

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

**Approved**  
August 27, 2018

**Development Review Board – Panel B  
Minutes–May 31, 2018 6:30 PM**

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**I. Call to Order**

Chair Richard Martens 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: Richard Martens, Shawn O'Neil, Samy Nada, and Tracy Meyer.  
Aaron Woods was absent.

Staff present: Daniel Pauly, Barbara Jacobson, Steve Adams, Kimberly Rybold, and Chris Neamtzu

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

**V. Consent Agenda:**

A. Approval of minutes of February 26, 2018 DRB Panel B meeting

**Shawn O'Neil moved to approve the February 26, 2018 DRB Panel B meeting minutes as presented. Tracy Meyer seconded the motion, which passed unanimously.**

**VI. Public Hearing:**

**A. Resolution No. 352**

**Morgan Farms Subdivision: Ben Altman, Pioneer Design Group - Representative for Jim Wolfston - Owner / Applicant.** The applicant is requesting approval of an Annexation and Zone Map Amendment from Rural Residential Farm Forest 5-Acre (RRFF-5) to Residential Neighborhood (RN) for approximately 20 acres of property located on the north side of Boeckman Road just east of Boeckman Creek, along with approval for a Stage I Master Plan, Stage II Final Plan, Site Design Review of parks and open space, Tentative Subdivision Plat, Type C Tree Plan, SRIR Review, and SROZ Boundary Verification for an 82-lot single-family subdivision. The subject site is located on a portion of SW Boeckman Road right-of-way and Tax Lots 2300 (pt), 2400, 2600, and 2700 of Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Staff: Kimberly Rybold

Case Files: DB18-0015 Annexation  
DB18-0016 Zone Map Amendment

DB18-0017 Stage I Master Plan  
DB18-0018 Stage II Final Plan  
DB18-0019 Site Design Review  
DB18-0020 Tentative Subdivision Plat  
DB18-0021 Type C Tree Plan  
SI18-0003 SRIR Review  
SI18-0004 SROZ Boundary Verification

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

**Chair Martens** called the public hearing to order at 6:36 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.

**Kimberly Rybold, 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.

**Ms. Rybold** presented the Staff report via PowerPoint, briefly noting the project's location and surrounding features, highlighting the background regarding the Frog Pond Area Plan, and reviewing the proposed applications and key elements of the proposal with these comments:

- Following the adoption of the Frog Pond Area Plan, the master planning process for Frog Pond West, currently within the City's urban growth boundary (UGB), looked more closely at specific land use densities, where residential units would be located, lot configuration and sizes, infrastructure funding, open space planning, as well as a future roadway network for the area and other details for how development would be carried out in the area. Throughout that process, numerous meetings and work sessions were held with the Planning Commission and City Council. The Frog Pond West Master Plan was adopted in 2017, and set the vision for implementing development in Frog Pond West.
- A Street Demonstration Plan (Slide 7) was included as a part of the Frog Pond Area master planning effort and provided the framework for connectivity throughout the area, including Frog Pond West Area. Stafford Meadows, another Frog Pond subdivision just to the north and west of Stafford Rd and Boeckman Rd, was reviewed by DRB Panel A earlier this month. Stafford Meadows and Morgan Farms were the first two subdivisions the City was reviewing for development within the Frog Pond West Master Plan area.
- Aside from the public involvement the City had throughout the planning phase of this project, standard land use noticing requirements were also followed for applications coming before the DRB, which was a notice sent to property owners 250 ft from the subject property, newspaper advertisements, a site posting, and having the information available on the City's website.
- Annexation to the City of Wilsonville was the first step in realizing the vision of the Frog Pond West Master Plan. The annexation request included the three main properties that

would be subject to development, as well as a couple of other pieces of property that were either current or future right-of-way.

- She indicated a small piece of property owned by the West Linn-Wilsonville School District. The Street Demonstration Plan showed a roadway straddling the property line, so the Applicant agreed to dedicate that property as right-of-way to develop the street that ran along the edge of the subdivision. The Master Plan showed a future school that would ultimately be developed and that would have some access off the street as well.
- Also included with the annexation request was a small bump-out that was part of the Boeckman Rd right-of-way, but was not currently within the city. Otherwise, it would have been an isolated island that was not annexed in.
- All of the property owners had signed the petition for annexation, making it in accordance with the rules of the Metro government and State statutes.
- The Zone Map Amendment would apply the Development Code regulations created in the Frog Pond Master Plan. The new Residential Neighborhood (RN) Zone had been described as the best elements of the Village Zone used in Villebois, but simplified to still get good design and create a good neighborhood setting in a more straightforward manner than the Village Zone had been implemented in Villebois. The proposed district would be rezoned from the Rural, Residential, Farm, & Forest (RRFF5), a 5-acre minimum zone classification currently within Clackamas County, to the new RN Zone.
- The Stage 1 Master Plan looked more at the density planned for in the Master Plan. The Master Plan broke down the entire Frog Pond West Area into subdistricts; each of which had its own set of standards for lot size and lot coverage, and was laid out in a way that created different patterns. The pattern replicated for Morgan Farm was a similar density to the development south of the site, Arbor Crossing, with lots in the 4,000-6,000 sq ft range, so, a range of 66 to 82 units were permitted. The Master Plan looked at proposed uses, which generally were open space and single-family homes, and both were permitted in the proposed area.
- The Stage II Final Plan addressed how the site would function with close attention paid to street layout, lot layout relative to streets, how circulation worked, and how utilities were provided to the site, as well as traffic impacts from the proposed development. At this stage, refinements of the Stage I Master Plan were done in terms of the overall site layout and function, and to ensure the project was in line with the standards set forth in the Residential Neighborhood Zone.
- Site Design Review looked at the common areas, reviewing landscaping standards in the open space tracts and the right-of-way as well as the improvements along Boeckman Rd. The Master Plan included some recommendations for wall treatment and landscaping treatment. In Site Design Review, Staff looked at the proposed elements to ensure they were in line with the Master Plan recommendations.
- Tentative Subdivision Plat contained the specifics for how the lots were divided and recorded; setting the stage for the final planning process that would occur after DRB review. Staff looked at the various tracts and lots to make sure the lots met the Lot Development Standards and took stock of any easements that were required over different tracts for items such as stormwater or sewer. Thus far, the proposed Tentative Subdivision Plat met all of the requirements for the land division.

- The Type C Tree Plan considered the existing trees onsite and made recommendations for which trees were to be removed and which trees would be retained. A total of 81 trees on the site were proposed for removal. A good degree of grading was needed on the site because while it seemed flat, the site actually sloped downward from east to west about 25 ft until it reached Tract A, which was a Significant Resource Overlay Zone (SROZ), where it dropped off much more steeply. The trees evaluated in the Type C Tree Plan were outside of that SROZ area.
  - A few trees along the edge of Lots 76 through 79, and a couple Oregon White Oak trees were proposed for retention. The Oregon White Oak to the south of Lot 12 was next to the wall along Boeckman Rd, so some conditions in the Staff report addressed the construction of that wall and avoiding the critical root zone for that tree. Another large White Oregon Oak proposed for preservation was in Tract G and was a key feature of one of the open space tracts. That tract was specifically created for the preservation of that tree and designed around it.
  - The number of trees proposed for mitigation between the landscaping trees, in the open space tracts, and streets trees, far exceeded the required 1:1 minimum for mitigation of the trees being removed.
- The Significant Resource Impact Report (SRIR) looked at potential areas where development might be within the 25 ft impact zone from the SROZ boundary line and any allowed impacts within the SROZ. For this proposal, the report looked at the impacts of the residential lots located within the impact area and the proposed Boeckman Creek Trail that was planned to go throughout the Frog Pond West Area. It also looked at the stormwater outfalls farther down toward Boeckman Creek and some of the other stormwater facilities adjacent to the area.
- Table 5 (Slide 21) from the Traffic Impact Analysis Report looked at five different intersections, along with the proposed intersection of the site's new Street A and Boeckman Rd, to analyze PM Peak Hour trip impacts. The PM Peak Hour was the defined time period Staff used to assess whether or not something could be supported by the City's transportation system. The top part of the table looked at existing volumes and the proposed project, along with previous approvals that had not yet been constructed.
  - Table 6 (Slide 21) noted potential mitigation that could occur to offset potential failing conditions. Only the Boeckman/Canyon Creek Rd intersection showed a failing level of service (LOS) with the combination of the subject project, approved Stage 2 developments, and existing development. Currently, the intersection was a four-way stop, but it would ultimately be signalized as a part of the Capital Improvements Plan, and funding had been identified for that signal project.
  - Because signalization would occur within the two-year timeframe Staff usually considered with regard to traffic concurrency, the proposed project would not have any unmitigated impacts that did not meet the City's standards for LOS. Signalizing the intersection would take the intersection from a failing LOS E up to LOS A.
  - Three of the intersections studied were along Boeckman Rd, and two were Town Center Loop East and Town Center Loop West at Wilsonville Rd. (Slide 22) Nearby Stafford Meadows had looked at a couple of other intersection impacts because Staff was trying to obtain a wide-range view of what the transportation impacts would be in the area.

Staff did identify that without signalization, the Boeckman/Canyon Creek Rd intersection was a potential problem; however, it was interesting to note that many of the trips were anticipated to go north from the project site as opposed to south. The project trip impacts during the PM Peak Hour would be mostly coming and going from Stafford Rd going north, Canyon Creek Rd, some down Wilsonville Rd, but not many over in the Town Center Loop West or East area. (Slide 23)

- The Boeckman Rd improvements were part of a City project that would be funded through the development agreements for the Frog Pond Area and would occur within five years.
  - **Steve Adams, Community Development Engineer**, clarified that design would begin in the next 2018-19 fiscal year and construction of the improvements was anticipated for the summer of 2020.
- She displayed street cross-section diagram from the Master Plan, detailing what Boeckman Rd would look like. It was important to note that the Applicant would not build this cross-section. They would build outside of the right-of-way and dedicate some right-of-way to make the sidewalk, planter area improvements, and roadway improvements. The Applicant would be responsible for everything including the landscape buffer and the wall closer to the development. The wall was a consistent feature that would run along the entirety of Boeckman Rd. The wall's design had been coordinated with the Stafford Meadows subdivision to the east.
  - The sidewalks along Boeckman Rd would not be put in right away, so the City needed to ensure that access would still be provided for Morgan Farm residents to get to the city's sidewalk system, particularly because a middle school was close by and safe pedestrian access needed to be provided. A condition of approval required an interim improvement to fill a small gap in the sidewalk between the Arbor Crossing subdivision and Willow Creek Dr, as well as to provide an enhanced crossing at Street A and Boeckman Rd, so pedestrians could safely cross to the south side of Boeckman Rd and access the city sidewalk network.
  - Per the Master Plan, the local streets would have two travel lanes with parking on both sides, a planter strip area, and 5-ft sidewalks.
    - **Mr. Adams** noted one exception and explained that City Engineering, Nancy Kraushaar, and he had decided that Street A, adjacent to the future school site, would be best at 32-ft wide due to the amount of traffic that would be coming and going when the school opened, so the lower  $\frac{3}{4}$  of Street A would be 4 ft wider.
  - She added that the full cross-section of some streets along the edge of the subdivision would not be built with this subdivision, but would be completed when development occurred adjacent to the subject area. The school property was included in the annexation request, so some of the street section could be built on the school property before it was developed.
  - The Woonerf street cross-section (Slide 27) was included in the Master Plan as an option for something unique. The Woonerf was a more pedestrian-friendly street setting that used a narrower cross-section and curvilinear design to calm traffic and also provided more landscape buffer. The planter/stormwater area could range from 7-ft to 15-ft whereas the local street cross-section was 7-ft. The Woonerf option was chosen in this particular section of the subdivision due to a double frontage situation north of Street B

that resulted from the orientation of the lots both to and from Boeckman Rd. The Woonerf was chosen to provide a more pedestrian-friendly street to the first trailhead to the trail and to provide more landscape buffering.

- Subdivision Design. The proposed subdivision included 82 lots. The Master Plan required that any development over 10 acres in size provide 10 percent of the single-family units as either duplexes or attached, single-family units to provide some house plan variety for small lot subdivisions. These units were encouraged to be on corners. The Applicant chose to provide 10 lots, so 12 percent of the units, as attached, single-family units, which would have a property line down the middle to split the lot in two to facilitate feasible ownership of the individual unit. The minimum lot size for the duplexes was 6,000 sq ft, and the Applicant proposed a range of 6,400 sq ft to 7,400 sq ft in the combined lots. (Slide 29)
  - The remainder of the units was proposed as detached units with lot sizes ranging from 4,000 sq ft, the minimum for the district, to 7,723 sq ft. She noted a couple of the larger lots were accessed via Tract D, a private roadway adjacent to the SROZ. Most of the other lots were in the 4,000 sq ft to 4,500 sq ft range.
- In the small lot subdistricts, 10 percent of the developable area of the subdivision was required to be provided as open space. For the subject subdivision, it was Tract A, the area outside of the SROZ, which was 10.3 percent of the net developable area being provided. The Code required that half of that open space be designated as usable open space: a place to walk, sit, and be active, as opposed to an open area that was not accessible. The usable open space exceeded the overall required amount, but that was because the Boeckman Creek Trail was considered to be usable open space as it was an area that people could move through and use. With that and Tract C, a pedestrian connection, and some of the open space in Tracts F and G, the usable open space requirement would be exceeded by quite a bit.
- The intent of the Street Demonstration Plan was to ensure that the level of connectivity desired in the Frog Pond West area was provided. The Applicant needed to ensure the same level of connectivity was provided as set out in the Street Demonstration Plan and City Code standards. Some variances from the Street Demonstration Plan could be allowed, however, due to barriers such as other Code requirements or natural areas. (Slide 30)
  - Although the major road entering the subdivision was proposed to curve to the left and then proceed north in the Street Demonstration Plan, the Applicant's proposed street went straight up to the north. The primary reason was because the curvilinear street pattern and small lots made it difficult to meet the Code standard that the rear side of a lot not face a school or park site. The proposed straight configuration allowed the street to align with the school property, and all of the proposed lots were laid out with the side of the house facing the school. The proposed street pattern still provided the same ability for future connectivity to the north and connectivity into the school site. For that reason, the proposed variances from the conceptual Street Demonstration Plan were considered to be acceptable and appropriate.
- There was also guidance in the Master Plan about street trees, and specific streets were identified in a framework for different types of trees that were to be planted in the Frog Pond area. The categories were Primary Streets, Neighborhood Streets, and Pedestrian Connections. Each type of street or connection had a list of trees to choose from. The idea

was to encourage the planting of the same type of tree along a particular street but a different type of tree on an adjacent street to provide continuity, but also variety.

- Street P1, which equated to Street A in the subdivision, and Street P5, which equated to Street G, were defined as Primary Streets. Street P5 connected to Street P5 on the northern edge of the subdivision where it went through the Stafford Meadows subdivision, so the street tree choice for Street G had been coordinated, so that when that piece was developed in the future, it would have the same street trees down the entire the street. The American Linden had been chosen as the street tree for Street G, and the Green Vase Zelkova as the primary street tree for Street A. The remainder of the streets would be filled in accordingly with a variety of trees found on the Neighborhood Street Tree Plan.
- Street & Pathway Lighting had been planned out to ensure uniformity throughout the entire Frog Pond West Area without having an excessive amount of lighting, but ensuring that local streets were lit appropriately, that there was a coherent look, and that trailheads were lit safely and appropriately.
  - The Applicant did not have to worry about Boeckman Rd because that street lighting would be addressed when the roadway improvements were made.
  - Most of the other streets were local streets and would have the same type of fixture. A similar fixture would be used at the trailheads, but lighting fixtures along pedestrian connections were limited to 10 ft in height.
- For this and the Stafford Meadows applications, Staff had done a lot of work to balance the use of the planting strips where street trees would go and providing the lights called for in the Lighting Plan, as well as looking at other aspects of development like providing utilities and stormwater management facilities. That had been more of a challenge in the small lot subdistrict because the lot frontage was so narrow and there were more driveway cuts into the road, so less space existed to space out the street trees, utilities, and planter facilities without creating any conflicts.
  - Stormwater management facilities were proposed in the right-of-way, on private lots, and in some of the open space tracts. Staff worked to balance providing stormwater as close to the source as possible for the residential units, while recognizing the need to accommodate, first and foremost, aspects of development, like street trees and lighting, needed to provide safety to the subdivision, as well as the tree canopy the City wanted to achieve in the Frog Pond West Area.
- Tract C was currently shown on the Street Demonstration Plan as a pedestrian connection. Slide 35 showed the cross-section for pedestrian connections as a 10-ft wide path with planter areas on both sides to provide trees and lighting for the area. However, because the proposed subdivision had only a single vehicular point of access, Street A, a secondary point of emergency access was needed to allow emergency vehicles into the subdivision if Street A was blocked. As proposed as a 20-ft wide pathway, Tract C provided the emergency access. (Slide 35)
  - A condition of approval required that Tract C be converted back to what would meet the pedestrian connection cross-section once a secondary point of vehicular access was available. This access would either be from the east, if the school property was developed, providing access to Stafford Meadows, or if the property to the north was

developed, providing access to Frog Pond Lane. At that time, the City would require that the paved area in Tract C be reduced to 10 ft and the trees be planted.

- In the interim, there would also need to be lighting, so a condition of approval was added that lighting be provided on one side of the access point for safe pedestrian and cyclist travel.
- The Boeckman Rd wall called for in the Master Plan was approximately 4 ft high. It would be brick with wrought iron fencing on top. The point was to achieve a uniform presence along Boeckman Rd, so the Applicant had coordinated with the applicant's for the Stafford Meadows subdivision to design the wall and ensure it was consistent along Boeckman Rd.
  - A condition of approval would ensure that the excavation would not go under the ground and damage the roots of the tree by Lot 12.
  - Tract B was a 10-ft buffer area just south of the wall. A mix of shrubs would be planted to create soft buffer along the wall; however, because of high voltage lines, no trees would be planted. The shrub plantings had also been coordinated with Stafford Meadows to create a consistent appearance.
- The Master Plan showed the Boeckman Creek Trail, a regional trail, to ultimately extend all the way to Memorial Park. As a part of tonight's proposed development, the Applicant was required to build the section of the Boeckman Creek Trail adjacent to Morgan Farm, a 10-ft to 12-ft wide trail bed. Mr. Adams had worked extensively with the Applicant and the project team to design the trail with the least amount of impacts to the slopes in the area. There would be some retaining walls. Generally speaking, the trail would run to the rear of the yards along Street F, go up to the sidewalk, connect to the trailhead at the northernmost part of the trail in the subdivision, and then go to the south.
  - In the future, as a part of the Boeckman Rd improvements and Boeckman Bridge reconstruction, the City would connect to the Applicant's trail section, extending the trail under the Boeckman Bridge and continue it down into the canyon. The trail would be built on top of a sewer line easement once that was completed.
  - Staff took the proposed trail to the Parks Board and one item the Board had included with its recommendation was that a center dividing line be painted on the trail for safety due to its many twists and turns. Staff had included that as a condition of approval.
  - Three distinct trailheads were provided in the proposal. The northernmost trailhead just had some landscaping and provided access to the trail. The middle one was the largest and had the most open space, along with some benches, an exercise station, and a picnic shelter with tables in the larger part of Tract F. (Slide 39) Some stormwater facilities were also in that area as a part of the regional type of approach. The southernmost trailhead had benches and some boulders that would be integrated into some of the open space areas.
- The Tract G open space was created was to preserve the large oak tree. It would have benches, a mixture of both grass and decomposed granite surfacing to protect the root zone, providing a pocket park type open space with the tree as a major feature.
- Staff recommended approval of the annexation and Zone Map Amendment to the City Council and, contingent upon that City Council approval, approval with conditions of the other component applications.



**Samy Nada** asked about funding and a timeframe to convert the Boeckman/Canyon Creek Rd intersection from a 4-way stop to a signaled intersection as recommended in the Traffic Study.

**Mr. Adams** confirmed the City had funding for the project. Since the budget was created in January/February, the City had decided to combine the projects of the signalized intersection, the Boeckman Bridge, and the Boeckman Rd improvements south of that. New City Engineer Dominick Huffman had been tasked with this project, which would get under design next year. Once the design was completed and Staff knew how the bridge would tie into the intersection, he expected that the intersection work would likely precede the bridge work. If it became a problem, the intersection could be built a year or two later, the bridge could be connected. Staff just needed to make sure everything tied in well.

**Mr. Nada** understood there was criteria in terms of the intersections that had been studied, but he believed the Stafford Rd/65<sup>th</sup> Ave intersection should be addressed as vehicles attempting to turn onto Stafford Rd from 65<sup>th</sup> and Alexander had to wait a long time, near peak time, to get onto Stafford Rd, and that was at current capacity. The Traffic Study suggested that traffic down Stafford Rd would increase by 50 percent. He asked if there were any plans to address that problem.

**Mr. Adams** explained that there had been a three-way meeting last fall between Washington County, Clackamas County, and the City to discuss Frog Pond and the impact it would bring to that intersection. Elligsen and 65<sup>th</sup> was Washington County, and Stafford Rd and 65<sup>th</sup> was Clackamas County, which created a three-way need for everyone to work to modify the situation. A Road Safety Audit was done by Clackamas County in September of 2017. The initial ideas and recommendations from the consultant, Kittelson & Associates, was to construct a roundabout, but no one currently had money for that. He had been in contact with Clackamas County, which was aware of the situation and knew that the traffic studies indicated a 50 percent increase in the traffic that used Stafford Rd. Wilsonville would continue to work with Clackamas County as traffic increased.

**Mr. Nada** asked if there were any studies conducted that showed the actual impact or extra wait time at peak times.

**Mr. Adams** responded that there had been discussion amongst the Transportation Engineering Staff at Clackamas County regarding what kind of modifications could be done on a short-term basis, such as turning it into an all-way stop, but he did not know what Clackamas County would ultimately do. In the long-term, it would likely be a roundabout.

**Mr. Nada** stated that a large part of the study expected that the majority of traffic would come from that way due to the I-5 connections with the City of Wilsonville, but even if traffic was at current levels, residents of the new subdivision would be encouraged to take the southern exit as opposed to waiting a long time at the northern exit.

**Mr. Adams** responded that the difficult movement was coming off of 65<sup>th</sup> Ave and turning left onto Stafford Rd. For the subject subdivision, residents would go north on Stafford Rd and turn left onto 65<sup>th</sup> Ave.

**Mr. Nada** clarified that he meant vehicles coming from I-5 would have to wait in a long line just to make a right turn.

**Mr. Adams** explained that vehicles coming from I-5 would use Canyon Creek Rd, so it would impact the intersection that the City had to signalize. He agreed that there was an issue with vehicles attempting to turn left onto Stafford Rd stacking up while vehicles proceeded to turn right onto Stafford Rd.

**Chair Martens** stated that when he met with people in the community regarding traffic the interest was almost always at Wilsonville Rd and the freeway. People, not surprisingly and not illogically, would sometimes connect development, wherever it occurred in the city, with the impact on that intersection. When looking at the nearest one, the Traffic Study measured the impact on Town Center Loop West with fairly minimal impacts. He asked how Mr. Adams would characterize the impact on the Wilsonville Rd/I-5 intersection.

**Mr. Adams** replied that the difficulty on Wilsonville Rd was going southbound on I-5. He did not envision many people going south on I-5 to Woodburn at 5:00 PM on an average weekday. He believed most people who used that on ramp were people who had stopped off in Wilsonville to shop on their way home from work, and that Fred Meyer had really impacted that due to increased shoppers who stopped and then went on. However, with both Villebois and Frog Pond, he did not know what would drive someone to go south as most people were coming home from jobs that were either in Wilsonville or north of Wilsonville.

**Chair Martens** asked if the homeowners association (HOA) would be responsible for the maintenance of the trail, the wall, and trees within the development once they were planted.

**Ms. Rybold** responded that ultimately, the trail in Tract A would be a dedicated city trail. Within the conditions of approval, there was some legal documentation that the City would need to see before that could occur. Ultimately, the trail maintenance would be the City's responsibility, along with the associated retaining wall along the trail. The street trees were the responsibility of the property owner for maintenance, although in some places that was structured to be the HOA's responsibility as well.

**Mr. Adams** confirmed the 10-ft tract of the wall on Boeckman Rd would be maintained by the HOA.

**Chair Martens** asked if the wall would extend through the school property and connect to the development to the east in the near-term or at a later date when that property was developed.

**Ms. Rybold** confirmed that would occur when the property was developed and annexed into the City.

**Tracy Meyer** understood the developer had to come back at a later date to make the temporarily-widened walkway narrower and to plant trees.

**Ms. Rybold** answered yes. The language in the condition of approval provided a couple of options. Usually, the most cost-effective was for everyone was for the developer or HOA, depending upon what happened, to pay for and make that improvement. The condition requested a deposit of 150 percent of the engineer's estimate for that project, so that if the developer opted not to do it, the City could come in and do it and whatever cost was incurred could be taken from the deposit.

**Mr. Adams** added that the language of the deposit would be more detailed in the development agreement between the Applicant and the City.

- He confirmed that this situation was fairly unique. In Stafford Meadows, the Applicant was also required to provide a temporary sidewalk connection from the subdivision to the northwest corner of the Advance/Boeckman/Wilsonville Rd intersection. The City had required that the developer, who was benefitting from the project, deposit money to demolish it when Boeckman Rd was completed so the City would not have to spend its own funds or saddle the HOA with the costs.

**Shawn O'Neil** asked if Mr. Adams could elaborate as to how DKS had anticipated the 40 percent, almost 50 percent, of the expected use to Stafford Rd because there might be citizens in the audience that wanted to know.

**Mr. Adams** explained DKS had a full traffic model of the city, and as things develop, they input an expected traffic count coming from and going to the subject development. The computer program would then look at where traffic was expected to go based on parameters inputted from the Metro model. He reiterated that the Traffic Study data from the City showed that most people worked north of Wilsonville, so most of the traffic north of Boeckman Rd tended to head north. Very few people would head south, just to head north on I-5 again.

- The model for 50 percent was looking at the entire Frog Pond development, the West, East, and South neighborhoods. The neighborhood in the far southwest corner might not contribute much to that 50 percent, but may contribute a lot to the 10 percent that used Canyon Creek Rd; while something over by the new middle school or on the east side of Stafford Rd would probably more heavily dominate the Stafford Rd use.

**Chair Martens** called for the Applicant's presentation.

**Ben Altman, Pioneer Design Group, 9020 SW Washington Square Dr., Suite 170, Portland, OR, 97223** representing Pahlisch Homes, noted the key elements of the development, referencing the displayed site plan, Exhibit B3, with these key comments:

- The name Morgan Farm was selected to recognize the prior use of the property, which was for breeding Morgan horses. The Crawford family had moved there in the early 1970s from Boston and raised the magnificent animals. The Crawfords were active in the community while they lived there, until the early 2000s, when they moved to California and continued to raise horses. He displayed a slide of a champion Morgan horse the Crawford family was very proud of.
- Morgan Farm was a very interesting but challenging site. It was a 20-acre site sandwiched between the school district on the east side and Boeckman Creek on the west side. Those two assets set the stage for a very desirable location for the proposed homes given the access to nearby education and to nature along the creek. The development provided a connection between those two features.
- The current operation of the school site was an environmental learning center. The Applicant believed there was a great opportunity, with the connectivity to Boeckman Creek, for environmental education to occur in relation to the creek and the pathway as the area was developed. The Applicant had discussed that at length with the Park Board when they met and discussed the trail. The Park Board was also excited about that opportunity. The plans included some initial environmental signing that would be coordinated with the Parks Board, City Staff, and the school district. There was always an opportunity to add to that as time went on.
- Boeckman Creek, because of its irregular shape, reduced the resource area down to 6.9 acres in the creek canyon, which brought the total site size down to just less than 14 acres. Within that area, the Applicant had to do all of the other things required by the Code as summarized earlier by Staff. Designing the site was like putting together a puzzle that had not been created yet, so the Applicant had to create all of the pieces to make it fit into the irregular box that was the site.
- The Applicant was proud to present a plan that met 100 percent of the Code requirements with no variances or waivers requested. It was a challenge, but they did it. The Applicant also wanted to acknowledge that they had received a lot of guidance and assistance from Staff throughout the process. They had gone through various iterations of the plan to get it finalized and Staff had been very helpful and responsive, which the Applicant appreciated.
  - The alignment of Street A along the school boundary was slightly different than the curve design in the Street Demonstration Plan. While the Street Demonstration Plan was an amended adoption of the plan, City Council had made it very clear that their expectation was to ensure that no lots had rear yards against the school property. City Council wanted the school property framed by streets, and that was exactly what the Applicant had done with Street A and Street G at the north end. Street A aligned across the north end, would extend to the east, and ultimately out to Stafford Rd, which would frame the west and north boundaries of the school property. Three-quarters of Street A would be built with this development and the school would finish it when they constructed their project in approximately five years.
- As development to the east occurred, Street G would extend over and connect with the segment Stafford Meadows was building that extended out to Stafford Rd. Following the street spacing standards and lot spacing, the Applicant had laid the streets out within a 330-ft block grid, which was the maximum allowed without an additional pedestrian link. The

north/south streets were laid out on that 330-ft grid. East/west circulation was provided, in particular, with Street B and Street E that connected the school site directly to trailheads. Street G also connected directly to trailheads, so there were three east/west streets that aligned to the trailheads and provided a pedestrian corridor from the school site to the natural resource area.

- On Street B, because Lots 23 to 30 were double-fronted, the Applicant had created the Woonerf design to add a wider landscape area. The curvilinear design would create more of a pedestrian corridor than would otherwise occur with a regular street pattern.
- The proposed design resulted in a wide variety of product mix with lots on varied street orientations throughout the development. There were front-loaded lots that faced side streets rather than primary streets, particularly Street A, so that only side yards faced the school site. There were also alley-loaded units in the middle, the units that fronted the Woonerf street, one private drive section, and the regular streets on the rest of the application. There were also 10 attached units spread throughout on diagonal corners so they were not clustered in any way.
- Two open space tracts, F and G, the trail, and Tract C provided connectivity out from Boeckman Rd into the site. Combined, those provided almost 42,000 sq ft of active open space within the development, in addition to the six-plus acres of open space in Tract A. He reiterated that the Applicant was saving the 56-inch oak tree as part of the development.
- The brick wall and plantings buffer had been designed in coordination with Stafford Meadows. The plantings were not 100 percent consistent but the format was. As it dropped into the creek and canyon where the bridge eventually would be, there was a slightly different pattern that went more to a natural planting pattern.
- Amenities with the proposed design included tree-lined streets, access from school to nature with the educational opportunities that created, and the three landscaped trailheads. The first 120 ft of the regional trail would be built with this project, and that included lighting and some benches along the trail with overlooks at different points. There was also an exercise station along one trailhead, a feature the Applicant thought fit in with the physical exercise aspect of the trail. There were also 11 picnic benches and two game tables.
- Under the oak tree canopy had to be kept dry as white oaks did not do well around lawn or a lot of water, so the area under the tree would be decomposed granite. There would also be picnic shelter and the preservation of the two big oaks.

**Ms. Meyer** asked if the City had considered local wildlife such as coyotes and birds, as she was concerned about where they would go since coyotes had been seen in the area recently.

**Ms. Rybold** responded that she had seen a coyote right outside the Friday before last. Wildlife was not something that Staff had particularly addressed with the proposed development but they were aware of its presence. One of the bigger picture things the City had looked at with bridge design, roadway projects, and various subdivisions was wildlife underpasses. While Staff had not addressed wildlife directly when reviewing a subdivision, one goal of preserving places like SROZ areas and looking at those crossings was to provide corridors for animals to safely such as undercrossings.

**Ms. Meyer** stated that although animals could not be made to use the undercrossings, she was worried about wildlife wandering into the school yard.

**Mr. Nada** asked if there would be a fence between the school and the neighborhood.

**Mr. Altman** replied the Applicant had spoken with the school district and they did intend to fence the school site. A fence would not be put in initially, but would once the school was built, as the school district fenced all of its schools.

**Mr. Nada** asked what the plan was for parking in the subdivision.

**Mr. Altman** responded that most units would have a two-car garage with driveway and street parking. They were still struggling with the attached units, particularly on the narrower lots. A Code standard limited garage widths to the width of the structure, which would likely result those having single-car garages. Because of the unit configuration, the Applicant could not put garages on side streets. He confirmed all of the units would have a driveway.

**Mike Morse, Pahlisch Homes, 15333 SW Sequoia Parkway, Suite 190, Portland, OR, 97233** stated Pahlisch was excited to be back in Wilsonville, adding the company was also currently developing the Charbonneau Range subdivision in Wilsonville. They had just finished the development portion and had started home construction. The project team had worked well with Staff in the past, and they had been extremely supportive and very gracious to work with as the Applicant had put together a very complicated land use application as it pertained to working within the usable space.

- Pahlisch Homes was excited about the community and considered themselves community builders, not just home builders. The company had its own in-house community management company that would manage a community until it could be handed to the homeowners, at which point the homeowners could manage their HOA themselves or hire Pahlisch to do so on their behalf. As such, they took pride in building subdivisions, not just homes.
- Maintenance of the green space and fencing would be placed into the right entity, whether it was the HOA or individual homeowners. The Applicant took pride in the fact that one could drive through a Pahlisch community ten years later and it was still fresh, as they tried to continue to manage the process and maintain the integrity of the aesthetic look of the subdivision even after they had built the last home.

**Mr. Nada** asked when construction would begin, assuming everything was approved.

**Mr. Morse** replied that with the DRB's approval tonight, the Applicant hoped to continue with the application process and begin moving dirt in August. The development period would take roughly August 1<sup>st</sup> through the end of the year. The first model homes would be built in the first quarter of 2019, hopefully, with a grand opening approximately one year from now.

**Mr. Altman** noted that the Applicant had reviewed and accepted all of the recommended conditions of approval as recommended.

**Chair Martens** called for public testimony in favor of, opposed, and neutral to the application. Seeing none, he confirmed there was no rebuttal from the Applicant.

**Shawn O'Neil** commended Ms. Rybold and Mr. Adams for one of the best presentations he had seen in a while. The materials had been very helpful. By the time the Applicant had presented their piece, everything he had anticipated asking had been answered.

**Chair Martens** asked Staff if there was a reason, other than aesthetics, that no homes would have backyards facing the school.

**Ms. Rybold** replied that it was to prevent creating a walled-off school environment. Looking at the backs of homes was not very inviting from the school's perspective, and it would wall off the school from the subdivision; whereas having the school face front or side yards connected it to the community.

**Chair Martens** confirmed there were no further comments and closed the public hearing at 8:02 pm.

**Samy Nada moved to approve Resolution No. 352 including the Staff report as presented. Tracy Meyer seconded the motion, which passed unanimously.**

**Chair Martens** read the rules of appeal into the record.

## **VII. Board Member Communications:**

- A. Results of the April 9, 2018 DRB Panel A meeting
- B. Results of the May 14, 2018 DRB Panel A meeting
- C. Recent City Council Action Minutes

**Dan Pauly, Senior Planner**, noted the April 9<sup>th</sup> meeting regarded the renewal of a temporary use permit and that half of Panel B was present for the May 14<sup>th</sup> meeting and the approval of the other Frog Pond subdivision, which had already been discussed tonight.

**Samy Nada** echoed Mr. O'Neil's comment, adding that the Traffic Study information with the arrows, intersections, and numbers was especially useful.

**Mr. Pauly** explained Staff was using a new template he created and confirmed that the Board wanted to continue seeing that format.

**Shawn O'Neil** reiterated that the presentation was really good because the anticipated questions that he would have asked were addressed in the presentation.

## **VIII. Staff Communications**

**Dan Pauly, Senior Planner**, also thanked the Board for their work, noting tonight's application included a lot of homework.

## **IX. Adjournment**

The meeting adjourned at 8:07 p.m.

Respectfully submitted,

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