

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

**Development Review Board – Panel B
Minutes–January 25, 2016 6:30 PM**

<p style="text-align: center;">Approved March 28, 2016</p>

I. Call to Order

Chair Aaron Woods 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: Aaron Woods, Dianne Knight, Cheryl Dorman, Richard Martens, Shawn O’Neil, and Council Liaison Julie Fitzgerald

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

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

V. City Council Liaison Report

Councilor Fitzgerald briefly updated the Planning Commission on the following:

- The recently appointed Transit Master Plan Task Force would be updating the Transit Master Plan which involved a long process and a lot of public input. The Master Plan update would consider how SMART Transit operated and served people, in terms of frequency and routes, and how it interfaced with TriMet and all forms of transit around Wilsonville. In the coming months, volunteers would be needed for surveys and she asked everyone to spread the word about the surveys because having more information would result in a better update to the Transit Master Plan.
- On the November ballot, the public would be asked about the recreation/aquatic center. A Communication Plan had been developed to inform people about the aquatic center and a four-page informational brochure was available from the city manager.
- Also on the November ballot, voters would be asked whether the City of Wilsonville should deny the opportunity for the sale of recreational or medicinal marijuana. The ballot measure was a required step of Measure 91, as the City could not unilaterally make the decision; it must be referred to the voters.

VI. Consent Agenda:

- A. Approval of minutes of November 23, 2015 meeting

Shawn O’Neil moved to approve the November 23, 2015 DRB Panel B meeting minutes as presented. Richard Martens seconded the motion, which passed unanimously.

VII. Public Hearing:

- A. **Resolution No. 322. Universal Health Services: Universal Health Services, Inc., Willamette Valley Behavioral Health– Applicant.** The applicant is requesting approval of an Annexation of territory, a Comprehensive Plan Map Amendment from Washington County – Future Development – 20 District (FD-20) designation to City – Industrial designation, a Zone Map Amendment from Washington County – Future Development – 20 District (FD-20) to City – Planned Development Industrial – Regional Significant Industrial

Area (PDI-RSIA) zone, a Stage I Preliminary Development Plan, Waivers, Stage II Final Plan, Site Design Review, Type 'C' Tree Plan and Signs for an 8.72 acre site. The subject site is located on Tax Lots 400, 500 and 501 of Section 2B, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Washington County, Oregon.

Case Files: DB15-0091 – Annexation
DB15-0092 – Comprehensive Plan Map Amendment
DB15-0093 – Zone Map Amendment
DB15-0094 – Stage I Preliminary Plan (Master Plan)
DB15-0095 – Two (2) Waivers
DB15-0096 – Stage II Final Plan
DB15-0097 – Site Design Review
DB15-0098 – Type C Tree Plan
DB15-0099 – Class III Signs

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

Chair Woods 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.

Chris Neamtzu, Planning Director, noted he was filling in for Blaise Edmonds, Manager of Current Planning this evening. He announced that the criteria applicable to the application were stated on page 3 and 4 of 101 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room.

Mr. Neamtzu presented the Staff report via PowerPoint, noting the nine proposed applications included two requested waivers, and briefly reviewing the site's history, location, and surrounding features in the Coffee Creek Industrial Area. His key additional comments were as follows:

- Referencing several pictures of the site, he noted that a number of the London Plane trees at the corner of Boones Ferry Rd and Day Rd were proposed to be incorporated into the site plan (Slide 5). Currently, Day Rd had a bicycle lane, but lacked pedestrian facilities; however, the application included 5-ft sidewalks along the Boones Ferry Rd frontage, undergrounding of overhead utilities on both frontages, and a completion of an 8-ft-wide sidewalk and some street widening along the Day Rd.
 - The overhead utility lines and street trees were installed when Day Rd was improved at the time the prison was constructed in the early 2000s (Slide 6).
 - Although the site seemed relatively flat from the Day Rd, a fair amount of grade and topography could be seen looking north across the site from Boones Ferry Rd. The proposed building was about 12 to 15-ft above the grade of Boones Ferry Rd.
- Annexation. Currently, Day Rd was inside the city, so it was considered a cherry stem down to the Coffee Creek Correctional Facility, which was also inside the city. The annexation would bring the subject parcels from Washington County's jurisdiction into the corporate limits for the City of Wilsonville, and the new boundary line would simply extend around the subject property (Slide 9).
 - The application included all of the applicable material needed for an annexation, and there were no electors on the site.
- The requested Comprehensive Plan Map amendment would change the property from Washington County's Future Development (FD) 20 District to an industrial designation, which was consistent with the City's Coffee Creek Industrial Area Master Plan.

- Washington County uses a single map for their Zoning and Comprehensive Planning and takes land coming into the UGB out of whatever zone it was in initially and places into FD20, an interim zone that limits many things that could happen on the site as a precursor to it coming into the City.
- The Zone Map Amendment would change the zoning of the site from FD20 to a Planned Development Industrial Regionally Significant Industrial Area (RSIA) zone. This would be the first time the RSIA zone had been applied within the city. A couple of site-specific RSIA sites existed, the large Elligsen site and a Mentor Graphic site, but the Coffee Creek Industrial Area was entirely RSIA.
 - There were only subtle differences between the standard Planned Development Industrial (PDI) zone, which the Board was familiar with, and this PDI-RSIA. The RSIA zone was intended to limit retail operations and encourage the maintenance of large parcels, particularly 50 acres or above. However, there were none in this particular circumstance.
- The Stage I Master Plan and Stage II Plan were essentially the same since there were no phases to the project, which had been designed and would be constructed in one phase.
 - The proposed building had a 30-ft setback from the right-of-way and 16.5 ft would be dedicated along the south side Day Rd for an additional eastbound through lane and a right turn lane. (Slide 15) Day Rd would ultimately be five lanes wide. Additional dedications would occur on the north side of Day Rd consistent with the vision established for the Basalt Creek Concept Plan Area, which was right across the street.
 - The site's primary entrance was near the west property line off of Day Rd with a radiating, circular entry drive. Parking encircled the building and wrapped around the site to the south. A network of pedestrian paths connected the parking areas to the main entry.
 - The building footprint appeared larger than it was because it had openings, view corridors, and outdoor spaces for various programs where individuals attending the facility would be able to recreate outside and have different kinds of classroom training sessions outside as well.
 - The curvy, dashed line shown namely along the west side of the site indicated the drip line of the native forest edge which was not proposed to be disturbed. A couple of larger detention basins were located in the southwest and southeast corners of the site.
 - A number of fire department apparatus improvements were proposed along Boones Ferry Rd. He indicated the emergency access, which would enable a fire truck to drive off Boones Ferry, over the curb line, up on a gravel road and do a three-point turn. The improvements provided firefighting access measured hose-lay fashion for the entire east side of the building, which was a fire district requirement for the site.
 - The Utility Plan showed storm and sewer coming off to the south and southeast, and the location of the site's onsite storm drainage.
 - Some conditions of approval regarded requirements for getting sanitary sewer up into the area, but the southeast location was more of an interim fix. Ultimately, the main sanitary sewer line would come down a future line in Day Rd and head west toward the prison.
 - The site sloped down from the northwest across the site, with several feet of grade change, resulting in the building being a bit higher at the southeast portion of the site. The setback along Boones Ferry Rd ranged from more than 80-ft at its closest point to well over 140-ft at its furthest point. (Slide 17) There were a couple of low points in the middle of the site, but everything would drain south to the detention basins.
 - He noted the building had a strong presence toward the street with the orientation tilted slightly, so the building was not square to the street. The slightly askew building served many functional purposes including an opportunity to save a specimen Douglas fir tree and open the entrance area up in a way that was beneficial to the visitor experience.
 - Parking. A condition of approval required 140 parking spaces. He explained that when Staff looked at Table 5 in the Parking Code for this particular use, the standard requirements did not fit. (Slide 18) Two use categories-were fairly close, Sanitarium/Convalescent Hospital/Nursing Home/Rest Home, or Home for the Aged, and Hospital, however, this facility was neither of those exactly, but somewhere in between.

- The Applicant's initial submittal anticipated that as many as 20 percent of the total visitors to the site would be coming via an alternative mode of traffic, which seemed like a fairly high percentage to City Staff. Through the traffic report, DKS Associates, and City Engineering Staff lowered that 20 percent assumption closer to 5 percent, a much more realistic, suburban number for the amount of people coming via carpool, bus, or bicycle. In working with traffic consultants, Staff's professional opinion was that 140 parking spaces was an appropriate amount, not 200 as indicated in the table for Hospital, and certainly not 50 spaces. Staff believed the 120 spaces proposed by the Applicant would be problematic, particularly as it came to some of the overlaps between shift changes.
- The Applicant resubmitted material showing essentially, a parking lot of 16 additional spaces off the main circular entryway, and with a couple of extra parking spaces for ambulances, the total would be about 138 parking spaces, so two more parking spaces were needed in the main parking lot to reach the 140 spaces Staff identified in the condition of approval. The Applicant would discuss/address whether Staff's request for 140 spaces was a good number for them.
 - The closer view of the new parking areas shown on Slide 19 was not on the large plans, but was included in the back of the binder set. The Applicant had proposed the maximum 40 percent of compact parking spaces on the site.
- He presented two site renderings and the building elevations (Slides 20 and 21), noting the building entrance and circular drive off Day Rd and the vegetated screen wall that would house the garbage, recycling, and other containerized storage.
 - The lack of parking between the building and street gave the building a strong presence and addressed many items, including the urban form, identified in the Day Road Design Overlay, as well as a number of things Staff had been working on for the past several years with regard to the Day Road Form-Based Code, a draft Code intended to bring buildings up to the street to provide an enhanced experience for pedestrians at the street and an enhanced public realm by deemphasizing the visibility of large parking areas.
 - The gymnasium space would achieve a building height of 38 ft, 4 in and the windows at ground level would be frosted or spandrel glass, providing privacy for those inside the building. All the windows above would be transparent.
 - The dining hall adjacent to the gymnasium was lower and then connected to a two-story administration facility where administrative offices would be located and where inpatient intake would occur.
 - The building had modern architectural style, incorporating durable materials in the form of split-face CMU block, running course brick with three different colors to give it warmth and texture, and large glass windows that achieved the glazing requirement on Day Rd.
 - The single-story component along Boones Ferry Rd (east elevation) housed the visitor/patient rooms. The Applicant would speak further about security/safety issues, particularly with regard to the glazing requirements on Boones Ferry Rd, as a waiver was requested for the percentage of glass on the east elevation. There were good reasons for the request, and the Applicant had done a number of things to activate the corner at Day Rd and Boones Ferry Rd, such as installing district signage, preserving trees, and putting in public art. The existing TriMet transit stop along Boones Ferry Rd would remain.
 - The west elevation faced the tree grove and featured the building entrance.
 - The fenced opening shown on the south elevation opened to two outdoor courtyards. The color materials board provided an example of the non-climbable fence material to be used.
 - A primary design element in Form-Based Code was for buildings to have a base, body, and top, and the Applicant embraced those elements with the dark colored, split-face block at the base, the brick as the body, and then a coping at the top that went all the way around the entire building.

- Since the Form-Based Code was not in place the elements were not applicable Code criteria; however, the intent was to bridge from the Day Road Design Overlay to the new Form-Based Code system that Staff had been talking about for a few years. At some point, the Day Road Design Overlay standards would be removed and replaced with the Form Based Code. Board Member Dorman was familiar with that process, having been part of some of the work sessions and the Technical Advisory Committee on that project.
- A color materials board would be circulated during the Applicant's presentation. (Slide 22)
 - The bands of cedar wood siding in between the window treatments was a very attractive feature on the large windows facing Day Rd and the warmth of the wood added a lot to the building's elevation.
- The 62,000 sq ft building would feel much larger than it was with long frontages, open courtyards, a walking path, and basketball facility.
 - The condition requiring ADA accessibility had been met with small pathways that connected the gates on the south side to the basketball court and then the walking trail.
- A height waiver had been requested for shorter than the 48-ft high standard. Interestingly, the Day Road Design Overlay did not specify how close a 48-ft high building should be to the street, but the building was intended to frame the street.
 - The graphics on Slide 23 showed lines of equivalence to demonstrate that the shorter 38-ft building height with the proposed 30-ft setback should feel similar to the visitor at the street as the 48-ft building height required by Code with a 39-ft or greater setback, which was allowed.
- He displayed the new renderings that were emailed to the Board this morning (Slide 24) which depicted the fire department access on Boones Ferry Rd and the non-climbable fences on the south side of the building. A more mature landscape was illustrated than would be seen when installed.
 - Another photo showed the corner of Day Rd and Boones Ferry Rd, which provided an opportunity to identify the business district. The Applicant would be activating the corner with a colorful piece of art and Coffee Creek-identifying signage that would send a strong message about the type of architecture expected along the corridor and the type of development the community had envisioned. The signage would not say "Gateway" but something like Coffee Creek Business District to describe the larger area beyond the corner of Day Rd/Boones Ferry Rd.
- Examples of art work were also presented which he believed were attractive and would add interest. He looked forward to working with the team to find the appropriate piece to highlight the corner.
- The Landscape Plan featured many short bands and swaths of colorful plants and grasses, most of which were 18 to 24 inches in height. A lot of evergreen trees would be planted along the Boones Ferry Rd frontage, and the grove of trees on the main corner was being preserved. Each little pattern on the plan represented a grouping of similar shrubs that would offer different textures, colors, and feels throughout the four seasons. The plan was well-designed with a lot of native plants, relatively low maintenance and very little lawn, which was mainly in the interior courtyards.
 - The large grove of native fir trees on the west side would not be disturbed and nothing would be added to that understory.
- Lighting Plan. The Applicant was pursuing the prescriptive approach and all five lighting types were LED, full cut-off style lamps. (Slide 27)
 - The submitted photometric plans depicted very little light intrusion and no light intrusion onto the rights-of-way; the foot-candles were relatively reasonable.
 - A condition required the Applicant to turn the lights off after 10:00 pm, but the Applicant pointed out that as a 24-hour operation, the facility fell under a Code exemption for all-night

24-hour operations. Staff agreed that condition did not really apply. Given the security and safety issues, lighting would be important all night at this site, and because the lighting plan was not very bright and the lights were all designed with full cut-off lenses, the request to waive that condition was reasonable.

- The vertical calculations at the property line (Slide 29) depicted no light spilling off the site into the rights-of-way. The street lights on all sides of the site would light the pedestrian realm and spill a bit onto the site, but the light from the site would not spill off the site.
- Type C Tree Plan. About two-thirds of the trees on the site were being saved. The handful of trees being removed included larger Douglas fir trees on the interior along the building footprint areas.
 - The Applicant did a quality job of protecting trees on the south and west of the site, as well as some of the larger London Plane trees planted with the homestead at the northeast corner to frame the walls with that identification and district signage, as well as to screen and buffer the building.
- The Sign Plan was well-designed; everything was coded by sign type and mapped by sign location as indicated on the Sign Location Plan. He reviewed the types and scale of the signage, noting the 7-ft high driveway entrance signs on Boones Ferry Rd and Day Rd were tastefully done and would help identify the entryways for those coming to the facility.
 - The Applicant had a large building with lots of linear feet but was proposing significantly less than the allowed sign area.
- He entered the following new exhibits into the record:
 - Exhibit D1: Email correspondence between Tualatin resident Grace Lucini, the Cities of Tualatin and Wilsonville Planning Staffs, and City Development Engineering Manager, Steve Adams dated January 14, 2016 through January 20, 2016. Ms. Lucini emailed Staff this morning, thanking them for their responses.
 - Exhibit D2: Memorandum dated January 22, 2016 from Planning Director Chris Neamtzu noting corrections to the Staff report, added language to Summary Finding C11, and a new Condition PF16 from City Engineering. He briefly reviewed the proposed changes.
 - Exhibit D3: Five new color renderings dated January 25, 2016 submitted by the Applicant, featuring the view east on Day Rd, the entryway, the view from Boones Ferry Rd looking south and to the north, and the gateway.
 - Exhibit D4: Email dated January 25, 2016 from Kenneth Sandblast, Director, Land Use Planning, Westlake Consultants, requesting two clarifications regarding Conditions PF13 and PDG7.
 - He noted that Development Engineering Manager, Steve Adams had agreed to the proposed changes in Condition PF13 which addressed the general direction of the future sewer connections.
 - Staff was perfectly comfortable deleting Condition PDG 7 which required the lighting to go to 50% after 10:00 pm. He explained that Exception 3 was the exception in the lighting standards for 24-hour operations. The Applicant would address the legitimate operational reasons for removing the condition.

Shawn O'Neil understood the project did not fit any particular use for a 50 or 200 parking minimum, but asked why Staff was strongly endorsing 140 parking spots.

Mr. Neamtzu explained the Applicant had provided numbers of employees for each of the three work shifts. Staff considered the 7:00 am to 5:00 pm shift, which had about 63 employees; the 3:00 pm to 11:00 pm shift, which had about 38 employees; and the two visitor times from 12:00 pm to 2:00 pm, and 7:00 pm to 9:00 pm. Staff believed the largest potential for onsite parking concerns was during shift changes and visitor times. Mr. Adams had carefully considered the matter and spoke to Scott Mansur at DKS about the numbers, but the combination of workers overlapping as they came and went as well as having visitors added up to the 140 parking spaces.

Richard Martens confirmed that Staff agreed with the proposed changes to the conditions discussed in Exhibit D4.

Cheryl Dorman confirmed that at some point, Day Rd would be a major arterial with up to five lanes as Coffee Creek continued to develop. She inquired if there were plans for bus stops or pullouts, noting she perceived the area as being busy in the future and she was concerned that buses pulling over could cause congestion.

Mr. Neamtzu replied that currently, TriMet's 96 bus line used the bike lane to pull over on Boones Ferry Rd at the corner of Day Rd on the east side of the property. The 96 Line terminated at Commerce Circle. The issue was the subject property was not in SMART's or TriMet's service district. SMART made statements to Staff, which were included as Findings, that they were prepared to serve the site. Upon annexation, the site would become part of SMART's service district. SMART was more than capable of providing service to the area long-term. SMART was engaged with the Basalt Creek Area and already had ideas for routes that would connect through the Coffee Creek Industrial Area. None were formal at this point, but SMART was working on an update to its Transit Master Plan, so he believed there would be enhanced transit service in the area.

- There were already bike lanes on Day Rd, and it was common for buses to pull over in bike lanes, so Staff was not requiring bus pullouts at this time. Additionally, SMART did not ask for one at this location, so Staff did not include it in the conditions of approval.

Steve Adams, Development Engineering Manager, added that in past conversations, SMART did not favor bus pullouts because of the difficulty for the buses to reenter the traffic lane. SMART believed it was safer and easier for their drivers to stop at the curb. The buses only stop for 15, 30 seconds, so even though there were slight traffic impacts when a bus stopped, it was a safer maneuver overall than having a bus pull out.

Mr. Martens confirmed the property on the north side of Day Rd was in Tualatin.

Mr. Neamtzu added that in the Basalt Creek planning, a contingent jurisdictional boundary had been established, which would be the East/West Basalt Creek Parkway. As of today, that area looked like it would become part of the City of Wilsonville long-term. Although everything in that area had a Tualatin address, everything between Tualatin and Wilsonville was in the Sherwood School District.

Mr. Martens confirmed all the surface drainage would go into some sort of a catch basin.

Mr. Neamtzu noted the Drainage Report was contained in the large bound packet. Conditions from the Natural Resources Staff required more analysis on low impact development (LID) to ensure that, to the maximum extent practicable, the Applicant addressed the low LID standards, which were the bio swales and linear drainage features for rainwater to collect and flow. Incorporating LID features would reduce the size of the large ponds at the south side of the site, which could be unattractive. The City had new Public Works standards in place to require LID and Staff would continue to work with the Applicant through the construction set creation to be sure those LID standards were addressed.

Mr. Adams added that as currently designed, the drainage would go to the southeast, down Boones Ferry Rd, reconnect up to the storm system on Commerce Circle, then down to the Coffee Lake Wetlands area. In his opinion, this was the preferred route to take storm water. Most of the flooding on Commerce Circle was due to the drainage channel directly to the west. As designed, the drainage would avoid the area that seemed to have the most draining problems.

Mr. Martens asked if the electrical along Day Rd would stay above ground.

Mr. Adams replied a condition required that the overhead utilities on both Day Rd and Boones Ferry Rd be brought underground.

Chair Woods called for the Applicant's presentation.

Ken Sandblast, Director, Land Use Planning, Westlake Consultants, introduced members of the design team.

Rob Minor, Universal Health Services, Inc. (UHS), stated he was from the regional office in Nashville and provided brief overview on UHS, which was celebrating its 37th year in business and operated in 37 states, the Virgin Islands, District of Columbia, and United Kingdom. In the Behavioral Division, UHS had about 22,000 behavioral health beds and about 6,500 medical/surgical beds, which would be similar to the Providence Hospital system. The company bought its first behavioral health facility in 1982, and now had 225 behavioral health facilities around the country that were acute psychiatric hospitals, like that proposed here. UHS also had a group of residential treatment centers, which were typically centers for children and adolescents placed by some jurisdiction, as well as schools, and outpatient facilities. The service lines at this acute facility would provide short-term care for people having psychiatric events. Last year, UHS served 427,000 patients and offered about 5.5 million patient days.

- Since its founding, UHS's core business model was to provide the best possible care to its patients in a safe environment that would allow for their healing and reintegration into the community. Their facilities were community-oriented. UHS considered the service lines needed for the services required in the local community and focused on those services according to the type of patients, whether adults, senior adults, adolescents, or children.
- UHS also tried to become a part of every community and had a CEO that would live locally and be involved in the community. UHS would have functions at the facility to invite the community in, such as lunch and learns. UHS typically got very involved with area school systems providing experts, doctors, nurses, and other people to go into the school systems and talk about suicide prevention, bullying, and other issues related to mental health, as well as help teachers specifically understand the children. For example, if a child was evidencing some issue that they may need some help or someone to speak to them about suicide. UHS was delighted and excited to be in Wilsonville and believed they had a great design team to bring a great facility to the area.

Chair Woods asked why UHS choose Wilsonville.

Mr. Minor responded that UHS looked at the demographics around the area; they had a facility in Beaverton and believed having a facility south of Portland would serve the greater Portland area, as well as people south of Beaverton and south into to Salem and other areas. UHS received a lot of patients from emergency rooms of regional hospitals, and this was a great location because of its access off the interstate and the availability of land.

Ron Escarda, Group Director, UHS Northwest, stated he lived in Seattle where UHS also had operations. He describing the facility and services UHS offered via PowerPoint, stating the proposed 100-bed facility would provide short-term, inpatient behavioral health care to the community. The average length-of-stays were typically nine or ten days. UHS specialized in intensive behavioral health treatment, which focused primarily on the inpatient side, but also provided outpatient services, partial hospitalization, and other linkages with the provider community. Services would be provided for adults, children and adolescents, geriatric and/or older adults, and active duty military, veterans, and their families and dependents.

- To give a little context to what UHS did, he explained the vast majority of their patients were suffering from some type of depressive episode or crisis, a mood disorder, PTSD, or anxiety

disorders. Typically, a facility of this size would have about 180 FTEs and eight to ten psychiatrist providers on staff as well as a few other providers to support the medical component, such as people who would work with the patient population regarding any medical comorbidities.

- UHS also linked with specialists in the community to make sure a comprehensive treatment experience was provided for their patients, recognizing that because some patients were in a mental health crisis, it could be the only time they actually get to see a health care provider. UHS had a higher level of sensitivity around making sure the medical and behavioral needs were being addressed in someone who may not have access to other general health care. On average, UHS typically would have 10 to 12 patients coming in and out of the facility given the length of stay and size of the facility.

Mr. Escarda and **Mr. Minor** addressed several questions from the Board as follows:

- UHS would not be separately licensed as a standalone rehab or addiction facility. If UHS treated substance abuse in this setting, it would most likely be a co-occurring disorder, such as somebody with a primary mental health diagnosis, who also had a subsequent alcohol or drug dependence issue.
- Although it depended on the patient, patients typically returned home and families or back to the settings from which they came after treatment, such as a group home. Because a fairly good-sized number of child and adolescent beds were proposed, UHS envisioned the majority of those patients would return home or to foster care or wherever they originated from. UHS had a full process and multidisciplinary treatment team that worked with discharge planning and the coordination of after-care, which essentially began at the moment of admission. At the time of discharge, it was a pretty planned-for event in terms of how patients were transitioned into both outpatient and their living situation, but also their continued access to outpatient behavioral health services post-discharge from the facility.
- All patient care areas would be locked internally so patients could not wander off the property. This was a standard process, even though there would be a combination of both voluntary and involuntary patients. It was a fairly secure facility that also used cameras. A lot of construction and design efforts inside the building were focused around safety. Because so many patients were deeply depressed or suicidal, UHS facilities had state-of-the-art anti-ligature design elements. A lot of time was spent anticipating and mitigating where patients might potentially choose to harm themselves as part of the design. UHS had many years' experience and a lot of strong support from the Corporate Risk Management Department that provided guidance about how internal facilities were designed.
- UHS did not typically have separate security staff unless there was a need due to community issues. All of the staff was very well trained to engage, interact, and manage the patient population, which was a key element of UHS. The clinical program was highly-structured, so the patients were kept very busy and a lot of the program was operated within social/multi-modal group settings. Having a structured program and well-trained staff were key to managing the patient population.
- UHS would create approximately 180 new FTE jobs and be hiring from the local community. Salaries would be in the \$45,000 to \$60,000 range on average.
- All the areas with patient access, such as courtyards and public access areas, would have non-scalable fencing. However, no fencing was proposed around the perimeter of the facility itself. Another factor was the significant HIPAA and privacy issues related to protecting the patient population, as well as mitigating the connection to the general public.
 - The fencing would be screened similar to a tennis court so no one could see in.
- Typically, UHS built 80 to 100-bed facilities. However, it did depend upon UHS's demographic and needs analysis of the respective community and what services were currently available. UHS believed the community was a bit under-bedded at this time, particularly with regard to inpatient services for children and adolescents, which was a primary reason UHS was building the facility. The facility in Beaverton at Cedar Hills did not have any child or adolescent beds; they were all for adults. Based on conversations with many of the community's mental health and inpatient providers, UHS determined that increasing the adolescent capacity would be good for the community.

- UHS facilities typically did not run at 100 percent occupancy, but 80 percent was considered full from an operational perspective because sexes and age groups could not be mixed, so 80 percent occupancy was considered “maxed-out.” The facility never comingled the adult and adolescent populations and issues around male and female populations were also observed.
 - Children and adults were also separated during dining and other activities. One of the rear courtyards would probably be designated just for children with play equipment, whereas the other outside courtyard area would be for adults with seating areas and such.

Ms. Dorman commented it was sad the community needed such a facility.

Mr. Escarda agreed, adding that unfortunately the demand for such services seemed to be increasing, not decreasing, based on the complexities of our society and some of the socioeconomic issues people were experiencing.

- Referencing the Applicant’s Building Plan, he described some of the operational parameters of the program. The two diamond-shaped, isolated areas in blue were essentially nurses’ stations, which were laid out to have continuous lines of sight down both corridors. Wherever there were patients, observational lines of sight were necessary to keep an eye on patients as they moved in and out of their rooms, group activities, and day room activities.
- The courtyard areas would function as patient activity yards, enabling patients to get some fresh air and participate in recreational therapy and a variety of different activities, most of which regarded normalizing the aspect of socialization. UHS would teach and work with the patient population to develop skills and tools to function in normal social settings in a much better way going forward.
- UHS’s process was fundamentally different than a typical medical hospital; it involved a social behavioral model. In a hospital setting, services were brought to the patient’s room. At UHS, patients were encouraged to be out of their rooms, not isolated, involved in group activities, and to interact with one another and staff.

Mr. Sandblast noted the only spot that would have any of the fencing shown on the materials board was along the south side of the two outdoor activity yard areas.

Mr. Escarda added one reason UHS wanted a one-floor configuration was for the ability and ease to move patients through the facility into different group activities, in and out of the dining room, etc. Elevators made moving patients more difficult. A one-story setting was safer for patients and staff, and made accessing visitors easier. Activities like recreation therapy, large motor movements, yoga, and pet-assisted therapy were fairly common in UHS facilities and he anticipated having similar programmatic structures at this facility.

Mr. O’Neil asked how an emergency situation, such as a fire that required evacuation, would be handled and how the facility would cooperate with local authorities. He inquired where those having to exit the building would go.

Mr. Escarda replied it would depend on the type of emergency. A true fire would require egress from the facility. During fire drills, which were done on each shift every quarter, patients would be evacuated into the gymnasium or courtyard areas because they were safe and secure and staff was able to move patients to and from those locations easily.

Mr. Sandblast stated Staff did a great job discussing the site’s details and the facts regarding the application, including the existing conditions, zoning, application of the Coffee Creek Master Plan, and how the Applicant integrated some of the Day Road Overlay District details, particularly with regard to height, glazing, and setbacks. The site did need to be annexed, so a recommendation to City Council for approval on that, as well as the Comprehensive Plan and Zone changes was requested, in addition to

approval of the Stage I and Stage II. He presented the site plan via PowerPoint, describing why the project looked as it did with these key comments:

- One thing the Applicant considered when first starting the project was the site conditions. The initial pre-application plan had a more traditional industrial development and parking design that would maximize the redevelopment of the property right out to the edges of all of the setbacks. After receiving more facts about the property at the pre-application meeting, the Applicant started over. They looked at where the groves of trees were, how the grades worked, etc. and instead of mass grading the site, started with retaining the trees on the west and south sides of the property, which guided the Applicant into the northeastern part of the property. The operational requirements of the facility, having the corridors and creating a floor plan that worked were another factor and the Applicant was able to fit the building footprint into an area of the site.
- There was a slight grade change moving south across the site, which was resulted in the small rise in grade at the southeast corner of the site. Otherwise, the Applicant worked with the existing grade, which was relatively flat through a majority of the property, on the north half of the proposed building.
- He described how the grade of the parking area would rise and fall after entering the property heading south and then southwest around the corner of the building. The undulation in the parking lot was done to minimize the amount of grading that would be needed and to facilitate the use of low impact storm water design, including surface treatment and surface flow without a lot of pipes and catch basins.
- City requirements for treatment for water quality and detention necessitated the two basin areas, which came as a result of undulating parking lot to work with the grade. The Applicant tried to minimize the basin area to avoid having the traditional holes in the ground with fencing that were an eyesore. The surface flow would be taken out to the southeast, but it was at least 40 to 50 ft to the detention facility, so in this case, the basin area was more of a depression and fully landscaped. The Applicant worked hard to avoid having a traditional catch basin facility.
- The arborist's report, which was in the record, also influenced the proposed site plan, as well as the requirements for emergency vehicles and access for the maintenance of the stormwater facility. The emergency-only and stormwater facility accesses would be all gravel surfaces that would blend into the landscaping, so they would not stand out.
- With regard to the corner, the Applicant had listened to the site and the community's plans for the area to be a gateway to the Coffee Creek Industrial District. The City had done a great amount of community effort to get the Coffee Creek Master Plan adopted, so the Applicant wanted to acknowledge that.
 - Some improvements proposed at the Day Rd/Boones Ferry Rd intersection included a low landscaping wall to provide the opportunity for the kind of significant entrance identification intended for the area, as well as some public art space. As mentioned, traffic would continue to increase at the intersection, so the Applicant wanted a significant element that would stand out for vehicular traffic waiting at that intersection and also be acknowledged by pedestrians and buses stopping along Boones Ferry Rd.
 - As conditioned, the Applicant would be doing frontage improvements and undergrounding utilities to make the environment more pedestrian-friendly along both frontages. The existing transit stop would be integrated into the south portion of the gateway. The Applicant planned to preserve and integrate as many of the trees on the corner as possible when doing the frontage improvements
- He noted 75 to 80 of the 145 to 150 trees would be retained with this plan, which was a very large number and way above average for an industrial site. Landscaping was proposed on 39 percent of the site as opposed to the 15 percent minimum, which was also extraordinary and provided a golden opportunity for this corner to set a standard for future development in the area.
- The Applicant acknowledged the City parking analysis and accepted the condition requiring 140 minimum parking spaces. He described the factors that influenced the placement of the additional

parking lot, which involved grade and tree preservation, and explained where the two remaining additional spaces could likely be accommodated.

- The Lighting Plan was designed to not cast light off of the property; not only was everything designed to cast light down, but the entire vegetated area along the edges had been retained and would be enhanced, so no light would be cast off the site.
- The only light that was proposed was for the safety and access of pedestrians, visitors, and patients, so although having the light and this continuous operation might sound onerous, no light was being cast off the property any more so than it would before or after 10:00 o'clock.
- As required by the City, the Applicant held a community meeting, which was notified to 1,500 ft, not the typical 250 ft, after he and Mr. Minor drove the area multiple times. About 110 to 112 properties received notification and about seven or eight community members attended the community meeting held about one week ago. The Applicant discussed the facility and answered questions, including questions from Grace Lucini who had submitted testimony. It was a good opportunity and UHS was very committed to that meeting.

Chair Woods commended the Applicant for doing a good job with the parking details, noting the designations for carpooling, vanpooling, etc. He asked why so many spaces were designated for compact cars.

Mr. Sandblast responded because there would be a lot of staff parking since staff would be there for extended periods of time. Secondly, the Code provided for compact spaces, and most importantly, the Applicant was attempting to work with the site as best they could, and compact spaces provided the opportunity to minimize the additional impact. The compact spaces came up very late, after the initial landscape work and pedestrian connectivity layout were completed. One plan had pushed the parking farther around to the southeast corner, but that started to impact the grades and created retaining walls. He and a couple others had pushed pretty hard to minimize the visual and aesthetic impacts to the community traveling from the freeway interchange north on Boones Ferry Rd. The Applicant then reviewed the Code and discovered the compact spaces, which enabled them to pull some of that paving back and rework that corner of the site.

- He clarified that he did not know if the employees would be driving compact cars, but even though compact spaces were smaller than standard spaces, they would be used by a standard-sized cars. He did not know that there would be an extraordinary number of compact cars.

Chair Woods asked why there were no spaces to charge electric cars.

Jarvis Payne, Walker Macy, replied they could easily be added if that was something the Board wanted, adding he believed it was a great suggestion.

Chair Woods noted that given environmental and green space concerns, many developers were starting to install electric vehicle (EV) charging stations. He would like to see at least a couple EV charging spaces and suggested that perhaps some of the 49 compact spots could be designated for electric charging.

Ms. Dorman confirmed with Staff that the City currently did not have anything in the Code requiring EV charging stations.

Craig Thompkins, SRG Partnership, continued with the Applicant's presentation, noting the key guiding design principles focused on the safety, comfort, and privacy of the patients and staff.

- The essentially one-story building not only provided a safe environment for patients, but access to the outdoors as a patient's ability had been proven to heal and improve with access to nature and daylight, which was why there were so many courtyards and thin building elements that allowed daylight

penetration into the interior spaces. Another important aspect of design was preserving the trees to promote the access to nature as part of the healing concept for the project.

- Working with City Staff and understanding all of the Day Road design requirements led to establishing a clear main entry point with the building oriented towards Day Rd. A lot of the design focused on orienting the main entry to be clearly seen from Day Rd and to provide an entry plaza experience that extended out to the sidewalk and street on the Day Rd side.
- This feature was an element of evidence-based design frequently utilized in healthcare to reduce stress and anxiety by improving wayfinding by providing only one main entry. Therefore, there was a lot of emphasis on separating service entries from the main entry to avoid confusion, including the occasionally-used ambulance entry point, which was also screened. The remainder of the building provided doorways to the outside to access the patient courtyards or emergency exits.
- With regard to fires, the building was designed to defend in place. If there was a fire in a particular place, the building would not necessarily need to be evacuated. Smoke barriers were strategically located in all parts of the building so patients and staff could be moved from one area to another while the fire was being extinguished. The facility also would have emergency power service.
- The elevation designs emphasized durable, high-quality materials, including brick, ground-face block, aluminum and glass. In certain locations, such as the division between the first and second floor areas, softer products were introduced. The materials board was displayed and circulated to the Board.
 - The cedar wood would soften the exterior. The colors were selected to maintain a warm, natural palette of color consistent with the surroundings and landscape. The no-climb fences were only on the south building elevation and would not be very visible from Boones Ferry Rd, and not at all visible from Day Rd.
 - The two-story elements visible from Day Rd were the gymnasium and the administrative element, which had administrative offices on the second floor and outpatient services on the main floor, and linked with the dining facility.
- In terms of the requested Glazing Waiver, the combination of glazing shown on the Boones Ferry and Day Rd sides averaged 20 percent, which was the requirement. However, the Boones Ferry Rd side was at 16 percent because of the patient rooms where larger windows were not wanted. The glazing on the Day Rd side was increased to 24 percent to balance that. From a design point of view, in terms of wayfinding and identifying the building with the public, the Day Rd side was the side to draw the most attention to. This was not the kind of facility that should be set right up to a sidewalk where people could look in the windows, which was why the windows were frosted and buffers of landscaping existed all around it.
- Careful attention had been paid to the screening the rooftop equipment. In a couple of small areas on the Exterior Elevations, there might be equipment poking up over the top of the parapet, but on the perspective views, the equipment was well-screened. The Applicant had tested using a 3D model to ensure no equipment was visible from the street.

Mr. Payne presented the Landscaping Plan, reviewing the renderings submitted in Exhibit D3 with these additional comments:

- Two existing Douglas fir trees at the entrance of the building were incorporated into the design. One would be in the center of the vehicular drop-off area and the other would be in the entry plaza. The street trees in the entry plaza were opened up to provide clear visibility into the project and provide a sense of welcoming.
- As mentioned, all the other plant material shown would be 3 ft or lower to maintain sight lines throughout the site for security and for easier long-term maintenance as plants under 3 ft high do not tend to become maintenance problems. A high percentage of native plants were chosen and even those plants did not grow higher than 3 ft, so there would not be the typical overgrown bramble often seen in native landscapes. A select palette of native plants was chosen to maintain a clean landscape with secure views throughout.

- In the front, a palette of perennials and shrubs were chosen that would stay even lower. Big, broad bands of monocultures were proposed to play texture and color off of one another. It would be a really strong graphic landscape that was low maintenance. All the plants would either be native or so-called friends of natives, so that after the plants were established, the amount of irrigation could be cut back significantly with a five-year goal of having to water only during the summer months when there was no rainfall.

Mr. Sandblast noted the proposed grading was accurately depicted in the Exhibit D renderings, including the existing Day Rd property entrance. Everything was drawn to scale as much as possible. The Applicant tried to ensure that the proposed street trees and existing vegetation were accurately shown, based upon the site survey and arborist's report, to make sure the renderings were as graphically accurate as possible.

Mr. Payne noted that generally in renderings, plant material was shown at 15 years of age. The City's Code required that the ground plane be 100 percent covered after three years. Based on the plant material chosen and spacing, the ground plane on this site would be 100 percent covered by plants in three years.

Mr. Thompkins noted the Entry rendering of Exhibit D, stating the Applicant needed to provide a protected, covered vehicular turnaround/drop-off area with close proximity to Day Rd for identity purposes so people knew where to go to enter the facility, which was achieved. The Applicant took measures using planted trellises to screen service areas and the ambulance entry from the view of the main entry and provide the pedestrian plaza that would come out to the sidewalk of Day Rd.

- The underside of the entry canopy was cedar wood siding shown on the materials board, as was the material between the upper and lower glazed areas on the Day Rd side.

Mr. Payne added that instead of plantings under existing trees and disturbing the roots, river cobble would be laid down as permanent, long-lasting mulch, which would introduce a different texture into the landscape.

- Referencing the Boones Looking South view (Exhibit D), he indicated six London Plane and two Douglas fir trees that were being preserved. River cobble would also be used there to avoid disturbing the existing trees' roots. The low concrete wall would utilize a small pile-footing that was less disruptive to roots than a spread-footing. Because the wall was not structural, less invasive footings could be utilized.

The wall would be a nice complement to the existing trees, sculpture, and the texture of the cobble, and a really attractive gateway feature for the project.

- The Gateway view provided a more direct view of the corner, gateway elements, and trees. Looking down Day Rd, the proposed street tree for Day Rd was exactly the same variety as the existing trees. Although they were being removed, the Applicant believed it was a good selection and that street frontage would be continued all the way down Day Rd.

Mr. Sandblast commented that preserving the trees helped solve the design problem of screening and protecting the patient care areas of the project, while providing a view corridor into the main public area of the building. That was one reason why the Applicant wanted to preserve the trees and not disturb them by moving the building up to the corner.

Mr. Payne continued, displaying the Boones Ferry North elevation (Exhibit D), noting the grade really dropped off and the building would sit on a knoll. The idea was to reestablish the native vegetation using Douglas firs and Western Red Cedar. The majority of plants placed on the bank would be natives that would stay 3 ft or lower to avoid maintenance and security issues. He indicated the gray area was the gravel fire access and maintenance access road to one detention pond. He clarified that the gray color would actually be much more subtle than it appeared on the rendering.

Mr. Sandblast also indicated the fencing for the outdoor activity yard areas, the end of the paved parking and how it would transition around the bank, and the storm swale area before it would discharge into Boones Ferry Rd. This was an example of what the community would see traveling up Boones Ferry Rd.

Mr. Payne interjected that even in the detention facility, a select group of native plant materials would be used that would not become wild eyesores and stay below 3 ft high. He believed the facility would have a more maintained appearance than their reputation usually carried.

Mr. Sandblast noted the graphical placeholder for the proposed art on the Boones Looking South view (Exhibit D3). The Applicant looked forward to working with Staff on the gateway, noting the history in the area of basalt and stone and the Basalt Creek Master Planning Area. The Applicant would try to integrate some stone into the gateway and work with Staff to get something in there to activate the corner as the gateway that the community wanted for this industrial/business district area.

- He noted the condition in Exhibit D2 requiring working with the City to make sure construction traffic would not negatively impact traffic during peak hours was acceptable. The Applicant understood these were two busy streets, and they would be working with Hoffman Construction, who had a long history of being able to deal with projects of this kind.
- The conditions of approval as prepared, including the one corrected to state from westward to north, were all acceptable to the Applicant.
- He concluded by requesting approval of the application.

Mr. Martens asked if there would be a dedicated left-turn lane on Day Rd, as he assumed most employees and others would be turning left to enter the facility.

Mr. Sandblast responded that Day Rd would be a five-lane cross-section, and per the Conditions, the Applicant would provide a 16.5 ft right-of-way dedication; however, he did not know what the City's Master Plan stated for the actual configuration of the cross-section at the intersection.

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

Martha Hill, 9710 Day Rd, stated that she and her brother owned the property. She appreciated the presentation, adding that the facility looked beautiful. She asked about submitting written questions to the Board.

Barbara Jacobson, Assistant City Attorney, clarified that if she wanted something on the record for consideration, it would have to be submitted tonight. For just answers to questions, she could contact the Staff. If she wanted something for consideration by City Council, she would need to put her questions into the record tonight.

Ms. Hill noted trees were shown near her property where the Applicant proposed adding parking spaces, and she hoped to not have parking right there. She appreciated learning that the lighting would be staying on the facility's property and not light up her family's residence. Having the lighting for safety reasons made sense. She thanked the Applicant and Staff for the presentation, which was nicely done.

Chair Woods called for the Applicant's rebuttal.

Mr. Sandblast said he appreciated Ms. Hill's comments, noting he had met her brother at the community meeting. He displayed Staff's Tree Removal Plan (Slide 31) and indicated the "crown" on Day Rd that continued to drop off as the road went west toward the creek crossing. He pointed out where the grade change occurred on the site, noting the requirement to widen and improve the road would mean further grading in the area. He explained that the bank had to be laid back a little bit with the grade, and not just

cut back and retaining walls installed. Grading the bank would result in the removal of trees in the northwest corner of the site. As the Applicant looked to accommodate the recommendation and subsequent condition for additional parking, they chose an area that did not impact the biggest stand of trees on the property. The area was chosen for parking because it was flat and had trees that were already being removed for the grading associated with the frontage improvements, providing an opportunity to accommodate the additional parking without significant tree removal.

- In addition to the trees that would be removed, some existing trees would be retained. The dashed line indicated a 30-ft setback line, which provided a sense of the depth dimension. The Applicant was also attempting to retain trees on their property, so there was less impact to trees on offsite property, like Ms. Hill's. The Applicant wanted to maintain the integrity of the stand and retain the protective trees around the edges of the grove.
- He also noted a slight berm or knoll in the northwest corner and then a substantial drop in grade from the west edge of the property across the 30 to 40 ft of setback. The trees being retained were more on the top and along the edge of the bank to maintain the integrity of the ground. The Applicant had sent a geotech soils on the whole property as part of the grading plan.

Ms. Dorman confirmed there would be natural berms, trees, and foliage that would maintain some privacy for Ms. Hill's property.

Mr. Sandblast appreciated Ms. Hill touching on the lighting. The Applicant wanted to make sure adjacent property owners were aware that they would not get a lot of light. The lights would be focused on the developed area of the property.

Chair Woods confirmed there were no additional comments at this time. He recommended adding a condition to designate a minimum of two parking spaces to accommodate EV charging stations.

Mr. Adams addressed the question about adding a left-turn lane. He explained that Day Rd already had an existing left-turn center median lane that would remain with the development. An extra eastbound lane was being added on the south side of the road, so there would be two eastbound lanes and a left-turn pocket. He stated he would work with the Applicant to make sure there was adequate left turn space for both movements to occur

Mr. Neamtzu commented that the Applicant sounded amenable to the EV charging station condition; however, it was important to note that there was no City Code to require them. He confirmed the Board could recommend, but not require EV charging stations.

Chair Woods closed the public hearing at 8:34 pm.

Staff advised on the wording of the motion to incorporate the exhibits and recommendation regarding the addition of two EV charging stations.

Shawn O'Neil moved to approve Resolution No 322, adopting the Staff report dated January 14, 2016 as amended by Exhibit D2, in which the changes to Conditions PF13 and PDG7 from Exhibit D were incorporated, with the addition of Exhibits D1 and D3, and recommending the installation of two electric vehicle charging stations. Dianne Knight seconded the motion.

Ms. Dorman believed the Applicant did a fantastic job incorporating what the vision for Coffee Creek Industrial Park, adding Mr. Neamtzu did a great job filling in last minute.

Mr. O'Neil added that Staff did an excellent job working with the Applicant, adding it was the best presentation he had seen in a while and he appreciated everybody's work.

Chair Woods agreed it was an excellent, detailed presentation and well worth the time spent to review it. He also commended Staff for their great work on the presentation.

The motion passed unanimously.

Chair Woods read the rules of appeal into the record.

VIII. Board Member Communications

- A. Results of the December 14, 2015 DRB Panel A meeting
- B. Results of the January 11, 2016 DRB Panel A meeting

IX. Staff Communications

Daniel Pauly, Associate Planner, noted Staff was not sure how long Mr. Edmonds would be absent, so any questions for Mr. Edmonds should be directed to him. There would be a new associate planner joining Staff soon, and she looked forward to meeting and working with the Board.

Chris Neamtzu, Planning Director, stated he would be attempting to set up carpooling for the Smart Growth Conference and his assistant, Tami Bergeron, would send out emails to that effect. He might not be able to attend, so he might be looking for someone to use his registration. He confirmed that the entire Board had been invited.

X. Adjournment

The meeting adjourned at 8:41 p.m.

Respectfully submitted,

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