowering cherry shall be protected with a 6’ tall chain link fence with metal posts pounded into the ground at 6’-8’ centers. Prior to site grading the Applicant/Owner shall contact the Planning Division to inspect the installation of the fence. Such fence shall be placed at or beyond the drip line of the tree to be protected and shall remain in place until such time as substantial construction is complete. In order to ensure proper preservation of the flowering cherry the Applicant/Owner shall:</p> <ul style="list-style-type: none"> • Maintain appropriate landscaping within the tree protection area. • Limit landscaping within the tree protection area to native plantings. • Require drainage and irrigation be designed within the tree protection area to control the right amount of water in the root zone of the tree to support its health. <p>In the event the large flowering cherry must be removed the Applicant/Owner shall apply for Type ‘B’ tree permit through Class II administrative review. The City reserves the right to retain a certified arborist to review a proposal to remove the tree.</p>

Request D: DB14-0030 Monument Sign

On the basis of findings D1 through D19 this action approves the Monument Sign with this application, approved by the Development Review Board, and stamped “Approved Planning Division” unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process.

PDD1. The Monument Sign construction and installation shall be carried out in substantial accord with the approved plans, drawings, sketches, and other documents.

PDD2. The Applicant/Owner shall obtain City Engineering approval for the placement of the monument sign to ensure safe vision clearance at the driveway entrance at SW Wilsonville Road. See Finding D5.

MASTER EXHIBIT LIST

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

- A1. Staff Report, findings, recommendations and conditions.
- A2. Staff PowerPoint presentation.
- A3. DKS Associates Traffic Memorandum dated April 4, 2014.

Applicant's Written and Graphic Materials:

- B1. Code compliance/findings, DKS Traffic Report, reduced sized plan sheets and exterior lighting cut sheets for requests A through D.
- B2. Letter correspondence with Republic Services, dated June 3, 2014.
- B3. Arborist report, dated June 5, 2014.
- B4. Voicemail message from Jack Kohl regarding wall removal and vegetation to improve sight clearance along SW Wilsonville Road, dated January 16, 2014.
- B5. CD of applicant's written materials and plan drawings
- B6. Preliminary Drainage Report, dated February 2014.

- B7. Full Size Drawings/Plan Sheets.

Sheet Number Sheet title

Sheet AO1 Cover Sheet, Site Plan and Monument Sign

- A02 Landscape Plan including Plant List
- A03 Exterior Lighting Plan
- A1 Building Elevations
- A2 Building Elevations
- A3 Building Elevations and Trash Enclosure Design
- A4 Building Elevations
- A5 First Floor Plans
- A6 First Floor Plans
- A7 Second Floor Plans
- A8 Second Floor Plans
- Preliminary Site Plan
- Existing Conditions
- Preliminary Grading Plan
- Preliminary Sanitary Plan
- Preliminary Storm Drainage Plan
- Preliminary Water Plan

Development Review Team

- C1. Engineering Division Conditions dated June 27, 2014. *Included in this staff report in the Conditions of Approval.*
- C2. Building Division Conditions dated June 6, 2014. *Included in this staff report in the Conditions of Approval.*
- C3. Natural Resources Program Director Conditions dated June 26, 2014. *Included in this staff report in the Conditions of Approval.*

Public Testimony: None submitted.

FINDINGS OF FACT

1. **Existing Site Conditions:** The applicant has provided a full project description in Exhibit B1. The subject property is currently zoned PDR5.

Surrounding Development: The adjacent land uses are as follows:

Compass Direction	Existing Use(s)
North	Wiedemann Park Apartments
East	Vacant residential land
South	Vacant residential land
West	TimberCreek Apartments

Natural Characteristics: The relatively level property is .79 acres. A single-family residential house was recently razed on the property.

Streets: The subject property is fronts SW Wilsonville Road.

Previous Planning Applications Relevant to the subject property: None

2. 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.
3. Notice of the proposed project has been sent to the appropriate agencies involved in the review of public improvements. Comments and conditions of approval from the Building and Engineering Divisions, and Natural Resources Program Manager were received and are incorporated into this staff report.
4. The statutory 120-day time limit applies to this application. The application was initially received on February 28, 2014. Staff conducted a completeness review within the statutorily allowed 30-day review period, and advised the applicant by letter on March 5, 2014, of missing items. On May 5, 2014, the applicant submitted additional materials intended to complete the application. On June 11, 2014 the application was deemed complete. The City must render a final decision for the request, including any appeals, by October 9, 2014.

CONCLUSIONARY FINDINGS

The applicant's compliance findings to the applicable land development criteria and Comprehensive Plan goals, policies and implementation measures are found in Exhibit B1 and are hereby incorporated into this staff report as findings for approval.

<p style="text-align: center;">REQUEST A DB14-0027: STAGE I PRELIMINARY PLAN</p>
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The applicant has provided compliance findings to the applicable criteria (Exhibit B1). Staff concurs with these findings except where otherwise noted.

- A1.** The applicant is requesting approval of a Stage I Preliminary Plan (Master Plan) depicted on Plan Sheet A02 of the application notebook (Exhibit B1). The overall master planned area of approximately .79 acres abuts SW Wilsonville Road. (See the Vicinity Map in the introductory section of this staff report). The proposed Stage I Preliminary Plan is being submitted concurrently with applications for a Stage II Final Plan, Site Design Review, and for a monument sign. The elements of the proposed Stage I Preliminary Plan can be made to meet all applicable development standards through required conditions of approval.
- A2.** The consolidated applications include the supporting Preliminary Drainage Report (Exhibit B6) and the Traffic Impact Analysis prepared by DKS and Associates meeting code.

Proposed Stage I Preliminary Development Plan:

- A3.** The proposed Stage I Preliminary Plan is comprised of 12 townhomes for rent or lease. Eventually the applicant has the option of making the units condominiums.
- A4.** The subject site for the project is not identified in an "Area of Special Concern" on the Comprehensive Plan Map.

Section 4.140. Planned Development Regulations.

(.01) Purpose.

- A.** **The provisions of Section 4.140 shall be known as the Planned Development Regulations. The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.**

A7. Staff finds the proposed Stage I Preliminary Plan is consistent with the stated purpose in this section of the Planned Development Regulations.

B. It is the further purpose of the following Section:

1. To take advantage of advances in technology, architectural design, and functional land use design:

A8. The project is not designed to be LEED certified but will meet the energy code for building construction.

2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;

A9. The proposed small project of only 12 units would have little effect on the problems of population density, distribution and circulation as stated above. It is infill development within an area planned for 7 to 12 units per acre so it does not need to deviate from rigid established patterns of land uses.

3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.

A10. The integrated design and recreational amenities for the proposed Stage I Preliminary Development Plan assures an overall cohesive character and will result in a comprehensive development that is equal to or better than that resulting from individual lot land use development.

4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;

A11. The proposed Stage I Preliminary Plan is responsive to site characteristics such as topography, access and visibility. Problems of flood hazard, severe soil limitations, or other hazards are not characteristics of the property.

5. To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.

A12. Waivers are not proposed.

6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.

A13. The proposed townhome development will not place unusual demands on public water, sanitary sewer, storm sewer facilities and streets. All public facilities and services are either available to the site or will be extended in compliance with City of Wilsonville standards. The City Engineering Division has reviewed the Stage I Preliminary Plan and has determined that adequate services and facilities are available or will become available with scheduled City facilities development projects.

- 7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.**

A14. See findings A15 through A19.

- 8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.**

A15. The proposed Stage I Preliminary Plan responds to the economic changes by creating housing diversity to include townhomes in the city.

(.02) Lot Qualification.

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.**
- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD." All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code.**

A16. With proposed conditions of approval the project can be made consistent with the purposes and objectives of Section 4.140. The property is zoned PDR-5 and it will be developed in one phase.

(.03) Ownership.

- A. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.**
- B. Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.**

A17. The subject property is currently owned by West Coast Real Estate Holdings LLC who has authority to make land use and development applications meeting code.

(.04) Professional Design.

- A. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.**
- B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:**
 - 1. An architect licensed by the State of Oregon;**
 - 2. A landscape architect registered by the State of Oregon;**
 - 3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the Development Review Board, Planning Commission, or City Council; or**
 - 4. A registered engineer or a land surveyor licensed by the State of Oregon.**
- C. One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.**
- D. The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.**

A18. All of the professional disciplines as required by (.04) above were used to prepare the plans and narrative for the consolidated land use applications. Individual firms are listed on the inside cover of the application and represent the following disciplines:

- Licensed architect (Bayard Mentrum)
- Registered engineer (Theta Engineers)
- Arborist, Chris Ritschard, ISA Cert #PN-0164A

Mr. Bayard Mentrum has taken a lead role in conferring with staff with respect to the concept and details of the plans.

(.05) Planned Development Permit Process.

- A. All parcels of land exceeding two (2) acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:**
 - 1. Be zoned for planned development;**
 - 2. Obtain a planned development permit; and**
 - 3. Obtain Development Review Board, or, on appeal, City Council approval.**

A19. The site for the subject townhomes encompasses .79 acres, less than 2 acres in area. The subject property within the Stage I and Stage II boundaries is designated 'Residential 10 – 12 du/ac' on the Wilsonville Comprehensive Plan Map. Stage II Final Plan as well as Site Design Review is also being sought in the applicant's consolidated application.

- D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:**
 - 1. Pre-application conference with Planning Department;**

2. **Preliminary (Stage I) review by the Development Review Board. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval to the Board; and**
3. **Final (Stage II) review by the Development Review Board**
4. **In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan.**

A20. A formal pre-application conference was held on November 3, 2013. The applicant has elected to combine numerous separate land use applications as allowed by the Wilsonville Code.

A21. The Stage II Final Plan application outlines in Request B for the improvements included in the more detailed Site Design Review of the consolidated application.

(.06)(B) The applicant may proceed to apply for Stage I – Preliminary Approval – upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan.

A22. The proposed townhomes contemplated with this application is consistent with the PDR-5 zoning and with the Comprehensive Plan Map designation of Residential.

(.07) Preliminary Approval (Stage One):

A. Applications for preliminary approval for planned developments shall:

1. **Be made by the owner of all affected property or the owner’s authorized agent; and**

A23. As described in the findings addressing (.03) Ownership, the Stage I application was authorized by the property owner.

2. **Be filed on a form prescribed by the City Planning Department and filed with said Department.**

A24. On February 28, 2014, the applicant required application forms and the required fees were received by the City.

3. **Set forth the professional coordinator and professional design team as provided in subsection (.04), above.**

A25. The professional design team is described in Finding A18 addressing (.04) above.

4. **State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.**

A26. The application introduction and the Stage I Preliminary Plan application describe and illustrate the land uses (townhomes), the amount of land area devoted to the use, and their location.

B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:

A27. A checklist that provides cross-references to the information required by Section 4.035 (Site Development Permits) is included in Exhibit B1 and is included by reference herein. Staff has reviewed the application and has determined that it includes conceptual and quantitatively accurate representations of the Stage I Preliminary Plan sufficient to judge the scope, size, and impact of the development on the community.

1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.

A28. The applicant has provided a boundary survey representing the project within the Stage I Preliminary Plan area. This requirement is met.

2. Topographic information as set forth in Section 4.035

A29. Topographic information is shown on the Grading, Drainage, and Erosion Control Plans of (Exhibit B1) of the consolidated application topographic contours are shown as required for sites with slopes up to 5%. This requirement is met.

3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre.

A30. Housing Units under Section 4.124.5: The allowed housing density was based upon the PDR-5 Zone:

Zoned PDR-5 12 Townhomes			
Size (Gross Acres) .79 acres (34,621 SF), gross site area	Gross Acres .79	Comp. Plan 10 – 12 du/ac	PDR-5 2,500 SF, Maximum Units 4,000 SF, Minimum Units
	.79 acres or 34,621 SF @ 15.2 du/ gross acre	10 x .79 = 7.9 or 7 units 12 x .79 = 9.48 or 9 units	34,621 SF/2500 = 13.8 units = 13 units 34,621 SF/4000 = 8.6 units = 8 units

Housing Units: Staff has determined that the maximum number of housing units for this property is based on the PDR-5 zone criteria. Specifically Subsection 4.124.5(.02), which allows up to 13 units (site area: 34,621 sq. ft./2,500 sq. ft. = 13.8 units, 13 units would be the maximum number of units in the zone as the number is not rounded up). The “2,500” number is the minimum lot size for a unit. The proposal is for 12 units, one (1) unit less than the code permits.

Staff finds that the regulatory criteria of the Planning and Land Development Ordinance (Zoning Code) are structured to better define and implement the Comprehensive Plan. It should be noted that there are conflicting provisions between the Comprehensive Plan density ranges and the zoning code density ranges, specifically inconsistencies found in Table 1 of Subsection 4.124(.05). The City Council has identified this issue with recent zone map amendment reviews and has directed the Planning Division to investigate and propose to amend the appropriate parts of the Comprehensive Plan and Zoning Code to remedy this issue. The task has been initiated and a planning consultant has been engaged to provide assistance, but at the time of the writing this staff report that task has not been completed.

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

Table 1: PDR Zone based on Comprehensive Plan Density

In this application, staff has reviewed the proposed 12 dwelling units in regards to compatibility with and complementary to the overall design and architecture of the site, along with adjoining properties. Staff has found that developed and undeveloped properties adjacent to the west (PDR-5 Zone), east and south (R Zone) have the Comprehensive Plan Map designation of “Residential 10 – 12 du/ac” which is a compatible density with the project site. The applicant did not request waiver(s) from the development standards for the project. The proposed parking will exceed the parking minimum of 21 spaces by 15 spaces which is 3 spaces per residential unit, and proposed open space will exceed the 25% minimum at 37.9 percent. So in the professional opinion of staff the proposed project of 12 attached townhomes divided into 2 buildings of 6 units will provide adequate open space in a functional design and parking for the future residents and guests. Thus, the proposed 12 units are reasonable for approval.

4. **A stage development schedule demonstrating that the developer intends to receive Stage II approval within two (2) years of receiving Stage I approval, and to commence construction within two (2) years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.**

A31. The applicant intends to proceed diligently to completion of the improvements identified in the Stage II Final Plan and Site Design Review.

5. **A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.**

A32. The Engineering Division may require the appropriate bonds to complete off-site improvements in the form of public facility conditions meeting code.

6. **If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.**

A33. The Stage II Final Plan will be executed in one stage meeting code.

7. **Statement of anticipated waivers from any of the applicable site development standards.**

A34. Waivers are not proposed.

4. Land area within the Significant Resource Overlay Zone may be used to satisfy the requirements for outdoor recreation/open space area consistent with the provisions found in Section 4.113 of the Planning and Land Development Ordinance.

A35. The proposed outdoor living space exceeds the minimum 200 sq. ft. per dwelling unit requirement proposed at 1,094 sq. ft. per unit, and landscape coverage at 37.9% exceeds the 15% minimum landscape coverage. In the professional opinion of staff the applicant's evidence meets Subsection 4.139.10(A).

A36. The project site is outside the Boeckman Creek corridor - SROZ areas and it is not within an identified natural hazard, or on an identified geologic hazard. The proposed project will not impact the SROZ.

Section 4.113. Standards Applying To residential developments in any zone.

(.01) Outdoor Recreational Area in Residential Developments.

A. Purpose. The purposes of the following standards for outdoor recreational area are to provide adequate light, air, open space and usable recreational facilities to occupants of each residential development. Outdoor recreational area shall be:

1. **Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas. Such outdoor recreational area shall be provided consistent with the requirements of this Section.**
2. **Recreational areas shall be provided in keeping with the needs of the prospective tenants and shall not be located in required yards, parking, or maneuvering areas, or areas that are inaccessible. Standards for outdoor recreational areas may be waived by the Development Review Board upon finding that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area.**
3. **In mixed-use developments containing residential uses, the Development Review Board shall establish appropriate requirements for outdoor recreational area, consistent with this Section.**
4. **The Development Review Board may establish conditions of approval to alter the amount of required outdoor recreation area, based on findings of projected need for the development. Multi-family developments shall provide at least the following minimum recreational area:**
 - a. **For ten (10) or fewer dwelling units, 1000 square feet of usable recreation area;**
 - b. **For eleven (11) through nineteen (19) units, 200 square feet per unit;**
 - c. **For twenty (20) or more units, 300 square feet per unit.**

5. Outdoor recreational area shall be considered to be part of the open space required in the following subsection.

A37. Proposed is 13,124 sq. ft. of mostly-lawn area (i.e. larger than 2,400 sq. ft.). Smaller planting areas were included. This is over 1,094 sq. ft. of outdoor recreation area per each of the 12 dwelling units - in excess of applicable minimum 200 sq. ft. per unit requirement.

A38. The future residents' access to recreational resources is the proposed open lawn area next to public bicycle and pedestrian path (Jobsy Lane or Morey Lane) along the west side of the project site. The proposed on-site open space and patios more than fulfill the intent and purpose of the requirement for outdoor recreational area meeting code.

(.02) Open Space Area shall be provided in the following manner:

A. In all residential subdivisions including subdivision portions of mixed use developments where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space. For subdivisions with less than 25% SROZ lands and those with no SROZ lands, the minimum requirement shall be ¼ acre of usable park area for 50 or less lots, ½ acre of usable park area for 51 to 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. Front, side and rear yards of individual residential lots shall not be counted towards the 25% open space.

Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide ¼ acre of usable park area for a development of less than 100 lots, and ½ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways. Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement.

Multi-family developments shall provide a minimum of 25% open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations, and outdoor recreational area as provided in 4.113(.01)(A)(1) through (5). [Amended by Ord. 589 8/15/05]

A39. See Finding A37.

B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public

park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.

A40. The open space/landscape and indoor recreation facilities proposed for this project is intended to be owned and maintained by the property owners/management.

C. **The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance is the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.**

A41. An appropriate maintenance mechanism is not required because the single property ownership would be performed by private property maintenance not requiring a homeowner's association.

(.03) Building Setbacks (for Fence Setbacks, see subsection .08)

A42. The front yard setback of the underlying PDR-5 zones is 20 feet, measured from property line for lots greater than 10,000 square feet which is the case here. Unit No. 1 closest to SW Wilsonville Road is 20.75 feet from the front property line. Minimum side yard setback is ten (10) feet, thirteen (13) and forty-nine (49) feet is proposed. Minimum rear yard is twenty (20) feet and 20 feet is proposed meeting code.

A43. **Special Setback:** An examination of the proposed Stage I Preliminary Plan indicates that the site for the proposed townhomes would not have special setbacks from SW Wilsonville Road because the proposed townhomes would be setback over 100 feet from the right-of-way .

(.04) Height Guidelines: The Development Review Board may regulate heights as follows:

A. **Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.**

B. **To provide buffering of low density developments by requiring the placement of buildings more than two (2) stories in height away from the property lines abutting a low density zone.**

C. **To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River from greater encroachments than would occur if developed conventionally.**

A44. TVFR has reviewed the proposed plans and can provide fire protection and emergency services to the project. The project has been designed to comply with these criteria. The proposed 2-story townhomes are designed to be generously set back from SW Wilsonville Road with intervening landscaping, trees and open space to buffer the townhomes. The proposed townhomes will not be in the scenic vistas of Mt. Hood.

A45. Properties in the PDR-5 zone are subject to a maximum 35 foot height limit. Proposed are 2-story townhomes at approximately 23.5 feet below 35' height meeting code.

(.05) Residential uses for treatment or training.

A46. A residential treatment facility or residential home, as defined in Section 4.001.238 of the Wilsonville Development Code, is not proposed as a part of this master plan. This section is not applicable.

(.06) Off Street Parking: Off-street parking shall be provided as specified in Section 4.155.

A47. Parking for the townhomes is provided at grade next to the townhomes. (See Request B for the detailed parking analysis).

(.07) Signs: Signs shall be governed by the provisions of Section 4.156.

A48. See Request D for the detailed analysis of the proposed monument sign.

(.08) Fences:

A49. The applicant has indicated that a 6 foot high fence would be installed along the easterly property line to serve as screening of the proposed parking lot meeting code.

(.09) Corner Vision: Vision clearance shall be provided as specified in Section 4.177, or such additional requirements as specified by the City Engineer.

A50. The proposed townhomes unit No. 1, (the closest unit to public ROW) will be set back 20.75 feet from SW Wilsonville Road and even greater from the proposed driveways sufficient to allow appropriate vision clearance at the existing driveways meeting code. However, the City Engineer has indicated that an existing masonry wall adjacent to the west on the TimberCreek Apartments frontage with SW Wilsonville Road would obstruct vision clearance. The height of the wall would need to be lowered. Staff has had discussions with the owner of TimberCreek Apartments and he has indicated that he is amiable to working with the city and the applicant to remove the sight vision obstruction by lowering the wall. With proposed condition PFB 30 this can be accomplished.

(.10) Prohibited Uses:

A51. Prohibited uses are not proposed.

(.11) Accessory Dwelling Units.

A52. Accessory dwelling units are not proposed.

(.12) Reduced Setback Agreements.

A53. Subsection .09 provides an allowance for zero setbacks at the discretion of the neighboring landowner which is not being requested.

(.13) Bed and Breakfasts.

A54. A Bed and Breakfast is not proposed as a part of this development.

(.14) The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type. However, consideration of these factors shall not prevent the Board or Planning Director from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.

A55. This section provides procedural guidance to the Planning Director and Development Review Board, for which no finding of compliance is necessary at this time.

Subsection 4.140 (.07)B.: The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:

A56. The applicant has submitted a boundary survey including topographic information completed by a licensed surveyor meeting code.

A57. The applicant has submitted a tabulation of the proposed land use. A more detailed analysis of the proposed development will occur as a part of the Stage II Final Plan (Request B) application. The applicant is proposing townhomes residential use which is allowed in the PDR-5 Zone.

A58. The applicant is seeking Stage II Final Plan approval concurrent with the request for a Stage I Preliminary Plan meeting code meeting code.

Section 4.118. Standards applying to all Planned Development Zones:

(.01) Height Guidelines: In “S” overlay zones...

The project site is not within an “S” overlay zone; therefore, this provision does not apply.

(.02) Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.

A59. Public Utilities were installed as part of SW Wilsonville Road development. Thus, the applicant proposes to utilize existing utilities within the street and extend to the nearest possible connections. None of the proposed utilities will be located above ground.

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140 and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

A60. Waivers are not proposed.

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

A61. The site has been designed to comply with the regulations of Section 4.140. Open space and landscaping and screening are designed to respect property lines.

Section 4.167. General Regulations - Access, Ingress and Egress.

A62. Proposed is one full turning movement vehicular access drive at SW Wilsonville Road meeting code. However, DKS traffic consultants are recommending that the:

“The site plan should be configured to allow future access to the area to the south to accommodate a future connection to the SW Brown Road extension, which will be a Collector and will be the preferred long-term location to provide future access to the project site and surrounding land uses. Once this connection is provided, the access to SW Wilsonville Road should be removed.”

Plan Sheet A02 illustrates that the proposed parking lot and the main driveway which extends north and south along the east side of the subject property. This alignment will provide the future connection to SW Brown Road extension at the south.

Section 4.171. General Regulations – Protection of Natural Features and Other Resources.

A63. All grading, filling and excavating on the project site will be done in accordance with the Uniform Building Code.

A64. A Tree Report was prepared by a certified arborist for impacted by development, addressing existing trees within the proposed project site for the apartment building. The city is particularly concerned about retaining mature trees wherever possible. Existing trees 6” DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 12 townhomes does not have regulated trees for removal. One (1) large flowering cherry tree will be preserved during construction. Tree mitigation is not required since no regulated trees are being removed.

REQUEST B
DB14-0028: STAGE II FINAL PLAN

B1. Mr. Bayard Mentrum, Architect, acting as applicant for the owner proposes the development of a 12 townhomes.

Proposed Stage II Final Plan		
Area	Size	% of Total Site
Building area footprint	10,176 SF	29%
Parking, drive lanes, walkways	11,321 SF	33.1%
Landscape area	13,124 SF	37.9%
	34,621 SF	
Total site area:	.79 acres	100%

ZONING, Sections 4.100-4.141

Subsection 4.140.09(J)(1-3) stipulates the following criteria for Final Plan approval:

1. The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.
2. That the location, design, size and uses are such that traffic generated by the development can be accommodated safely and without congestion in excess of level service "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets.
3. That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.

Subsections 4.140.09(C-F): Stage II Final Plan

B2. The applicant's submittal documents provide sufficient detail to satisfy the requirements of Section 4.140.09(C) & (D). These criteria are met.

Zoning and Comprehensive Plan Designations: *Planned Development Residential Zone*

B3. See Finding A30. The subject site is currently zoned Planned Development Residential - 5 (PDR-5) Zone on .79 acres to enable development of 12 townhomes for rent or lease. On the basis of Section 4.124.05 (Table 1) the PDR-5 zone is based on the 10 - 12 d.u. per acre Comprehensive Plan Density.

Subsections 4.140.09(C-F): Stage II Final Plan

B4. Staff has reviewed the applicant's submitted plans to determine compliance with the Planned Development Regulations. The applicant's submittal documents provide sufficient detail to review the requirements of Section 4.140.09(C) & (D). These criteria are met.

Subsection 4.113: Standards Applying to Residential Developments in any Zone:

Subsection 4.113 provides for the required open space in new residential developments. In addition, Implementation Measures 4.1.5.d, 4.1.5.j, and 4.1.5.k speak to the Comprehensive Plan's desire to create and conserve open space in the City for specified objectives.

Subsection 4.113.02(A) – Outdoor Recreational Area - Standards Applying To Residential Developments In Any Zone.

- B5.** See findings A37 – A40 of this staff report. The Stage II Final Plan will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size.
- B6.** The subject property is in a single fee simple ownership. Thus, site and building protection or maintenance is the responsibility of the property owner.

Subsection 4.113(.07) – Fences

- B7.** The applicant has indicated that a 6 foot high fence would be installed along the easterly property line to serve as screening together with landscaping of the proposed parking lot meeting code.

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.

(.02) General Provisions:

- G.** **The nearest portion of a parking area may be separated from the use or containing structure it serves by a distance not exceeding one hundred (100) feet.**
- B8.** The proposed parking areas and garages are located within one hundred (100) from each townhome unit, thus this code criterion is satisfied.
- J.** **Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.**
- B9.** The submitted plans indicate that concrete curbing will be installed. Proposed parking spaces along the proposed north/south driveway are 9' x 18' standard stalls next to a 7 foot wide sidewalk so bumper guards are not required to prevent any portion of a vehicle within a parking lot from extending over sidewalk because of the deeper parking space dimension.
- K.** **All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as "grasscrete" in lightly-used areas, that is found by the City Engineer to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City Engineer, shall be provided.**

B10. Asphalt/concrete surface is proposed for parking and drives. This code criterion is satisfied.

L. Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.

B11. The city has an outdoor lighting ordinance (Dark Sky), Ordinance #649, which is implemented in Section 4.199.50 into the Development Code. A more in depth discussion regarding Section 4.199.50 will be reviewed in a separate application for Site Design which is not part of this staff report.

N. Compact car spaces.

B12. Compact car spaces are not proposed.

O. Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.

B13. Off-street parking is not designed for motor vehicles to overhang beyond curbs because full standard 9' x 18' parking stalls will be installed. This provision is therefore satisfied. In addition, consistent with Section 4.155(.02)J.

(.03) Minimum and Maximum Off-Street Parking Requirements:

A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:

B14. The main and only vehicle access point to the site is at SW Wilsonville Road. Staff further finds the site plan is designed with access and maneuvering areas adequate to serve the functional needs of the site.

B15. Pedestrian access to the site will be taken from the sidewalk at SW Wilsonville Road and via internal walkways meeting code.

B. Parking and loading or delivery areas landscaping requirements

B16. Parking Lot Landscaping as a Percentage: The proposed parking lot landscape coverage meets 10% of the parking lot. At least four (4) code compliant parking lot islands with shade trees are proposed within the easterly parking lot including the large existing cherry, and four (4) columnar red maples next to garage driveways meeting code.

B17. Parking Areas Visible from the Right-of-Way: The proposed parking area at the east side of the project site will be partially visible at SW Wilsonville Road but it is not required to be screened.

B18. Parking Areas Visible from Adjacent Properties: The proposed parking area along the east side of the project site will be partially visible to SW Wilsonville Road. Landscaping is proposed along the north, west and south sides of the project site with low to medium shrubs. The proposed easterly parking area and drive will be screened with a 6' foot high fence and wax leaf shrubs to grow 5 – 6 feet high meeting code.

B19. Landscape Tree Planting Areas: See Finding B16. The Landscape Plan must demonstrate that most of the proposed planting areas are a minimum of eight (8) feet in width. The code further requires that the applicant provide one (1) tree per (8) parking spaces. The applicant is proposing 12 surface parking spaces along the east side of the proposed townhomes, which is not one tree per eight parking stalls would require 2 trees. Four (4) tree planting areas are proposed meeting code.

Subsection 4.155(.03)B.4: Parking for ADA

B20. Proposed is one (1) ADA parking stall. The Building Division regulates ADA parking requirements and design. The Building Division has indicated that Section 502.8 Relationship to Accessible Routes of ANSI A117.1 – 2003 Accessibility Code indicates parking spaces and access aisles must be designed so that cars and vans, when parked, cannot obstruct the required clear width of adjacent accessible routes. The final design of ADA parking is reviewed by the Building Division.

Subsection 4.155(.03)B.5.: Connection of Parking Areas

B21. The subject site not part of complex of buildings envisioned for shared parking with adjacent properties. Thus, the applicant is providing all the required parking on-site. This provision will be satisfied subject to the DRB approving the proposed parking plan.

Subsection 4.155(.03)B.6-8 and Table 5: Parking Standards.

B22. Proposed are townhomes/apartment units. Based on Table 5 of this Section 4.155, the applicant is required to provide a minimum of 21 parking spaces at 1.75 parking spaces per dwelling unit (12 – 3 bdrm units). The applicant is proposing to provide 36 spaces (24 surface parking spaces and 12 garage spaces), which is 15 spaces above the parking minimum. This is approximately 3 parking spaces per unit. But in order to assure generous on-site parking the proposed garages must be used for vehicle parking. See Condition of Approval PDB4.

Proposed Bedrooms Count:
12 three bedroom units

Subsection 4.155(03)B.6-8 and Table 5: Parking Standards.	OFF – STREET PARKING REQUIREMENT	Code minimum: Apartments of ten (10) or more units.
Parking Required Per MF Unit	# of units	Parking Spaces Required
1.25 spaces/1 BDR MF Unit	0	0
1.5 spaces/2 BDR MF Unit	0	0
1.75 spaces/3 BDR MF Unit	12	21
TOTAL		21

Parking Maximum: No limit

OFF - STREET PARKING PROPOSED:	
SURFACE STANDARD	24
SURFACE COMPACT	0
SURFACE ADA	1
GARAGE STANDARD	12
TOTAL	36

B23. Bicycle Parking: Based upon the requirement of this section, the applicant is required to provide a minimum of 12 bicycle parking spaces, two per residential unit. The applicant proposes to provide racks for lockable space and/or bikes at a ratio of two bike parking spaces per garage with bicycles stored on wall mounted hangers meeting code. Furthermore, Plan Sheet A02 shows two bike racks next to the parking lot for four bicycles lockable spaces.

Subsection 4.171. General Regulations – Protection of Natural Features and Other Resources

(.02) General Terrain Preparation:

B24. There are no environmental features on the subject property to protect (natural forest or SROZ).

(.03) Hillsides:

B25. The project-development site is relatively level and does not contain slopes greater than 25%; therefore, this code criterion is not applicable.

(.04) Trees and Wooded Areas.

B26. No regulated trees are proposed for removal. One significant flowering cherry will be retained and incorporated into the landscape plan.

(.05) High Voltage Power Line Easements and Rights of Way and Petroleum Pipeline Easements:

B27. The subject site is not encumbered by high voltage power line easements and right-of-way or petroleum pipeline easement; therefore, this provision is not applicable.

(.06) Hazards to Safety:

- B28.** The project site is not located within a soil or geological hazard area. Review of the building plans and public works permit will ensure that best engineering practices are maintained.

Subsection 4.177(.01)A-B. Street Improvement Standards.

- B29.** The project site will have one singular driveway at SW Wilsonville Road which is a Minor Arterial. Subsection (.01)C.3, require a special setback for properties adjacent to all arterial streets. A minimum setback of 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater is required to allow for future widening. The proposed townhomes are more than 55 feet from the centerline and are not closer than 25 feet from the right-of-way meeting code.

The current street section for SW Wilsonville Road meets Figure 4.20 of the 2003 Transportation System Plan provides a street section depicting two (2), 12 foot thru lanes, a 14 foot turn lane/median, 6 foot bike lanes, and 8.5 foot planter strip and 5 foot sidewalks. The existing island will need to be modified to allow left turning traffic from the proposed access, which is being widened.

With proposed condition PFB 31 this would be accomplished:

PFB 31. To provide full access to the existing east driveway (and proposed access driveway), applicant shall modify the existing landscape island to allow safe movement of left-turning traffic egressing the site. Applicant shall provide turning templates for City staff approval showing left turn movements from the site onto Wilsonville Road.

- B30.** The City Engineer's Public Facilities conditions require that all right-of-way dedications, easements and street improvements are to be completed to the requirements of the City's Transportation System Plan but no improvements are expected.
- B31. Bicycle Network:** Regarding the bicycle network, due to its projects frontage with SW Wilsonville Road it currently provides east-west bicycle lanes along its frontage. Adjacent at the west is a public bicycle/pedestrian path of which the proposed site plan shows a 5' wide concrete connection meeting code.

Subsection 4.177.01(E): Access drives and lanes.

- B32.** Proposed is a single full turning movement driveway at SW Wilsonville Road. See Findings B33 and B34.

Subsection 4.177.03(.01)I: Corner or clear vision area.

- B33. Sight Distance:** In Exhibit B4, is a documented voicemail exchange between Jack Kohl the adjacent property owner of TimberCreek Apartments at the west and Steve Adams,

Development Engineering Manager regarding wall removal and vegetation to improve sight distance clearance along SW Wilsonville Road, dated January 16, 2014. City staff has been in contact with the property owner and they have expressed no opposition to this wall being lowered.

Figure 1 of the DKS Traffic Report below shows the sight distance summary on SW Wilsonville Road from the estimated project access. DKS: “As shown, existing sight distance is limited to approximately 185 feet due to the roadway’s horizontal curvature and vegetation across the project site’s existing frontage. Sight distance can be further increased in the range of 400 feet if vegetation and a private property fence were to be removed to the west. Based on the posted speed of SW Wilsonville Road, the required City of Wilsonville intersection sight distance may be achieved.”



Figure 1: SW Wilsonville Road Sight Distance Analysis Findings

Proposed condition PFB 30 requires the applicant to:

PFB 30. “Clear sight vision is not in compliance with the City’s 2006 Public Works Standards. Presently the existing east driveway (and proposed access driveway) has limited sight distance for eastbound traffic on Wilsonville Road due to a concrete block wall located in front of the property west of the site (wall is located in the public right-of-way). The applicant’s engineer shall determine how much of the wall needs to be lowered to a two-foot height in order to provide clear sight distance and be in compliance with the Public Works Standards. Applicant shall be responsible for all costs with this work in lowering the wall, repairing any damage that may occur, and resetting the capstone blocks on the shorter wall.”

B34. Access Spacing: The proposed singular driveway along SW Wilsonville Road does not meet the City of Wilsonville’s minimum requirement of 600 feet. The access is located approximately 540 feet of the SW Wilsonville Road/SW Browns Road intersection and 115 feet from the nearest private driveway. Proposed condition PFB 29 requires the applicant to:

PFB 29. “In the City’s 2013 Transportation System Plan (TSP) Wilsonville Road is classified as a minor arterial with access spacing standards of 1,000 feet desired and 600 feet minimum. The City recognizes that the existing east driveway (and proposed access driveway) is approximately 540 feet (centerline to centerline) from Brown Road, which is not in compliance with the TSP; however, at the same time the City does not wish to land lock the site and leave it undevelopable.”

“Ultimately this site is envisioned to be served by a local street to be located on the undeveloped land south or east of the site. At the time that the adjacent property is developed a connection will be provided to the proposed private driveway/parking aisle located on the east and southeast boundary of the site. Once the connection is completed the Applicant (or successor) will be required to demolish the driveway connection to Wilsonville Road and construct a standard curb and gutter. The driveway shall also be disconnected from the public sidewalk and set back to the greatest extent possible to separate vehicle and pedestrian traffic. Applicant (or successor) shall install landscaping and irrigation to the areas between the sidewalk and curb, and sidewalk and private driveway. If the sidewalk is damaged during this work, the damaged section(s) shall be removed and the sidewalk replaced.”

Furthermore, the proposed site plan is designed with an eventual driveway closure at SW Wilsonville Road and to take new access at SW Brown Road. Plan Sheet A01 illustrates that the proposed parking lot and driveway extends north and south along the east side of the subject property providing for the future connection to SW Brown Road extension. At that time the applicant must relocate the trash enclosure.

Section 4.175: Public Safety and Crime Prevention

B35. The Clackamas County Sheriff Department and Tualatin Valley Fire and Rescue provide emergency services for the City. Proposed townhomes are positioned for easy on-site surveillance from SW Wilsonville Road providing opportunity for clear on/off-site security views. The easterly proposed parking lot would be easily viewed by the City Police Department. This criterion is satisfied.

TRAFFIC

Subsection 4.140(.09)(J)(2): Traffic Concurrency. “That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City’s adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.”

Additionally, Subsection 4.140(.09)(J)(2)(a)(ii) requires that the traffic study performed to determine whether a proposed project will generate traffic in excess of Level of Service D (LOS D) look at “what impact the estimate generated traffic will have on existing level of service including

traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic.”

B36. The DKS traffic memorandum dated April 4, 2014 estimated that the PM peak hour trips to and from this project would use the I-5/Wilsonville Road interchange (Wilsonville Road between SW Boones Ferry Road and Town Center Loop West).

It is estimated that the proposed project would generate 11 p.m. peak hour trips (7 in, 4 out). Of the additional p.m. trips, a projected 7 trips would travel through the I-5/SW Wilsonville Road interchange. The location, design, size of the project is such that traffic generated by the townhomes can be accommodated safely, and without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project which complies with Subsection 4.140.09(J)(2).

Section 4.154 and Subsection 4.177.01(B): Sidewalk Requirements

B37. The proposed pedestrian circulation plan is found on the Preliminary Site Plan Sheet A02 in Exhibit B1 meeting this criterion.

B38. The existing 5' wide sidewalk at SW Wilsonville Road fronting the subject property is consistent with the Transportation Systems Plan. The current constructed section of Wilsonville Road includes 5' wide sidewalks, curbing and 5' bike lanes.

Subsection 4.140.09(J)(3) Public Facilities stipulates, “That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.”

B39. The proposed project has available to it, or will be required to make available to it, adequate facilities to serve the project.

Sanitary Sewer

B40. The applicant is proposing to connect a 6” line to the sanitary sewer line at the west side of the property that is within the public bicycle/pedestrian path meeting code.

Water

B41. The subject site is connected to a large trunk line at SW Wilsonville Road meeting code.

Storm Sewer

B42. There are no known storm connections to a public storm system. The applicant is proposing on-site storm detention on the north area of the property and the use of pervious pavement to reduce storm runoff. Stormwater would be detained and metered to the 15” storm sewer line at SW Wilsonville Road. See the Preliminary Drainage report in Exhibit B6. The applicant has the responsibility to fund and install all necessary storm

water facilities to meet the requirements of the City's Storm Water Master Plan. The final design and installation of storm water facilities will require a public works permit from the City's Engineering Division.

Public Services

- B43.** Staff has requested comment with public service providers (e.g., Sheriff, Tualatin Valley Fire & Rescue, South Metro Area Rapid Transit (SMART), etc.) within the City about the potential of providing service to the subject project. No comments were received.

Semi-Public Utilities

- B44.** The applicant will need to consult with the private utility providers (e.g., gas, electric, cable, waste collection, etc.) within the City about the potential of providing service to the subject project.
- B45.** Prior to the issuance of building permits by the City, the applicant shall be responsible for paying all applicable systems development charges (SDCs) for the proposed project including supplemental street SDCs for future improvements to Wilsonville Road/I-5 interchange.

Subsection 4.140(.09)(I): Duration of Stage II Approval

- B46.** Approval of the Stage II Final Plan will expire two years after the approval date, if substantial development has not occurred on the property in that time. The DRB may grant three (3) one-year extensions to this approval upon findings of good faith efforts to develop the property per this code criterion.
- B47. Transit:** The subject property is close to bus stops on the *SMART* Wilsonville Road transit line.

REQUEST C
DB14-0029: SITE DESIGN REVIEW

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

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

C1. Staff summarizes the compliance with this subsection as follows:

Excessive Uniformity: By their very nature the design townhomes are usually similar to each other and are attached by common walls. In this case, the proposed 12 townhomes in two (2) buildings will have similar, exterior colors, materials and gable roof designs of good quality design.

Inappropriate or Poor Design of the Exterior Appearance of Structures: The townhomes have been professionally designed by a professional architect.

Trash Enclosure: The project includes one solid waste and recycling enclosure. The waste and recycling enclosure is of a construction and design typical for its intended use it will have 6’ high concrete masonry unit walls faced with brick veneer and slatted chain link gates as shown on Plan Sheet A3, which design is indicative of the exterior materials of the proposed townhomes meeting code.

Inappropriate or Poor Design of Signs: One monument sign is proposed. See the findings in Request D for the detailed discussion about the proposed sign.

Lack of Proper Attention to Site Development: The appropriate architectural services have been used to design the townhomes and site improvements incorporating unique features of the site including the preservation of one significant flowering cherry tree at the northeast corner of the site, having only one available access, which demonstrates appropriate attention is being given to site development.

Lack of Proper Attention to Landscaping: Landscaping is proposed to exceed the area requirements, has been professionally designed by a landscape architect, and includes a

variety of plant materials, all demonstrating appropriate attention being given to landscaping. See Plan Sheet A02.

Subsection 4.400 (.02) and Subsection 4.421 (.03) Purposes of Objectives of Site Design Review

“The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.” “The City Council declares that the purposes and objectives of site development requirements and the site design review procedure are to:” Listed A through J.

- C2. The proposed project demonstrates compliance with the listed purposes and objectives. In short, the proposal provides a high quality design appropriate for the site and its location in Wilsonville. These criteria are satisfied

Section 4.420 Development in Accordance with Plans

This section states that development is required in accord with plans approved by the Development Review Board.

- C3. The approval of the Site Design Plan will ensure construction, site development, and landscaping are carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. No building permits will be granted prior to development review board approval.

Subsection 4.421 (.01) and (.02) Site Design Review-Design Standards

This subsection lists the design standards for Site Design Review. Listed A through G. Pursuant to subsection (.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.”

- C4. The applicant has provided sufficient information demonstrating compliance with the standards of this subsection. These criteria are satisfied.

Subsection 4.421 (.05) Site Design Review-Conditions of Approval

“The Board may attach certain development or use conditions in granting an approval that are determined necessary to insure the proper and efficient functioning of the development, consistent with the intent of the Comprehensive Plan, allowed densities and the requirements of this Code.”

- C5. No additional conditions of approval are recommended to ensure the proper and efficient functioning of the development. This criterion is satisfied.

Subsection 4.421 (.06) Color or Materials Requirements

“The Board or Planning Director may require that certain paints or colors of materials be used in approving applications. Such requirements shall only be applied when site development or other land use applications are being reviewed by the City.”

- C6. The project architect has provided a colors and materials board meeting code.

Section 4.179(.05)

- C7. The proposed townhomes contain more than ten residential units so the code requires 50 sq. ft. plus five sq. ft. per unit for trash and recyclables storage area. Therefore 110 sq. ft. of storage area is required. A 12' x 20' storage area is proposed at 240 sq. ft. exceeding code. Republic Services has approved the proposed design of the enclosure and its location. See Exhibit B2.

Subsection 4.450 (.01) Landscape Installation or Bonding

“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.”

- C8. Condition of Approval C2 will ensure installation or appropriate security at the time occupancy is requested.

Subsection 4.450 (.02) Approved Landscape Plan Binding

“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.”

- C9. Condition of Approval C1 will ensure ongoing assurance to this criterion will be met.

Subsection 4.450 (.03) Landscape Maintenance and Watering

“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.”

- C10. Condition of Approval C4 will ensure landscaping will be continually maintained in accordance with this subsection.

Subsection 4.450 (.04) Addition and Modifications of Landscaping

“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.”

- C11. Condition of Approval C1 will ensure ongoing assurance that this criterion will be met by preventing modification or removal without the appropriate City review.

Landscaping

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

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

- C12. See Finding C13.

(.06) Plant Materials.

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

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

- C13. Plan Sheet A02 shows a variety of plant materials and placement consistent with the general landscape standard meeting code.

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

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

- a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.
- b. Where the landscaped area is 30 feet deep or greater, one tree is required for every 800 square feet and two high shrubs or three low shrubs are required for every 400 square feet.”

- C14. The planting plan, Plan Sheet A02 shows landscaping meeting the requirements of this subsection.

Subsection 4.176 (.03) Landscape Area and Locations

“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.”

- C15.** The proposed design of the site provides for 37.9% total lot landscaping, more than the required amount of landscaping and landscaping in at least three separate and distinct areas, including the area along SW Wilsonville Road. Plan Sheet A02 shows landscaping placed in areas that will define, soften, and screen the appearance of townhomes.

Subsection 4.176 (.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.

C. All exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent streets or properties.

D. All outdoor storage areas shall be screened from public view, unless visible storage has been approved for the site by the Development Review Board or Planning Director acting on a development permit.

E. In all cases other than for industrial uses in industrial zones, landscaping shall be designed to screen loading areas and docks, and truck parking.

F. In any zone any fence over six (6) feet high measured from soil surface at the outside of fence line shall require Development Review Board approval.”

- C16.** Roof or ground mounted HVAC is not proposed. The proposed mixed-solid waste and recycling storage area is within a 6’ high architectural walled enclosure. No additional outdoor storage areas are proposed. These criteria are satisfied.

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

This subsection establishes plant material and planting requirements for shrubs and ground cover.

- C17.** Condition of Approval C5 requires that the detailed requirements of this subsection are met. These criteria are satisfied.

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

This subsection establishes plant material requirements for trees.

- C18.** The plants material requirements for trees will be met as follows:
- The applicant’s planting plan, Plan Sheet A02 shows all trees.
 - Plan Sheet A02 requires landscape materials to meet ANSI standards.
 - The applicant’s planting plan lists tree sizes required by code.

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

This subsection establishes plant material requirements for street trees.

- C19. Over ten years ago the City planted street tree along SW Wilsonville Road as part of a capital improvements project. This criterion is satisfied.

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

This subsection discusses use of existing landscaping or native vegetation, selection of plant materials, and prohibited plant materials.

- C20. The applicant has provided sufficient information showing the proposed landscape design meets the standards of this subsection. See plan Sheet A02 of Exhibit B2. These criteria are satisfied.

Subsection 4.176 (.06) G. Exceeding Plant Material Standards

“Landscape materials that exceed the minimum standards of this Section are encouraged, provided that height and vision clearance requirements are met.”

- C21. The selected landscape materials do not violate any height or visions clearance requirements. This criterion is satisfied.

Subsection 4.176 (.07) Installation and Maintenance of Landscaping

This subsection establishes installation and maintenance standards for landscaping.

- C22. The installation and maintenance standards are or will be met as follows:
- Plant materials are required to be installed to current industry standards and be properly staked to ensure survival
 - Plants that die are required to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City.
 - The landscape Plan notes that a permanent built-in irrigation system will be installed. These criteria are satisfied.

Subsection 4.176 (.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.”

- C23. The proposed Landscape Plan provides the required minimal information. This criterion is satisfied.

Subsection 4.176 (.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.”

- C24. The applicant has not requested to defer installation of plant materials. This criterion is satisfied.

Subsection 4.176 (.12) Mitigation and Restoration Plantings

“A mitigation plan is to be approved by the City’s Development Review Board before the destruction, damage, or removal of any existing native plants.”

- C25. The proposed landscape design does not involve removal of regulated sized trees requiring a mitigation plan pursuant to this subsection. This criterion is satisfied.

Other Standards

Section 4.178 Sidewalk and Pathway Standards

This section establishes standards for sidewalks and pathways.

- C26. The proposed landscape design includes trees that will grow or can be pruned to provide the necessary overhead clearance. This criterion is satisfied.

Outdoor Lighting

Section 4.199.20 Applicability of Outdoor Lighting Standards

This section states that the outdoor lighting ordinance is applicable to “Installation of new exterior lighting systems in public facility, commercial, industrial and multi-family housing projects with common areas” and “Major additions or modifications (as defined in this Section) to existing exterior lighting systems in public facility, commercial, industrial and multi-family housing projects with common areas.” In addition the exempt luminaires and lighting systems are listed.

- C27. Non-exempt new outdoor lighting proposed for the development site is being required to comply with the outdoor lighting ordinance. This criterion is satisfied.

Section 4.199.30 Outdoor Lighting Zones

“The designated Lighting Zone as indicated on the Lighting Overlay Zone Map for a commercial, industrial, multi-family or public facility parcel or project shall determine the limitations for lighting systems and fixtures as specified in this Ordinance.”

- C28. The development site is within LZ2 and the proposed outdoor lighting system is being reviewed under the standards of this lighting zone. This criterion is satisfied.

Subsection 4.199.40 (.01) A. Alternative Methods of Outdoor Lighting Compliance

“All outdoor lighting shall comply with either the Prescriptive Option or the Performance Option below.”

- C29.** The applicant has submitted information to comply with the performance option. This criterion is satisfied.

Subsection 4.199.40(.01)C. 1 and 2: Performance Option for Outdoor Lighting Compliance.

- C30.** The photometric lighting plan is shown on Plan Sheet A03 and the lighting cut sheets are found in Exhibit B8. The mountings will be in a downward position with the majority of the light fixtures at the perimeters of the townhomes. These criteria are satisfied.

Subsection 4.199.40 (.01) D. Outdoor Lighting Curfew

“All prescriptive or performance based exterior lighting systems shall be controlled by automatic device(s) or system(s) that:” Listed 1 through 3.

All prescriptive or performance based exterior lighting systems shall be controlled by automatic device(s) or system(s) that:

- 1. Initiate operation at dusk and either extinguish lighting one hour after close or at the curfew times according to Table 10; or**
- 2. Reduce lighting intensity one hour after close or at the curfew time to not more than 50% of the requirements set forth in the *Oregon Energy Efficiency Specialty Code* unless waived by the DRB due to special circumstances; and**
- 3. Extinguish or reduce lighting consistent with 1 and 2 above on Holidays.**

The following are exceptions to curfew:

- a. Exception 1: Building Code required lighting.**
- b. Exception 2: Lighting for pedestrian ramps, steps and stairs.**
- c. Exception 3: Businesses that operate continuously or periodically after curfew.**

- C31.** The exterior lighting system is automatically controlled and programmed to initiate at 10 pm but security lighting will be maintained after 10 pm to comply with curfew requirements set forth in Table 11 of the City of Wilsonville Code.

L. Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.

- C32. Trees:** The Tree Report/Survey was provided by Chris Ritschard, ISA Cert #PN-0164A found in Exhibit B3. The Tree Report documents the condition, viability of one large ornamental flowering cherry of about 33 inches diameter. The tree is a significant specimen according to the arborist and it must be retained. No other regulated trees are proposed to be removed. The arborist recommended treatment is to prune the cherry tree.

- C33. Tree Protection During Construction:** Tree protection specifications are proposed and are included in the Tree Report.

REQUEST D
DB14-0030: MONUMENT SIGN



Section 4.156.01. Sign Regulations Purpose and Objectives.

(.01) Purpose. The general purpose of the sign regulations are to provide one of the principal means of implementing the Wilsonville Comprehensive Plan by fostering an aesthetically pleasing, functional, and economically vital community, as well as promoting public health, safety, and well-being. The sign regulations strive to accomplish the above general purpose by meeting the needs of sign owners while maintaining consistency with the development and design standards elsewhere in Chapter 4. This code regulates the design, variety, number, size, location, and type of signs, as well as the processes required to permit various types of signs. Sign regulations have one or more of the following specific objectives:

- A. Well-designed and aesthetically pleasing signs sufficiently visible and comprehensible from streets and rights-of-way that abut a site as to aid in wayfinding, identification and provide other needed information.**
- D1.** See finding D2. The street address lettering will be installed below the Wilsonville Greens project name. This criterion is met.
- B. Sign design and placement that is compatible with and complementary to the overall design and architecture of a site, along with adjoining properties, surrounding areas, and the zoning district.**
- D2.** The design of the proposed monument sign has clear and identifiable sign text and elegant aesthetic utilizing brick veneer which reflects the brick veneer bases of the proposed townhomes. This criterion is met.
- C. A consistent and streamlined sign review process that maintains the quality of sign development and ensures due process.**
- D3.** As indicated in Findings D1 and D2 this criterion is met.
- D. Consistent and equitable application and enforcement of sign regulations.**
- D4.** As indicated in Findings D1 through D12 this criterion is met.

E. All signs are designed, constructed, installed, and maintained so that public safety, particularly traffic safety, are not compromised.

D5. The site plan indicates that the proposed monument sign would be setback two (2) feet from the property lines at intersection of SW Wilsonville Road. The proposed monument sign will need to be installed as to not block safe vision clearance. Proposed condition D2 requires that the Applicant submit plans to the City Engineering Division to review vision clearance prior to its installation.

F. Sign regulations are content neutral.

D6. The City is not regulating the freedom of speech of the content of the sign meeting code.

Section 4.156.07. Sign Regulations In Residential Zones.

(.01) Ground Mounted Signs for Residential Developments. One ground mounted sign, not exceeding eighteen (18) square feet in area and six (6) feet in height above ground, shall be permitted for each residential subdivision or for any multi-family development.

A. Additional ground mounted signs of eighteen (18) square feet or less shall be permitted for additional entrances to the subdivision or development located on a separate street frontage or on the same street frontage located at least two hundred (200) feet apart.

D7. The proposed monument sign is approximately seven (7) square feet in area meeting code. The proposed addressing is exempt from the sign area.

B. For one entrance on a street frontage, an additional ground mounted sign may be placed on opposite side of the street or private drive at the intersection.

D8. The Applicant is not proposing to install additional signs.

(.02) Ground Mounted Signs for Outdoor Recreational Areas on Separate Lots. Public or private parks or other similar outdoor recreational areas on separate lots than dwelling units are allowed one (1) ground mounted sign of eighteen (18) square feet or less in area and six (6) feet or less in height above ground.

D9. This criterion is not applicable to this request.

(.02) Sign Height above Ground.

A. The height above ground of a freestanding or ground-mounted sign is measured from the average grade directly below the sign to the highest point of the sign or sign structure except as follows:

1. A freestanding or ground mounted sign on a man-made base, including a graded earth mound, shall be measured from the grade of the nearest pavement or top of any pavement curb to the highest point of the sign or sign structure. In all cases signs on a berm shall be allowed to be eight (8) feet in height from the top of the berm.

D10. The proposed three (3) foot high monument sign would not be placed on a berm meeting code.

Subsection 4.156.02 (.06) A and B - Class III Sign Permit Review Criteria: Generally and Site Design Review:

Class III Sign Permit. Sign permit requests shall be processed as a Class III Sign Permit when associated with new development, or redevelopment requiring DRB review, and not requiring a Master Sign Plan; when a sign permit request is associated with a waiver or non-administrative variance; or when the sign permit request involves one or more freestanding or ground mounted signs greater than eight (8) feet in height in a new location.

A. Class III Sign Permit Submission Requirements: Ten (10) paper and electronic copies of the submission requirements for Class II Sign Permits plus information on any requested waivers or variances in addition to all required fees.

B. Class III Sign Permit Review Criteria:

D11. The review criteria for Class III Sign Permit does not involve a waiver or variance. As indicated in Findings D1 through D10 these criteria are met.

Section 4.156.03 Sign Measurement

This section defines methods to use for sign measurement including specifying the following for measurement of individual element signs, “The area for signs constructed of individual elements (letters, figures, etc.) attached to a building wall or similar surface or structure shall be the summed area of up to three squares, rectangles, circles, or triangles drawn around all sign elements.”

D12. The applicant has measured the monument sign by drawing a single rectangle around all sign elements, which is consistent with the measurement method identified by this section. The sign graphics On Plan Sheet A01 indicates the sign lettering at 10” high x 8.5’ wide or 7 square feet.

Site Design Review

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

“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.”

D13. It is staff’s professional opinion that the proposed monument sign will not result in excessive uniformity, inappropriateness or poor design, and the proper attention has been paid to site development. These criteria are satisfied.

Subsection 4.400 (.02) Purposes of Objectives of Site Design Review

“The City Council declares that the purposes and objectives of site development requirements and the site design review procedure are to:” Listed A through J. including D. which reads “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;”

D14. It is staff’s professional opinion that the proposed monument sign complies with the purposes and objectives of site design review, especially objective D. which specifically mentions signs. The proposed monument sign is of a scale and design appropriately related to the subject site and the appropriate amount of attention has been given to visual appearance. These criteria are satisfied.

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

“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.”

D15. Of the criteria listed A.-G only F is applicable to this application, which reads;

“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.”

D16. There is no indication that the size, location, design, color, texture, lighting or material of the proposed monument sign would detract from the design of the proposed townhomes and the surrounding properties. These criteria are satisfied.

Subsection 4.421(.02) Applicability of Design Standards to Signs

“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.”

D17. Design standards have been applied to the proposed monument sign, as applicable. These criteria are satisfied.

Subsection 4.421(.03) Objectives of Section 4.400 Serve as Additional Criteria and Standards

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

D18. The purposes and objectives in Section 4.400 are being used as additional criteria and standards. See Findings 22-23 above. These criteria are satisfied.

Subsection 4.421(.06) Color or Materials Requirements

“The Board or Planning Director may require that certain paints or colors of materials be used in approving applications. Such requirements shall only be applied when site development or other land use applications are being reviewed by the City.”

D19. It is the professional opinion of staff that the proposed coloring is appropriate for the monument sign and no additional requirements are necessary. This criterion is satisfied.



WILSONVILLE GREENS - 10450 SW WILSONVILLE RD - DB14-0027 - DB14-0030

This is an addendum to the current application to address some of the items that were determined by the City staff to be incomplete as related to the Civil portion of the project. Other items are to be addressed by the other members of the project team. Based on the letter for the City of Wilsonville, dated March 5, 2014 the follow items are discussed based on applicable review criteria as found in the letter:

Section 4.155 - Parking

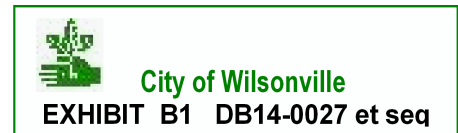
This development is to be comprised of 2 buildings of six (6) common wall units, with each unit having 3 bedrooms. A one car garage will be provided with each unit. Each unit garage will provide for bike parking and additional bike parking will be provided outside in the parking area.

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	Apartments – Min. of 2
2. Apartments of ten (10) or more units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm)	No Limit	1 per D.U.
3. Manufactured or mobile home park	2 spaces/unit	No Limit	1 per D.U.
4. Manufactured or mobile home subdivision	1 per D.U.	No Limit	1 per D.U.

If this development is considered to be an apartment project the parking standards require 1.75 spaces for three bedroom units with no maximum limit. $(1.75)(12) = 21$ units. 12 garages plus 12 surface spaces equals a total of 24 spaces. Each Dwelling unit has bike parking inside the unit plus outdoor visitor parking. Both bike and vehicle parking quantities meet the development code requirements.

The outside parking is located to minimize the visual dominance to the surrounding area by being placed at the side of the property and the access road to the units is located between the two buildings thus not visible from the public street. Landscape tree planting areas are provided at the ends of every 6 spaces which is substantially less than the every 8 spaces maximum as specified in the Development Code.

Section 4.167 - Street Improvement Standards



This project is located on Wilsonville Road which is identified as a Minor Arterial in Figure 3-2 Functional Class of the City Transportation document. There is no other access to a public street possible therefore access connection must be to Wilsonville Road. There will be only one point of access located at the westerly side of the property. This location is consistent with safety requirements. An existing landscape island in the middle of Wilsonville Road will be shortened to allow for a safe execution of a left turn from the development on to Wilsonville Road. Wilsonville Road has curbs and walks on the project side of the property and an existing driveway cut at the proposed access point. No public street extensions, or other additions or improvements are proposed. Internal sidewalks will provide pedestrian connections to the public sidewalk and common bike and walking trail located on the westerly side of the property.

Section 4.178 Sidewalk and Pathway Standards

This section has been deleted from the current code.

Sections 4.300- 4.320 Underground Utilities

Public water and storm sewer systems are located in Wilsonville Road that can be connected to for this development. A on-site storm water collection system will direct storm water from the impervious areas of roof and parking to a detention water quality pond to be located on the north side of the development. The final discharge will be to a proposed new manhole over the existing storm line in Wilsonville Road. A new 2-inch water service is proposed at or near the existing water service connection.

Gravity sanitary sewer will be from a public source to the south. This will require a public extension in the Common Bike and Walking Trial track to the west from a point in Brown Road. A private on site system will connect each unit to a common collection line.

Interior easements will be provided as needed for buried facilities as need by the suppliers. The locations of electrical, communications and gas will be determined with the final design and connection points for the various utilities.

Wilsonville Greens Townhomes 10450 Wilsonville Road
DB14-0027-DB14-0030

June 6, 2014

Response items to the incompleteness letter dated /May 7, 2014

1. Section 4.176(.04)D Landscaping, Screening and Buffering

All outdoor storage areas will be screened from public view including the trash and recycle area that has a 6 foot high brick screen wall around 3 sides and a sight obscuring gate facing Wilsonville Rd.

2. Section 4,179 Mixed solid Waste and recyclable storage in New Multi-Unit Residential buildings

The waste and recyclable storage enclosure is surrounded by a 6 foot high brick wall with a sight obscuring gate and the size and location approved by the Republic Waste Company. See attached letter of approval

3. Section 4.600-4.600.50 Tree Removal

See the attached arborist report as we are not planning on removing any trees over 6 inches in caliper and just proposing pruning to help the existing planting.

4. 4.199-40 through 4.199.50

We the attached cut sheets and photo metrics of the proposed exterior lighting.

We are in lighting zone LZ2

Table 1: All low voltage lighting will be 50 watts or less as designed in the landscaping

Table 2: The allowed lighting power density is listed below.

Hardscape 0.07

Building entrances 26

Ornamental lighting is 0.010

Builsing facades 0.18

Table 3 Maximum Mounting height in feet

LZ2 lighting for walkwaysand pedestrian ways is 18 feet but we have a maximum 10 feet

All other lightin 8 feet maximum

Table 4: Performance Method

Maximum percentage of direct uplight lumens 5%

Horizontal plane @ grade in footcandles 0.2 fc

Vertical plane for maximum light level at the property line 0.4fc

The curfew is 10 pm but security lighting will be maintained after 10 pm

Section 4.620-4.620.10 Tree Mitigation and protection

See the attached arborist report for tree protection

Sections 4.400(.02) A thru J Site design review

- A. We are planning on keeping the evergreen planting between the street and the buildings and parking and have a partial brick front facing the street. The parking is screened from the street and perpendicular to the street. The guest parking is located after the project entry and the individual units have their private garages and parking spaces.
- B. The project has vertical and horizontal stepping units to create a sense of individuality and a varied façade and roof line for interest and quality.
- C. The project is broken into 2 separate buildings so the structures are not long and monotonous. The materials and colors blend into the environment .
- D. The project preserves many of the existing planting and creates warm and inviting structures that blend with the Wilsonville character.
- E. The project provides housing for 12 new families and the concept is to Eventually make the project into condominiums.
- F. There was a single family house and some battered outbuildings on the site with illegal septic tanks and now the city will have a better tax base with these 12 units
- G. All public facilities are available and we also connect the project to the walking trail to the west.
- H. The project provides good site visisbility to the common areas and play / activity areas with windows and lighting .
- I. The project maintains a sense of community by have a walking path and a townhouse viability
- J. This project will provide a comfortable place to live that is small in scale but large in natural substance.

4.421(.01) A thru G Criteria and Design Standards

A The site is retaining many of the existing large trees including a Historic flowering cherry tree with huge burls.

The project maintains most of the natural grading.

B. The buildings step with the natural grade and also protect the existing large trees, The project also connects a walking path to connect to the existing commons walking trail to parks

C. There was only one access and egress point allowed on the site to the East end off Wilsonville road. This was done with safety in mind since Wilsonville road has a curve that makes sight distance an issue along with an existing sound wall to the west that needs to be lowered for visibility.

D. A Civil engineer was hired to create a storm water quality swale on the site.

E. The utilities will be placed underground as possible and the Civil engineering plans shows access locations to sewers and water and power.

F. The monument sign off Wilsonville road is brick and low to the ground to maintain a low simple profile and has a brick face to blend with the City aesthetic .

G No storage areas will be exposed to public view and are screened as required.

**Wilsonville Greens Rental Townhomes @ 10450 SW Wilsonville Road
#DB14-0027 – DB14-0030**

Section 4.008-4.915 Application Process – Findings and Conditions:

Legal description: Tax lot: 1,500; Section: 23B, T3SR1W; Clackamas County, Wilsonville, OR

A pre-application process was already completed.

We have submitted the site and design review package but without the required narrative which is this submittal package. Upon submittal of this narrative, the City has up to 4 weeks to do a completeness review. Upon approval of the completeness review, the City has a 3 week process application.

There is a 2 week appeal period and then a DRB hearing within 4 weeks. There could be a DRB continuance and another 2 week appeal period and then a City Council Hearing within 4 weeks and another 3 week appeal period assuming there is no continuance and no LUBA appeal and if the design is approved, the project goes to the building department for review.

Findings and conditions: The site already had the existing home and out buildings demolished with a permit.

The site is pretty flat and all the existing trees are to remain which are screening the project from Wilsonville Road with evergreens.

Section 4:100 Zoning Process:

The site is zoned PDR-5. The site area is .79 acres or 34,621 sf. We are proposing 12 attached rental townhomes. Multifamily zoning requires 25% open space or 8,655 sf which we have. Plus, we have the minimum 20 foot setback in front from Wilsonville Road property line to the north. 10 foot minimum side yard setbacks and 20 minimum rear setbacks have been met. The buildings are only 2-story so they meet the height requirement of less than 30 feet. The purpose of the zoning is to insure that the site development plans are designed in a manner that insures proper functioning of the site and maintains high quality visual environment. And the other items in Section 4,400 A through H by the City Council.

Comprehensive Plan allows 10-12 Units per acre @ .79 acre = 9.48 or 10 units. The PDR zone allows 2,500 sf maximum units or 13.76 units and minimum 4,000 sf = 8.6 units.

Section 4.113 Standards for Resident Development in Any Zone:

A) preservation of the landscape:

We are preserving the existing trees and disturbing as little soil as possible.

B) Relation to proposed buildings to the environment:

The site is basically flat and we are keeping the existing trees and planting more to enrich the site environment and have the required open space.

C) Drives, Parking and Circulation:

This was a difficult site to find a suitable access point from Wilsonville Road. We tried to access through the western neighbor's site but he would not allow it.

There is an existing sound wall that inhibits visual clearance on Wilsonville Road to the west. The city engineers finally arrived at one access drive at the very east end of the property by reducing the existing island in the street and lowering the sound wall for drive visibility. DKS Traffic Engineering provided the traffic study requirements. There is a clear pedestrian circulation point from Wilsonville Road through the site separated from the vehicle circulation. Each unit, except 2, has 2 property parking spaces plus 12 additional guest parking spaces. The parking will not adversely impact Wilsonville Road or the neighbors.

D) Surface Water Drainage:

The civil engineer has provided solutions to the site surface drainage (See Engineer's Narrative).

E) Utility Services:

All utilities on site will be underground. (See Civil engineer’s narrative for sanitary and storm service disposal from all buildings.

F) Advertising Features:

See the drawing of the one monument sign to meet the City’s sign regulations and will blend with the new building design and not detract from surrounding properties.

G) Special Features:

There are no exposed storage areas on site and the garbage will be kept in each unit garage except pick-up day.

Section 4.450 Installation of Landscaping:

All landscaping shall be installed prior to the issuance of occupancy permits. All landscaping shall be continually maintained, including necessary watering, weeding, pruning and replacing dead plantings.

Section 4.113.01 Outdoor Recreational Area in Residential Developments:

25% of .79 acres or the site is for outdoor area which is higher than the minimum 200 sf per unit x 12 = 2,400 sf.

Section 4.140.09: Stage II Final Plan:

Upon receiving the conditions of approval from the Administrative Staff and City Council, we will submit final plans with these conditions to the building department for review. See format below.

Stage II Final Plan – 12 units:

Area	Size (SF)	Size (Acres)	% OF Total Site
Building Footprints	10,176		29%
Paving Coverage, Parking, Drives	11,321		33.1%
Open Space, Landscape, Sidewalks	13,124		37.9%
Total Site:	34,621	.79 Acres	

Sections 4.124.5, 4.140, 4.118 Standards for All Planned Development Zones:

This is not a planned development.

Section 4.155 Parking:

.01 Purpose:

- A) We have designed the parking areas to enhance the use of parking for the overall site including vehicle circulation and safe pedestrian access.
- B) All the parking in front of the units will be pervious pavers to reduce the environmental impact.

- C) Most of the parking is between the 2 buildings and is screened from the street and the south neighbor's view. The east guest parking area has a 6' high site obscuring fence to hide the parking from the east neighbors.

.02 General Provisions:

- A) The owners will maintain the parking areas.
- B) All the provided parking is accessible with adequate maneuvering.
- C) The additional guest parking is screened to the east by a 6' high fence and planting from the street front and rear yard.
- D) The parking provided is more than the minimum required as we have 12 units and 12 guest parking spaces and 22 spaces as garages or in front for each unit.
- E) N/A
- F) N/A
- G) N/A
- H) No business activity is planned.
- I) The east parking area is screened by a 6' high sight obscuring fence and planting on the north and south.
- J) N/A
- K) The guest parking to the east is paved with asphalt and the drive to the unit parking is also asphalt and the paving in the unit fronts in pervious pavers.
- L) All parking lot artificial lighting shall be deflected so as not to shine into neighboring structures or the eyes of the passers-by.
- M) N/A
- N) We are not using compact parking spaces.
- O) The sidewalk that abuts ahead in parking shall be a minimum.

Section 4.167 Access, Ingress and Egress:

There is a 29' wide curb cut access to the far east end of the site off Wilsonville Road. The existing island will need to be cut back as required by the City Engineering to provide adequate ingress and egress to and from the site. The existing sound barrier wall on the westerly neighbors' property will be lowered as required by the traffic study for good visual access onto Wilsonville Road.

Section 4.118 Waivers:

Not applicable as we have no waivers.

Section 4.177 Street Improvement Standards:

The existing curb cuts on Wilsonville Road will need to be closed to match the existing curbs.

The street width, sidewalks and planter are adequate.

The existing island in Wilsonville Road will need to be cut in length to the east and the street will need to be repaired to ODOT standards.

The existing sound wall to the west will need to be reduced in height per the traffic study standards.

Any cuts into Wilsonville Road for sewers or other utilities will need to be repaired to ODOT standards.

Section 4.178 Sidewalk and Pathway Standards:

The existing public sidewalk on Wilsonville Road meets the current standards.

The pedestrian walk connecting to the public walk will need to be 7’ wide concrete with curb to meet standards and because of the 12 head in guest parking spaces.

The other walks within the project will be pervious pavers minimum 5’ wide to access each townhouse unit.

The pathway at the south and west will be pervious material.

.03 Minimum and Maximum Off Street Parking:

- A) The parking has adequate vehicle maneuvering space and separation from the pedestrian circulation.
- B) There is a minimum 10% landscaping in the guest parking area and are spaced so there are no more than 8 parking spaces in a row.
- B2. See Landscaping Plan for the 1 tree for each 8 parking spaces.
- B3. N/A
- B3e. The guest parking viewed from Wilsonville Road has a landscape buffer of minimum 12 feet wide meeting the low screen standards.
- C) There is one ADA wheel chair access parking space required and provided.
- D) On site circulation does not need to use the public street for access to all onsite uses.
- E) Each garage will have a rack for bicycles and there are 2 short term bicycle racks near the guest parking area.
- F) N/A
- G) We meet the parking standards in Table 5.

Table 5 Parking Standards:

Use	Parking Minimums	Bicycle Minimums
Apartments of 12 units	Parking per 3 bedroom = $12 \times 1.75 = 21$ spaces. We have 39 spaces	12 We have 14 spaces

.04 Bicycle Parking:

1 per dwelling unit is provided in each garage on a hook with adequate maneuvering. We meet the long term parking requirements in each garage.

- H) N/A
- I) N/A

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-unit Residential Buildings:

All the mixed solid waste and recyclables will be kept in each unit garage in containers to meet the trash company requirements for pick-up.

Section 4.199 Outdoor Lighting:

All outdoor lighting will be both wall mounted on the new buildings and ground mounted bollards to meet the minimum foot candle requirements (see the Lighting Plan). The lighting will be designed so it will not cast light on the neighboring properties with shielding.

Section 4.300 – 4.320 Underground Utilities:

See the Civil Engineer's Narrative for this.

Section 4.600 – 4.600.50 Tree removal:

No existing trees are to be removed.

The following items are responses to your check sheets:

Item 5: We will keep in contact with the western neighbor regarding reduction of the sound walls.

Item 9: See colors and materials on the 8.5"x11oard.

Item 13: There is no ground-mounted HVAC unit.



117 Commercial Street NE
 Suite 310
 Salem, OR 97301
 503.391.8773
 www.dksassociates.com

MEMORANDUM



DATE: April 4, 2014
TO: Steve Adams, P.E., City of Wilsonville
FROM: Brad Coy, P.E. *BC*
 Scott Mansur, P.E., PTOE
 Halston Tuss, E.I.T

SUBJECT: Wilsonville Greens Townhouses Transportation Study

P14006-009

This memorandum was prepared to document sight distance, trip generation and site plan findings associated with the proposed Wilsonville Greens development that includes the construction of 12 proposed townhouses located at 10450 SW Wilsonville Road in Wilsonville, Oregon. The sections of this memorandum document the roadway network, access spacing, sight distance, trip generation including trips through the I-5/SW Wilsonville Road interchange, and a site plan evaluation.

Roadway Characteristics/Access Spacing

The project site is located between SW Wilsonville Road to the north and a future extension of SW Brown Road to the south. SW Wilsonville Road is part of the City of Wilsonville’s arterial roadway network and serves as the main access roadway. However, the SW Brown Road extension will be a Collector and will be the preferred long-term location to provide future access to the project site and surrounding land uses.

Table 1 lists the roadway characteristics of these two roadways. To manage access to its transportation system, the City of Wilsonville’s access spacing standard for a Minor Arterial is 600 feet minimum (1,000 feet desired) between access (which applies to both intersections and driveways).¹ The access is located approximately 535 feet east of the SW Wilsonville Road/SW Browns Road intersection. Additionally, there are multiple nearby driveways with the nearest being 115 feet from the access point. As a Collector, SW Brown Road would only need to meet the City’s access spacing standard of 100 feet minimum (300 feet desired).

Table 1: Study Area Roadway Characteristics

Roadway	Wilsonville Classification	Cross Section	Posted Speed	On-Street Parking	Sidewalks	Bike Lanes
SW Wilsonville Road	Minor Arterial	3 Lanes ^a	35 mph	No	Both Sides	Yes
SW Brown Road	Future Collector	n/a	n/a	n/a	n/a	n/a

^a Two travel lanes (one in each direction) and a two-way left turn lane (TWLTL) east and median west of the proposed project access.

¹ Wilsonville Transportation System Plan, Adopted by Council (Ordinance 718), June 17, 2013.



Project Access Sight Distance

Based on feedback from City staff, there is limited intersection sight distance at the proposed site access to SW Wilsonville Road due to the horizontal curvature, vegetation and wall west of the proposed access point. Based on SW Wilsonville Road's 35 mph posted speed limit, a minimum of 350 feet of intersection sight distance would be required to meet the City's standards.²

A field visit was made to the site to perform a preliminary sight distance estimate. This estimate was for preliminary analysis purposes only; therefore, an official intersection sight distance measurement will still need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

Figure 1 below shows the sight distance summary on SW Wilsonville Road from the estimated project access. As shown, existing sight distance is limited to approximately 185 feet due to the roadway's horizontal curvature and vegetation across the project site's existing frontage. Sight distance can be further increased in the range of 400 feet if vegetation and a private property fence were to be removed to the west. Based on the posted speed of SW Wilsonville Road, the required City of Wilsonville intersection sight distance may be achieved.



Figure 1: SW Wilsonville Road Sight Distance Analysis Findings

The applicant should work with their engineer to confirm and document that the required City sight distance can be provided. However, this limited sight distance is another reason why long-term access should be provided to SW Brown Road to the south and any access on SW Wilsonville Road should be considered temporary until the surrounding area develops.

Trip Generation and Distribution

Table 2 provides trip generation of the proposed 12 townhouse units. Based on p.m. peak hour trip rates provided by the Institute of Transportation Engineers (ITE) for the "Residential Condominium/Townhouse" land use,³ the proposed 12 townhouses would generate approximately 11 (7 in, 4 out) p.m. peak hour trips.

² *Public Works Standards*, City of Wilsonville, Section 201.2.19, 2006.

³ *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.



Table 2: Proposed North Brenchley Project Trip Generation

Land Use (ITE Code)	Units (Dwelling Units)	P.M. Peak Hour Trip Rate ^a	P.M. Peak Hour Trips		
			<i>In</i>	<i>Out</i>	<i>Total</i>
Condominium/Townhouse (230)	12 DU	0.88 trips/DU ^b	7	4	11

^aThe project trip generation estimates were based on ITE equations; however, a trip rate is provided for comparison purposes.

The trips distributed through the I-5/SW Wilsonville Road interchange area was based on existing traffic patterns in the study area and the City of Wilsonville travel demand model developed in conjunction with the Wilsonville Transportation System Plan. The proposed development of 12 townhouse units would generate approximately 7 p.m. peak hour trips through the interchange area.

Site Plan Review

The site plan (dated February 19, 2014) was reviewed to evaluate site access and multimodal connectivity. A copy of the site plan is provided in the appendix.

Site Access

An existing driveway will provide access to the proposed 12 townhouse units from SW Wilsonville Road. The site plan should be configured to allow future access to the area to the south to accommodate a future connection to the SW Brown Road extension. Once this connection is provided, access to SW Wilsonville Road should be removed.

As discussed, access spacing along SW Wilsonville Road does not meet the City’s minimum requirement of 600 feet for Minor Arterials; therefore a variance to the City standard will be needed to provide temporary access to the site. As evaluated in the previous Project Access Sight Distance section, sight distance at the project access will be limited due to the roadway’s horizontal curvature and vegetation across the project site’s existing frontage and existing wall and vegetation on neighboring property to the west.

An existing island median along SW Wilsonville Road immediate west of the driveway may impede the turning radius of left turning vehicles out of the project site. The existing island median may need to be modified as required for adequate turning radius. The applicant should provide turning templates for left turn vehicles out of the site. The appropriate design vehicles should be coordinated and approved by City staff.

Multimodal Connectivity

The Wilsonville Transportation System Plan indicates that bicycle and pedestrian connections should be spaced no more than 300 feet apart. The existing shared use path adjacent to the project site on the west side and the proposed internal sidewalk network ensures the City’s spacing requirements is met along SW Wilsonville Road.

Transit service is provided on SW Wilsonville Road at stops approximately 400 feet west and 800 feet east of the project site.



Summary

The key transportation study findings for the proposed Greens Townhouses on SW Wilsonville Road in Wilsonville, Oregon include the following:

Sight Distance

- Preliminary sight distance estimates performed during a field visit were found to be limited to 185 feet due to the roadway's horizontal curvature and vegetation across the project site's existing frontage. Removal of vegetation and a private property fence will increase the sight distance within the range of 400 feet, which would meet City of Wilsonville Public Works Standard of 350 feet for the 35 mph posted speed limit. A final intersection sight distance evaluation and measurement will need to be provided by the applicant that confirms sight distance will meet the City's design standard. The sight distance confirmation will need to be documented and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

Project Trip Generation

- It is estimated that the proposed project would generate 11 p.m. peak hour trips (7 in, 4 out). Of the additional p.m. trips, a projected 7 trips would travel through the I-5/SW Wilsonville Road interchange.

Site Plan

- Access spacing does not meet the City of Wilsonville's minimum requirement of 600 feet. The access is located approximately 535 feet of the SW Wilsonville Road/SW Browns Road intersection and 115 feet from the nearest private driveway. A variance to the City access spacing standards will be required to provide temporary access to the site.
- The site plan should be configured to allow future access to the area to the south to accommodate a future connection to the SW Brown Road extension, which will be a Collector and will be the preferred long-term location to provide future access to the project site and surrounding land uses. Once this connection is provided, the access to SW Wilsonville Road should be removed.
- The existing island will need to be modified to allow left turning traffic from the proposed access, which is being widened. The applicant should provide turning templates of City staff approved design vehicles if modification is required.

Please let us know if you have any questions or comments.

Appendix

Site Information

Intersection Sight Distance Standards

Site Information

Intersection Sight Distance Standards

2. Joints shall be designed to be skewed 6:1 when meeting the edge of pavement.
3. For transit pads adjoining PCC streets, joints shall match street jointing.
4. For doveled contraction joints, do not lubricate the dowels.
5. Isolation joints shall be used around manhole covers. Isolation joints shall be circular with a 2-foot spacing from the manhole cover.

201.2.19 Sight Distance

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 driveway and a street. Clear vision area shall be in conformance with Section 4.177 of the City Code and this standard. The following specifies the minimum requirements for sight distance for roads that intersect each other, and for driveways that intersect roads:

- a. The minimum intersectional sight distances shall be based on the posted speed of the road. The intersectional sight distance shall be
 - Based on an eye height of 3.5 feet and an object height of 2.0 feet above the road.
 - Measured from the center of the drive lane 10 feet from the extended curb line or edge of pavement of the crossroads.
- b. No structures, plantings, or other obstructions shall be allowed that would impede visibility between the height of 30 inches and 10 feet, as measured from the top of curb, or in absence of a curb, from the established street centerline elevation.
- c. Trees placed in sidewalk planting areas must be located at least 30 feet from the nearest intersection and 10 feet from driveways.
- d. Minimum intersectional sight distance for railroad and street intersections shall be in conformance with AASHTO design guidelines.
- e. Minimum intersectional sight distance shall be equal to 10 times the posted speed of the road for grades of 3% or less, as shown in **Table 2.6**. For grades in excess of 3%, sight distances must be adjusted and shall be in conformance with AASHTO design guidelines. For significant road improvement projects, the following intersectional standards shall be met in addition to the AASHTO remaining sight distance standards.

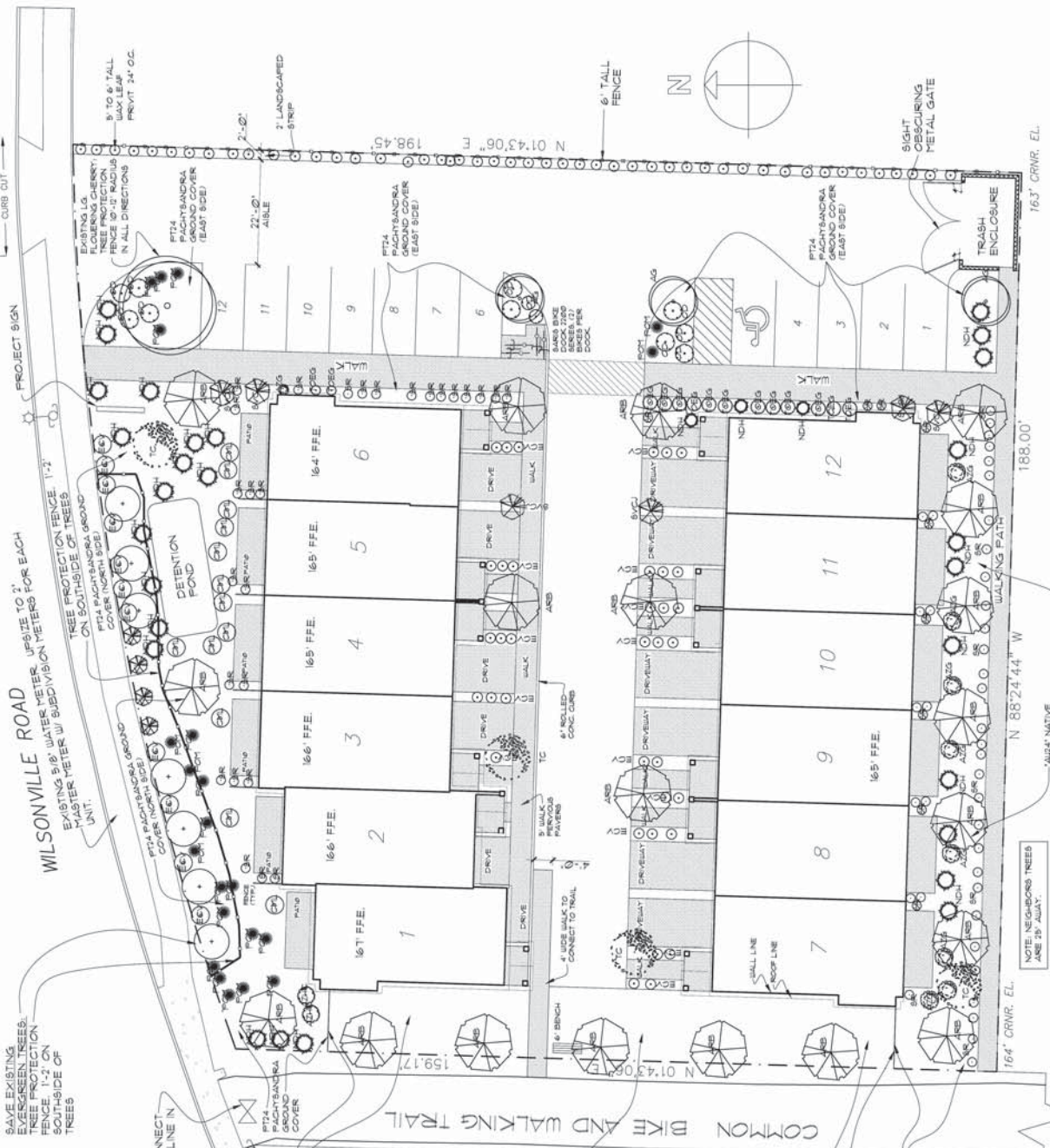
Table 2.6. INTERSECTIONAL SIGHT DISTANCE

Design Speed (mph)	Distance Along Crossroads (feet)
25	250
30	300
35	350
40	400
45	450
50	500

201.2.20 Driveways

The following specifies the minimum requirements for driveways:

- a. Driveways shall conform to Detail No. R-1115 or R-1120 of these standards.
- b. Driveways shall not be permitted on streets with existing or proposed non-access reserve strips or as set forth in the Planning Code.
- c. For commercial or industrial developments, driveway access shall be a minimum of 100 feet from the nearest intersection (as measured from centerline of driveway to near face of curb at intersection), unless otherwise approved in writing by the City's authorized representative.
- d. For residential developments, driveway access from the nearest intersection shall be established by the City of Wilsonville Building and Planning Departments, in coordination with the City's authorized representative.
- e. Access driveways shall have a minimum width of 12 feet for one way traffic and 20 feet for two way traffic. Driveway widths shall meet requirements of TVF&R.
- f. Concentrated surface runoff shall not be allowed to flow over commercial driveways or sidewalks.
- g. Driveways intersecting with roads shall meet the minimum sight distance requirements as specified in Section 201.2.19, "Sight Distance."



TOTAL OUTDOOR LANDSCAPE AREA NEEDED 75% OF LOT AREA. LOT AREA IS 34621 SQ. FT. 34621 X .75 = 865525 SQ. FT. REQUIRED.
 ACTUAL LANDSCAPE AREA IS 1924 SQ. FT. WHICH DISCLUDES BUILDING IMPERVIOUS AREA, THE STREETS AND PARKING AREA.
 1924 / 34621 = 31% OF LOT IS AVAILABLE FOR LANDSCAPING. 31% IS GREATER THAN 25% SO AREA FOR LANDSCAPING OK.
 ALL LANDSCAPED AREAS TO BE IRRIGATED.
 PLANTING PER CODE SECTION 416/(D) THROUGH (O3)

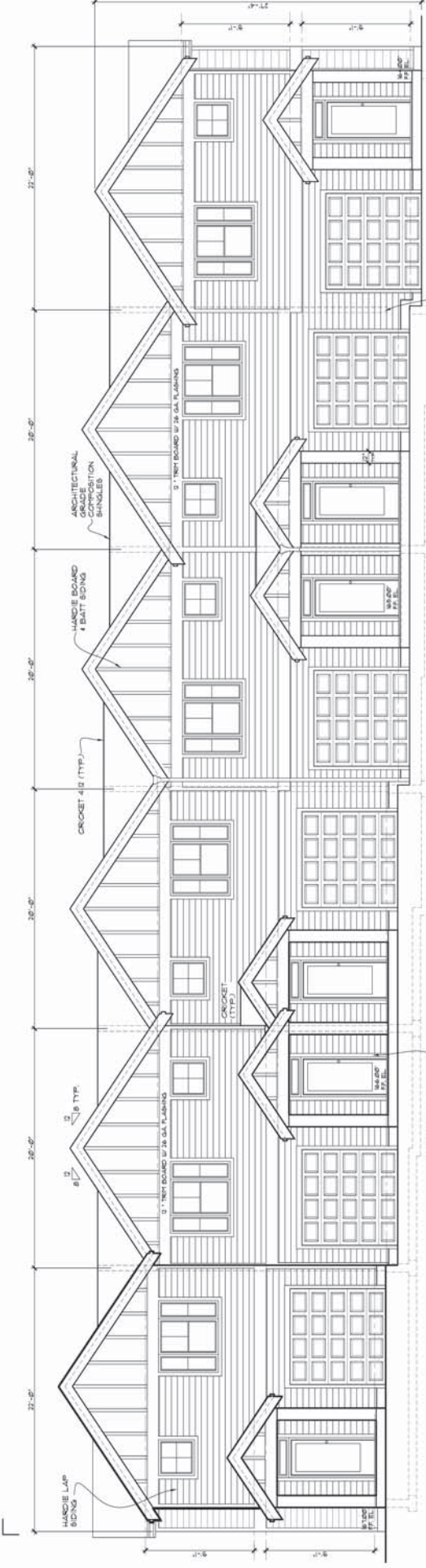
WILSONVILLE GREENS TOWNHOMES PLANTING PLAN

SCALE: 3/32" = 1'

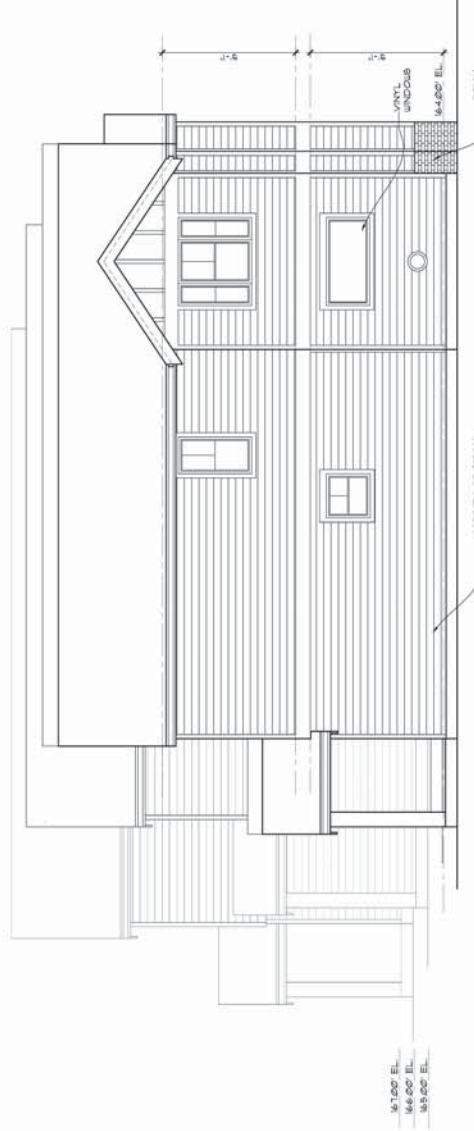
10450 S.W. WILSONVILLE RD.
 MENTRUM ARCHITECTURE
 ZONING: PD BS

WILSONVILLE GREENS TOWNHOMES PLANT LIST

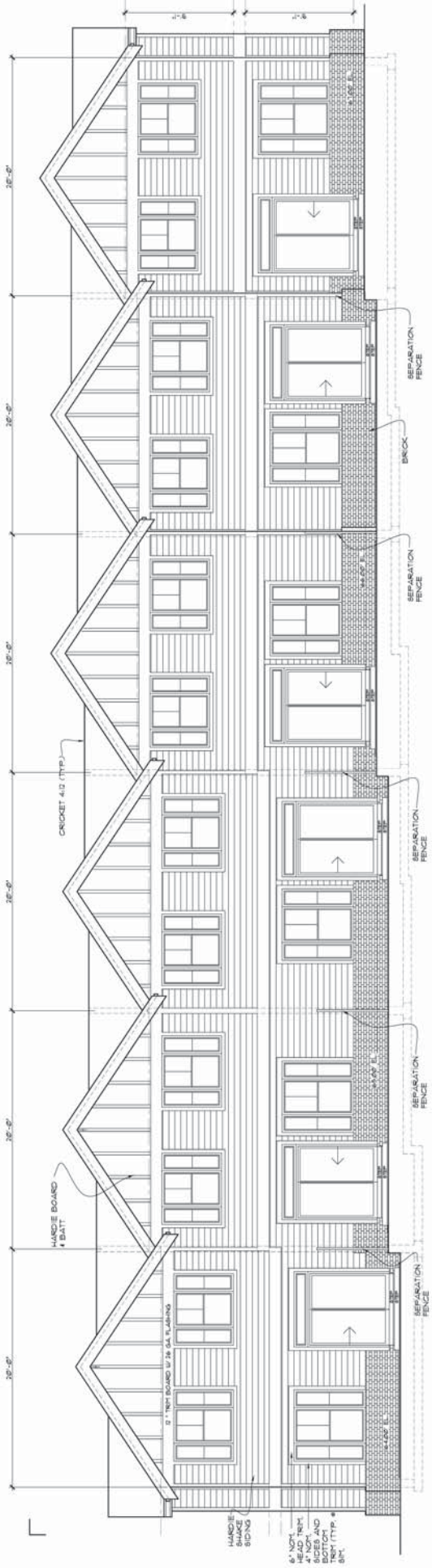
SYM. NO.	BOTANICAL	COMMON	SIZE
AG	4 ABELIA GRANDIFLORA	COTYON	2 GAL.
AG	15 ACER RUBRUM 'BOHAIL'		1 3/4" N. CAL.
AG	23 ARCHIBUTANTUS LIVA 'RELUZAI' O.C.	COLUMBIAN RED MAPLE	4 N. 2 1/2" O.C.
AG	21 AZALEA 'WILGIER'	NATIVE KINKANNOK	2 GAL.
AG	24 AZALEA 'HINO CRISON'	SLACHER AZALEA	2 GAL.
AG	8 CROCODRIPARIA 'LUGREER'	HINO CRISON AZALEA	2 GAL.
AG	40 CALYPTROGLOBA 'LIT'	CROCODRIPARIA	2 GAL.
AG	40 CALYPTROGLOBA 'LIT'	MONTECATI LARBE	2 GAL.
AG	11 NANNARIA COFFRATICA 'HARBORER DWARF'	HARBORER NANNARIA	2 GAL.
AG	11 ORPANTHUS DELAVATI	DELAVAT ORPANTHUS	2 GAL.
AG	6 THIA GORDATA	LITTLE LEAF LINDEN	1 3/4" N. CAL.
AG	34 POLYCHIM 'MANTIM'	BUCKLE BURN	2 GAL.
PT24	PACYBANDRA	PACYBANDRA	4 N. 2 1/2" N. O.C.
SR	8 BARCOCCOCCA RUBICOLA	'TALL BARCOCCOCCA	2 GAL.
SR	8 STYNGIA VULGARIS 'GUARLES JOLY'	LILAC	2 GAL.
SR	8 THIA G. 'BERNARD GREEN'	EMERALD GREEN ARBORESCENS	4PT. 2. 8PT.



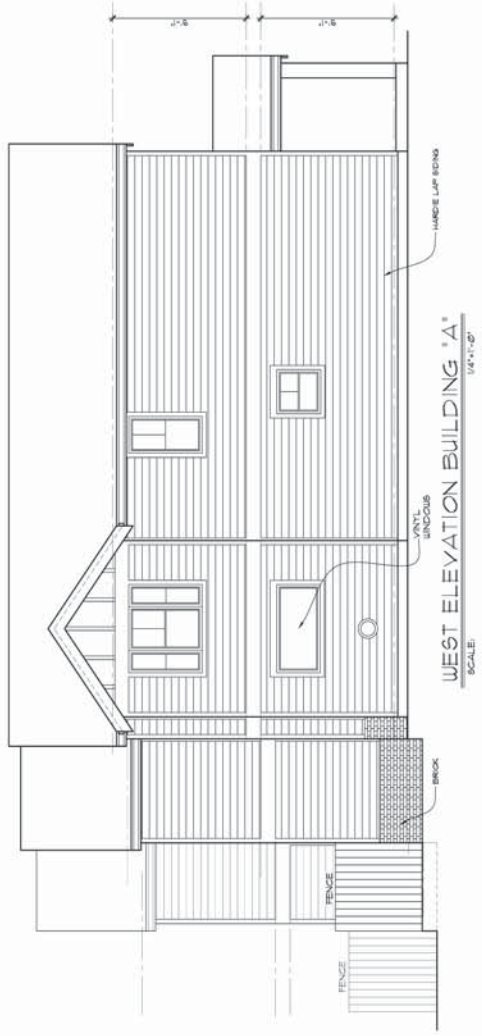
SOUTH ELEVATION BUILDING 'A'
 SCALE: 1/4"=1'-0"



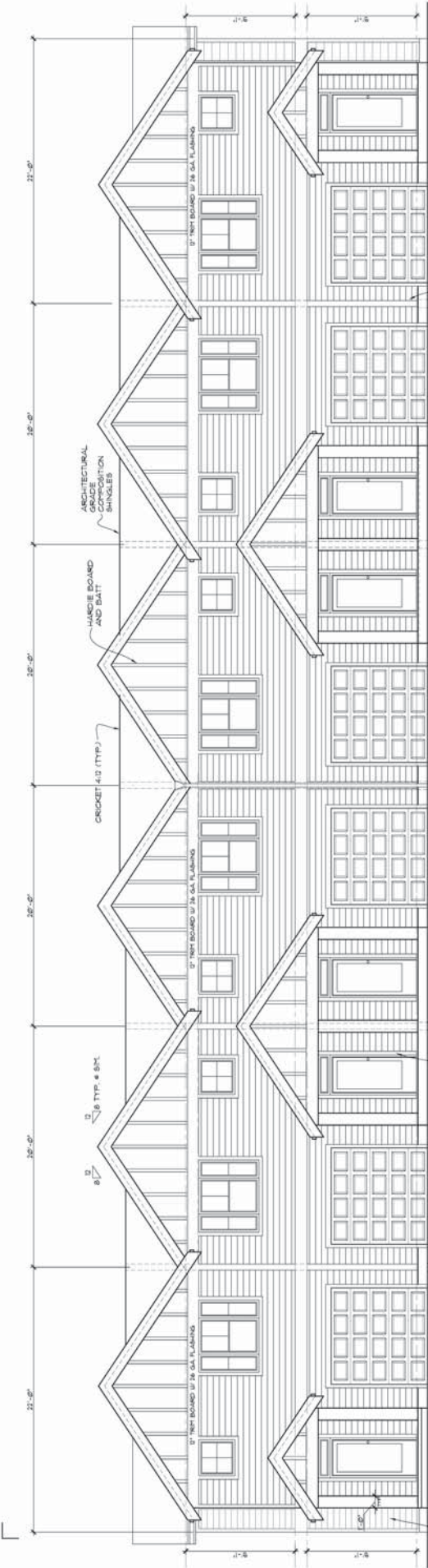
EAST ELEVATION BUILDING 'A'
 SCALE: 1/4"=1'-0"



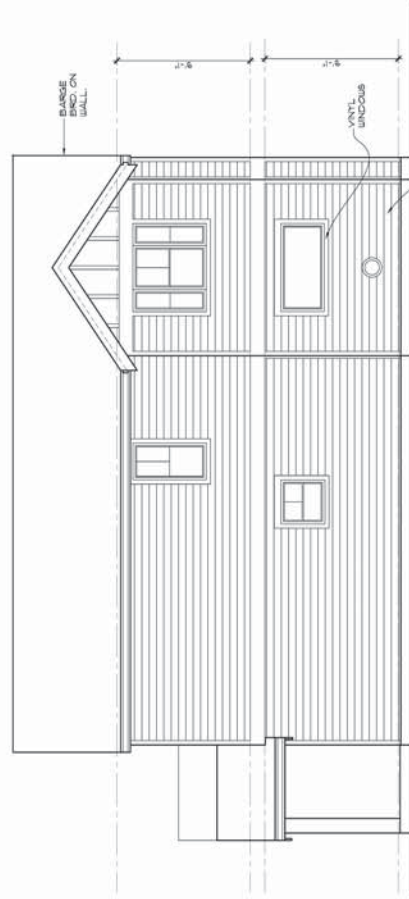
NORTH ELEVATION BUILDING "A"
 SCALE: 1/4"=1'-0"



WEST ELEVATION BUILDING "A"
 SCALE: 1/4"=1'-0"

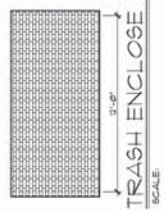


NORTH ELEVATION BUILDING 'B'
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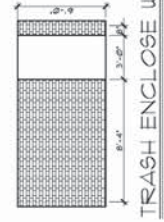


EAST ELEVATION ELEVATION 'B'
 SCALE: 1/4"=1'-0"

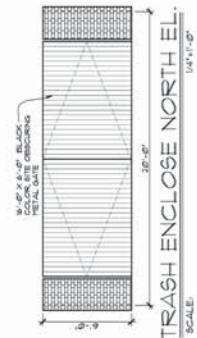
1" UNUSUAL TRIM DOORS + WINDOWS



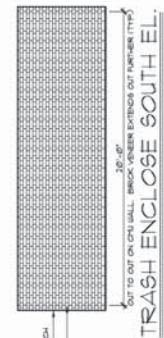
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 SCALE: 1/4"=1'-0"



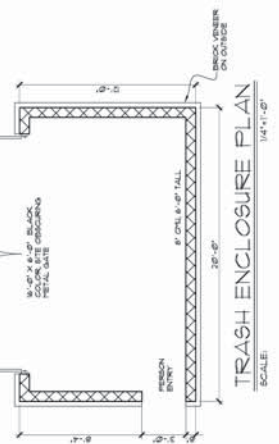
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 SCALE: 1/4"=1'-0"



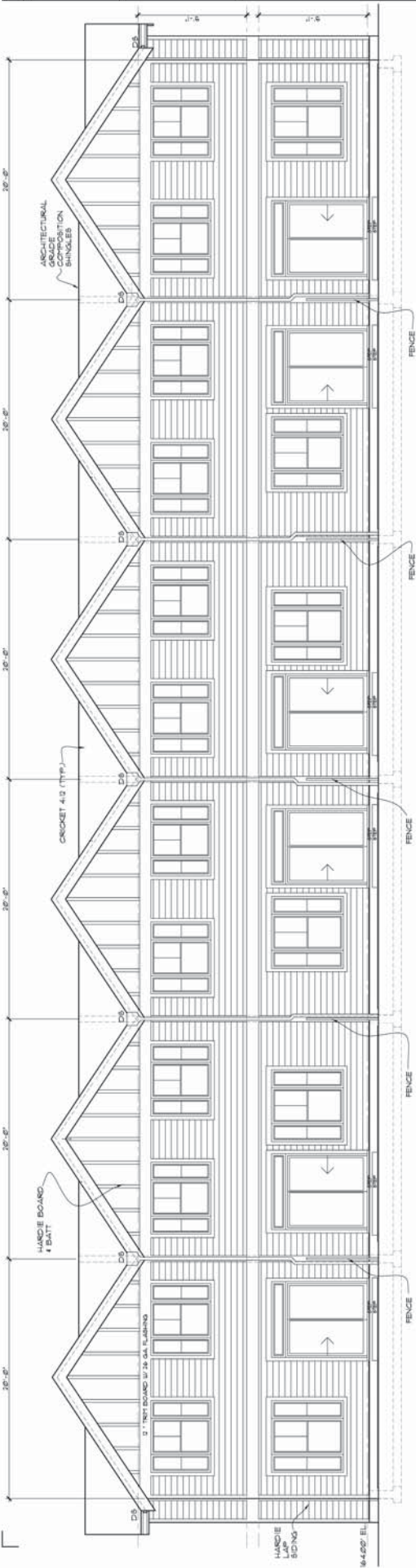
TRASH ENCLOSE NORTH EL.
 SCALE: 1/4"=1'-0"



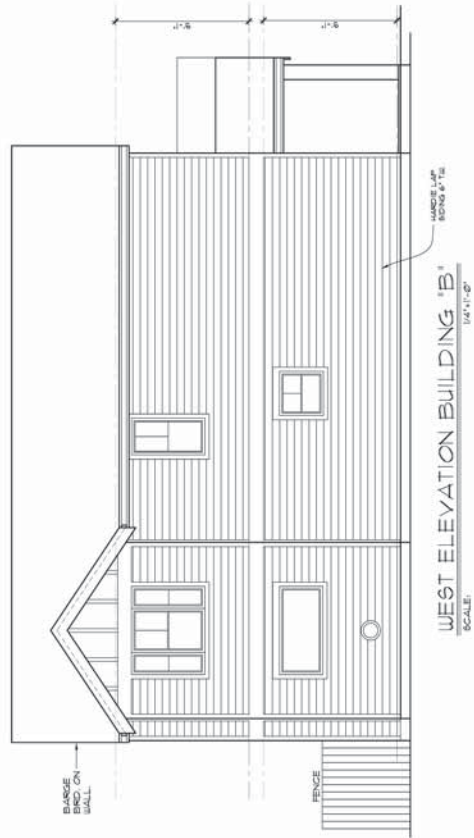
TRASH ENCLOSE SOUTH EL.
 SCALE: 1/4"=1'-0"



TRASH ENCLOSURE PLAN
 SCALE: 1/4"=1'-0"



SOUTH ELEVATION BUILDING 'B'
SCALE: 1/4"=1'-0"



WEST ELEVATION BUILDING 'B'
SCALE: 1/4"=1'-0"

VENTRUM ARCHITECTURE INCORPORATED
10000 N. WILSONVILLE RD.
PORTLAND, OR 97218
PHONE: 503-253-8865

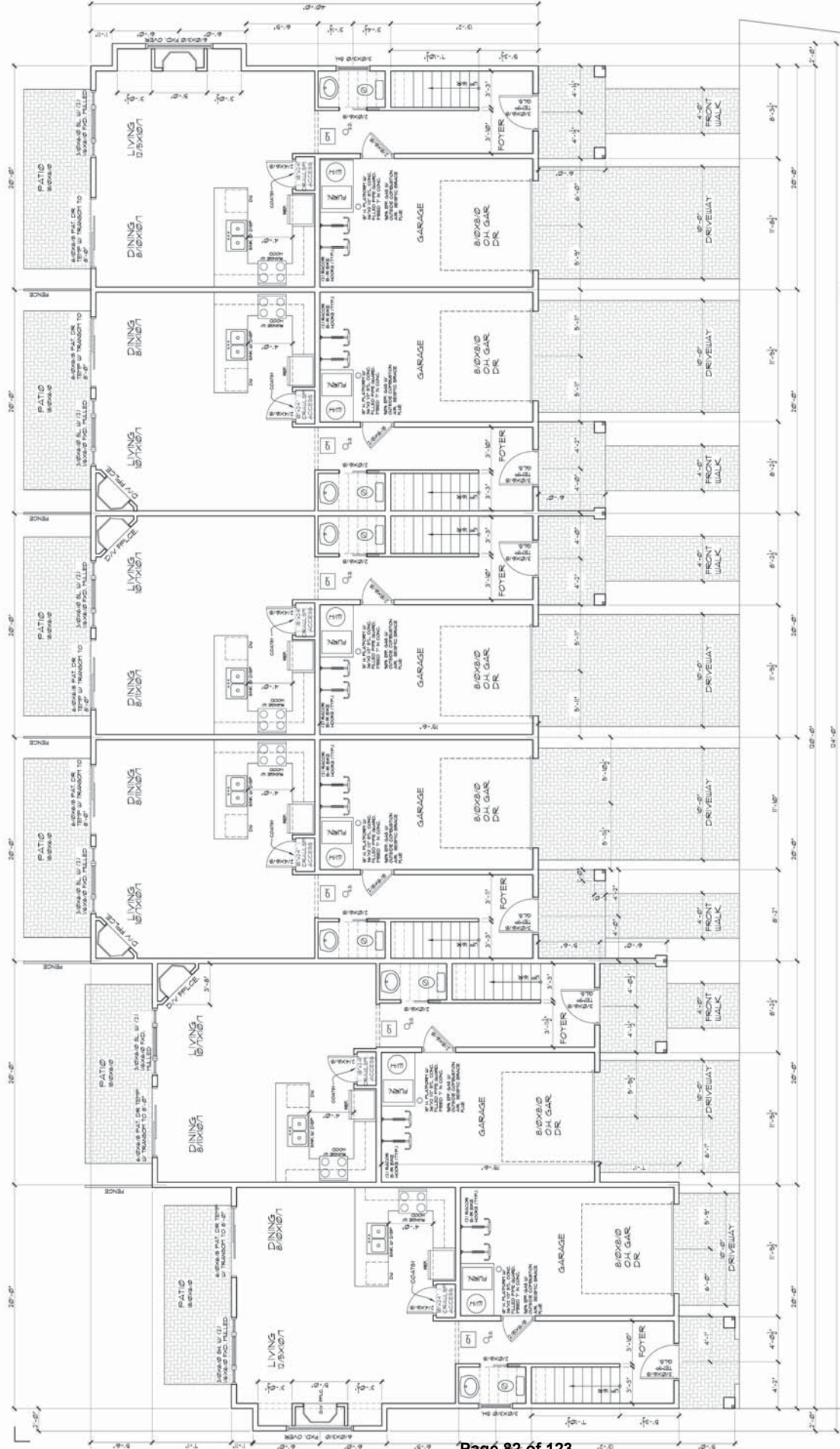
FOR WEST COAST HOMES L.L.C.

WILSONVILLE GREENS TOWNHOMES
10450 S.W. WILSONVILLE RD.

DATE: 02/11/12
BY: JAC/ML
CHECKED: JAC/ML
DATE: 02/11/12
DATE: 02/11/12

A4
OF

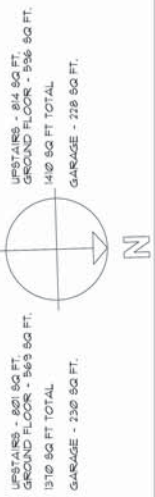
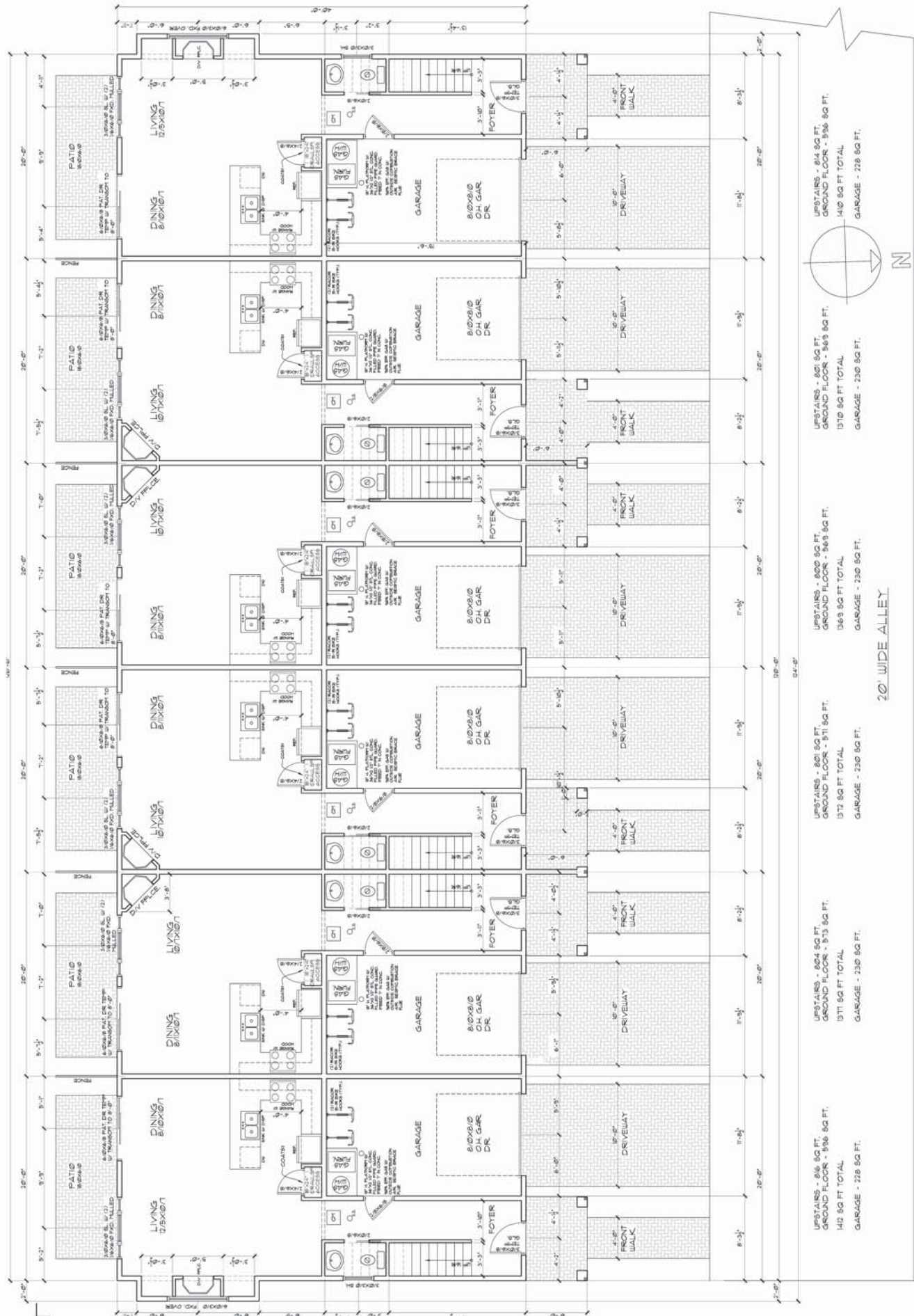
DATE: 07/24/14
 PER: 07/24/14
 PLOT: 07/24/14
 SHEET: 07/24/14



Unit	UPSTAIRS - SQ FT	GROUND FLOOR - SQ FT	140 SQ FT TOTAL	UPSTAIRS - SQ FT	GROUND FLOOR - SQ FT	130 SQ FT TOTAL	UPSTAIRS - SQ FT	GROUND FLOOR - SQ FT	130 SQ FT TOTAL	UPSTAIRS - SQ FT	GROUND FLOOR - SQ FT	130 SQ FT TOTAL	UPSTAIRS - SQ FT	GROUND FLOOR - SQ FT	130 SQ FT TOTAL
1	816	596	142	801	569	137	800	569	137	801	569	137	801	569	137
2	816	596	142	801	569	137	800	569	137	801	569	137	801	569	137
3	816	596	142	801	569	137	800	569	137	801	569	137	801	569	137
4	816	596	142	801	569	137	800	569	137	801	569	137	801	569	137
5	816	596	142	801	569	137	800	569	137	801	569	137	801	569	137

20' WIDE ALLEY

MAIN FLOOR PLAN BLDG. 'A'
 SCALE: 1/4" = 1'-0"



UPSTAIRS - 804 SQ. FT.
 GROUND FLOOR - 596 SQ. FT.
 1400 SQ. FT. TOTAL
 GARAGE - 228 SQ. FT.

UPSTAIRS - 801 SQ. FT.
 GROUND FLOOR - 593 SQ. FT.
 1394 SQ. FT. TOTAL
 GARAGE - 230 SQ. FT.

UPSTAIRS - 800 SQ. FT.
 GROUND FLOOR - 593 SQ. FT.
 1393 SQ. FT. TOTAL
 GARAGE - 230 SQ. FT.

UPSTAIRS - 804 SQ. FT.
 GROUND FLOOR - 573 SQ. FT.
 1377 SQ. FT. TOTAL
 GARAGE - 230 SQ. FT.

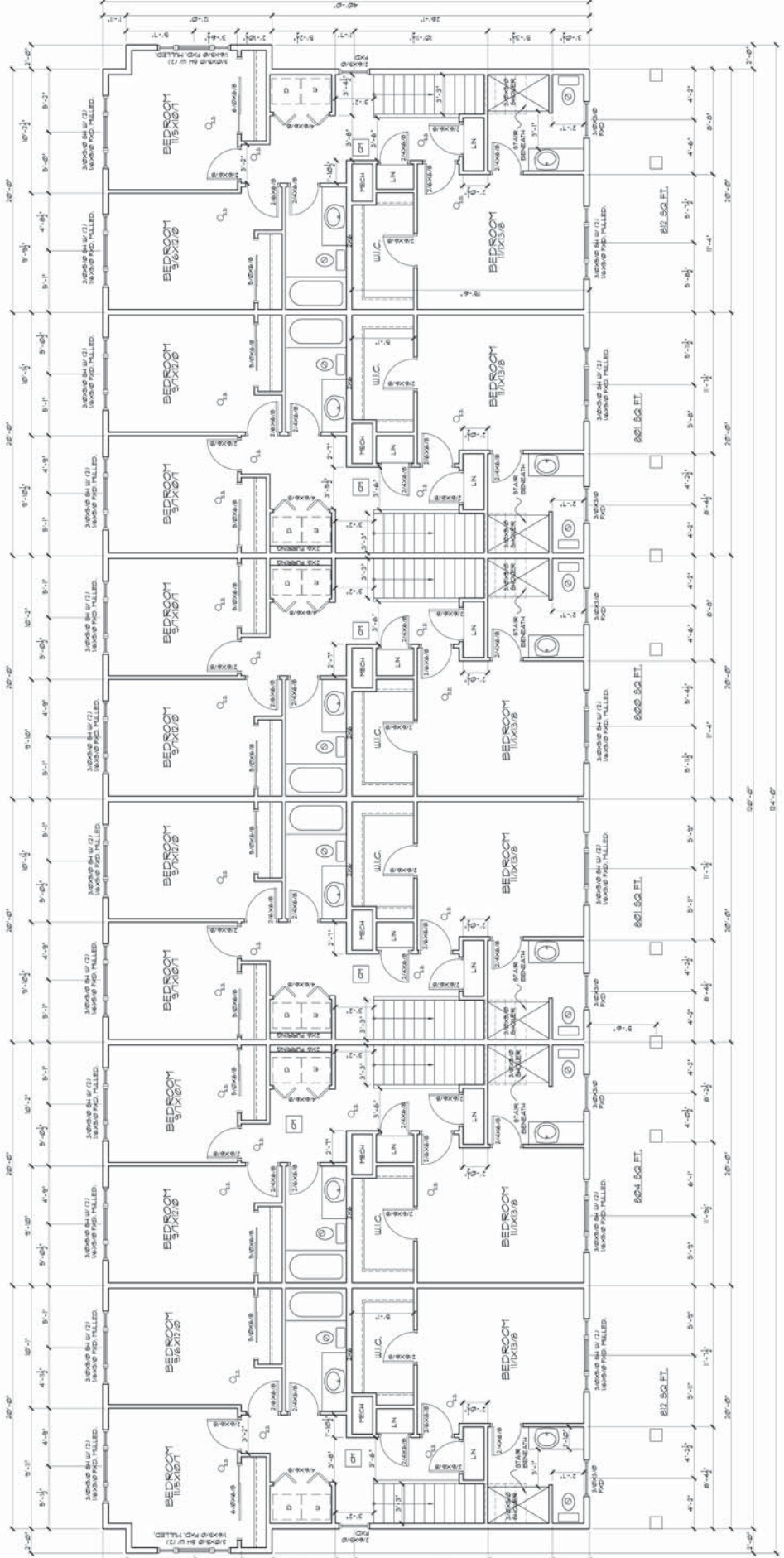
UPSTAIRS - 804 SQ. FT.
 GROUND FLOOR - 596 SQ. FT.
 1400 SQ. FT. TOTAL
 GARAGE - 228 SQ. FT.

20' WIDE ALLEY

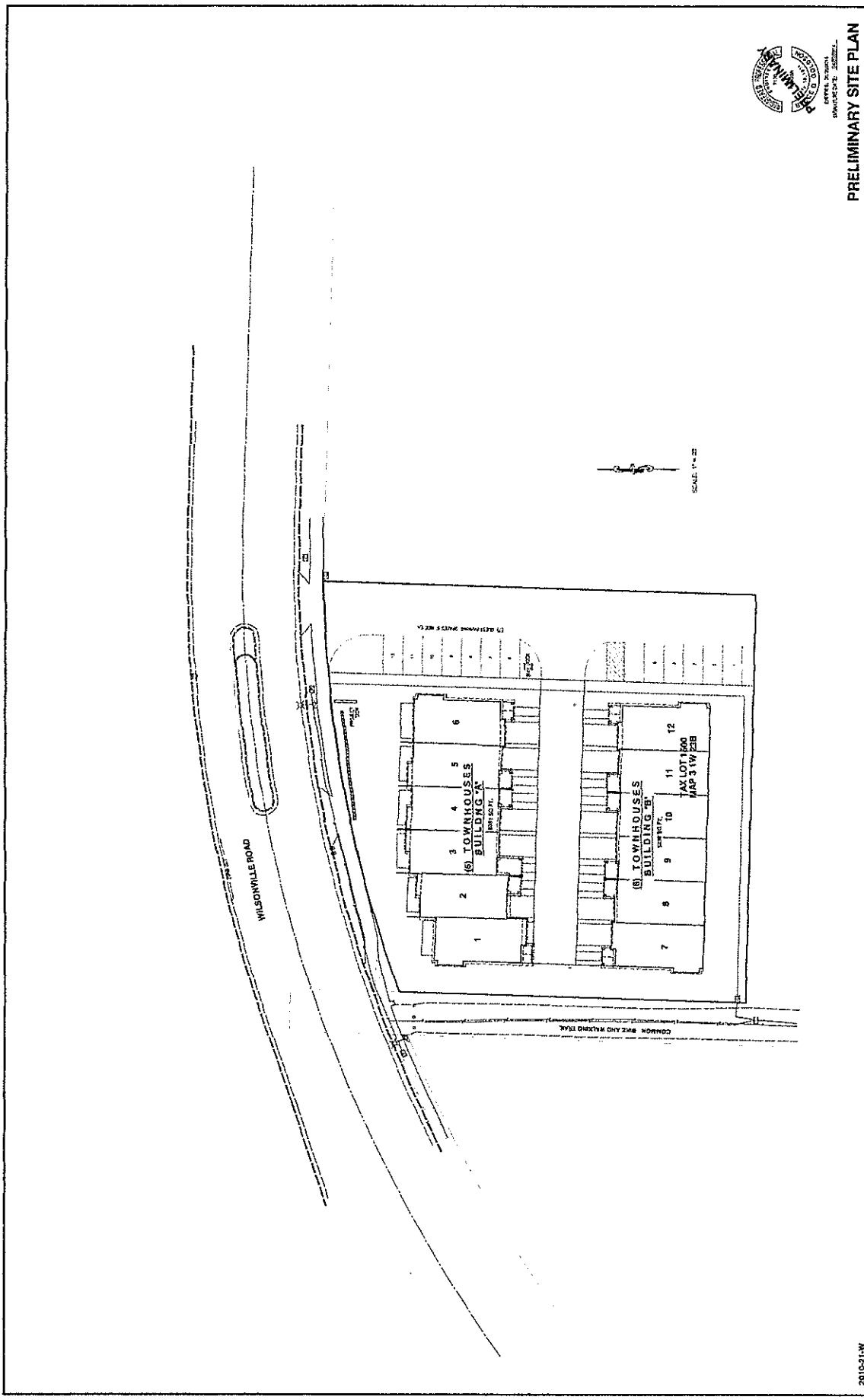
MAIN FLOOR PLAN BLDG. 'B'
 SCALE: 1/4" = 1'-0"



SECOND FLOOR PLAN BUILDING 'A'
SCALE: 1/4" = 1'-0"



SECOND FLOOR PLAN BUILDING 'B'
 SCALE: 1/4" = 1'-0"



PRELIMINARY SITE PLAN

1/1

Wilsonville

Tibetia LLC
 ENGINEERING - SURVEYING - PLANNING
 1000 N. 21st St.
 Portland, Oregon 97228
 Phone: 503-251-8822
 Fax: 503-251-8823

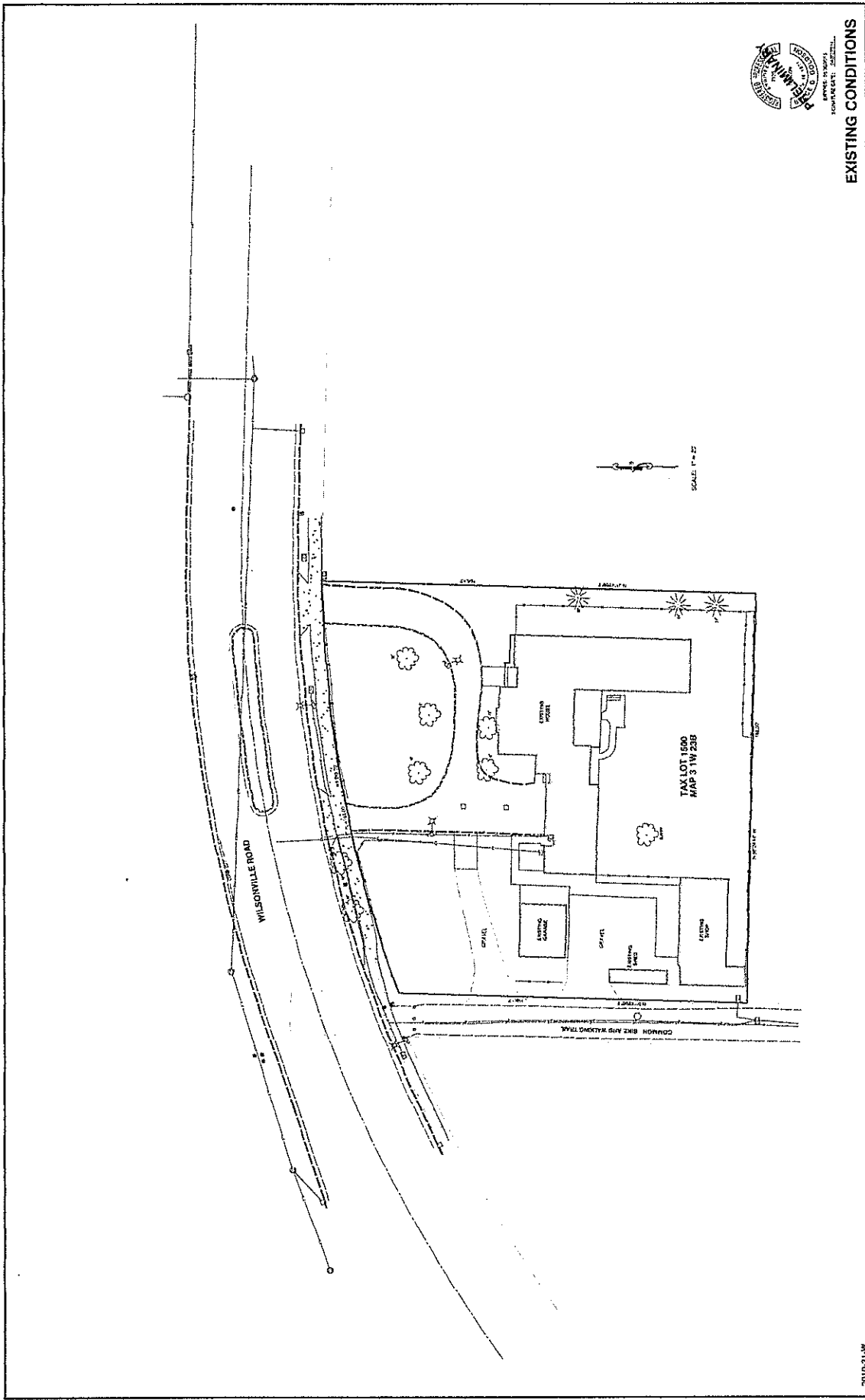
NO.	DATE	BY	DESCRIPTION
1	05/12/2014	MS	REVISION

20140214W

DATE

BY

DESCRIPTION



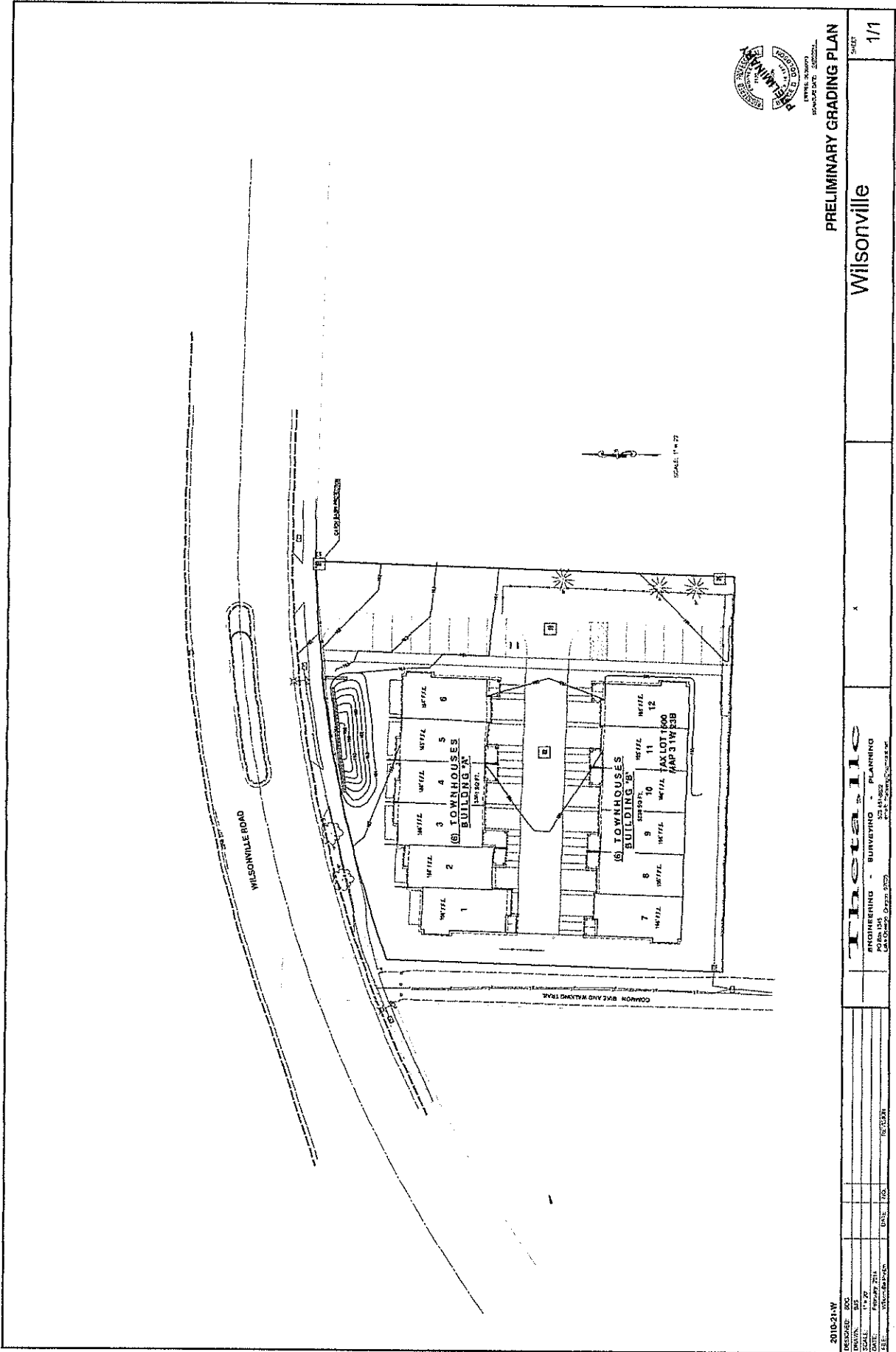
EXISTING CONDITIONS

SHEET 1/1

Wilsonville

Thea LLC
ENGINEERING - SURVEYING - PLANNING
10500 SW 15th St, Suite 100
Portland, Oregon 97225
503.441.8822
thea@thea.com

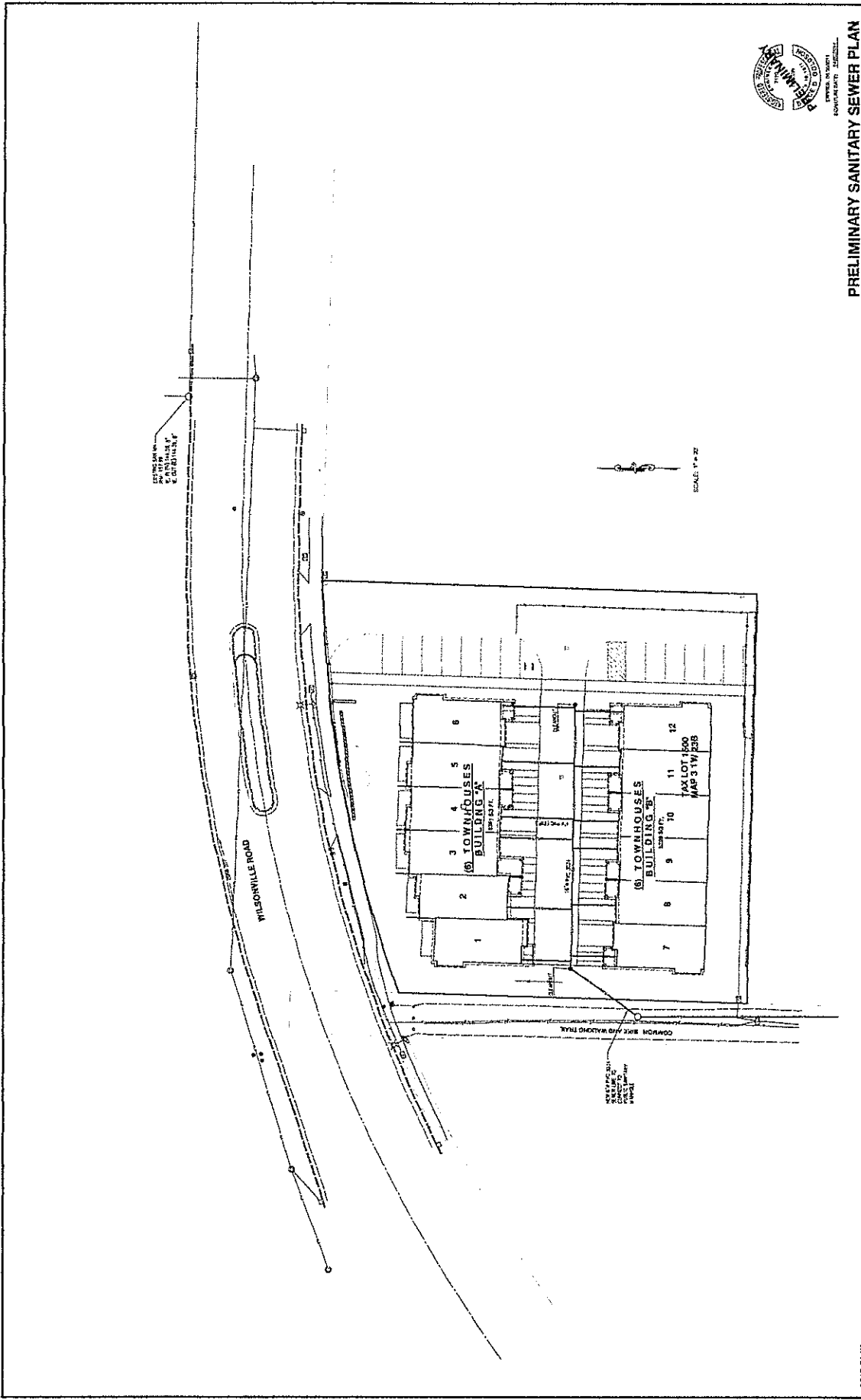
PROJECT: 2010-21-W	DATE: 02/27/2011
DRAWN BY: [Name]	CHECKED BY: [Name]
DATE: 02/27/2011	DATE: 02/27/2011
SCALE: 1" = 25'	SCALE: 1" = 25'
PROJECT: 2010-21-W	PROJECT: 2010-21-W
DATE: 02/27/2011	DATE: 02/27/2011
SCALE: 1" = 25'	SCALE: 1" = 25'
PROJECT: 2010-21-W	PROJECT: 2010-21-W
DATE: 02/27/2011	DATE: 02/27/2011
SCALE: 1" = 25'	SCALE: 1" = 25'



PRELIMINARY GRADING PLAN
 Wilsonville
 SHEET 1/1

Tirellic
 ENGINEERING - SURVEYING - PLANNING
 1000 S.W. 10th Ave., Suite 100
 Portland, OR 97204
 Phone: 503.441.8800
 Fax: 503.441.8802

2010-21-W
 DESIGNED: SDC
 DRAWN: SDC
 SCALE: 1" = 77'
 DATE: February 2011
 CHECKED: SDC

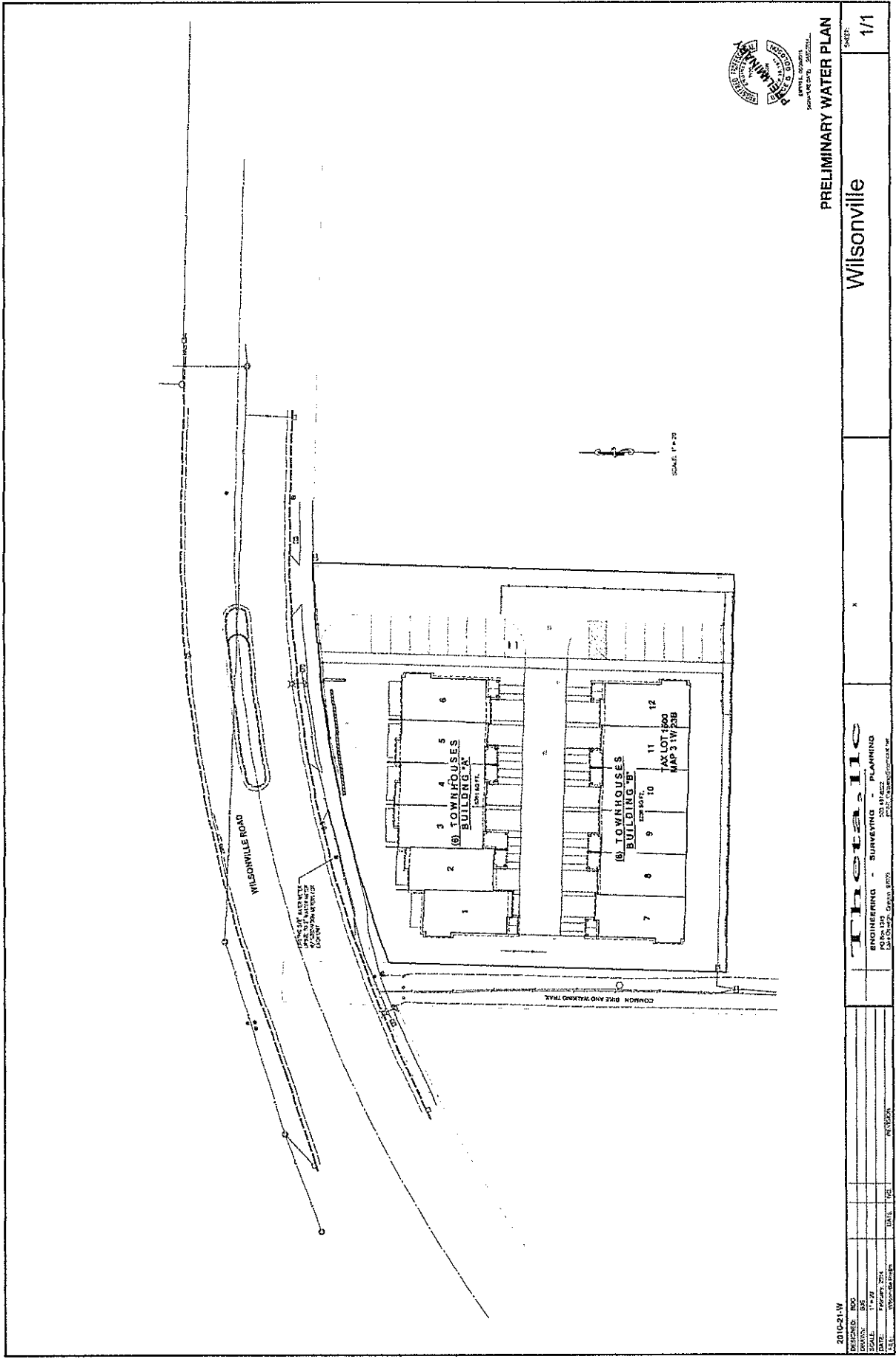


PRELIMINARY SANITARY SEWER PLAN
Wilsonville

SHEET 1/1

TetraTec
ENGINEERING - SURVEYING - PLANNING
PO BOX 514
1000 NE Oregon Street
Gresham, Oregon 97030
TEL: 503.666.2222 FAX: 503.666.2222

PROJECT NO.	2010211W
DATE	February 2011
SCALE	1" = 20'
DESIGNER	W. B. Smith
CHECKER	B. A. Smith
DATE	1/20/11
SCALE	AS SHOWN



PRELIMINARY WATER PLAN

SHEET: 1/1

Wilsonville

TERRACONIC
 ENGINEERING - SURVEYING - PLANNING
 1000 NE 10th St, Suite 100
 Wilsonville, OR 97158
 Phone: 503.399.1111
 Fax: 503.399.1112
 Website: www.terraconic.com

PROJECT: 2016-21-W	DATE: 11-27-2016
DRAWN: BWS	CHECKED: BWS
SCALE: 1" = 20'	DATE: 11-27-2016
DATE: 11-27-2016	DATE: 11-27-2016

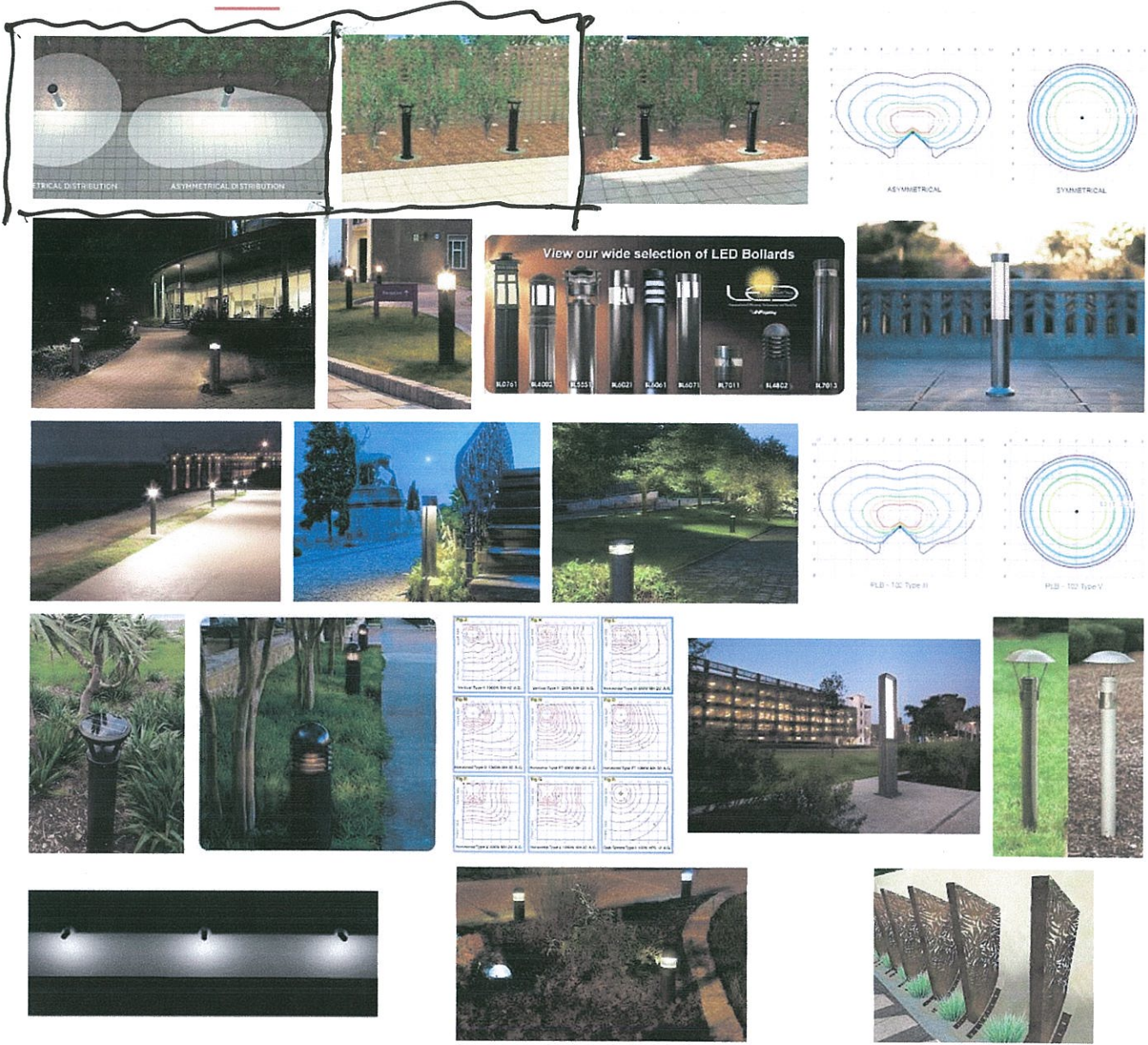
Bollard light fixture photometrics



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June 3, 2014

Bayard Mentrum,
Architect

Re: Wilsonville: Wilsonville Greens Enclosures

Dear Bayard;

Thank you, for sending me the site plans for the townhouse buildings that are planned for the Wilsonville Greens in Wilsonville.

My Company: Republic Services of Clackamas & Washington Counties has the franchise agreement to service this area with the City of Wilsonville. We will provide complete commercial waste removal, and recycling services as needed on a weekly basis for this location.

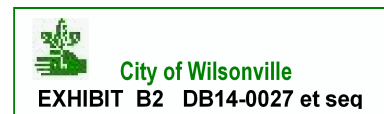
My drivers should be able to safely service the trash & recycle containers as the enclosure has been designed. Please have the gates able to lock in the open position over 120 degrees, as we discussed.

Thanks Bayard for your help and concerns for our services prior to this project being developed.

Sincerely,

A handwritten signature in blue ink that reads "Frank J. Lonergan".

Frank J. Lonergan
Operations Manager
Republic Services



10295 SW Ridder Road
Wilsonville, OR 97070
503-570-0626 • Fax 503-570-0523
republicservices.com

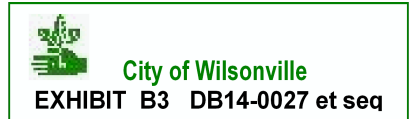


Gary Nebergall Cell: (503) 969-7917
Andrew Nebergall Cell: (503) 793-5090
Daniel Nebergall Cell: (503) 997-9757
Certified Arborist PN 7179-A

In the Industry Since 1978

16090 SE McLoughlin Blvd., Milwaukie OR 97267 (503) 653-6873

June 5, 2014



Bayard Mentrum
West Coast Home Solutions

Sent via email: bayardsplace@hotmail.com

Job site:

Wilsonville Greens Townhomes
10450 SW Wilsonville Road
Wilsonville, OR 97070

Bayard,

On June 4, 2014, I visited the job site listed above in Wilsonville, Oregon. My assignment was to come up with a tree protection plan for the existing Douglas fir hedge along the north end of the property along the sidewalk and a protection plan for the large ornamental flowering cherry near the front northeast corner. Below are my recommendations and protection plan.

1. Douglas fir trees:

These young trees are located in front along the north property line near the sidewalk. There are about 20-24 trees that stand nearly 15-20 feet tall with trunk diameters at breast height (DBH), that range from 2-6 inches. The foliage throughout the crown of these trees and the incremental growth both appear normal. This hedge, or grove, is quite thick and several smaller trees should be thinned/removed.

2. Large ornamental flowering cherry:

This tree stands 35-45 feet tall with a trunk DBH of about 33 inches. The foliage throughout the crown and the incremental growth both appear normal. There appears to be an old wound on the east side of the trunk that has produced good callus tissue. This tree is a significant specimen and some pruning could make it aesthetically pleasing.

Tree Protection/Tree Protection Zone (TPZ)

A tree protection plan designates the valuable trees that must be protected during the construction process.

West Coast Home Solutions
Bayard Mentrum
June 5, 2014
Page two

The TPZ for the Douglas fir trees shall consist of an area 1-2 feet outside the drip-zone, or the longest horizontal branch end. The TPZ for the ornamental flowering cherry shall consist of a radius area 10-12 feet away from the trunk in all directions.

A 5-6 foot tall portable chain link fence should be erected before clearing, deliveries, and other construction activities occur on site. The builder/contractor shall post "keep out" signs on all sides of the fencing. The builder/contractor shall prohibit all construction activities to occur within the TPZ. If the TPZ needs to be altered or work needs to occur inside or near the TPZ, the contractor/builder should contact a Certified Arborist to have on site during the work activities within the TPZ.

Thank you for this opportunity and if you have any questions, please do not hesitate to call.



Chris Ritschard
Certified Arborist PN – 0164A
City Wide Tree Service, Inc.
Cell (503) 793-5087

VOICEMAIL MESSAGE
JANUARY 16, 2014 @ 1:54

SUBJECT: Wilsonville Greens
10450 SW Wilsonville Road

TO: STEVE ADAMS
FROM: JACK KOHL

Hi Steve –

This is Jack Kohl calling. We did go down and take a look at the wall and all that. We absolutely see no problem with taking it down to 2' ft. high.

As to the easement, why don't we do that when this project gets under way. Just getting an easement now probably doesn't make a lot of sense until they get a building permit and get on with the project.

If there's any questions give me a call at 503/682-2337.

Good bye.

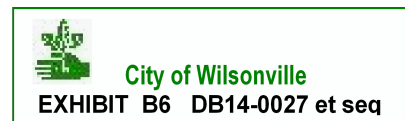
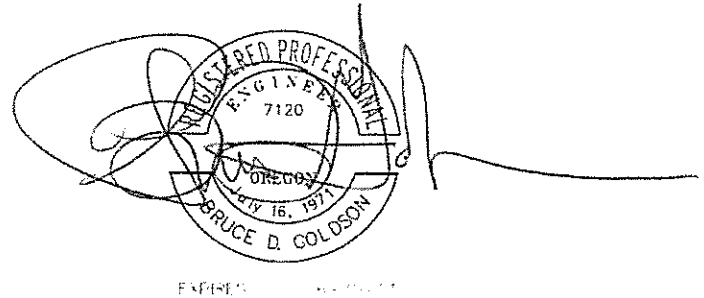


Wilsonville Greens
10450 SW Wilsonville Rd
Wilsonville, Oregon



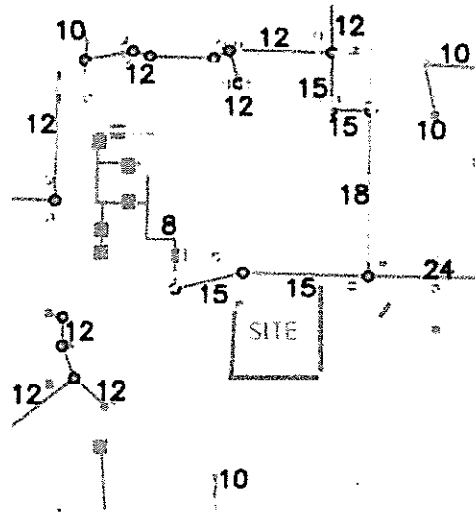
PRELIMINARY DRAINAGE REPORT
February 2014

Prepared By:
Bruce D. Goldson, PE
Theta, llc
PO Box 1345, Lake Oswego, Oregon 97035
2010-21.W



INDEX

Narrative	pg 2-3
Summary	pg 3
Regulatory	pg 3
Design Parameters	pg 3
Hydrographic Results	pg 4-11
Summary	pg 11
Appendix	pg 12-16



NARRATIVE ASSUMPTIONS

Existing Conditions:

The subject property currently a single family property with large house, shop and garage having a total area of 34621 sq ft. ((0.79acres). The property is bordered on the north by Wilsonville Rd and on the west by a paved bike and pedestrian path. Portions of the site are relatively level with an approximate slope northerly towards Wilsonville Rd and 2%. It is the policy of the City of Wilsonville to consider the pre-developed condition as an agriculture use.

Developed conditions:

The proposed development is a 12-unit townhouse facility with two buildings on either side of a common drive and with overflow parking to the east. Pervious pavers are planned for the individual driveways and sidewalks. The nearest existing public storm sewer system is in Wilsonville Road. There is no know deficiency in this public system. The City storm water regulations require detention and water quality facilities for new impervious areas.

Drain Basin Description:

Existing

The sub-drainage basin for this project is the same as the project boundaries. There are no known connections to the public storm system. Some type of on-site system appears to be employed to infiltrate the storm water on site.

Developed

In the developed condition all the storm water from the site will be directed to a storm water detention/water quality facility on the northerly side of the property and metered with by a control facility to the existing public system in Wilsonville Road.

Summary of storm water flow

	2-YEAR	10-YEAR	25-YEAR	100-YEAR
PRE-DEVELOP	0.2 CFS	0.34 CFS	0.41 CFS	N/A
POST-DEVELOP	0.37 CFS	0.56 CFS	0.65 CFS	0.77CFS

DESIGN STORM	REQUIRED RELEASE	DESIGN RELEASE
25 YEAR-24 HR	0.41 CFS	0.41 CFS
10 YEAR -24 HR	0.34 CFS	0.30 CFS
5 YEAR - 24 HR	N/A	N/A
2 YEAR -24 HR	0.20 CFS	0.17 CFS

REGULATORY DESIGN CRITERIA

The storm water quantity management requirements of Wilsonville are:

- City of Wilsonville Stormwater and surface water standards (2006).

References

1. King County Department of Public Works, Surface Water Management Division, Hydrographic Programs, Version 4.21B

Water Quality Facility

The water quality storm is the storm required by regulations to be treated: the water quality storm is total precipitation of 0.36 inches falling in 4hours with a storm return period of 96hours.

Design Parameters

The design storm is a 24 hour standard SCS Type 1A

- 2-year.....2.5 inches
- 5-year.....3.1 inches
- 25-year.....3.9 inches
- 100-year.....4.5 inches

SOIL TYPES

Willamette silt loam - Type B soil

Time of Concentration

$$T_1 = (0.93L)^{0.6} (n^{0.3}) / (P_2)^{0.54} (S_0)^{0.3}$$

$$\text{Pre: } T_1 = (0.93183)^{0.6} (0.13^{0.3}) / (2.5)^{0.54} (0.02)^{0.3} = 26.5 \text{ min.}$$

Post: Assume 5 minutes

HYDROGRAPH RESULTS

KING COUNTY DEPARTMENT OF PUBLIC WORKS

Surface Water Management Division

HYDROGRAPH PROGRAMS

Version 4.21B

1 - INFO ON THIS PROGRAM

2 - SBUHYD

3 - MODIFIELD SBUHYD

4 - ROUTE

5 - ROUTE2

6 - ADDHYD

7 - BASEFLOW

8 - PLOTHYD

9 - DTATA

10 - REFAC

11 - RETURN TO DOS

ENTER OPTION:

2

SBUN/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

2,24,2.5

XXXXXXXXXXXXXXXXXXXXXXXXX S.C.S.TYPE-1A DISTRIBUTION XXX

XXXXXXXXXXXXX 2-YEAR 24-HOUR STORM XXXX 2.50" TOTAL PRECIP XXX

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

0.79,88,0.00,98,26.5

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
.8	.8	88	.0	98	26.5
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
.20	7.83		3941		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:2wpre

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

0.30,80,0.49,98,5

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
.8	.3	80	.5	98	5.0
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
.37	7.83		5006		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:2wpost

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

10,24,3.45

XXXXXXXXXXXXXXXXXXXXXXXXX S.C.S.TYPE-1A DISTRIBUTION XXX

XXXXXXXXXXXXX 10-YEAR 24-HOUR STORM xxxx 3.45" TOTAL PRECIP XXX

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

0.79,88,0.0,98,26.5

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
.8	.8	88	.0	98	26.5
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
.34	7.83		6345		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:10wpre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

.8	.79 88	.0 98	26.5
PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)	
.41	7.83	7508	

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:25wpre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

0.30,80,0.49,98,5

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
.8	.3	80	.5	98	5
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
.65	7.67		8653		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:25wpost

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

- 1 - S.C.S.. TYPE-1A
- 2 - 7-DAY DESIGN STORM
- 3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

100,24,4.50

XXXXXXXXXXXXXXXXXXXXXXXX S.C.S.TYPE-1A DISTRIBUTION XXX

XXXXXXXXXXXXXXXX 100-YEAR 24-HOUR STORM xxxx 4.50" TOTAL PRECIP XXX

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO.

0.3,80,0.49,98,5

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
.8	.3	80	.5	98	5
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
.77	7.83		10265		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:100wpost

DETENTION SIZING

ENTER OPTION

10

R/D FACILITY DESIGN ROUTINE

SPEFICY TYPE OF R/D FACILTY

- 1 - POND 4 - INFILTRATION POND
- 2 - TANK 5 - INFILTRATION TANK
- 3 -VAULT 6 - GRAVEL TRENCH/BED

1

ENTER: POND SIDE SLOPE (HORIZ. COMPOENT)

4

ENTER: EFFECTIVE STORAGE DEPTH(ft) BEFORE OVERFLOW

3

ENTER [d:][path]filename[.ext] OF PRIMARY DESIGN INFLOW HYDROGRAPH:

C:a25post

PRELIMINARY DESIGN INFLOW PEAK = .65

ENTER PRIMARY DESIGN RELEASE RATE(cfs)

0.41

ENTER NUMBER OF INFLOW HYDROGRAPHS TO BE TESTED FOR PERFORMANCE (5 MAXIMUM)

2

ENTER [d:][path]filename[ext] OF HYDROGRAPH 1:

C:2wpost

ENTER TARGET RELEASE RATE(cfs)

0.2

ENTER [d:][path]filename[ext] OF HYDROGRAPH 2:

C:10wpost

ENTER TARGET RELEASE RATE(cfs)

.0.34

ENTER: NUMBER OF ORIFICES, RISER-HEAD(ft), RISER-DIAMETER(in)

3,3,12

RISER OVERFLOW DEPTH FOR PRIMARY PEAK INFLOW= 0.16FT

SPECIFY ITERATION DISPLAY: Y -YES, N - NO

N

SPECIFY: R - REVIEW/REVISE INPUT, C - CONTINUE

C

INITIAL STORAGE VALUE FOR ITERATION PURPOSES: 2976 CU-FT

BOTTOM ORIFICE: ENTER Q-MAX(cfs)

0.1

DIA.= 1.46 INCHES

MIDDLE ORIFICE: ENTER Q-MAX(cfs), HEIGHT(ft)

0.15,2

pg. 10

Appendix

pg. 12

DIA.= 2.35 INCHES

TOP OFIFICE: ENTER HEIGHT(ft)

2.8

DIA.= 3.63 INCHES

PERFORMANCE: INFLOW TARGET-OUTFLOW ACTUAL-OUTFLOW PK-STAGE STORAGE

DESIGN HYD:	.65	.41	.41	3.00	1108
TEST HYD 1:	.37	.20	.17	2.34	610
TEST HYD 2:	.56	.34	.30	2.88	1000

Specify: D - DOCUMENT, R -REVISE, A - ADJUST ORIF, E -ENLARGE, S -STOP

PRELIMINARY DESIGN:

A proposed detention and water quality pond is proposed on the property at the northerly side of the property just south of Wilsonville Road. This the low point of the tract and with direct access to the existing storm sewer in Wilsonville Road. Preliminary calculations indicate that a total of 1108 cubic feet of volume is required. A preliminary calculation of the grading plan for the detention pond area indicates that there is sufficient volume available to meet the City requirements. Infiltration and water quality requirements appear to be able to be met with this pond.

Table 4-3 MODIFIED CURVE NUMBERS

SCS Western Washington Runoff Curve Numbers					
Runoff curve numbers for selected agricultural, suburban, and urban land use for Type 1A rainfall distribution, 24-hour storm duration. (Published by SCS in 1982)					
Cultivated land ¹	Winter Condition	86	91	94	95
Mountain Open Areas:	Low growing brush and grassland.	74	82	89	92
Meadow or pasture:		65	78	85	89
Field or forest land:	Undisturbed	42	64	76	81
	Established second growth ²	48	68	78	83
	Young second growth or brush	55	72	81	86
Orchard:	With over crop	81	88	92	94
Open spaces, lawns, parks, golf courses, cemeteries, landscaping					
Good Condition:	Grass cover on > =75% of area	68	80	86	90
Fair Condition:	Grass cover on 50-75% of area	77	85	90	92
Gravel Roads and Parking Lots:		76	85	89	91
Dirt Roads and Parking Lots:		72	82	87	89
Impervious surfaces, pavement, roofs, etc.		98	98	98	98
Open water bodies:	Lakes, wetlands, ponds, etc.	100	100	100	100
Single Family Residential ³ :					
Dwelling unit/gross acre	% Impervious ⁴				
1.0 DU/GA	15				
1.5 DU/GA	20				
2.0 DU/GA	25				
2.5 DU/GA	30				
3.0 DU/GA	34				
3.5 DU/GA	38				
4.0 DU/GA	42				
4.5 DU/GA	46				
5.0 DU/GA	48				
5.5 DU/GA	50				
6.0 DU/GA	52				
6.5 DU/GA	54				
7.0 DU/GA	56				
Planned Unit Developments, condominiums, apartments, commercial businesses & industrial areas ³	% impervious ⁴ Must be computed				
		Select a separate curve number for pervious and impervious portions of the site or basin.			

¹ For a more detailed description of agricultural land use curve numbers, refer to National Engineering Handbook, Sec. 4, Hydrology, Chapter 9, August 1972.

² Modified by KCFW, 1995.

³ Assumes roof and driveway runoff is directed into street/storm system.

⁴ The remaining pervious areas (lawn) are considered to be in good condition for these curve numbers.

15

FIG. 4-4 MANNING'S COEFFICIENTS, K FACTORS

Smooth surfaces (concrete, asphalt, gravel, or bare hand packed soil)	0.01
Fallow fields or loose soil surface (no residue)	0.05
Cultivated soil with residue cover (s # 0.20 ft/ft)	0.06
Cultivated soil with residue cover (s > 0.20 ft/ft)	0.17
Short prairie grass and lawns	0.15
Dense grasses	0.24
Bermuda grass	0.41
Range (natural)	0.13
Woods or forest with light underbrush	0.40
Woods or forest with dense underbrush	0.80
1. Forest with heavy ground litter and meadows (n = 0.10)	
2. Brushy ground with some trees (n = 0.060)	3
3. Fallow or minimum tillage cultivation (n=0.040)	5
4. High grass (n=0.035)	8
5. Short grass, pasture, and lawns (n=0.030)	9
6. Nearly bare ground (n=0.025)	11
7. Paved and gravel areas (n=0.012)	13
7. Paved and gravel areas (n=0.012)	27
1. Forested swale with heavy ground litter (n=0.10)	
2. Forested drainage course/ravine with defined channel bed (n=0.050)	5
3. Rock-lined waterway (n=0.035)	10
4. Grassed waterway (n=0.030)	15
5. Earth-lined waterway (n=0.025)	17
6. CMP pipe (n=0.024)	20
7. Concrete pipe (0.012)	21
8. Other waterways and pipe 0.508/n	42
9. Meandering stream with some pools (n=0.040)	20
10. Rock-lined stream (n=0.035)	23
11. Grass-lined stream (n=0.030)	27
12. Other streams, man-made channels and pipe 0.807/n **	

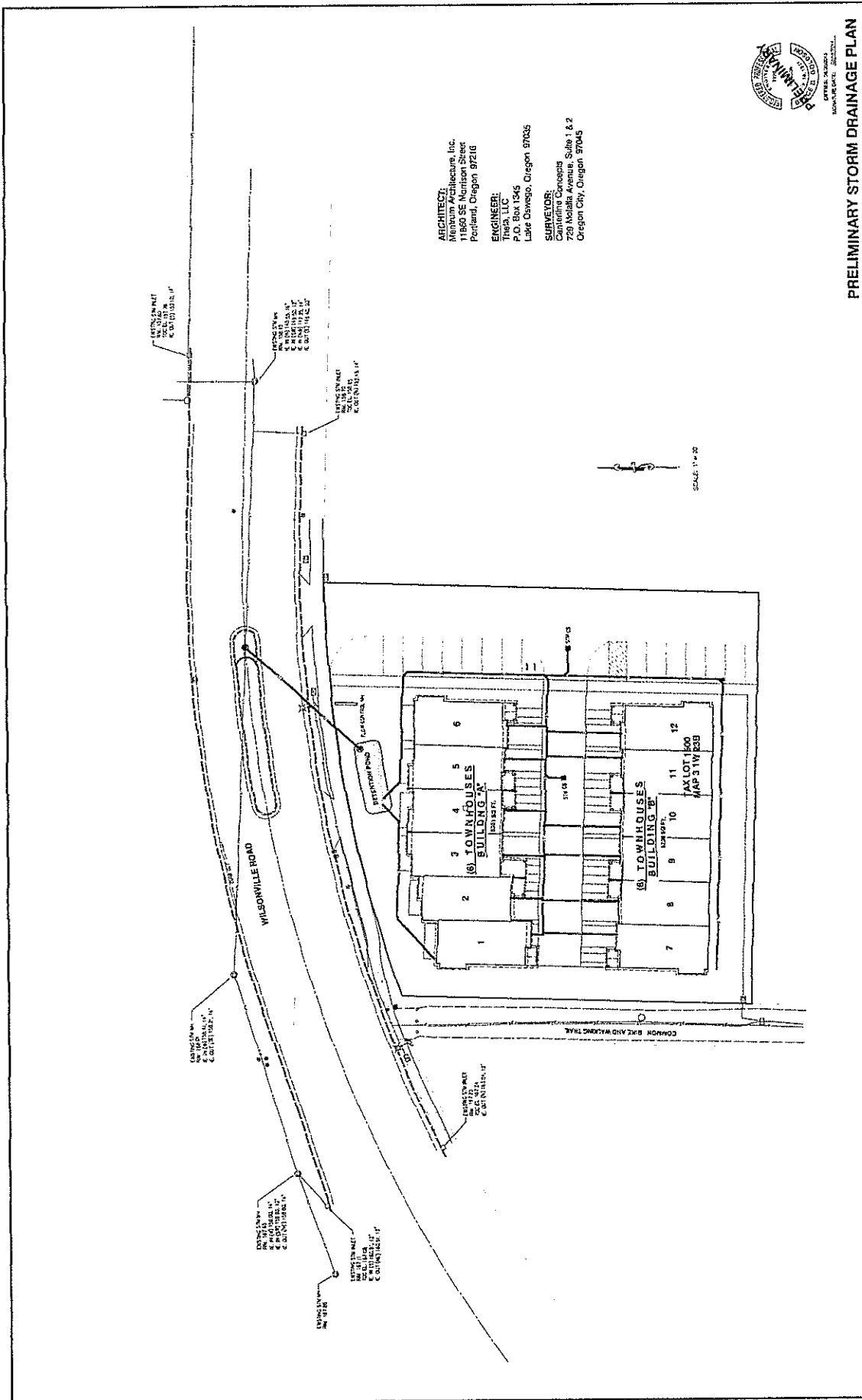
Barbara Urban Hydrograph (SBUH) will be the primary acceptable unit hydrograph method.

The HYD computer program, developed by King County, Washington, in its "Surface Water Design Manual," January 1990, uses these methods to generate, add, and route hydrographs. The City's authorized representative may check all hydrologic calculations using the King County HYD program. However, the City will allow the use of the rational method for analysis of drainage basins of 25 acres or less.

- b. **Design Storm:** Return frequency and duration specify the design storm event. The design storms shall be based on two parameters:
 - 1. Total rainfall (depth in inches).
 - 2. Rainfall distribution (dimensionless).
- c. **Design Storm Distribution:** The total depth of rainfall for storms of 24-hour duration is shown in **Table 3.2**. The rainfall distribution to be used in the City is the design storm of 24-hour duration based on the standard National Resource Conservation Service (NRCS), formerly known as the Soil Conservation Service (SCS), type 1A rainfall distribution using **Table 3.3**.

Table 3.2. RAINFALL DISTRIBUTION

Recurrence Interval (years)	Total Precipitation Depth (inches)
2	2.50
5	3.10
10	3.45
25	3.90
50	4.20
100	4.50



ARCHITECT:
 HBS & Associates, Inc.
 1000 SE Madison Street
 Portland, Oregon 97216

ENGINEER:
 Terra, LLC
 P.O. Box 1345
 Lake Oswego, Oregon 97035

SURVEYOR:
 Conditina Conditina
 720 Molalla Avenue, Suite 1 & 2
 Oregon City, Oregon 97045



PRELIMINARY STORM DRAINAGE PLAN
 SHEET 1/1

Wilsonville Greens Townhomes
 10450 SW Wilsonville Road

West Coast Home and Solutions, LLC
 P.O. Box 1989
 Lake Oswego, Oregon 97035

TERRA, LLC
 ENGINEERING - SURVEYING - PLANNING
 P.O. Box 1345
 Lake Oswego, Oregon 97035

2010-21-W	DATE	NO.	REV.
DESIGNED: SPS			
DRAWN: SPS			
CHECKED: SPS			
DATE: 04/27/2010			
BY: SPS			

**EXHIBIT A
PLANNING DIVISION
STAFF REPORT**

WILSONVILLE GREENS

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

Public Hearing Date:

Date of Report:

Application Numbers:

Request B: DB14-0028

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:

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

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

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

PFB 3. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.

PFB 4. All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Wilsonville Public Work's Standards.

PFB 5. Plans submitted for review shall meet the following general criteria:

- a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms.
- b. Design of any public utility improvements shall be approved at the time of the issuance of a Public Works Permit. Private utility improvements are subject to review and approval by the City Building Department.
- c. In the plan set for the PW Permit, existing utilities and features, and proposed new private utilities shall be shown in a lighter, grey print. Proposed public improvements shall be shown in bolder, black print.
- d. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
- e. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
- f. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area.

- g. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible.
- h. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- i. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482.
- j. Existing/proposed right-of-way, easements and adjacent driveways shall be identified.
- k. All engineering plans shall be printed to PDF, combined to a single file, stamped and digitally signed by a Professional Engineer registered in the State of Oregon.
- l. All plans submitted for review shall be in sets of a digitally signed PDF and three printed sets.

PFB 6.

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

- a. Cover sheet
- b. City of Wilsonville construction note sheet
- c. General construction note sheet
- d. Existing conditions plan.
- e. Erosion control and tree protection plan.
- f. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
- g. Grading plan, with 1-foot contours.
- h. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
- i. Detailed plans; show plan view and either profile view or provide i.e.'s at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
- j. Street plans.
- k. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference
- l. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
- m. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details of drain inlets, structures, and piping for outfall structure. Note that although storm water detention facilities are typically privately maintained they will be inspected by engineering, and the plans must be part of the Public Works Permit set.
- n. Detailed plan for water quality facility (both plan and profile views). Note

	<p>that although storm water quality facilities are typically privately maintained they will be inspected by Natural Resources, and the plans must be part of the Public Works Permit set.</p> <ul style="list-style-type: none"> o. Composite franchise utility plan. p. City of Wilsonville detail drawings. q. Illumination plan. r. Striping and signage plan. s. Landscape plan.
PFB 7.	Prior to manhole and sewer line testing, design engineer shall coordinate with the City and update the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to the updated numbering system. Design engineer shall also show the updated numbering system on As-Built drawings submitted to the City.
PFB 8.	The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.
PFB 9.	Applicant shall work with City's Natural Resources office before disturbing any soil on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a 1200-CN permit from the City of Wilsonville is required.
PFB 10.	To lessen the impact of the proposed project on the downstream storm drain system, and adjacent properties, project run-off from the site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm. The detention and outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
PFB 11.	A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City to address appropriate pipe and detention facility sizing.
PFB 12.	The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.
PFB 13.	Storm water quality facilities shall have approved landscape planted and/or some other erosion control method installed and approved by the City of Wilsonville prior to streets and/or alleys being paved.
PFB 14.	Fire hydrants shall be located in compliance with TVF&R fire prevention

	ordinance and approval of TVF&R.
PFB 15.	The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards.
PFB 16.	All survey monuments on the subject site, or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.
PFB 17.	Sidewalks, crosswalks and pedestrian linkages in the public right-of-way shall be in compliance with the requirements of the U.S. Access Board.
PFB 18.	No surcharging of sanitary or storm water manholes is allowed.
PFB 19.	The project shall connect to an existing manhole or install a manhole at each connection point to the public storm system and sanitary sewer system.
PFB 20.	A City approved energy dissipation device shall be installed at all proposed storm system outfalls. Storm outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
PFB 21.	The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.
PFB 22.	Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer. Landscaping plantings shall be low enough to provide adequate sight distance at all street intersections and alley/street intersections.
PFB 23.	The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Stormwater or rainwater LID facilities may be located within the public right-of-way upon approval of the City Engineer. Applicant shall maintain all LID storm water components and private conventional storm water facilities; maintenance shall transfer to the respective homeowners association when it is formed.
PFB 24.	All water lines that are to be temporary dead-end lines due to the phasing

	of construction shall have a valved tee with fire-hydrant assembly installed at the end of the line.				
PFB 25.	Applicant shall provide a minimum 6-foot Public Utility Easement on lot frontages to all public right-of-ways. An 8-foot PUE shall be provided along Collectors. A 10-ft PUE shall be provided along Minor and Major Arterials.				
PFB 26.	For any new public easements created with the project the Applicant shall be required to produce the specific survey exhibits establishing the easement and shall provide the City with the appropriate Easement document (on City approved forms).				
PFB 27.	<p>Mylar Record Drawings:</p> <p>At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version, and a digitally signed PDF.</p>				
Specific Comments:					
PFB 28.	<p>At the request of Staff, DKS Associates completed a Transportation Study dated April 4, 2014. The project is hereby limited to no more than the following impacts.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Estimated New PM Peak Hour Trips</td> <td style="text-align: right;">11</td> </tr> <tr> <td>Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area</td> <td style="text-align: right;">7</td> </tr> </table>	Estimated New PM Peak Hour Trips	11	Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	7
Estimated New PM Peak Hour Trips	11				
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	7				
PFB 29.	<p>In the City's 2013 Transportation System Plan (TSP) Wilsonville Road is classified as a minor arterial with access spacing standards of 1,000 feet desired and 600 feet minimum. The City recognizes that the existing east driveway (and proposed access driveway) is approximately 540 feet (centerline to centerline) from Brown Road, which is not in compliance with the TSP; however, at the same time the City does not wish to land lock the site and leave it undevelopable.</p> <p>Ultimately this site is envisioned to be served by a local street to be located on the undeveloped land south or east of the site. At the time that the adjacent property is developed a connection will be provided to the proposed private driveway/parking aisle located on the east and southeast boundary of the site. Once the connection is completed the Applicant (or successor) will be required to demolish the driveway connection to</p>				

	<p>Wilsonville Road and construct a standard curb and gutter. The driveway shall also be disconnected from the public sidewalk and set back to the greatest extent possible to separate vehicle and pedestrian traffic. Applicant (or successor) shall install landscaping and irrigation to the areas between the sidewalk and curb, and sidewalk and private driveway. If the sidewalk is damaged during this work, the damaged section(s) shall be removed and the sidewalk replaced.</p>
PFB 30.	<p>Clear sight vision is not in compliance with the City's 2006 Public Works Standards. Presently the existing east driveway (and proposed access driveway) has limited sight distance for eastbound traffic on Wilsonville Road due to a concrete block wall located in front of the property west of the site (wall is located in the public right-of-way). The applicant's engineer shall determine how much of the wall needs to be lowered to a two-foot height in order to provide clear sight distance and be in compliance with the Public Works Standards. Applicant shall be responsible for all costs with this work in lowering the wall, repairing any damage that may occur, and resetting the capstone blocks on the shorter wall.</p> <p>City staff has been in contact with the property owner and they have expressed no opposition to this wall being lowered.</p>
PFB 31.	<p>To provide full access to the existing east driveway (and proposed access driveway), applicant shall modify the existing landscape island to allow safe movement of left-turning traffic egressing the site. Applicant shall provide turning templates for City staff approval showing left turn movements from the site onto Wilsonville Road.</p>
PFB 32.	<p>Sufficient right-of-way for Wilsonville Road was previously obtained with the Wilsonville Road Phase 3 CIP project. No additional right-of-way is required.</p>
PFB 33.	<p>Storm outlet for the site shall be via the 15" storm main line located in Wilsonville Road.</p>
PFB 34.	<p>Sanitary sewer connection shall be via the existing easement running south of the property to the public line located east of the Brown Road terminus.</p>
PFB 35.	<p>Water service for the site shall be obtained from the 18" water main line located in Wilsonville Road.</p>

Development Review Template

DATE: 6/10/14
TO: BLAISE EDMONDS, DIRECTOR OF CURRENT PLANNING
FROM: DON WALTERS
SUBJECT: DEVELOPMENT REVIEW # DB14-0029

WORK DESCRIPTION: WILSONVILLE GREENS TOWNHOMES/APARTMENTS.

Building Division Conditions

- | | |
|-------|---|
| BD 1. | SITE CONDITIONS. It is the responsibility of the applicant to insure that all existing underground utilities, piping, drain systems, easements and other items of this nature are shown correctly on the submitted site plan. |
| BD 2. | A GEOTECH REPORT will be required as part of the grading permit submittal unless otherwise approved by the building official. |
| BD 3. | NEW RESIDENTIAL CONSTRUCTION/HYDRANTS. Where any portion of the new residence(s) is more than 600' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the building, on-site fire hydrants shall be provided unless otherwise approved by the fire code official. (OFC 507.5.1) |

COMMUNITY DEVELOPMENT MEMORANDUM

To: Blaise Edmonds, Manager of Current Planning

From: Kerry Rappold, Natural Resources Program Manager

Date: June 26, 2014

RE: Residential Development (DB14-0028 – Wilsonville Greens Townhomes/Apts.)

This memorandum includes staff conditions of approval. The conditions of approval are based on the submitted Stage II Final Plan and Site Design Review. The conditions of approval apply to the applicant's submittal of construction documents (i.e. engineering drawings).

CONDITIONS OF APPROVAL:

The following conditions of approval are based on the material submitted by the applicant. Any subsequent revisions to the submitted plans may require conditions of approval to be modified by staff.

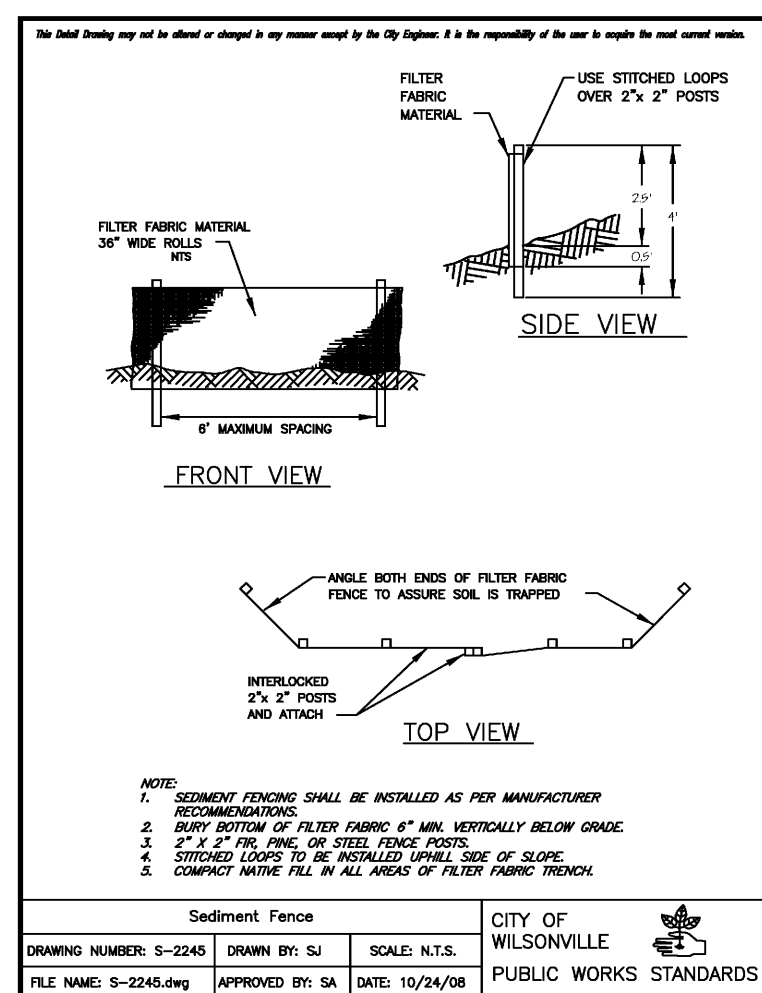
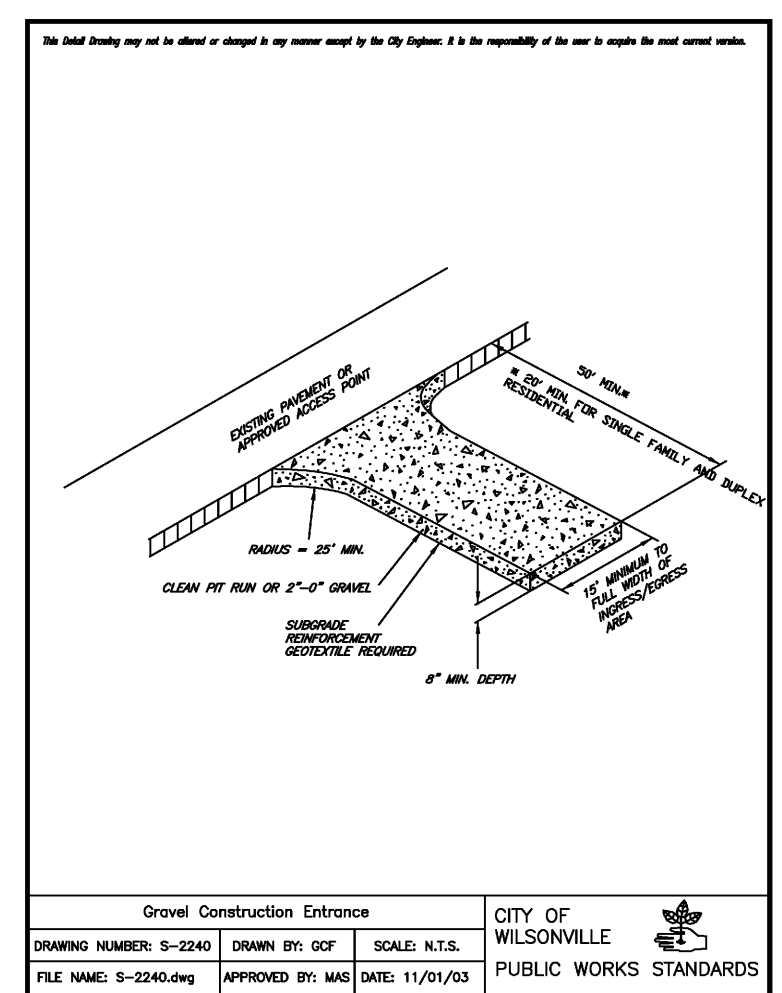
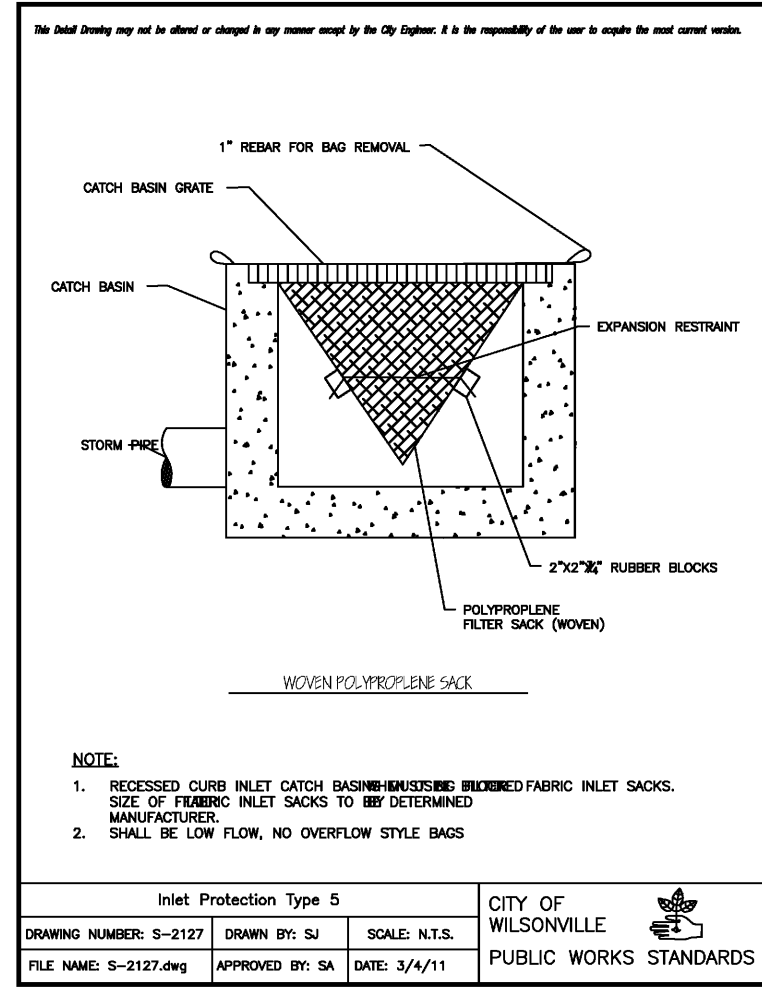
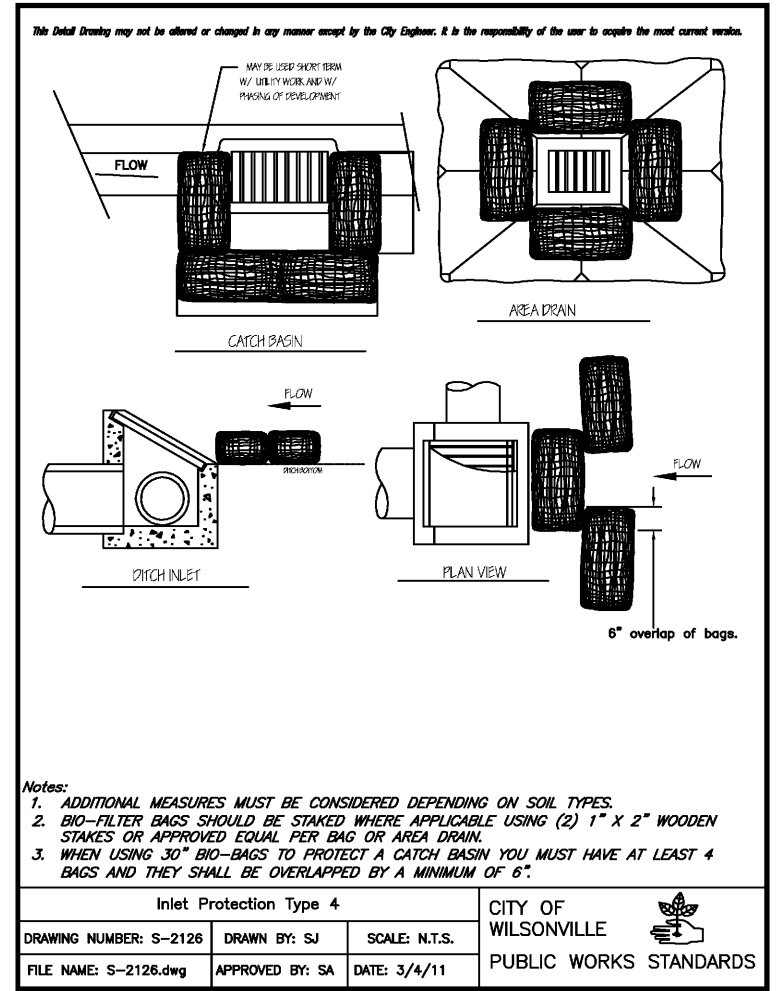
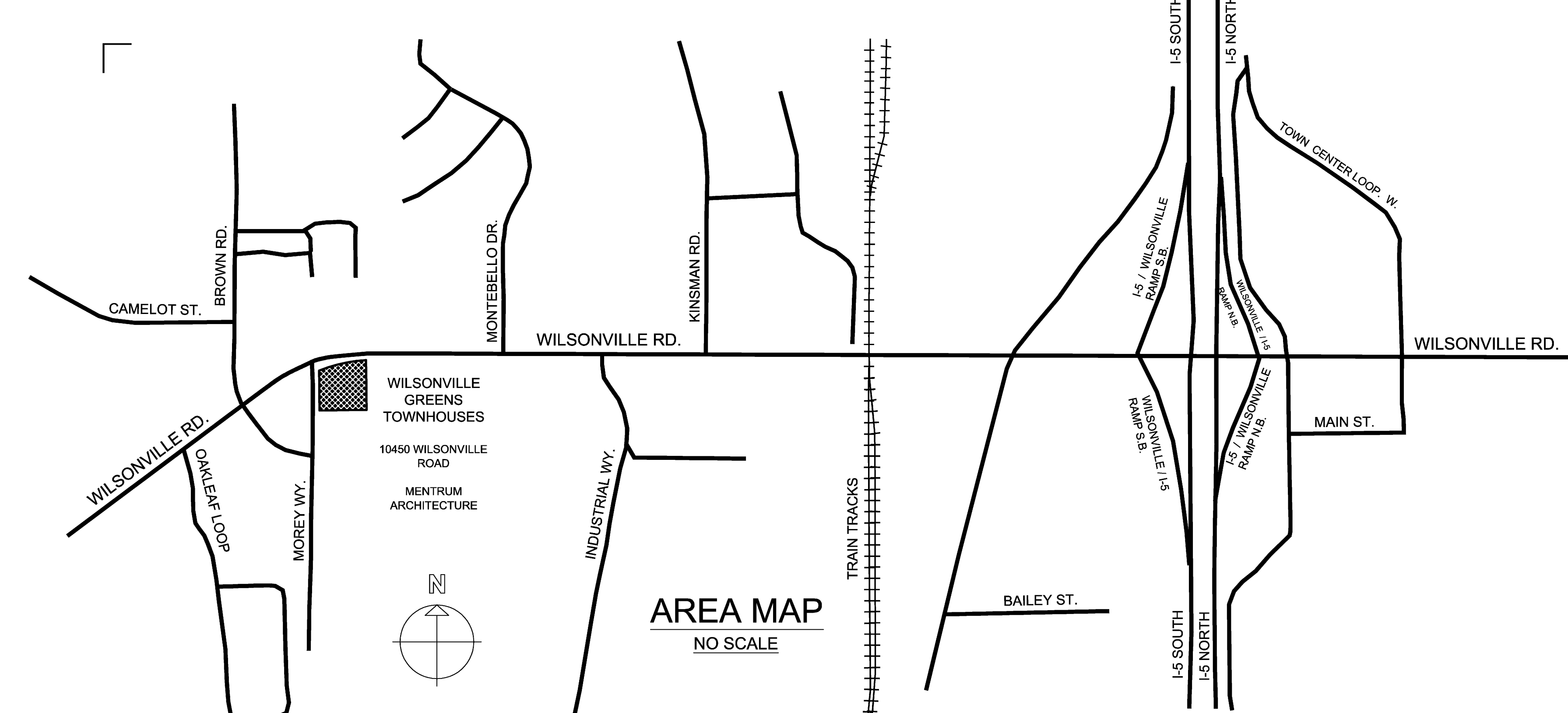
Stormwater Management

1. Pursuant to the Public Works Standards, water quality facilities are required when proposed development establishes or increases the impervious surface area by more than 5,000 square feet. Development includes new development, redevelopment, and/or partial redevelopment.
2. Submit a drainage report and drainage plans. The report and plans shall demonstrate the proposed stormwater facilities satisfy the requirements of the City of Wilsonville's Public Works Standards.
3. Provide profiles, plan views and specifications for the proposed stormwater facilities consistent with the requirements of the City of Wilsonville's Public Works Standards.
4. Pursuant to the Public Works Standards, the applicant shall submit a maintenance plan (including the City's stormwater maintenance covenant and access easement) for the proposed stormwater facilities prior to approval for occupancy of the associated development.
5. Pursuant to the City of Wilsonville's Public Works Standards, access shall be provided to all areas of the proposed stormwater facilities. At a minimum, at least one access shall be provided for maintenance and inspection.

Other

6. Pursuant to the City of Wilsonville's Ordinance No. 482, the applicant shall submit an erosion and sedimentation control plan. The following techniques and methods shall be incorporated, where necessary:
 - a. Gravel construction entrance;
 - b. Stockpiles and plastic sheeting;
 - c. Sediment fence;
 - d. Inlet protection (Silt sacks are recommended);
 - e. Dust control;
 - f. Temporary/permanent seeding or wet weather measures (e.g. mulch);
 - g. Limits of construction; and
 - h. Other appropriate erosion and sedimentation control methods.

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



City of Wilsonville Erosion and Sediment Control Notes

1. Responsible party. The property owner or designer shall be responsible for proper installation, maintenance and removal of all erosion and sediment control (ESC) measures, in accordance with the City of Wilsonville, State, and Federal regulations.

2. Installation of ESC measures prior to clearing & grading. The ESC measures shown in these plans shall be constructed and approved by the City's authorized representative prior to clearing and grading activities, and in such a manner as to ensure that sediment and sediment laden water does not enter the drainage system, roadway, or violate applicable stormwater discharge standards.

3. Inspections. Initial and final ESC inspections are required. The City's 24-hour Building/ESC inspection number is 5033.662.4159. All calls requesting inspections that are received by 7:00 A.M. shall be inspected by the end of the day the call was received (no inspections Saturday, Sunday, or Holiday). These inspections shall be installed, inspected and approved by a Planning Department representative before any ESC measures are placed. The final ESC inspection shall not occur until final ESC measures are inspected and approved.

4. Daily inspection. The ESC measures shall be inspected daily by the property owner or designer and maintained as necessary to ensure proper functioning. All ESC measures requiring maintenance or repair shall be completed immediately.

5. State 1200-C (DEQ) and 1000-CN (City) permits. If a site requires an Oregon Department of Environmental Quality (DEQ) 1200-C permit for disturbing the earth or more, an approved copy of the 1200-C shall be submitted to the City's authorized representative before any clearing or grading shall be allowed to proceed. Construction activities including clearing, grading, excavation, and stockpiling that will disturb five (5) or more acres and that may discharge to surface waters or conveyance systems leading to surface waters of the state, require a DEQ 1200-C permit.

6. DEQ 1200-C permit also requires for construction activities with a cumulative impact that will ultimately disturb five acres or more and which may discharge to surface waters or conveyance systems leading to surface waters of the state. For construction activities that disturb five (5) or more acres, a public review process is required.

The property owner or designer is required to follow all 1200-C requirements and

make the 1200-C permit available for review if requested by the City's authorized representative. The DEQ 1200-C permits are obtained directly from DEQ.

A 1000-CN permit for disturbing one to less than five acres, for automatically covered construction activities is issued by the City of Wilsonville for sites meeting applicable standards and code requirements.

7. Scope of responsibility. The implementation of the approved ESC plan, including the installation, construction, maintenance, replacement, upgrading and removal of the ESC measures are the responsibility of the property owner or designer until all construction is completed and approved, and all vegetation/landscaping is established. The property owner or designer shall be responsible for maintenance of the ESC measures until they relinquish ownership of the property.

8. Erosion control. No person shall create physical erosion by dragging, dropping, tracking, or otherwise placing or depositing, or permitting to be deposited, mud, dirt, rock, or other such debris on a public street, or into any part of the public stormwater and surface water system, or into any part of a private stormwater and surface water system. Any such deposited material shall be immediately removed by hand labor or mechanical means. No material shall be washed or flushed into any part of the stormwater and surface water system until all mechanical means to remove the debris are exhausted and prevent sediment filtration is in place. No discharge containing visible solids is allowed. All above ground treatment facilities (swales, ponds, etc.) shall be completed, inspected, and approved prior to any stormwater being allowed to enter facility.

9. Minimum requirements - upgrades & retrofits expected. The ESC measures depicted in these plans are considered minimum requirements for anticipated site conditions. During the construction period, these ESC measures shall be upgraded as needed for unexpected storm events and changes in construction activities. At all times, ESC measures shall ensure that sediment and sediment laden water does not leave the construction site.

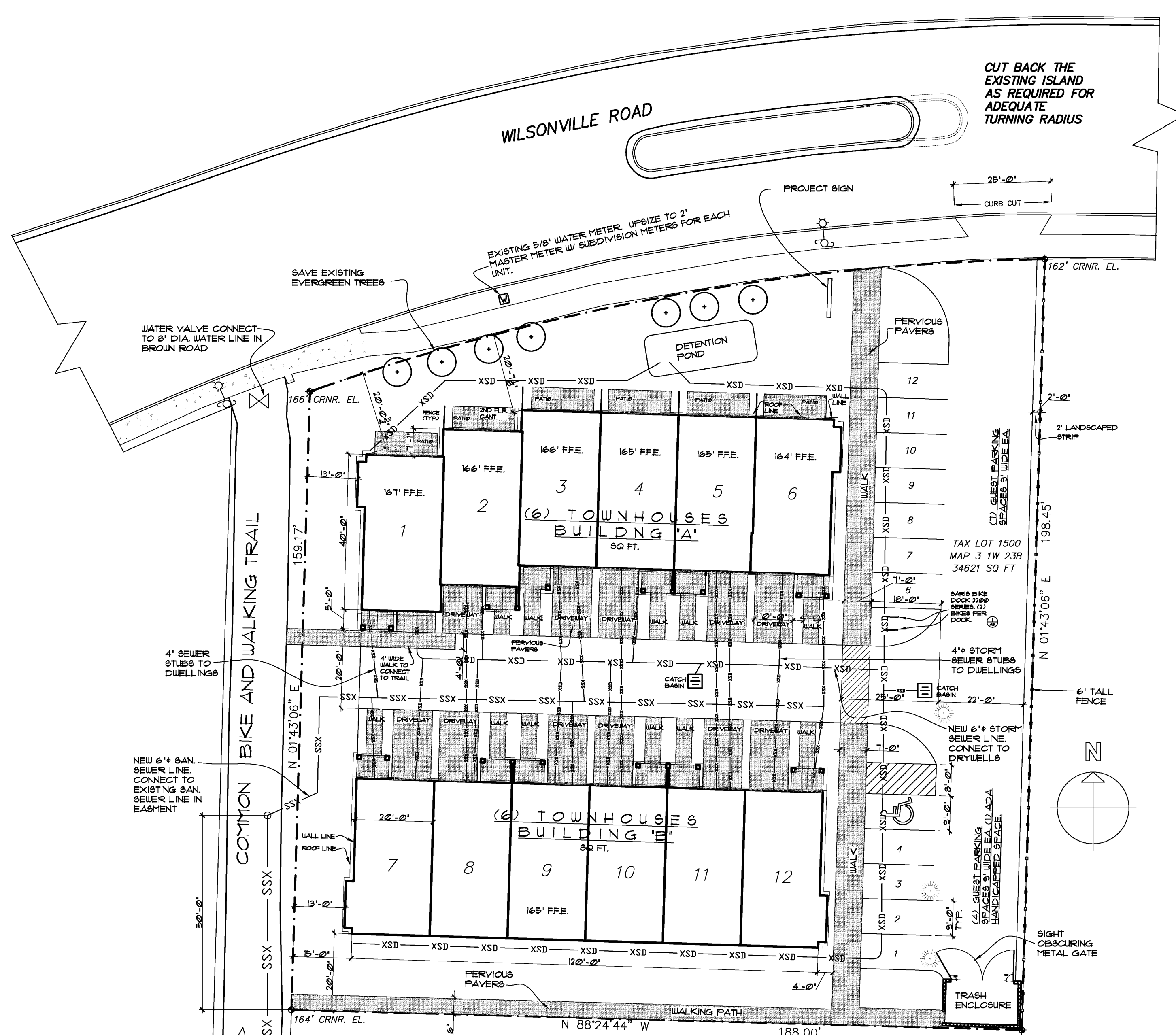
- Clearing limits.** The boundaries of the clearing limits depicted on the ESC plan shall be clearly marked in the field prior to clearing. During the construction period, no disturbance beyond the clearing limits shall be permitted. The clearing limit markings shall be maintained by the property owner or designer for the duration of construction.
- Toxic & hazardous materials.** Any use of toxic or hazardous materials shall include proper storage, application, and disposal. The property owner or designer shall properly manage hazardous wastes, used oils, contaminated soils, concrete waste, sanitary waste, liquid waste, or other toxic substances discovered or generated during construction.
- On-site concrete truck wash area.** The ESC plan shall designate specific areas for on-site washing of concrete trucks and the disposal of accumulated concrete wash.
- Securing of portable toilets.** If required, the property owner or designer shall secure portable toilets, by cable or chain, to posts or stable anchor to prevent them from over-turning and spilling.
- Resources for ESC facility design & development.** The property owner or designer shall refer to the Clackamas County Water Environment Services most current version of the "Erosion Prevention and Sediment Control Planning and Design Manual", available on line at <http://www.clackamaswater.com/escmanual.asp> and the City of Wilsonville's "Erosion Control Manual".
- Construction entrances.** Stabilized gravel entrances, with subgrade reinforcement geotextile fabric, shall be installed and maintained for the duration of the project in conformance with Detail S-2245. Additional measures such as a wheel wash, in conformance with Detail S-2225, may be required to ensure that all paved areas are kept clean for the duration of the project. The construction entrance shall not block existing public accessible routes unless proper closures are approved by the City of Wilsonville Engineering authorized representative.
- Protection of stormwater facilities, drains & inlets.** Storm drain inlets, basins, and area drains shall be protected until completion of project. Although there are a number of approved measures for inlet protection, low flow fabric inserts (no overflow) in conformance with Detail S-2127, with bogging, in conformance with Detail S-2128, around curb inlets are the preferred measures for inlet protection, where applicable. Per DEQ requirements overflow sack inserts are not allowed. Low flow fabric inserts (no overflow) shall be used for street inlets (unless inlet in curb). All storm drain inlet protection measures located in public streets shall not create a hazard to vehicular traffic, bicyclist or pedestrian traffic. If required by the City's authorized representative, a minimum of six (6) extra bags shall be kept on site at all times for upgrading and repairs.
- Cleaning sediment barriers.** At no time shall sediment be allowed to accumulate more than 1/2 of barrier height. Cleaning operations shall not allow sediment laden water to be intentionally washed into storm sewers, drainage ways or waterbodies. Dry sweeping shall be used to clean up released sediments using appropriate dust control measures.
- Permanent ground cover.** Pavement surfaces and permanent vegetation are to be installed as soon as possible. Impervious surfaces shall not be installed until stormwater detention and water quality facilities have been constructed and approved by the City's authorized representative.
- Seeding.** Seeding shall be established only between March 1 through May 15 and September 1 through October 15 for each phase of construction. If an irrigation system is installed, seeding may be established from March 1 through November 15.
- Weather requirements.** Exposed soils and un-vegetated surfaces not fully established by October 15, shall be subject to wet weather erosion prevention measures in effect through April 30. For requirements, see Clackamas County Water Environment Services' most current version of "Erosion Prevention and Sediment Control Planning and Design Manual", available on line at <http://www.clackamaswater.com/escmanual.asp> and the City of Wilsonville's "Erosion Control Manual".
- Dust control.** During all phases of work the contractor shall take precautions to abate any dust nuisance. Dust shall be minimized to the extent practicable and prevention measures shall be continuous until final inspection by the City's authorized representative. Additional measures for dust control, if required by the City's authorized representative, shall include at least one (1) water truck on site at all times from June 1 to October 31. In areas subject to wet erosion, appropriate BMP's must be used which may include the application of fine water spraying, plastic sheeting, mulching, or other approved measures.
- Use of straw.** Solid straw bales are not to be used for any ESC measures. Straw should only be used loose, to spread as temporary ground cover. A minimum of two inches is to be applied, covering all exposed soils (no visible soils).
- Plan.** All ESC plans shall include these City of Wilsonville Erosion and Sediment Control Notes, an appropriate erosion control legend and erosion control details, which are coordinated with the City of Wilsonville's Erosion and Sediment Control Notes (including Sediment Fence Notes). Legend symbols are found in the Clackamas County Water Environment Services' "Erosion Prevention and Sediment Control Planning and Design Manual." In Appendix A, Erosion control details are also found and a <http://www.ci.wilsonville.or.us/index.aspx?page=44> or [WWW.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)

City of Wilsonville Sediment Fence Notes

- Sediment Fence.** Filter fabric sediment fences shall be installed in conformance with Detail S-2245.
- Slitbed post loops.** Standard or heavy duty filter fabric shall have manufacturer slitbed post loops with spaced 2' x 4' posts for installation. Slitbed post loops shall be installed on the uphill side of the sloped area.
- Continuous run - construction of joints.** The filter fabric shall be purchased in a continuous run, and cut to length in the field to avoid the use of joints. When joints are necessary, connect slit fence ends by splicing 2' x 2' x 4' posts together two to three times and bury as one post.
- Installation on contour / finish at termination points.** The filter fabric shall be installed to follow the contours where feasible. The posts shall be spaced a maximum of six feet apart and driven securely into the ground. When sediment fence approaches its termination point, turn fence uphill and extend one (1) full panel to level.
- Burial of fabric.** The filter fabric shall have a minimum vertical burial of six inches. An excavated material from filter fabric fence installation shall be backfilled and compacted on both sides of fence along the entire disturbed area.
- Inspection.** Filter fabric fences shall be inspected by property owner or designer immediately after each rainfall and at least daily during prolonged rainfall. Any required repairs, maintenance or needed upgrades shall be made immediately. If required by the City's authorized representative, a minimum of one (1) full roll of extra filter fabric fencing shall be on site at all times for upgrading and repairs.
- Removal.** Filter fabric fences shall be removed when they have served their useful purpose, but not before the up slope area has been permanently protected and stabilized.
- ESC protection behind curbs.** Installation of a 12" - 18" curved grade is the preferred ESC application where ground is exposed along existing curbing.

MENTRUM ARCHITECTURE INCORPORATED
11860 S.E. MORRISON ST. PORTLAND, OR. 97126
PHONE: 971-270-9663

FOR WEST COAST HOMES L.L.C.
WILSONVILLE GREENS TOWNHOMES
10450 S.W. WILSONVILLE RD.
A01



WILSONVILLE GREENS TOWNHOMES SITE PLAN
12 TOWNHOUSE UNITS.
10450 S.W. WILSONVILLE RD.
MENTRUM ARCHITECTURE
ZONING: PD R5

SCALE: 1"=20'

4" DIA. SANITARY SEWER LINE FROM UNITS
6" DIA. SANITARY SEWER LINE
SANITARY SEWER LINE FROM 6" TO BROWN RD.
4" DIA. STORM DRAIN LINE FROM UNITS
6" DIA. STORM DRAIN LINE IN STREET TO DRYWELLS

TOTAL OUTDOOR LANDSCAPE AREA NEEDED 25 % OF LOT AREA. LOT AREA IS 34621 SQ. FT.. 34621 X .25 = 8655.25 SQ. FT. REQUIRED.

ACTUAL LANDSCAPE AREA IS 13124 SQ. FT. WHICH DISCLUDES BUILDING IMPERVIOUS AREA, THE STREETS AND PARKING AREA. 13124 / 34621 = 37.9% OF LOT IS AVAILABLE FOR LANDSCAPING. 37.9 % GREATER THAN 25 % SO AREA FOR LANDSCAPING OK.





WILSONVILLE GREENS TOWNHOMES PLANT LIST

SYM. NO.	BOTANICAL	COMMON	SIZE
AG	4 ABELIA GRANDIFLORA	GLOSSY ABELIA	2 GAL.
ARB	19 ACER RUBRUM 'BOWHALL'	COLUMNAR RED MAPLE	1 3/4" IN CAL.
AU24	391 ARCHTOSTAPHYLOS UVA URSI-24"-O.C.	NATIVE KINNIKINNICK	4 IN 24" O.C.
AZG	21 AZALEA 'GLACIER'	GLACIER AZALEA	2 GAL.
AZHC	24 AZALEA 'HINO CRIMSON'	HINO CRIMSON AZALEA	2 GAL.
CML	8 CROCOSMIA M. 'LUCIFER'	CROCOSMIA	2 GAL.
ECV	30 ERICA CARNEA 'VIVELLII'	SPRING HEATHER	2 GAL.
KL	4 CALMIA LATIFOLIA 'ELF'	MOUNTAIN LAUREL	2 GAL.
NDH	51 NANDINA DOMESTICA 'HARBOUR DWARF'	HARBOUR NANDINA	2 GAL.
OD	11 OSMANTHUS DELAVAYI	DELAVAY OSMANTHUS	2 GAL.
TC	6 TILIA CORDATA	LITTLE LEAF LINDEN	1 3/4" IN CAL.
POM	34 POLYSICHUM MUNITUM	SWORD FERN	2 GAL.
PT24	111 PACHYSANDRA TERMINALIS	PACHYSANDRA	4 IN 24" IN. O.C.
SR	91 SARCOCOCCA RUSCIFOLIA	TALL SARCOCOCCA	2 GAL.
SVCJ	6 SYRINGA VULGARIS 'CHARLES JOLY'	LILAC	2 GAL.
TOEG	10 THUJA O. 'EMERALD GREEN'	EMERALD GREEN ARBORVITAE	4FT. - 5FT.

WILSONVILLE GREENS TOWNHOMES PLANTING PLAN

12 TOWNHOUSE UNITS. SCALE: 3/32"=1'

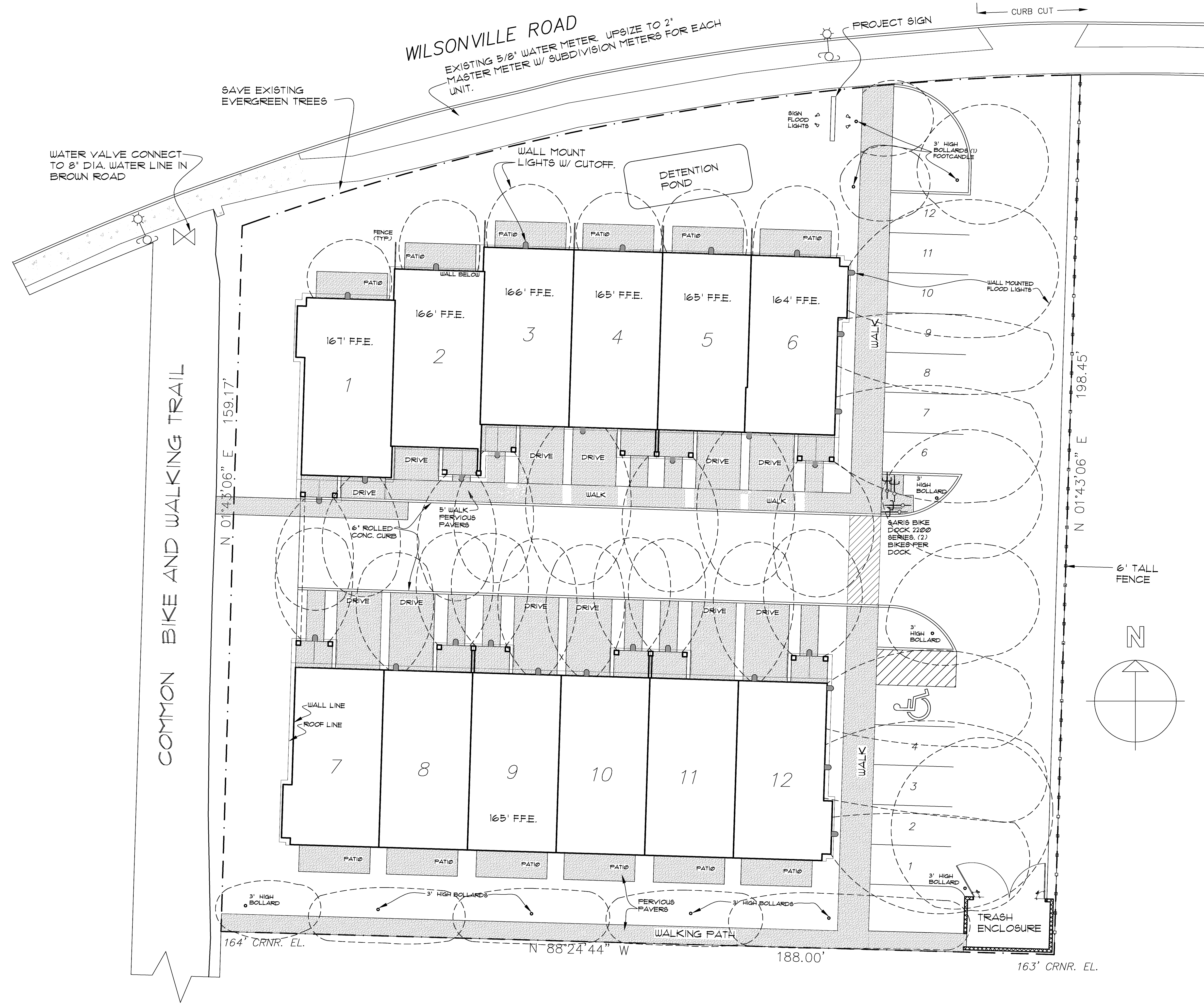
10450 S.W. WILSONVILLE RD.
 MENTRUM ARCHITECTURE
 ZONING: PD R5

TOTAL OUTDOOR LANDSCAPE AREA NEEDED 25 % OF LOT AREA. LOT AREA IS 34621 SQ FT.. 34621 X .25 = 8655.25 SQ. FT. REQUIRED.

ACTUAL LANDSCAPE AREA IS 13124 SQ FT. WHICH DISCLUDES BUILDING IMPERVIOUS AREA, THE STREETS AND PARKING AREA. 13124 / 34621 = 37.9% OF LOT IS AVAILABLE FOR LANDSCAPING. 37.9% GREATER THAN 25% SO AREA FOR LANDSCAPING OK.

ALL LANDSCAPED AREAS TO BE IRRIGATED.

PLANTING PER CODE SECTION 4.176(.01) THROUGH (.09)



WATER VALVE CONNECT TO 8" DIA. WATER LINE IN BROWN ROAD

SAVE EXISTING EVERGREEN TREES

WILSONVILLE ROAD
 EXISTING 5/8" WATER METER. UPSIZE TO 2" MASTER METER W/ SUBDIVISION METERS FOR EACH UNIT.

WALL MOUNT LIGHTS W/ CUTOFF.

DETENTION POND

PROJECT SIGN

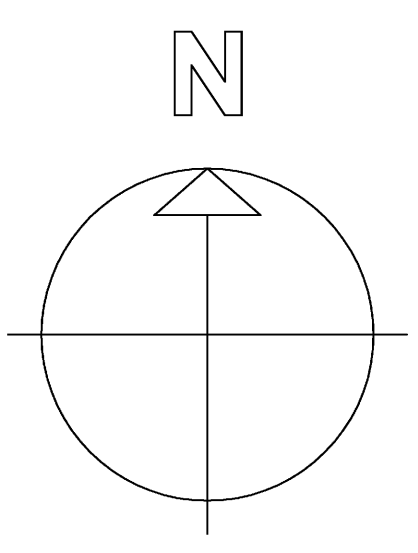
CURB CUT

COMMON BIKE AND WALKING TRAIL

N 01°43'06" E 159.17'

N 01°43'06" E 198.45'

6' TALL FENCE



164' CRNR. EL.

N 88°24'44" W

188.00'

163' CRNR. EL.

MENTRUM ARCHITECTURE INCORPORATED
 11860 S.E. MORRISON ST. PORTLAND, OR. 97216
 PHONE: 971-270-9663

FOR WEST COAST HOMES L.L.C.

WILSONVILLE GREENS TOWNHOMES
 10450 S.W. WILSONVILLE RD.

SMB 01/11/14
 SMB 02/13/14
 SMB 02/19/14
 SMB 03/03/14
 SMB 05/29/14
 SMB 06/05/14

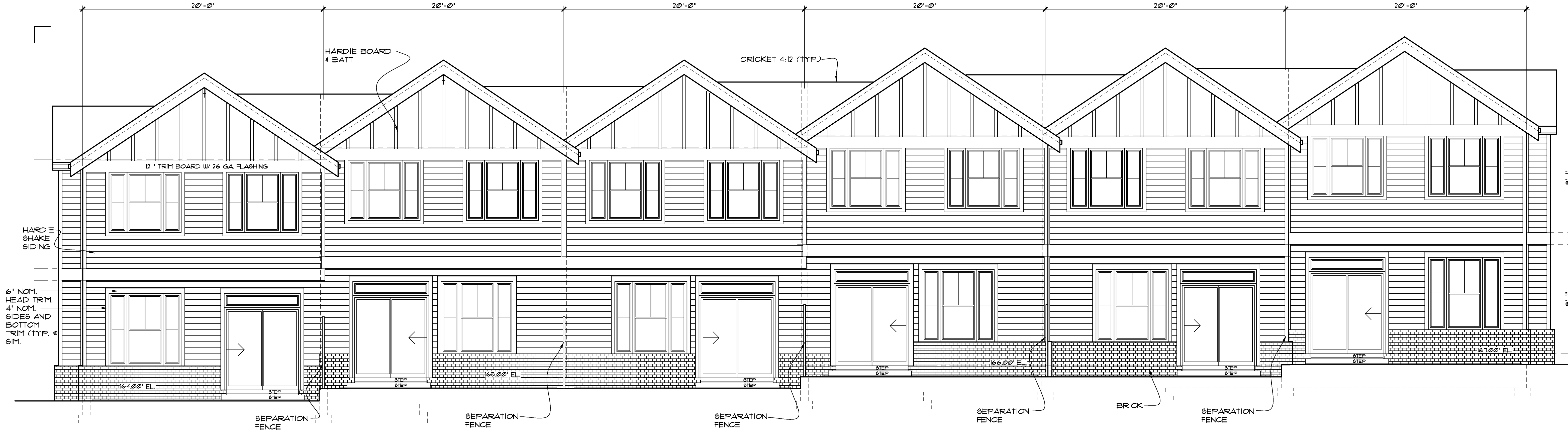
A03



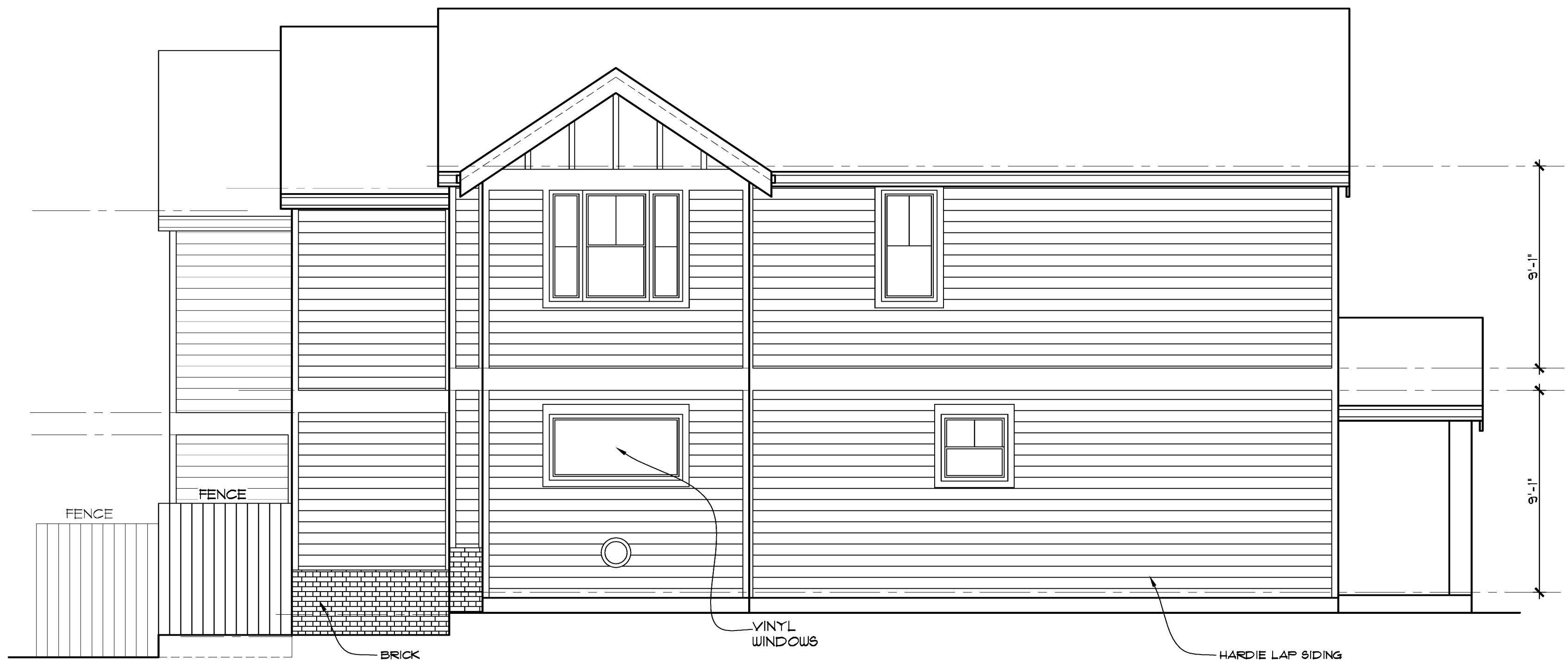
SOUTH ELEVATION BUILDING "A"
SCALE: 1/4"=1'-0"



EAST ELEVATION BUILDING "A"
SCALE: 1/4"=1'-0"



NORTH ELEVATION BUILDING "A"
SCALE: 1/4"=1'-0"



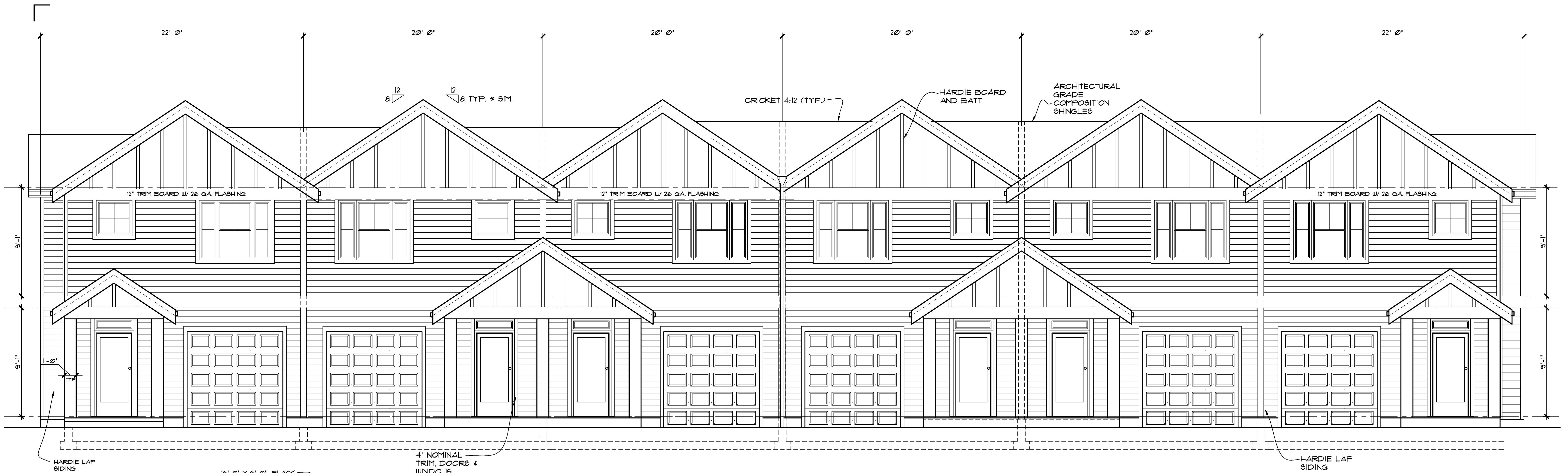
WEST ELEVATION BUILDING "A"
SCALE: 1/4"=1'-0"

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FOR WEST COAST
HOMES L.L.C.

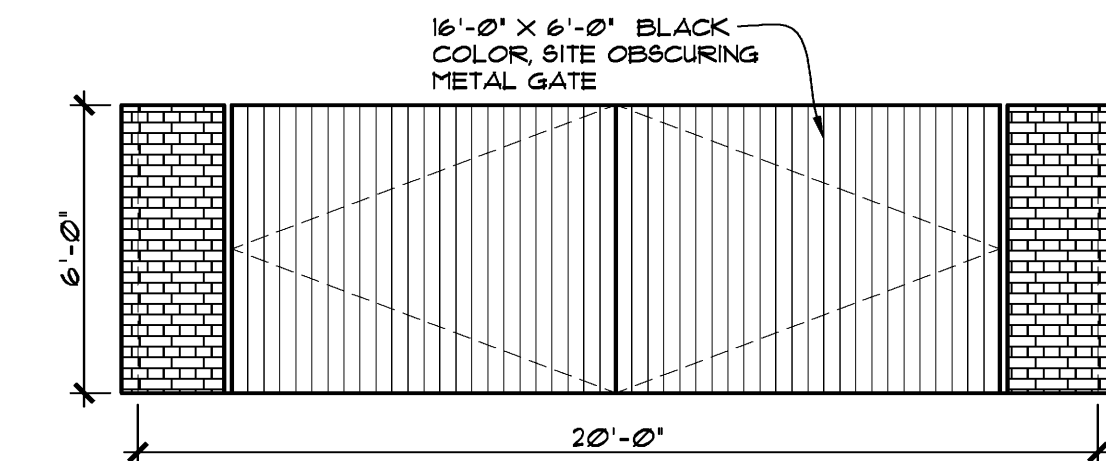
WILSONVILLE GREENS TOWNHOMES
10450 S.W. WILSONVILLE RD.

SMB 01/17/14
SMB 02/18/14
SMB 02/19/14
SMB 02/27/14
SMB 06/10/14
SMB 06/10/14



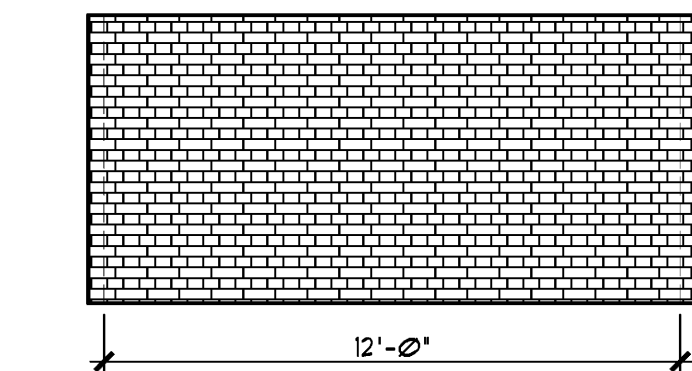
NORTH ELEVATION BUILDING "B"

SCALE: 1/4"=1'-0"



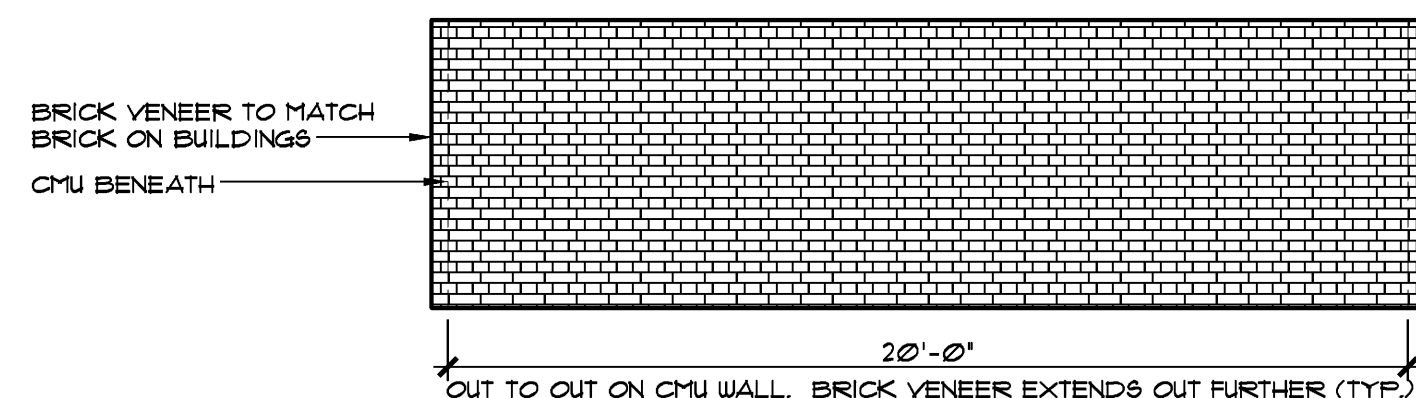
TRASH ENCLOSE NORTH EL.

SCALE: 1/4"=1'-0"



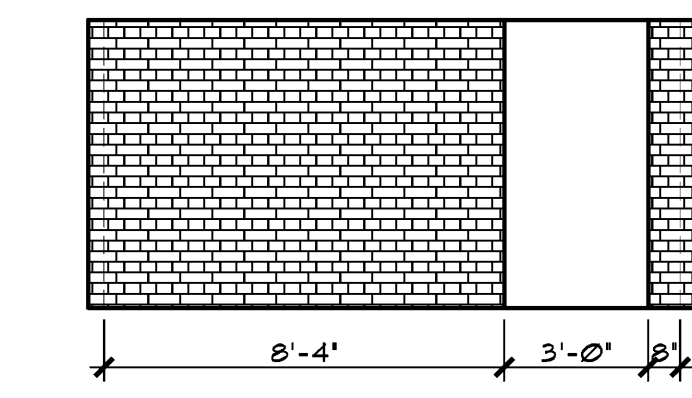
TRASH ENCLOSE EAST EL.

SCALE: 1/4"=1'-0"



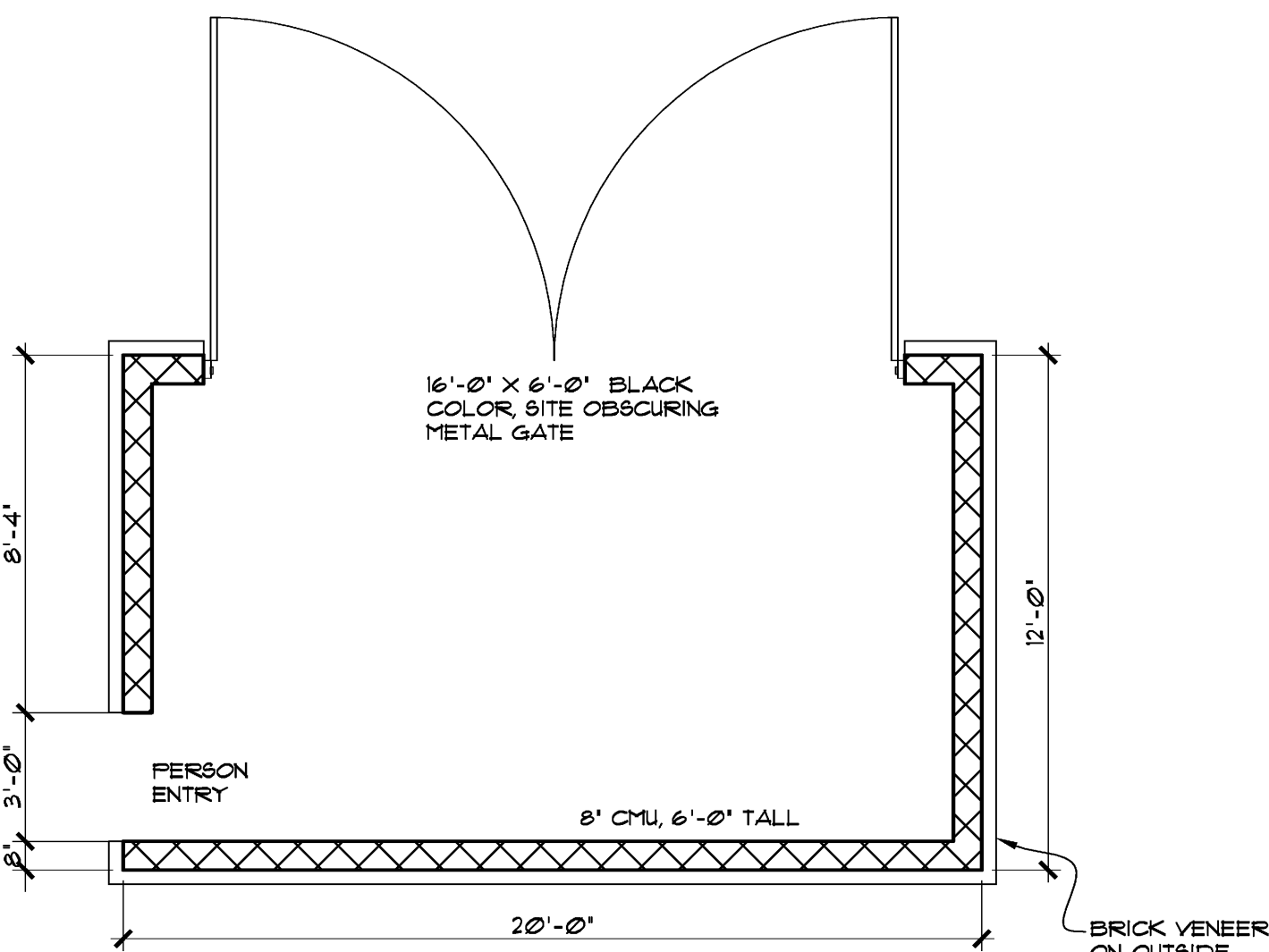
TRASH ENCLOSE SOUTH EL.

SCALE: 1/4"=1'-0"



TRASH ENCLOSE WEST EL.

SCALE: 1/4"=1'-0"



TRASH ENCLOSURE PLAN

SCALE: 1/4"=1'-0"

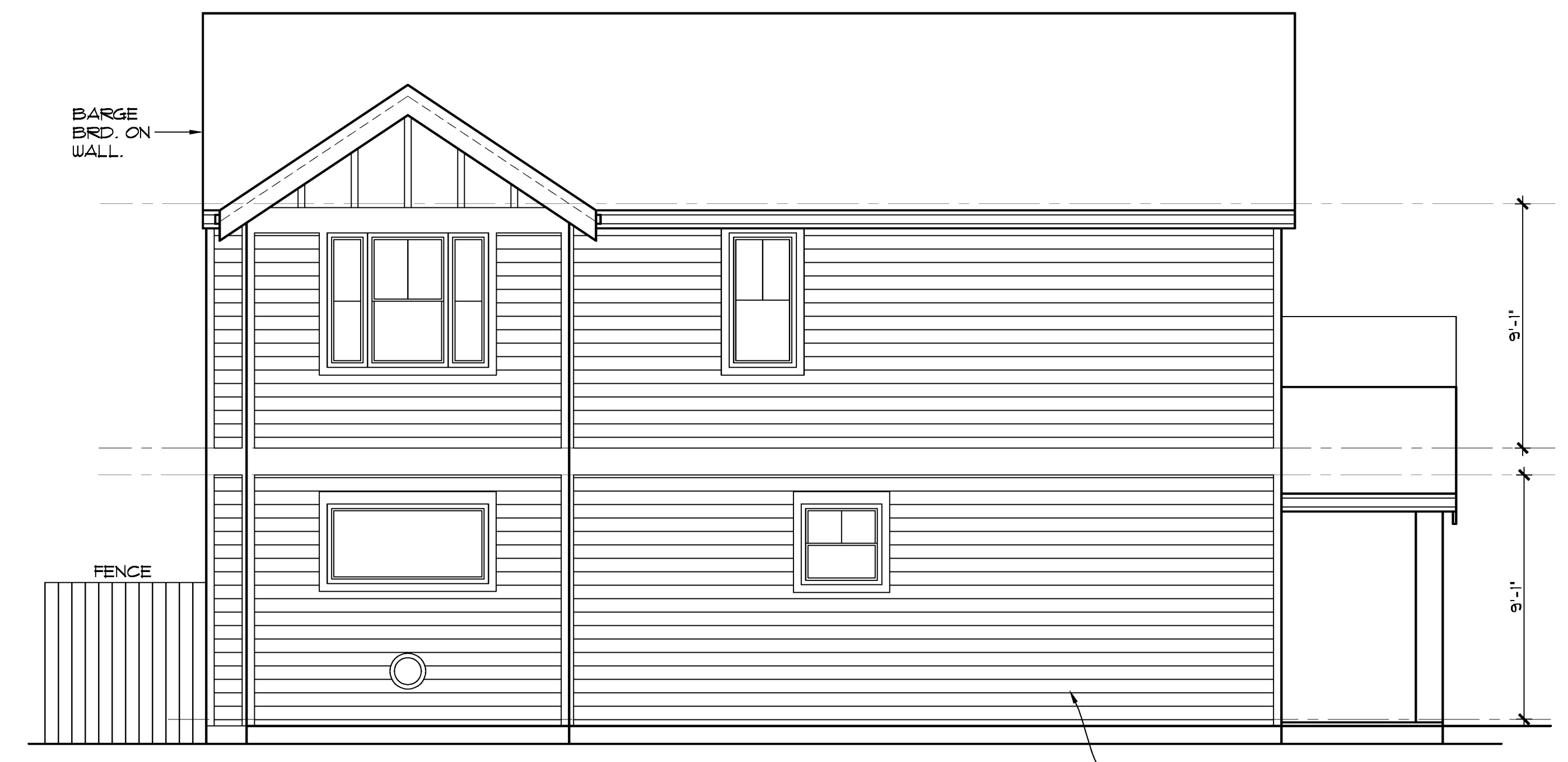


EAST ELEVATION ELEVATION "B"

SCALE: 1/4"=1'-0"



SOUTH ELEVATION BUILDING "B"
 SCALE: 1/4"=1'-0"



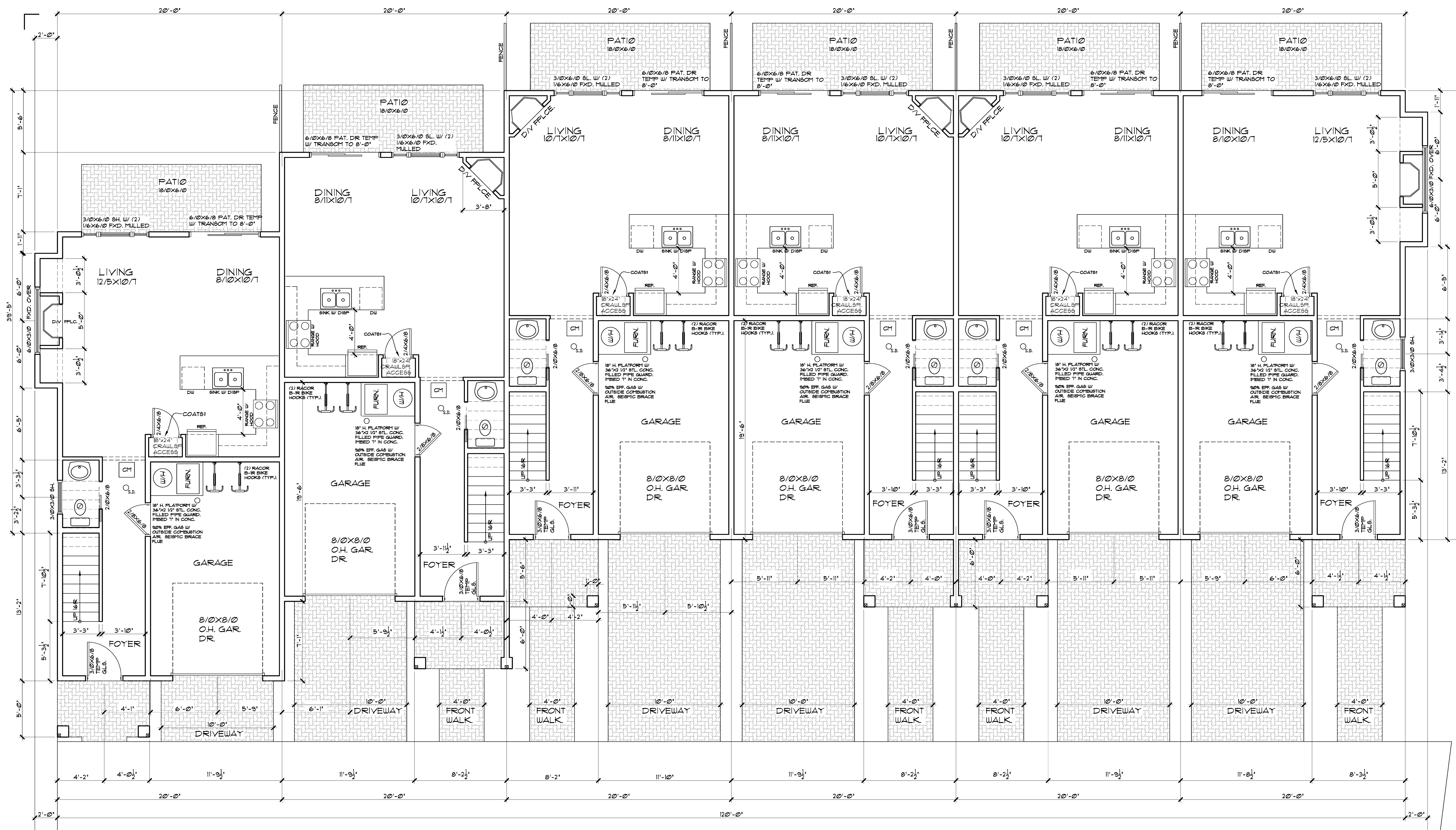
WEST ELEVATION BUILDING "B"
 SCALE: 1/4"=1'-0"

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FOR WEST COAST
 HOMES L.L.C.

WILSONVILLE GREENS TOWNHOMES
 10450 S.W. WILSONVILLE RD.

SMB 01/11/14
 SMB 02/10/14
 SMB 02/19/14
 SMB 02/27/14
 SMB 06/10/14
 SMB 06/10/14



UPSTAIRS - 816 SQ. FT.
GROUND FLOOR - 596 SQ. FT.
1412 SQ. FT. TOTAL
GARAGE - 228 SQ. FT.

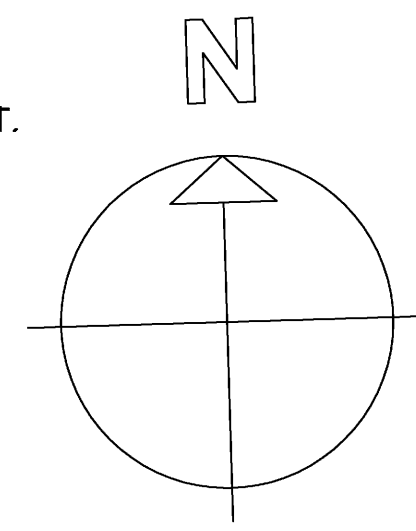
UPSTAIRS - 804 SQ. FT.
GROUND FLOOR - 513 SQ. FT.
1317 SQ. FT. TOTAL
GARAGE - 230 SQ. FT.

UPSTAIRS - 801 SQ. FT.
GROUND FLOOR - 571 SQ. FT.
1372 SQ. FT. TOTAL
GARAGE - 230 SQ. FT.

UPSTAIRS - 800 SQ. FT.
GROUND FLOOR - 569 SQ. FT.
1369 SQ. FT. TOTAL
GARAGE - 230 SQ. FT.

UPSTAIRS - 801 SQ. FT.
GROUND FLOOR - 569 SQ. FT.
1370 SQ. FT. TOTAL
GARAGE - 230 SQ. FT.

UPSTAIRS - 814 SQ. FT.
GROUND FLOOR - 596 SQ. FT.
1410 SQ. FT. TOTAL
GARAGE - 228 SQ. FT.



20' WIDE ALLEY

MAIN FLOOR PLAN BLDG. "A"
SCALE: 1/4" = 1'-0"

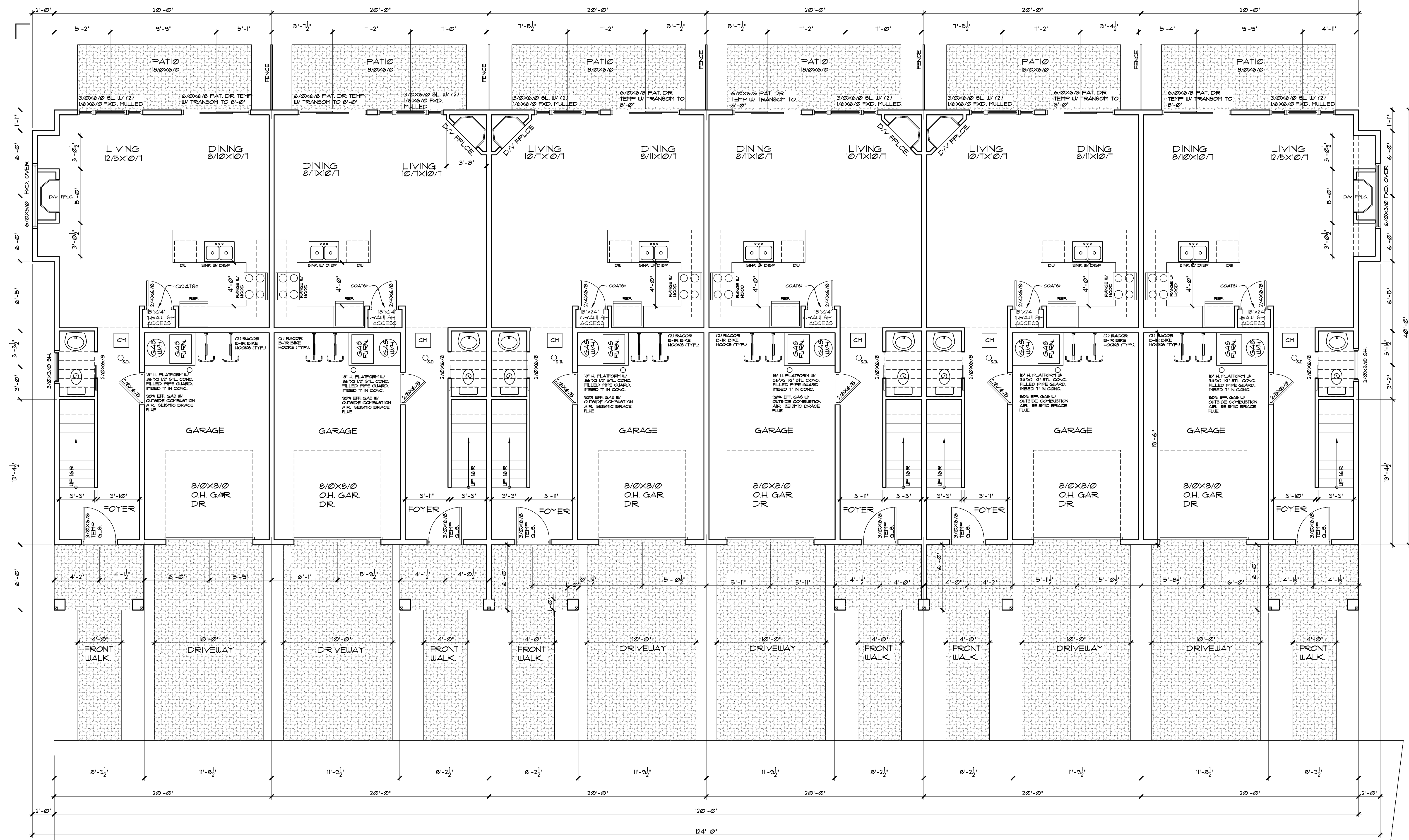
MENTRUM ARCHITECTURE INCORPORATED
11860 S.E. MORRISON ST. PORTLAND, OR. 97216
PHONE: 971-270-9663

FOR WEST COAST HOMES L.L.C.

WILSONVILLE GREENS TOWNHOMES
10450 S.W. WILSONVILLE RD.

SMB 01/17/14
SMB 02/13/14
SMB 02/19/14
SMB 02/27/14
SMB 06/10/14
SMB 06/10/14

A5
OF



UPSTAIRS - 816 SQ. FT.
 GROUND FLOOR - 596 SQ. FT.
 1412 SQ. FT. TOTAL
 GARAGE - 228 SQ. FT.

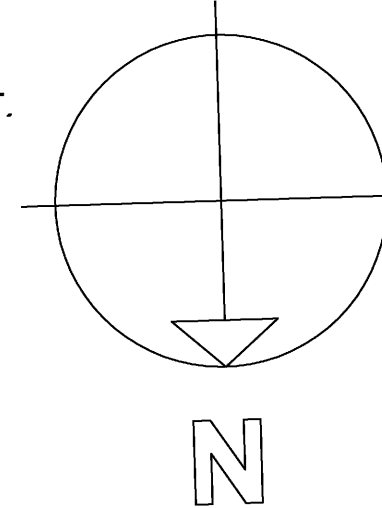
UPSTAIRS - 804 SQ. FT.
 GROUND FLOOR - 513 SQ. FT.
 1317 SQ. FT. TOTAL
 GARAGE - 230 SQ. FT.

UPSTAIRS - 801 SQ. FT.
 GROUND FLOOR - 511 SQ. FT.
 1312 SQ. FT. TOTAL
 GARAGE - 230 SQ. FT.

UPSTAIRS - 800 SQ. FT.
 GROUND FLOOR - 569 SQ. FT.
 1369 SQ. FT. TOTAL
 GARAGE - 230 SQ. FT.

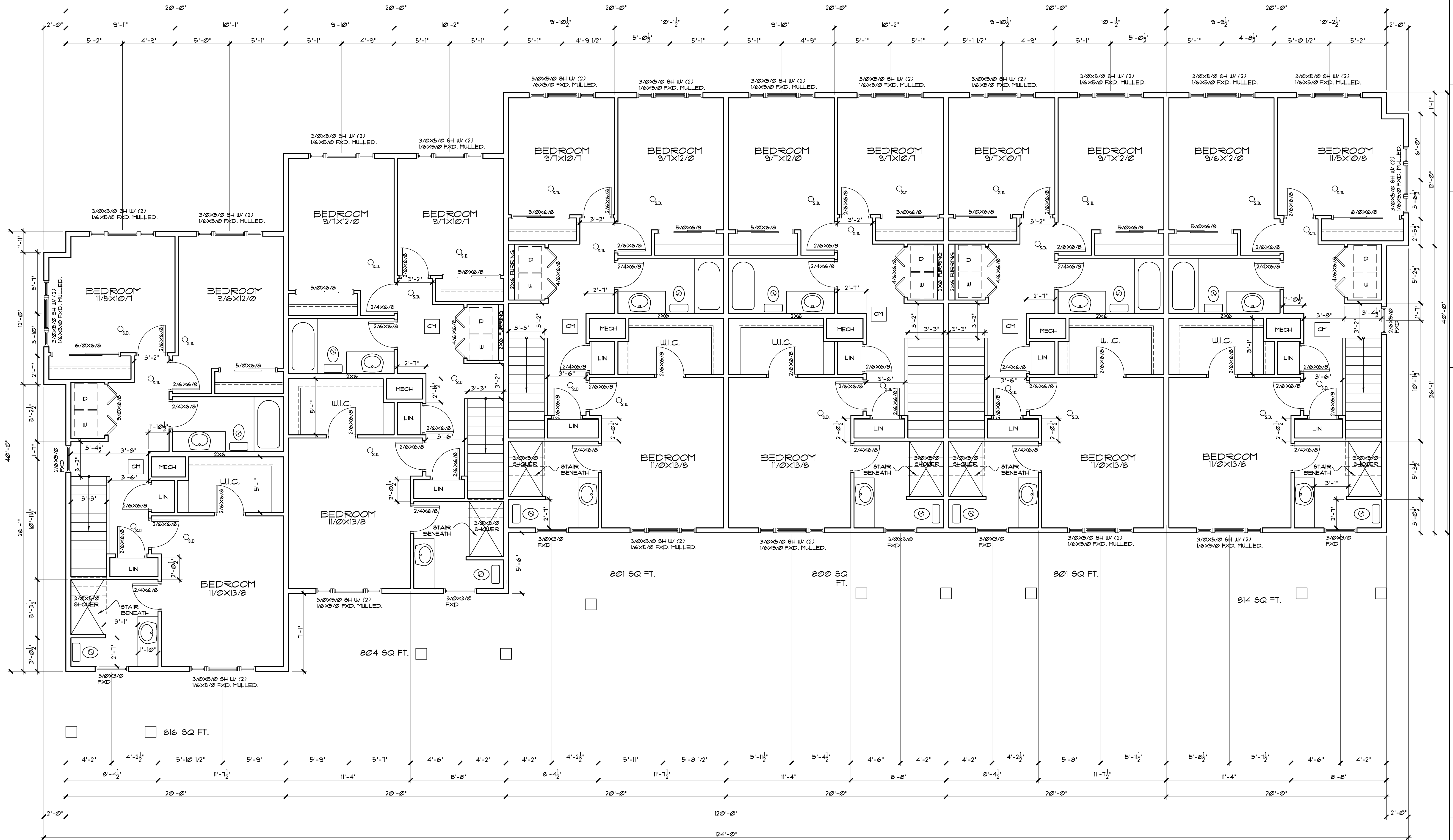
UPSTAIRS - 801 SQ. FT.
 GROUND FLOOR - 569 SQ. FT.
 1370 SQ. FT. TOTAL
 GARAGE - 230 SQ. FT.

UPSTAIRS - 814 SQ. FT.
 GROUND FLOOR - 596 SQ. FT.
 1410 SQ. FT. TOTAL
 GARAGE - 228 SQ. FT.

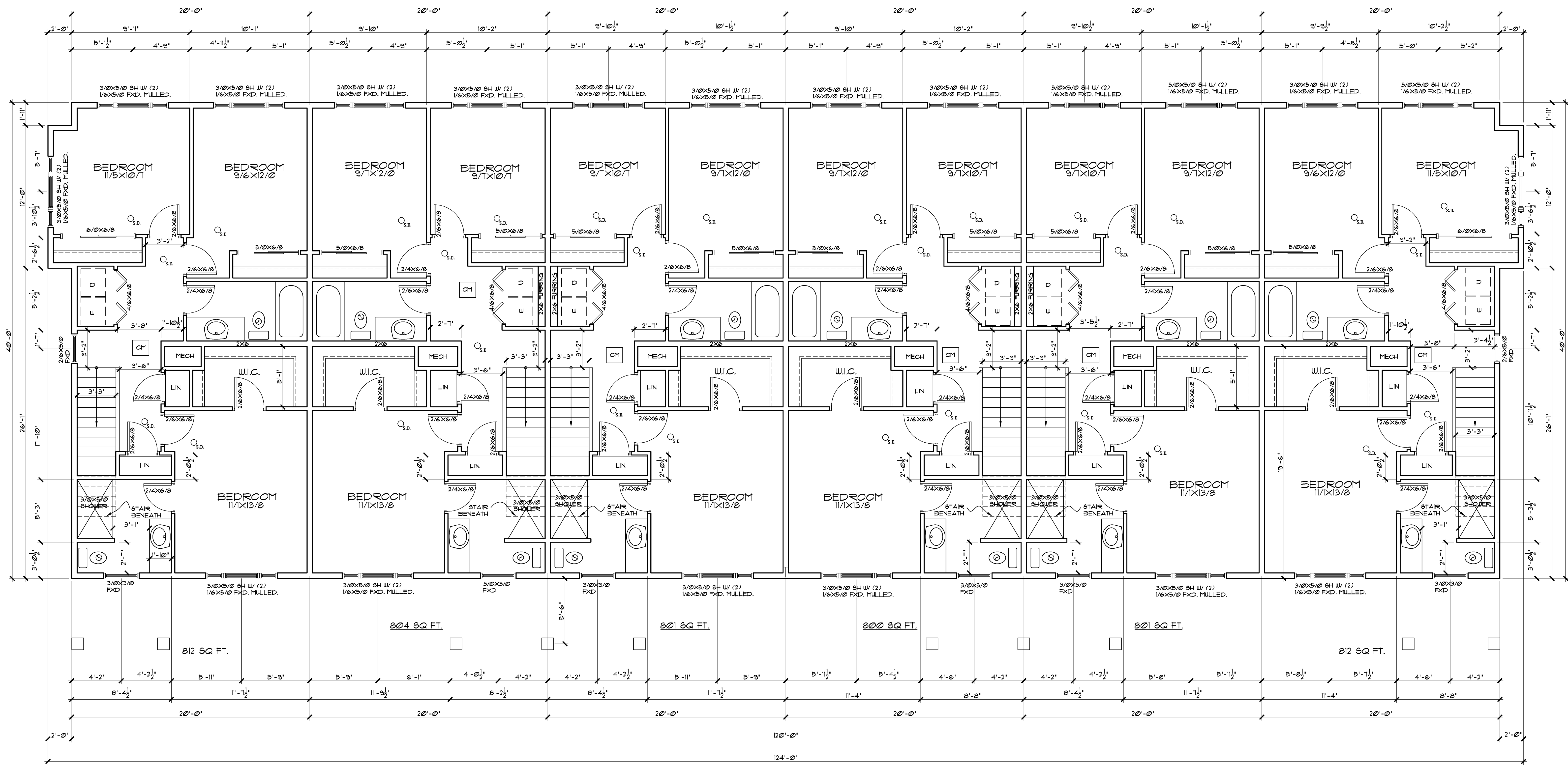


20' WIDE ALLEY

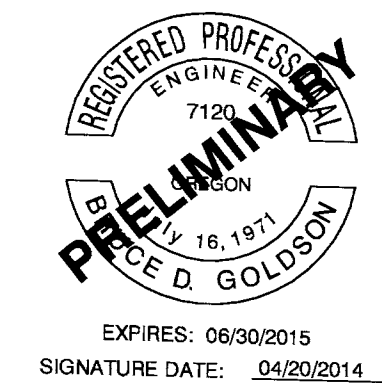
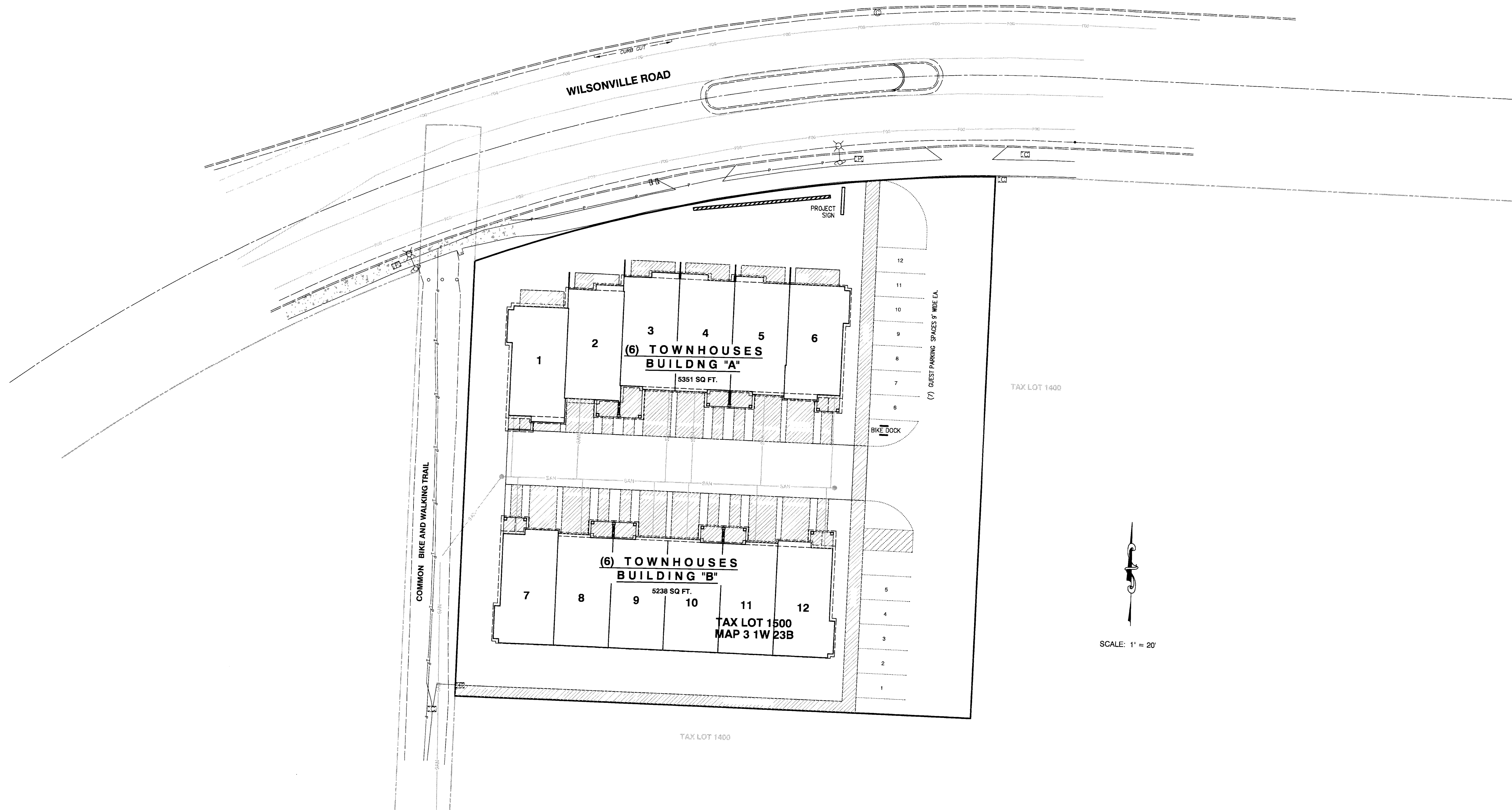
MAIN FLOOR PLAN BLDG. "B"
 SCALE: 1/4" = 1'-0"



SECOND FLOOR PLAN BUILDING "A"
SCALE: 1/4" = 1'-0"



SECOND FLOOR PLAN BUILDING "B"
SCALE: 1/4" = 1'-0"



EXPIRES: 08/30/2015
SIGNATURE DATE: 04/20/2014

PRELIMINARY SITE PLAN

Wilsonville

SHEET:
1/1

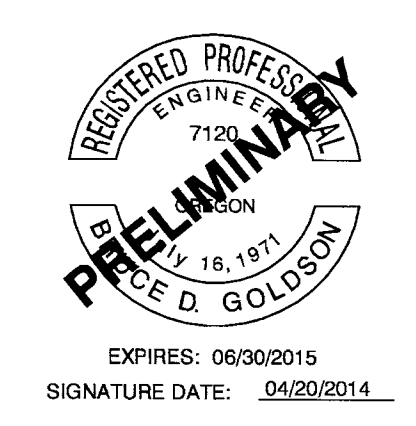
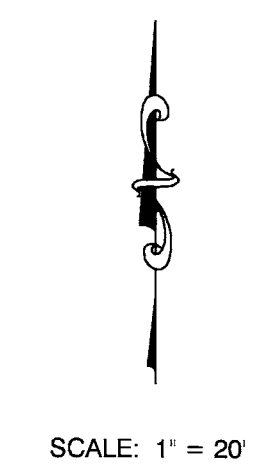
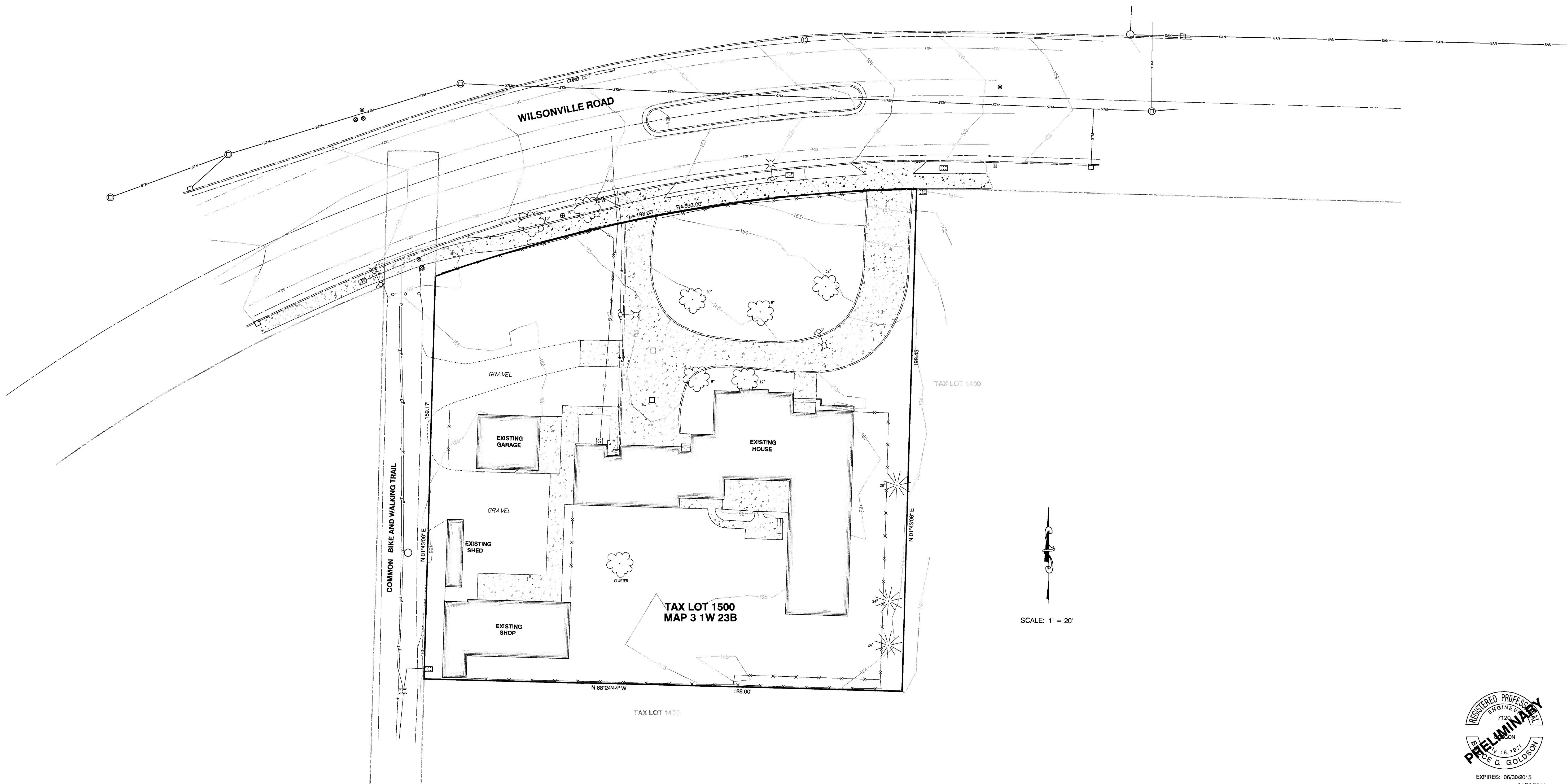
2010-21-W

DESIGNED:	BDG			
DRAWN:	BJS			
SCALE:	1" = 20'			
DATE:	February, 2014			
FILE:	Wilsonville Prelim	DATE	NO.	REVISION

Theta, LLC

ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

x



EXISTING CONDITIONS

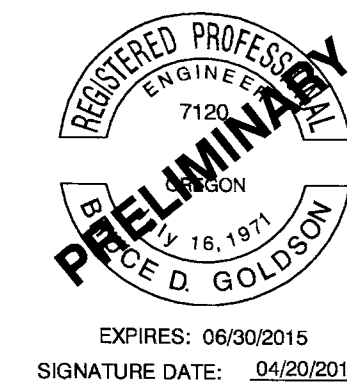
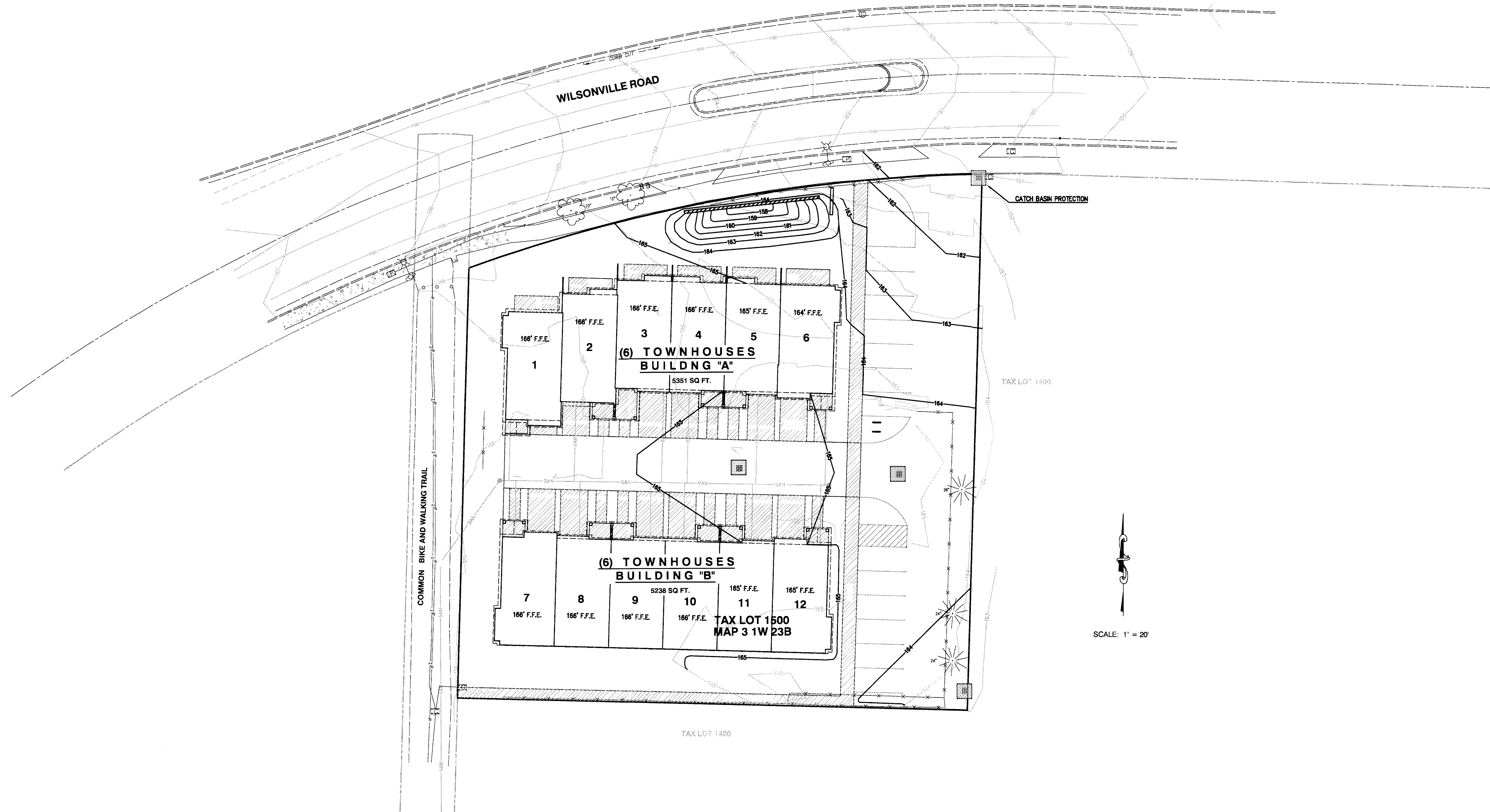
2010-21-W			
DESIGNED:	BDG		
DRAWN:	BJS		
SCALE:	1" = 20'		
DATE:	February, 2014		
FILE:	Wilsonville Prelim	DATE	NO.
			REVISION

Theta, llc
 ENGINEERING - SURVEYING - PLANNING
 PO Box 1345 Lake Oswego, Oregon 97035 503/481-8822
 email: thetaeng@comcast.net

x

Wilsonville

SHEET:
1/1



EXPIRES: 06/30/2015
SIGNATURE DATE: 02/20/2014

PRELIMINARY GRADING PLAN

Wilsonville

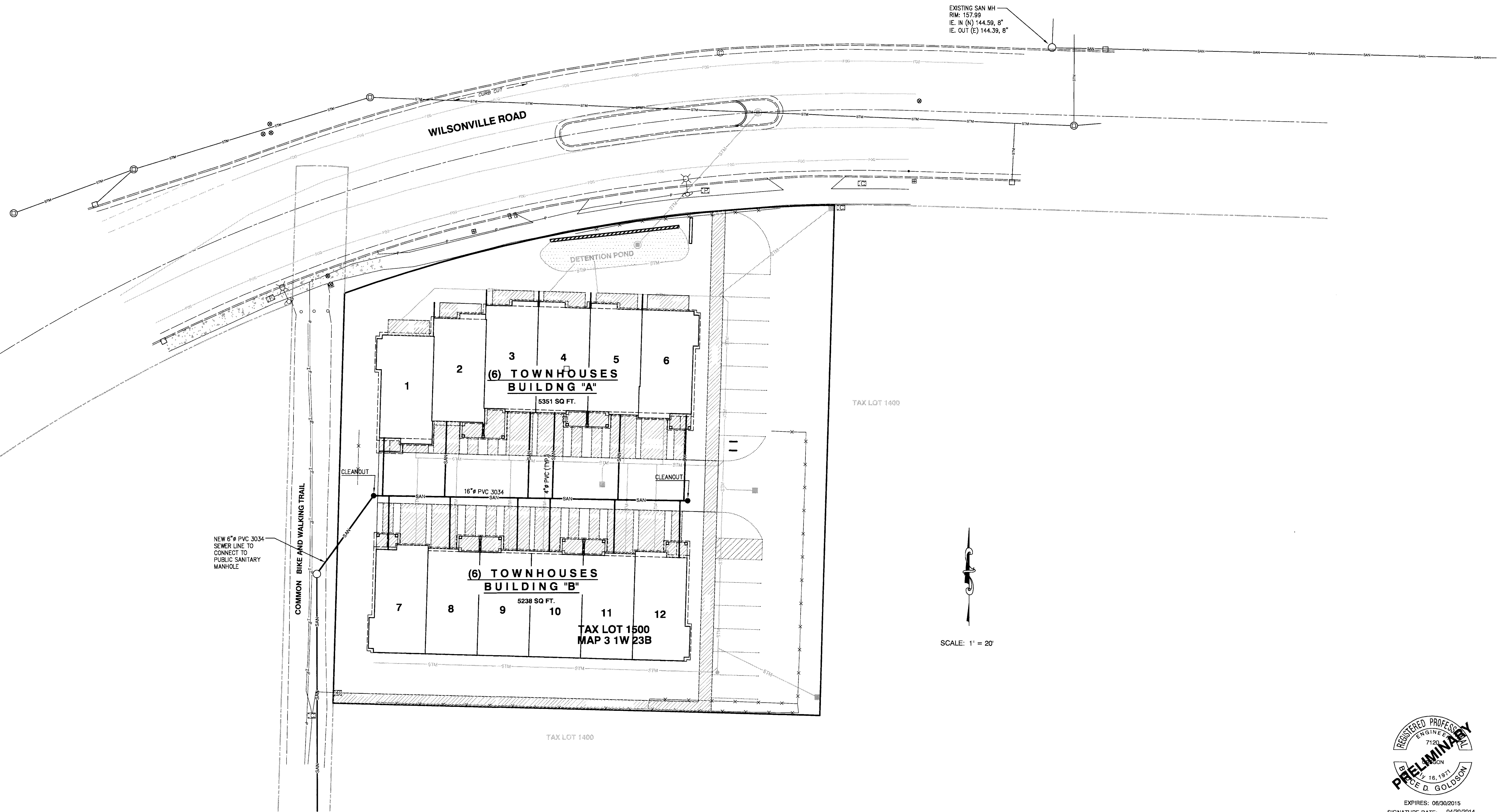
SHEET:
1/1

2010-21-W

DESIGNED:	BDG			
DRAWN:	BJS			
SCALE:	1" = 20'			
DATE:	February, 2014			
FILE:	Wilsonville Prelim	DATE	NO.	REVISION

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PO Box 1345 503/481-8822
Lake Oswego, Oregon 97035 email: thetaeng@comcast.net

x



EXISTING SAN WH
 RM: 157.99
 IE. IN (N) 144.59, 8"
 IE. OUT (E) 144.39, 8"

WILSONVILLE ROAD

DETENTION POND

(6) TOWNHOUSES
 BUILDING "A"

5351 SQ. FT.

(6) TOWNHOUSES
 BUILDING "B"

5238 SQ. FT.

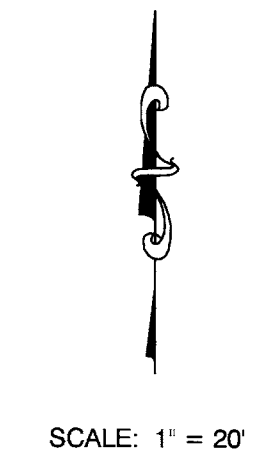
TAX LOT 1500
 MAP 3 1W 23B

TAX LOT 1400

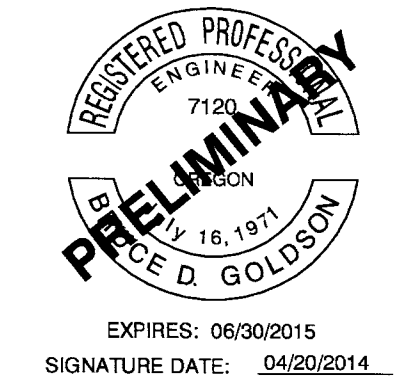
TAX LOT 1400

NEW 6" PVC 3034
 SEWER LINE TO
 CONNECT TO
 PUBLIC SANITARY
 MANHOLE

COMMON BIKE AND WALKING TRAIL



SCALE: 1" = 20'



PRELIMINARY SANITARY SEWER PLAN

Wilsonville

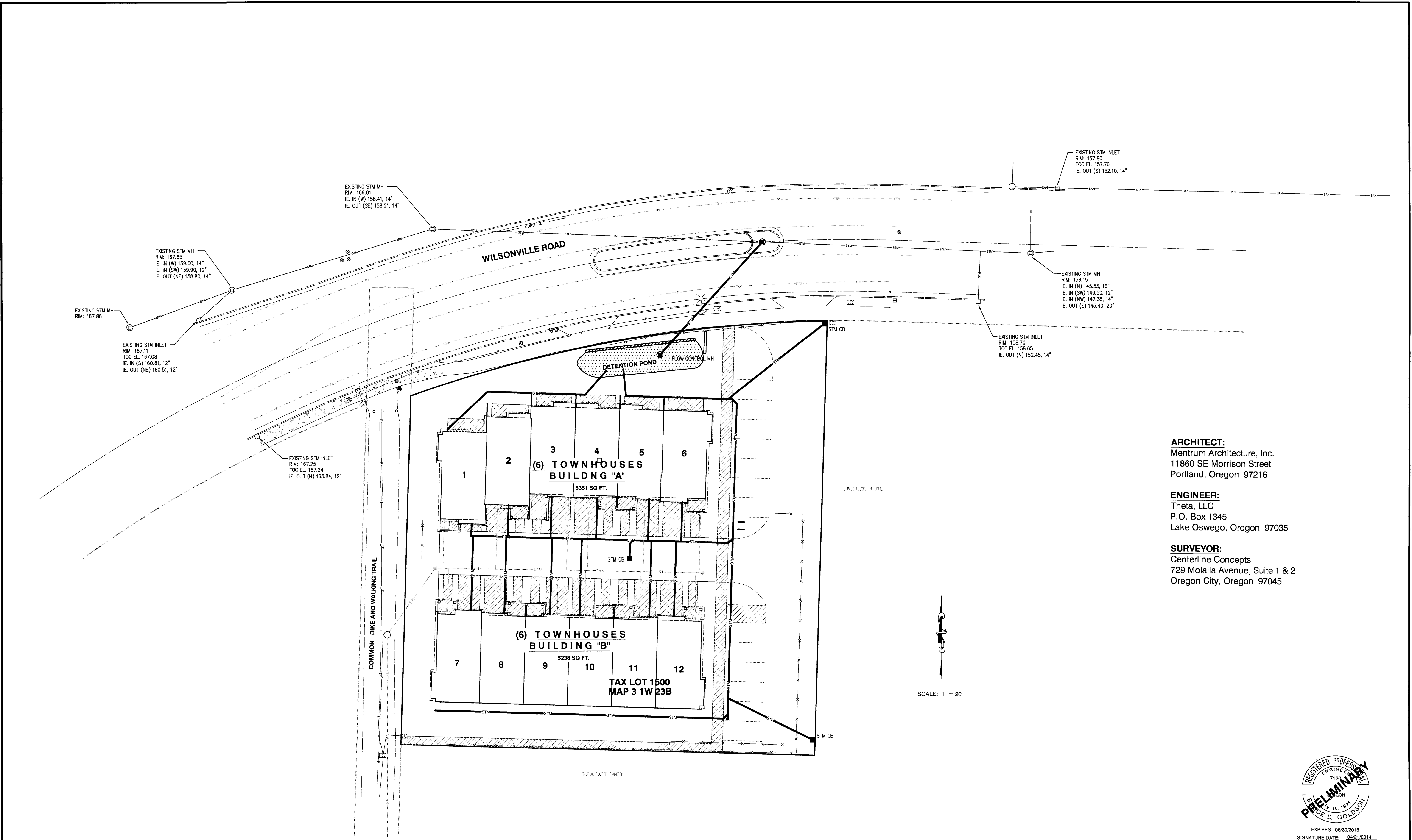
SHEET:
1/1

2010-21-W

DESIGNED: BDG			
DRAWN: BJS			
SCALE: 1" = 20'			
DATE: February, 2014			
FILE: Wilsonville Prelim	DATE	NO.	REVISION

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 ENGINEERING - SURVEYING - PLANNING
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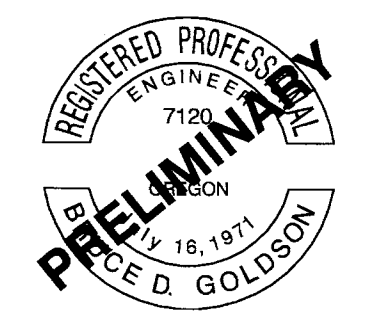
x



ARCHITECT:
 Mentrum Architecture, Inc.
 11860 SE Morrison Street
 Portland, Oregon 97216

ENGINEER:
 Theta, LLC
 P.O. Box 1345
 Lake Oswego, Oregon 97035

SURVEYOR:
 Centerline Concepts
 729 Molalla Avenue, Suite 1 & 2
 Oregon City, Oregon 97045



EXPIRES: 06/30/2015
 SIGNATURE DATE: 04/21/2014

PRELIMINARY STORM DRAINAGE PLAN

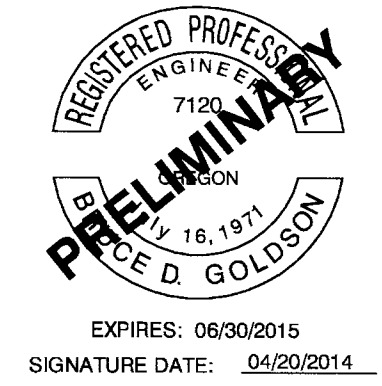
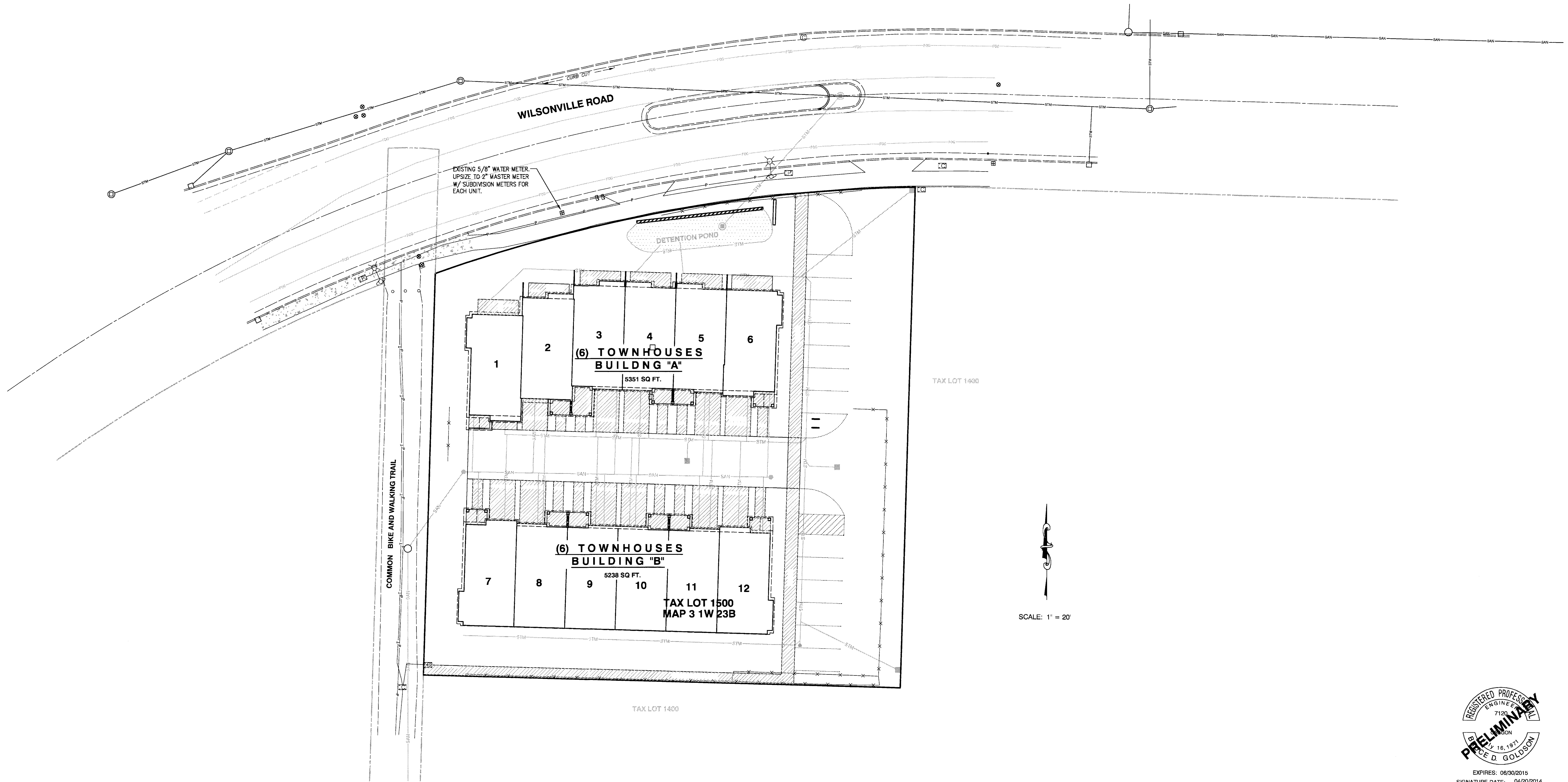
2010-21-W			
DESIGNED:	BDG		
DRAWN:	BJS		
SCALE:	1" = 20'		
DATE:	February, 2014		
FILE:	Wilsonville Prelim	DATE	NO.
		REVISION	

Theta, llc
 ENGINEERING - SURVEYING - PLANNING
 PO Box 1345
 Lake Oswego, Oregon 97035
 503/481-8822
 email: thetaeng@comcast.net

West Coast Home and Solutions, LLC
 P.O. Box 1969
 Lake Oswego, Oregon 97035

Wilsonville Greens Townhomes
 10450 SW Wilsonville Road

SHEET:
 1/1



PRELIMINARY WATER PLAN

Wilsonville

SHEET:
1/1

2010-21-W

DESIGNED: BDG			
DRAWN: BJS			
SCALE: 1" = 20'			
DATE: February, 2014			
FILE: Wilsonville Prelim	DATE	NO.	REVISION

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 email: thetaeng@comcast.net

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DEVELOPMENT REVIEW BOARD MEETING

MONDAY, JULY 14, 2014

6:30 PM

VIII. Board Member Communications:

**A. Agenda Results from the June 23, 2014 DRB Panel
B meeting**

<p>C. Resolution 285. City of Wilsonville 5-Year Temporary Use Permit: City of Wilsonville – applicant/owner. The applicant is requesting approval of a five-year Temporary Use Permit for the City of Wilsonville Public Works Department to continue to allow a modular office building, to store equipment, store pod containers and to upgrade a small fueling station, on City property in Memorial Park. The site is located at 7932 SW Memorial Drive, on Tax Lot 602, Section 24, T3S-R1W, Clackamas County, Oregon. Staff: Blaise Edmonds</p> <p>Case File: DB14-0045 – Temporary Use Permit</p>	<p>C. Unanimously adopted as presented</p>
<p>BOARD MEMBER COMMUNICATIONS</p>	
<p>A. Results of the May 13, 2013 DRB Panel A meeting</p>	<p>None</p>
<p>STAFF COMMUNICATIONS</p>	
	<p>None</p>