

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

MONDAY, APRIL 25, 2016 - 6:30 P.M.

I. **Call To Order:**

II. **Chairman's Remarks:**

III. **Roll Call:**

Aaron Woods Richard Martens Shawn O'Neil Samuel Scull Samy Nada Council Liaison Julie Fitzgerald

IV. **Citizen's Input:**

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

VI. **Consent Agenda:**

A. Approval of minutes of the March 28, 2016 meeting

Documents: [March 28 2016 Minutes.pdf](#)

VII. **Public Hearing:**

A. Resolution No. 324

14-Lot Single-Family Subdivision: Beth Ann Boeckman and Karen and Marvin Lewallen - Owners. The applicant is requesting approval of a Comprehensive Plan Map Amendment from Residential 0-1 dwelling units per acre to Residential 4-5 dwelling units per acre, a Zone Map Amendment from Residential Agriculture-Holding (RA-H) to Planned Development Residential 3 (PDR-3), a Stage I Master Plan, Stage II Final Plan, Site Design Review, Type C Tree Plan, Waiver and Tentative Subdivision Plat for a 14-lot single-family subdivision located at 28500 and 28530 SW Canyon Creek Road South. The subject site is located on Tax Lots 900 and 1000 of Section 13B, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Daniel Pauly

Case Files: DB15-0108 - Comprehensive Plan Map Amendment

DB15-0109 - Zone Map Amendment

DB15-0110 - Stage I Master Plan

DB15-0111 - Stage II Final Plan

DB15-0112 - Site Design Review

DB15-0113 - Type C Tree Plan

DB15-0114 - Waiver

DB15-0115 - Tentative Subdivision Plat

This item was continued to this date and time certain at the March 28, 2016 DRB Panel B meeting.

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

Documents: [SR.Exhibits 04.25.2016.pdf](#), [Exhibit B3 Revised Narrative April 7.pdf](#),
[Exhibit B4 Revised Drawings April 7.pdf](#)

VIII. Board Member Communications:

A. Results of the April 11, 2016 DRB Panel A meeting

Documents: [DRB-A April 11 2016 Results.pdf](#)

IX. Staff Communications:

X. Adjournment

> Development Review Board Training Session

- Traffic Study Analysis by Steve Adams
- Motion Making training by Barbara Jacobson

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting.

- Qualified sign language interpreters for persons with speech or hearing impairments.
- Qualified bilingual interpreters.
- To obtain such services, please call the Planning Assistant at 503 682-4960

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, APRIL 25, 2016

6:30 PM

VI. Consent Agenda:

- A. Approval of minutes from the March 28, 2016
DRB Panel B meeting**

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

**Development Review Board – Panel B
Minutes–March 28, 2016 6:30 PM**

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, Richard Martens, Shawn O'Neil, Samy Nada, Samuel Scull, and Council Liaison Julie Fitzgerald

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

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 reported that at its last meeting, City Council:

- Reviewed and approved the property tax exemptions for subsidized housing in Wilsonville, which was done once a year to ensure the exemptions were being met. Those properties included Autumn Park Apartments, Charleston Apartments, Creekside Woods, Raingarden, and Wiedemann Park Apartments.
- Approved the Bicycle Wayfinding Plan, which was a signage display and placement system that would better direct bicyclists to trails and other destinations in the city.
- Reviewed feedback from the community on the Parkway Ave Cul de Sac Project.
- She added that the Budget Committee, comprised of City Council and five appointed citizens, held its first meeting. Two to three additional meetings would be held to review, discuss, and ultimately vote on the City's 2016-2017 budget.

The following item was added to the agenda.

VI. Welcome new DRB Members Samuel Scull and Samy Nada!

Chair Woods welcomed Samy Nada and Sam Scull as new members of the Development Review Board (DRB) and invited them to introduce themselves.

Samy Nada said he has lived in Canyon Creek Estates in Wilsonville for almost eight years and worked for Mentor Graphics.

Sam Scull said he has lived in Oregon for six years total and in Wilsonville for almost three years and worked at Gaylord Industries in Tualatin. He looked forward to working with the DRB and being involved in the process.

VII. Election of 2016 Chair and Vice-Chair

- Chair

Aaron Woods nominated Shawn O'Neil for 2016 Chair. Sam Scull seconded the nomination.

Richard Martens moved to close the nominations. Motion died due to the lack of a second.

Shawn O’Neil nominated Richard Martens for 2016 Chair. Aaron Woods seconded the nomination.

Mr. O’Neil believed having Board co-chairs presented a different opportunity. He respected his colleagues on the Board, adding they all bring a lot of knowledge. A vice chair seemed to be the backup person while alternating chairs in meetings allowed for more involvement.

Barbara Jacobson, City Attorney, believed the idea was worthy of discussion, but explained that the City’s Code currently called for chair and vice chair positions. The Code could be amended in the future if the DRB wanted to make that recommendation.

Shawn O’Neil was elected as the 2016 DRB-Panel B Chair by a 4 to 0 to 1 vote with Shawn O’Neil abstaining.

- Vice-Chair

Shawn O’Neil nominated Richard Martens for 2016 Vice-Chair. Aaron Woods seconded the nomination.

There were no further nominations.

Richard Martens was elected as the 2016 DRB-Panel B Vice-Chair by a 4 to 0 to 1 vote with Richard Martens abstaining

VIII. Consent Agenda:

- A. Approval of minutes of January 25, 2016 meeting

Shawn O’Neil moved to approve the January 25, 2016 DRB Panel B meeting minutes as presented. Richard Martens seconded the motion, which passed 3 to 0 to 2 with Sam Scull and Samy Nada abstaining.

IX. Public Hearing:

- A. Resolution No. 324. 14-Lot Single-Family Subdivision: Beth Ann Boeckman and Karen and Marvin Lewallen – Owners.** The applicant is requesting approval of a Comprehensive Plan Map Amendment from Residential 0-1 dwelling units per acre to Residential 4-5 dwelling units per acre, a Zone Map Amendment from Residential Agriculture-Holding (RA-H) to Planned Development Residential 3 (PDR-3), a Stage I Master Plan, Stage II Final Plan, Site Design Review, Type C Tree Plan, Waivers and Tentative Subdivision Plat for a 14-lot single-family subdivision located at 28500 and 28530 SW Canyon Creek Road South. The subject site is located on Tax Lots 900 and 1000 of Section 13B, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Daniel Pauly

- Case Files: DB15-0108 – Comprehensive Plan Map Amendment
DB15-0109 – Zone Map Amendment
DB15-0110 – Stage I Master Plan
DB15-0111 – Stage II Final Plan
DB15-0112 – Site Design Review
DB15-0113 – Type C Tree Plan
DB15-0114 – Waivers

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

Chair Woods called the public hearing to order at 6:49 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.

Mark Kochanowski asked from the audience if the site visit was just of the subject site or the adjacent properties as well.

Chair Woods responded he had looked at the subject property, as well as the entire area in question.

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

Mr. Pauly presented the Staff report via PowerPoint, briefly reviewing the site's history and noting the project site's location and surrounding features, as well as the applications before the Board with these key additional comments:

- **Comprehensive Plan Map Amendment.** The subject site was part of the 1964 Bridal Trail Ranchettes Subdivision, which was subdivided primarily into two-acre lots prior to being incorporated into the city. He described the Comprehensive Plan amendments that changed the designated density of the surrounding properties from zero-to-one dwelling units per acre (du/ac) to four-to-five du/ac, noting that currently, 12 of the original 19 of the Bridal Trail Ranchettes lots had been approved by the City for increased density. The findings supporting the increased density changes cited the limited amount of vacant residential land in the city for people worked and desired to live in Wilsonville
 - The owners of the subject property and their development partner now desired the same change in density to four-to-five du/ac for the same reasons argued for the other ordinances adopted nearby (Slide 6), including the need for residential development within the city, lack of vacant land, a preference to build on available land within the urban growth boundary (UGB) rather than expanding the UGB, and the fact that this area had services available and was close to shopping and employment. Slide 7 showed the density designations surrounding the subject area. He noted that Area L, the Frog Pond West Plan, had one of its densest portions along the creek due to the availability of services and proximity to employment and the city center.
- **Zone Map Amendment.** The planned residential zones were based on density and corresponded with the Comprehensive Plan Density Zone. In this case, contingent on the Comprehensive Plan change, the recommendation was to rezone to PDR-3, the same zone designation as the neighboring Bridal Trial Ranchettes properties for the Renaissance at Canyon Creek and Cross Creek Subdivisions.
- The Stage I Preliminary Plan identified the general layout of the subdivision, including lots and parks, and was tied to the Stage II Final Plan.
- He reviewed the key components of the Stage II Final Plan as follows:
 - Increased traffic and traffic safety was always a topic of concern on residential streets. Traffic was a sensitive topic due to closing off of Morningside Ave within the last year to address vision clearance issues and the resulting changes in traffic patterns at the Canyon Creek Rd/Daybreak St intersection. Traffic engineers consider functional standards, as well as safety. Many things in the City Code promoted pedestrian safety, including ensuring there were sidewalks, landscape buffers, enhanced requirements for crosswalks and marked crosswalks, etc. Although the proposal would add trips, no City standard regulated the number of cars permitted on residential

streets. The City worked to design the safest environment possible knowing that traffic did increase over time.

- The City's level of service (LOS) standard was LOS D and currently, the main intersection studied functioned at LOS B. The traffic report indicated only a minor increase in delay during the peak hour, so from a functional standpoint, nothing in the City standards would be grounds for not approving the project based on the traffic study.
- All the utilities were present, which was often not the case for a new residential development. Being able to take advantage of existing infrastructure was a positive aspect. There were no issues with the stormwater, water, sewer, etc.
- Parks and Open Space. The City's requirement that 25 percent of residential development be open space was more than met by the Significant Resource Overlay Zone (SROZ) area in the project. To meet the City's required quarter-acre of usable open space, the Applicant proposed a park area outside the SROZ between Lots 4 and 5, which included a trail, propane barbecue, and picnic table. The Applicant did not want to make the park too formal so it was purposely designed to blend with the natural environment and maintain a natural feel.
- Setbacks and Lot Coverage. There was no request for any variation from the established lot coverage. At this point, neither the architecture for the single-family homes nor how they would be plotted on land was being reviewed. Only the setbacks or maximum building envelope was being considered. In this case, the standard lot coverage was the same for the zone, which was 50 percent.
 - The Applicant was requesting a waiver to go from 5-ft to 7-ft side yard setbacks on many of the lots. However, on Lots 1 and 2 on the north property line adjacent to the existing home, the Applicant proposed keeping the setback at 10 ft, which was more than required by the PDR-3 Zone, but the same as that required under the current RAH zoning. The Applicant proposed keeping that building envelope the same as would be allowed, for example, if there was a tear down on the existing lot and a new home was built.
- He reviewed the figures regarding the proposed density and density transfer, describing how the Applicant had arrived at the proposed 14 units, which was the minimum density for the non-SROZ area plus the permitted density transfer from the SROZ. (Slide 18) The density transfer essentially preserved some of the economic value for the SROZ area.
- Lot Size and Shape. The proposed lot sizes all met the minimum 5,000 sq ft for the PDR-3 Zone.
 - The Applicant was requesting a waiver to the average 7,000 sq ft lot size. When working with only 14 lots, getting to an average lot size could be difficult without it becoming the minimum.
 - The lot shapes were fairly standard, some being narrower, some wider, but all met the lot depth access and the minimum lot width of 40 ft as defined in the PDR-3 Zone.
- The impact to the SROZ was limited to a soft-surface trail that would be provided into the SROZ area so residents had some access to observe the area.
- Pedestrian access and circulation was carefully reviewed to ensure parking areas had pedestrian connections and that people could safely walk around and connect to other parts of the neighborhood. Sidewalks would be provided on all the frontages, both private and public streets and on the frontage of the existing Canyon Creek Road South, which also had a planting strip along with the public street.
- The parking standard was more than met. Under Code, only one parking spot was required for single-family residential. In this case, exterior parking was also provided in driveways, which exceeded the minimum requirement. In addition, there was some on-street parking, as well as garage parking.
- Streets and Access Improvements. The maximum that could be built on a private street was four homes. The Applicant only proposed two homes with access off the private street, which would not continue to the south.
 - The required public street would curve around to serve the remaining homes. The Code required the public street to be designed so the street could continue to the north in the future if needed.

- Fire and garbage truck access was discussed extensively with both the fire district and Republic Services. The fire district had no issues with fire truck turnaround and access to the homes.
 - Republic Services was unable to turn their trucks around to serve Lots 2, 3, and 4, so those residents would need to bring their collection bins down to the corner with Lot 14. The garbage truck would only turn around in the private street tract, but would not service homes on the private street or on the northern public stub street. So the garbage collection bins from Lots 5 and 6 on the private street would need to be brought to the public street as well. Lot 1 would be serviced from Canyon Creek Rd. Other subdivisions had similar situations with trash collection.
- He confirmed Lot 1 would have vehicle access to Canyon Creek Rd, but Lots 10 and 11 would take access off the new street which was proposed to be named McGraw Ave.
- He confirmed sidewalks would be on both sides of the public street and that on-street parking would be on one side of the street.
- He confirmed there would be sidewalks on the private road as well, though he recommended allowing flexibility about whether to have the sidewalk on the side of Lot 7. In one rendition, two lots would take access off the private drive, but there were no pedestrian destinations off the private street. If the Applicant wanted to install a sidewalk, they could, but it was not required. However, Staff wanted to make sure the front walks of every home had access to a sidewalk and the pedestrian network.
- The Site Design Review addressed the landscaping in the planter strips, as well as the park. All of the landscape materials, street trees, and fixtures were appropriate for the site. As mentioned, the park was designed to provide a nice transition from the formal subdivision into the SROZ, but still have it functional so people could move around, throw a Frisbee, etc. and also have room for the propane barbecue and picnic table for neighborhood gatherings.
- Type C Tree Plan. Although the street location affected some trees, the Applicant did make an effort to preserve trees where practical, including Tree 30, a large fir tree, as well as some larger trees down on the southern edge of the site. Trees 33, 34, and 37 were apple trees. There was some overhang of some Douglas fir trees on the property to the north that needed to be protected. Staff recommended approval of the Tree Plan as the Applicant did a good job of preserving trees where possible.
- Two waivers were being requested. The first was a request to reduce the side yard setback from 7 ft to 5 ft. Reducing the side yard setback would provide more flexibility to have a wider home, especially with the 40-ft lot width allowed per the Code, as well as a 10-ft space between the homes to allow light, air, and enough room for people to walk through their side yards or store items in a semi-dense neighborhood.
 - The Applicant explained that adding an extra 2 ft to the minimum 40-ft lot width would not result in going from a 30-ft wide house to a 26-ft wide house, which would make quite a difference.
 - Another consideration was that Staff saw this type of waiver routinely, for example, at Renaissance at Canyon Creek. A 5-ft side yard setback seemed like an industry standard, but that was what he had been presented by the Applicant. He noted the Applicant had not requested the side yard setback waiver for the north side of Lots 1 and 2 to maintain that currently allowed setback from the property to the north.
- The average lot size waiver was directly related to the number of lots and the permitted density. The relatively low number of lots, large amount of area in SROZ, and open space, made it difficult to make the math work to get the minimum density plus the permitted density transfer, and meet all the other standards and still get 7,000 sq-ft lots on average. With a 100-lot subdivision, where one could have a number of different sized lots, it was pretty easy to meet an average lot size. However, when dealing with a small number of lots and trying to design around other features, it was difficult to get the lots large enough to average out at 7,000 sq ft.
 - By waiving the average lot size standard, the Applicant would be able to meet the minimum standard and all the other lot dimensional standards.

- The Tentative Subdivision Plat would essentially implement the other lot dimensions: the 14 privately-owned lots, the public street, and two tracts for the private street, as well as the park and open space, which would be owned by the homeowners association.
- He entered the Planning Division memorandum dated March 28, 2016 into the record as Exhibit A4 and reviewed the recommended changes to the Staff report, which included errata and the addition of a finding and Condition PDF 7 to address additional considerations for protecting existing trees, including the two trees on the north property line.
- Following distribution of the Staff report, Staff received public testimony via email dated March 21, 2016 regarding the last minute changes from 15 to 14 lots. The email and the Applicant's response were entered into the record as Exhibit D6, which was distributed to the Board.

Shawn O'Neil asked if Exhibit C2, the Engineering Division Memorandum dated March 17, 2016 from Steve Adams to Mr. Pauly that discussed the volume of traffic on the proposed McGraw Ave was based in part or relied on the DKS Canyon Creek Subdivision Trip Generation Memorandum dated December 9, 2015, which was Exhibit B1 of the Applicant's notebook and Page 109 of the Addendum to the Staff report.

Steve Adams, Development Engineering Manager, responded yes, it estimated 14 PM peak hour trips.

Mr. O'Neil confirmed that Mr. Adams reviewed the integrity of the DKS report to make sure it met standards and that in Mr. Adams' judgment, the report was well put together and accurate. He asked what date the engineer was at the location when the study was done, citing Page 206 of the report.

Mr. Adams stated the report was dated December 9th, 2015 and the engineer did the study on Tuesday, November 7, 2015, adding that counts were always done on a Tuesday, Wednesday, or Thursday.

Mr. O'Neil stated that according to his calendar November 7, 2015 was a Saturday. He noted the engineer was at the location between 4:00 pm and 6:00 pm, which was defined as high travel areas.

Mr. Adams confirmed that was the high travel area as defined by the City's Code and was the time that all developments were studied.

Mr. O'Neil believed the City should examine changing that because a majority of Wilsonville residents worked in Portland and Salem and did not even hit the community coming home until after 6:00 pm. His concern was that if the City was relying on a study done on a Saturday, as opposed to a Tuesday, during a time period that did not reflect the average traffic that most people experience when working in Portland and Salem, it would be an inaccurate report. He suggested explaining the date might help.

Mr. Adams explained that DKS had a relatively new person, Jordan Kettelson, and it was probably just an error on her part in putting it together and he had not caught the exact day of the week. He was 99 percent sure the study occurred on Tuesday because every traffic study done in the City for the last 14 years by DKS had been done on a Tuesday, Wednesday, Thursday, or over an entire seven-day period.

Mr. O'Neil asked if Mr. Adams was testifying to having been present.

Mr. Adams countered that he was testifying that every report he had ever read from DKS had been done on a Tuesday, Wednesday, Thursday, or over an entire seven-day period.

Mr. O'Neil asked if the traffic study was only done at one set time period, at one location, on one set day.

Mr. Adams replied that was a decision he makes in association with Nancy Kraushaar. A bigger development, such as a Fred Meyer or Argyle Square, might warrant a seven-day study, and a moderate development might warrant a two or three-day study. It depended on how much they believed traffic could be impacted by a particular development.

Mr. O'Neil asked if Mr. Adams would agree it would be important to have a traffic report that had integrity and was accurate

Mr. Adams answered he would.

Richard Martens asked if the boundary of the SROZ on the eastern side of the tract, which separated what was being developed and what was being maintained as the natural area, was set by another authority prior to Staff entering into it and whether its location was a variable at all.

Mr. Pauly replied there had been no controversy about the SROZ boundary, which was established years ago and essentially followed the drip line of the native trees. The Applicant had concurred with the City's current mapping of where that zone was located. He confirmed the SROZ had been mapped prior to review of the application.

Samy Nada asked which side of the public street would have parking.

Mr. Adams replied that would be up to the developer. City Code only specified that for a 28-ft wide street, there be parking on one side only, however, which side was not specified, but left to the developer.

Mr. Nada noted the absence of a mailbox kiosk and asked if that was left to the developer to decide as well.

Mr. Adams answered that that would be a question to ask the developer; however, typically the mailboxes were established on the non-parking side of the street for easy access, which would be his recommendation.

Samuel Scull understood the setback waiver, reducing the area between houses from 7ft to 5 ft, was industry standard.

Mr. Pauly clarified he could not say it was an industry standard, but Staff received that request for most similar developments.

Mr. Scull asked if previous Ordinances, 570, 604, and 738, had the same spacing. (Slide 6)

1:09:20

Mr. Pauly replied he knew that Renaissance at Canyon Creek, the largest of those developments, had the same request for a 5-ft setback, as well as some of the lots across the street from the subject site-

Chair Woods called for the Applicant's presentation.

Annemarie Skinner, Emerio Design, 8285 SW Nimbus Ave, Suite 180, Beaverton, OR 97008, thanked Staff, noting the Applicant met with Staff three or four times, adding Mr. Pauly prepared an excellent Staff report. The Applicant agreed with all the findings in the Staff report, all the recommended conditions of approval, and the suggested changes Mr. Pauly had presented tonight.

- She said Mr. Pauly covered most of her presentation. The Applicant had spent a lot of time looking at the site to put together the best layout that made sense with the SROZ, which had to be preserved, and the Applicant wanted to make it the focal point of the development. They wanted the proposed park

to keep the natural feel, which was why they did not propose replacing all of the natural vegetation with domestic lawn. The area would remain in its natural state so it would flow nicely into the SROZ area. The McGraw Ave entrance was specifically designed so anyone entering the subdivision would immediately see the beautiful, natural park vegetation of the area.

- Staff's findings and the Applicant's findings, specifically on Page 15 and Pages 25 through 33, emphasized the need for more housing in Wilsonville, and the project did comply with the Comprehensive Plan goals established by the City for that purpose.
- The current zoning, the RAH Zone, was actually a holding zone designed specifically for further development at a higher density, and that was based on the very definition of the RAH in the City of Wilsonville's Code.
- The plan as submitted did meet the Code requirements with the exception of the two waivers that had been requested. As Mr. Pauly had noted, and in response to questions on the side setback waiver, when Mr. Pauly said industry standard, she tended to concur with that. She worked with many other jurisdictions besides Wilsonville and the 5-ft side setback was fairly standard in all other jurisdictions, whereas 7-ft was not as standard.
 - She reemphasized that the surrounding developments also requested that same waiver, which were approved. The 5-ft side setback provided a more aesthetically-pleasing house as opposed to the 7-ft because a 26-ft wide house on a 40-ft lot was too narrow. Granting the waiver would give an additional 4-ft to the actual house for a 30-ft-side house instead.
- The Applicant had worked specifically with the neighbor to the north, Mark Kochanowski, and appreciated his concerns. They had made efforts to increase the side setback on Lots 1 and 2 to 10 ft, which was the existing side setback for the current zone, meaning theoretically, if there were no changes at all, someone could build a house within 10 ft of the side setback regardless of the proposed development.

Chair Woods asked if Ms. Skinner had a conversation with Brendon and Kristen Colyer.

Ms. Skinner replied Mr. Pauly did forward her some emails on March 18th and the Applicant revised their layout accordingly. Previously, there had been a total of 15 lots in the subdivision and a waiver request for a minimum lot size reduction down to approximately 3,600 ft. In response to the emails received from the Colyers, Wards, George Johnston, and Mark Kochanowski, the Applicant reduced the number of lots to 14, which was the minimum density, and increased the lot size to meet the minimum 5,000 sq ft lot size, which completely eliminated that waiver request, and increased the side setback on Lots 1 and 2 to 10 ft, so there was no waiver request for that side setback. Instead, the Applicant wanted to make that setback even more than the minimum required, which was 7 ft. Those changes were largely a direct result of those four communications. After those changes were made, she emailed the new site plan to the individuals whose email addresses she had so they could review it ahead of time. After that email, there was one additional response from Erin Ward, and her main suggestion was to reduce the number of lots to six. Ms. Skinner had relayed that suggestion to the Applicant, but he was not amenable to that suggestion.

Mr. O'Neil noted email correspondence mentioned concerns about traffic and the safety of children. He asked if any changes had been made to the design after reading those communications.

Ms. Skinner replied there was not a lot the Applicant could change. There was only one access. It had a curve and was not a straight-through shot, which always slowed traffic.

Mr. O'Neil asked if DKS was the engineer retained by the Applicant.

Ms. Skinner clarified it was important to note that the applicant did not retain the traffic engineer. The traffic engineer was a third-party objective engineer retained by the City of Wilsonville. The Applicant

had nothing to do with choosing the traffic engineer. She confirmed the report prepared by the third-party engineer should be accurate.

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

Peter Hurley stated he was a Planning Commissioner, but was not speaking on behalf of the Planning Commission. He noted he had previously served two terms on the DRB and lived in an adjacent neighborhood. He wanted the Board to remember that it was a quasi-judicial governing body being asked to make waivers to what the current rules were. When doing so, the Board had to figure out why they were allowing those waivers. As residents of Wilsonville, or as a judge would do, when making a judgment on a waiver, the Board needed to consider how it would benefit the community, and in terms of planning, it had to do with livability.

- If the Board was going to grant waivers to the developer, they needed to know what the developer, who like every developer would be gone in six months, would do to benefit Wilsonville and bring something better than what was already listed in the Code.
- He noted the proposed level of density was at the highest level with the smallest number of lots that were approved in Frog Pond, and there had been requests to not even have it at that level.
 - Metro was constantly pushing for higher and higher density, and people did not realize that in the entire State of Oregon only 2.8 percent of the entire state was developed, including railroads and gravel roads. He wondered what Wilsonville was getting for the higher density.
- The parking in the proposed development met minimums but might not be enough. Parking on only one side of the street, combined with driveways, might not allow for two or three cars additional for guests at the 13 houses.
- Traffic studies were only as good as the data that was entered and the modeling software used. When he was on the DRB, they reviewed Fred Meyer, which looked like it was always going to have free-flowing traffic. However, just two weekends ago, it took a friend two hours to get from Villebois to Fred Meyer on a non-holiday weekend, so the traffic impacts needed to be thought about.
- He questioned when 5-ft to 7-ft setbacks had become quasi-industry standard, because in the ten years he had sat on these Boards, developers kept coming in and asking for waivers. It was not the rule of the land; it was a waiver from 7 ft to 5ft. He cited Villebois as an example, noting it was denser now than originally planned for because even he as a DRB member had allowed 5-ft instead of 7-ft setbacks, thinking if someone wanted to live there, it was their choice. Ten years later, he wondered how the community of Wilsonville had benefited by doing that.
- In the ten years he had been doing these meetings, boards had gone from talking to an empty room to many people attending, this time for 13 little houses. He hoped the Board would take that into consideration.
- When he was on the DRB, his rule of thumb was if this many waivers were needed for something that did not bring anything new and different, it probably was not meant to be. The DRB's job was not to make the numbers work for the developer, but to make sure that the development brought a benefit to the community.

Mark Kochanowski, 28450 SW Canyon Creek Rd South, Wilsonville, 97070, stated he lived in the small ranch house just north of the proposed property. He circulated six pictures of the property which he described with the following additional comments (Exhibit D7):

- Photo 1 titled, "3 bedrooms 11 feet from property line" The south side of his home had three bedrooms, a master and guest bedroom, and his 12-year old boy's room. Tree #1, a large 30-to-40-year-old cedar, was closest to Canyon Creek Rd South. Tree #2 was closer to his house, but both hugged the property line which had a little wire fence on the other side. He had not pegged the property line yet, having just moved in in October.
- Photo 2 titled, "Backside View of our Home/Bedroom Area" had a black line running through the pictured arborvitae indicating the property line of the proposed property area. Tree #2 had large

branches that hung over his property 15 to 20-ft. His concerns regarded the homes on Lots 1 and 2. The home on Lot 1 would tower over his bedroom area; who knows, the garage, driveway, patio noise, whatever. And the house on Lot 2 would be back toward his pool area and farther away.

- Photo 3 titled, “Backside View Area of Boeckman/Dev Area” showed the tree/property line looking toward Canyon Creek South, which showed the branches of Tree #2 coming over, but he did not know where the roots were. The development would be built at the left side of the photo.
- Photo 4 showed three graphics. The top image was of lot layout of the Canyon Creek Development located two properties north of him where his neighbor, Kristen Colyer lived. He was unaware how much SROZ and math went into it, but Canyon Creek had 13 homes built in 2006. Going down the street, the layout teed off left and right, but the four houses on the left and four houses on the right ran in one direction.
 - The middle image showed the layout of the Scott Miller ultra-high density program, a 14/15home development, which confused him because last week, he heard the minimum was 13 homes. His concern with this 14-home proposal was Lots 1 and 2, shown as red boxes. Whether the setback was 5-ft, 7-ft, or 10-ft, if Ms. Beckman’s house burned down 99 times, she would not hug her home up to 10-ft of the property line next to his bedrooms. He was tired of hearing about him getting 10 feet. It was ultra-high-density, coming right up to every 10-ft line around the whole box, so it was changing the whole game of those seven ranchettes.
 - The bottom image showed what he would call a 13 Home Modified-Scott Miller “Relaxed” Proposal. If he could have his wish, he would remove the houses on Lots 1 and 2, which were boxed out in gray.
 - Photo 5 titled, “A Much more neighbor-Friendlier Development” was of the development two properties north of him, including his neighbor, Kristen Colyer’s house. The basketball hoop pole was about where the property line was located. He noted his immediate neighbor next to him got to see the backyards of their houses with 23 ft to 32 ft distance to the rooflines of the adjacent properties, which was not bad. Initially, he did not think a 15-home development would be too bad, but the sides of the proposed homes would be like a big railroad box view, seen in the next photo. When he compared the development to his neighbor, he did not think it was too bad and that he could live with it. However, when he saw the new proposal with the 14 homes, with two or three properties right against his line, he could not sleep.
- Photo 5 “A UHD – Scott Miller Development” showed the Villebois East Plan he would have in his side yard next to his bedrooms. The image was taken about 10 ft away, using Kristen Colyer’s house as an example, and indicated the view, the noise, and the lack of livability that would come with the proposed development.
- He also distributed and displayed a Word document outlining his key concerns, which he discussed with these comments:
 - His biggest concern was livability, privacy, peace of mind. He wondered if he would have to listen to garage door motors at 5:00 am with House 1 right on top of him. For Ranchettes #3 and #4, the whole game was being changed with this proposal.
 - When he measured the houses in the seven Ranchettes, unfortunately, it was a 9-ft and 11-ft distance from his bedroom walls to his property line, so his setback was the shortest and was the most impacted.
 - His second key issue was the old trees. He wanted them protected; he did not want them cut or chopped off and top-heavy so he would have to spend money to remove them so that they would not fall over.
 - Issue #3 was livability, privacy, and peace of mind regarding the house on Lot 2, which would overlook his backyard and swimming pool, but he would be happy if the house on Lot 1 was removed.
 - Issue #4 regarded the Boeckman property and whether there was a well on it that might need to be decommissioned. He was on well water and wanted his water source protected.

- He believed the proposed development was simply a big moneymaker for people who would be coming and then going. Waivers would just jam more properties in and unfortunately, there was the SROZ. He hoped the Applicant could find medium income families to buy the \$650,000 homes quickly. He would let his wife explain how they were trying to sell their house in that price range or less.

Kristen Colyer, 7750 SW Summerton St, Wilsonville, OR 97070, said she was a teacher who was present to represent the voices of the children in the neighborhood. She thanked Mr. O’Neil for mentioning the traffic. She noted the study taken on November 7th was prior to the Renaissance Homes being built and occupied. Eleven homes had been built so far with a minimum of two cars per house, and she heard five or six more homes would be built.

- Her concern was about the traffic and safety of the neighborhood children. The traffic study was done only at one point of entrance at Daybreak St, but not at the other entrance traffic used at Morningside Ave then coming down Summerton Ave to Canyon Creek Rd.
 - No parent wanted to have to chase their children on bikes or worry about them, but rather wanted them to have that utopia of being a young child running around the neighborhood. Parents already had enough to worry about with their children being out in the neighborhood. Cars were an added concern for her and her husband, as well as other parents who could not attend tonight’s hearing. They wanted their children to continue to safely play off sidewalks, riding bikes, and throwing a football.
- She noted the picture Mr. Kochanowski had taken of her house with the basketball hoop, noting her side yard was right up on Summerton Ave and she would appreciate Staff taking that into consideration with the high-density housing being proposed tonight.

Laurie Barr, 28450 SW Canyon Creek Rd, said she was the co-owner of the property to the north with her husband, Mark, and she agreed with everything her husband had stated, as well as Ms. Colyer.

- She added that prior to moving into their home in October, she lived in Villebois for the past ten years. For the first seven years, it was a wonderful neighborhood, a utopia where she could raise her child who was three when they moved in. She was sad to see what had happened to Villebois in the last three years. The traffic was tremendous. The houses were getting crammed in there. She did not feel her son was safe riding his bicycle; crime had increased and she did not want to see that happen to their current neighborhood.
- She agreed the traffic study was flawed, and that like Ms. Colyer, they needed to let their kids run around.
- Her and her husband’s biggest concern was their privacy, particularly with the home on Lot 1. People would be looking right into their backyard, right into their bedroom. Since they could not move their house, her request was that the Board not approve some of the waivers being requested; it was too dense. Specifically, she asked that Lot 1 and preferably, Lot 2 were not approved to be developed, so they would have some backyard to buffer her house, like the Colyer’s house.

George Johnston, 7897 SW Daybreak St, Wilsonville, OR, noted Daybreak St was where all the traffic would be going through. He asked if after the Board forwarded its recommendation to City Council he would need to have everything in for City Council or could he go to City Council and add more information.

Mr. Pauly replied he could testify at City Council.

Mr. Johnston understood he could testify at Council and that would be on the record without making a request for the application to be open.

Barbara Jacobson, City Attorney, clarified that Mr. Johnston's testimony tonight would already be on the record and City Council would consider everything that came into the DRB. City Council typically limited what they would hear to what was already on the record, so any important items for the record should be stated now in front of this body. She confirmed Mr. Johnston could request to leave the application open and not be voted on tonight by the DRB. She added that as long as Mr. Johnston touched on the subjects he was concerned about, that would create the record. City Council might or might not allow additional testimony.

Mr. Johnston asked if the Board was going to leave the application open or close it tonight.

Chair Woods replied the Board would make that decision after all of the testimony had been heard and the Board had further discussion.

Mr. Johnston said he had some questions so the Board might want to leave it open. He asked if SW Canyon Creek Rd was a safety corridor.

Mr. Adams stated he did not know of any streets in Wilsonville that were designated as a safety corridor per se; he did not even know if it was in the Code.

Mr. Johnston asked if Mr. Adams understood what the term meant.

Mr. Adams responded at a State level, a safety corridor generally meant that the price of a ticket was double because it was designated as an important way to move through.

Mr. Johnston said he understood a "safety corridor" to mean that different traffic studies were done at a specific high-traffic time, such as afternoon rush hour, on a particular street, which was why he asked if Canyon Creek Rd was designated a safety corridor.

Mr. Adams reiterated he was unfamiliar with the term safety corridor with any City project.

Mr. Johnston asked if the engineer had done manual counts at a specific time or if the counts were done with a counter going across the road.

Mr. Adams responded he would need to double-check; however, he had seen it done both ways, manually and with the camera.

Mr. Johnston stated people in the area used that intersection at least two or three times per day. He explained that heading westbound on Daybreak St to turn right on Canyon Creek Rd, one must cross into the crosswalk and bike lane to look left for traffic because there was no line of sight because of a fence, a pole and trees. The car must actually enter the lane of travel to determine if it was safe to proceed, which made the intersection unsafe.

- He wanted to provide more information, but he thought the hearing was going to be closed.
- He believed the application should be denied because of traffic. There was no egress out of the subdivision; everything came in but nothing was safe going out. He believed the other points had been made.
- He confirmed that after the proposal was voted on by the DRB and City Council, it would go to the Land Use Board of Appeals (LUBA), not the State Board of Appeals.

Ms. Jacobson clarified that LUBA cases could be remanded back to the City or upheld. If upheld, they could go to the Court of Appeals.

Mr. Johnston noted the City did not allow speed bumps. He believed speed bumps were best when children were present. A speed bump should be installed on Daybreak St to slow cars down, especially, if this application was approved.

Chair Woods asked if Mr. Johnston was asking for a traffic study on Canyon Creek Rd.

Mr. Johnston replied he would like a new traffic study, but he wanted a line of sight. He added that the northern portion of Canyon Creek Rd was 35 mph, as opposed to 30 mph at Daybreak St. Drivers coming from the north end of Wilsonville perceived the speed limit to still be 35 mph, which further diminished the line of sight. He believed the speed limit used to be 25 mph and it was raised to 30 mph. The City removed the ingress on the other street because of line of sight, and it was not in a safety corridor.

- He asked what would happen if the neighboring property owner adjacent to the private drive wanted to develop in the future. Why was one street private and narrower and the other a City street?

Mr. Pauly explained that he had looked at this issue carefully due to Code regarding the continuation of streets. In this case, the length of the street was a factor and another street might come off Canyon Creek Rd S to serve the public street. The private street was not likely to be continued because just the location of the SROZ would likely lead to that street being single-loaded and it would probably not be built like that, so it made sense to do a private drive there and bring another street off Canyon Creek. There was nothing compelling in his review to say that it had to be a public street.

Mr. Johnston asked if there was a creek and water on property.

Mr. Pauly replied there was a riparian area on the eastern portion of the site. He was not sure where the property line fell as far as there being water on the property.

Mr. Adams explained the lots extended down the hill, and almost all the lots on Canyon Creek Rd South did touch or go slightly passed Boeckman Creek, so most did touch the water.

Mr. Johnston asked where the EPA, DEQ, and Corps of Engineers reports were.

Mr. Pauly replied the homes were not impacting it, which was what the City's SROZ was all about. The City's natural resource professionals had reviewed the application and did not raise any concerns. They were experts and he trusted their judgment.

- He entered the six photos from Mr. Kochanowski and the one-page document noting his key concerns into the record as Exhibit D7.

Chair Woods confirmed there were no further questions and called for the Applicant's rebuttal.

Annemarie Skinner, representing the Applicant, made the following comments:

- She emphasized that only two waivers were being requested. One was for the side setback from 7 ft to 5 ft. All of the lots met the Code requirements and no waivers were being requested for minimum size, minimum lot width, minimum depth, and minimum parking requirements.
 - The second waiver was for the minimum average density, and there was no way possible to meet the City's mandated minimum density requirement and also meet the average minimum density size of 7,000 sq ft. The numbers, which were included in her findings, just did not work, thus the waiver.
 - To meet the average minimum lot size of 7,000 sq ft, the development would have to be reduced to seven lots, which did not meet the minimum requirement for number of lots. A waiver to request a minimum number of lots was not permitted.
- She addressed high-density concerns by stating that four to five lots was not high density.

- The Comprehensive Plan had a number of requirements for changing the Comprehensive Plan designation, most of which dealt with a public need. A number of items had been submitted by Mr. Pauly in the Staff report, as well as the findings submitted by the Applicant related to the public need for housing. Providing more housing was a State goal.
- She clarified Mr. Hurley's statistic about only 2.8 percent of Oregon being developed was a mandate of the State of Oregon. The City of Wilsonville was complying with the State's mandate by directing development in the UGB area to preserve the areas outside of the UGB for forest and farm. That was the goal of the State and why they had set up Metro and an urban growth boundary. In keeping with that, the City of Wilsonville changed the game essentially when they designated the lots as RAH. The very definition of RAH was a holding zone for future higher-density development.

Scott Miller, Applicant, noted comments made about developers being fly-by-night guys that were here today, gone tomorrow and stated he was an 18-year resident of Wilsonville. He had owned a home off Canyon Creek on Arnold Court for two years, and then built a house on Oak Patch Court, also off Canyon Creek Rd, where he had lived with his family for 12 years. He was now in Villebois.

- His goal in developing this site was to add another great community to Wilsonville and also to move back to it. He wanted one of the lots for himself, so he and his wife could retire there.
- They intentionally looked at the site over a number of months with a lot of comments and input from City Staff to make sure they were meeting everything and providing the best design possible. He liked the way the subdivision was laid out, which was why he wanted to move his family back there.
- He had served with Wilsonville Youth Sports for a number of years and in many different capacities. He loved the community. He was not a fly-by guy, he was a Wilsonville guy and he wanted to make that known.

Samy Nada asked if any development was built after the traffic study was conducted.

Mr. Pauly replied that traffic studies did take into consideration anything that already had approval, but was not yet built.

Chair Woods closed the public hearing at 8:33 pm.

Richard Martens moved to approve Resolution No 324, including the Staff report as amended by Exhibit A4, and the addition of Exhibits D6 and D7. Chair Woods seconded the motion.

Chair Woods noted there had been a lot of testimony, both from the Applicant, as well as the residents, regarding issues with traffic and asked for the Board's input on moving forward.

Mr. O'Neil stated that as a Wilsonville resident, his concern was that for a little over a year the Board had been provided with traffic studies and yet traffic was increasingly getting worse. He did not trust the reports. He understood DKS was supposed to be an independent organization that provided accurate reports for the City to take into consideration.

- He understood a wrong date in the report might not be a big deal to some, but if the Board was talking about changing the lives of the community and relying on reports that could not be trusted, he was going to fight against them until some legitimacy was seen in the traffic studies and traffic reports.
- He believed more affordable housing did need to be built for the elderly and first-time homebuyers. However, in order to convince long-time city residents that it was worth developing the community to allow that to happen, there needed to be legitimate, candid, honest reporting on traffic studies and there was not. Until there were, he would speak out about it, even if it put a developer's plans in jeopardy while he sat on the Board.

Mr. Martens stated it would seem the traffic report related to this particular proposed development, and DKS' estimate was that trips in and out would total 14 during peak hours. He understood there might be a question with regards to the report's legitimacy, but it would certainly seem to pass the smell test.

Mr. O'Neil retorted not on a Saturday between 4:00 pm and 6:00 pm when most people did not live and work in the community. Many residents worked in Portland and Salem and did not hit Wilsonville until after 6:00 pm.

Mr. Martens responded he did not know that and was not sure the Board knew that.

Mr. O'Neil replied he knew it because his wife worked in Portland and grumbled each night when she got home at 6:30 pm. He himself commuted for years out of Salem and it took time to get home.

Mr. Martens stated the Staff was very clear that the traffic report did not happen on a Saturday but, rather, a Tuesday. He had no reason to believe it was not accurate.

Chair Woods said he had concerns about the layout of the proposed development. In his opinion, it did not look good; it seemed pretty tight. There had been a couple of revisions to the proposal and even though the numbers panned out and were a part of the overall requirement, he believed the Board needed to look at a bit more than that. He wondered if some of the proposed park area could be used or encroached upon to make the layout more amenable overall.

Mr. Pauly clarified that the 40-ft wide lots abutting the creek were just above the minimum. The requirement for a quarter-acre of usable open space that was not the SROZ or backyards was different than Renaissance at Canyon Creek or Cross Creek. By the time that minimum park area was incorporated, the development would either have one 80-ft-wide lot or two 40-ft-wide lots. It was not ideal, but he did not see any other design options besides a large lot. The Applicant was meeting the minimum, so unless there was a better place to put the usable open space on the lot, it was just above the minimum.

Mr. Nada agreed Lot 1 looked different than everything else, which was part of the subdivision. There was a fence around it from one side. He would rather have a different layout.

Mr. O'Neil asked if keeping the hearing open would result in any further refinements.

Mr. Pauly stated the Board would want to give clear direction and understand the math the Applicant was working with. He did not know the willingness of the applicant to reduce the number of lots. If it dealt with the reorientation of lots, the Board would need to also be mindful of the 120-day land use clock, which expired June 16, and the Application still needed to have two readings at City Council.

Ms. Jacobson believed the first City Council meeting in May had been cancelled due to the lack of a quorum, but the mayor was going to call in to address one item. The Board would need to determine whether the two Council meeting would fit within that timeframe.

Mr. O'Neil understood there would not be a sufficient amount of time.

Mr. Pauly replied the application could come before the DRB Panel B in April, which would leave a fairly short turnaround time to prepare the application.

Ms. Jacobson stated that assuming there were no other issues, the timing would allow for both hearings at City Council.

Chair Woods restated the motion.

Motion failed 1 to 4 with Shawn O'Neil, Sam Scull, Aaron Woods, and Samy Nada opposed.

Mr. Pauly stated if the motion was being denied, some direction was needed on the findings.

Mr. O'Neil said it would be helpful to know what the Applicant would be willing to do. He was inclined to make a motion to allow the opportunity for further refinement, but was not sure he could provide enough direction in that motion tonight to help, nor did he know the willingness of the Applicant or the City to address that carefully.

Ms. Jacobson explained that what was within the Board's purview was to determine whether to recommend the Comprehensive Plan and Zoning Change and also whether to approve or deny the waivers. A motion could also be made to continue the hearing to have Staff work further with the Applicant and keep the record open. The DRB did not have the authority to layout where the lots would go, however, the Board could say they were not amenable to the waivers if the Board did not find sufficient justification for some or all of them. Continuing the hearing to ask Staff to work with the Applicant to address some concerns was an option if the Board could express what the main concerns were.

Mr. Pauly added the Board should be as specific as possible, even if they did not have all the answers as to what was not quite right. Any specificity regarding the Board's concerns would be helpful.

Mr. Martens said he did not believe it was the DRB's job to stop development if there were objections to developing property because property would be developed. It was not within the Board's authority to stop a project simply because they did not like the layout, unless it violated something specific, which was why the City had Staff to work that out. In his opinion, the criteria had been met and the waiver being requested was routine and minor. He believed the application needed to be readdressed as it was presented

Mr. O'Neil responded he was not focused at all on the lot layout with the exception of the traffic study. Traffic was his concern. He strongly believed that the City and the engineer did not take a thorough examination of traffic and that it was a historic problem that needed to be addressed. He was willing to examine if there was a better way because he did not think the City currently did a sufficient job and believed the DKS did a poor job in assessing this. He was not trying to stop development, but trying to ensure development was done in a way that allowed the community to enjoy their quality of life and he was concerned about safety, particularly of children.

Mr. Martens said he did not dispute the need for looking at how the traffic studies were done, but he believed it presented the DRB with the dilemma that the only option was to halt a development. It was like swatting flies with a sledgehammer. If not allowing a development to happen was the only way to deal with an issue related to traffic studies, he was not comfortable with the Board taking that approach.

Mr. O'Neil said he was uncomfortable with City taking the position that traffic engineering was an afterthought; more attention needed to be paid to it when development occurred. Because the DRB was a citizens' review board, a message must be sent or the Board was not doing its job.

Chair Woods suggested that either Mr. Martens or Mr. O'Neil propose a motion based upon their comments that the Board could put forward.

Mr. O'Neil stated he was not able to do it.

Chair Woods declared that it appeared the Board was at an impasse. He reminded that the first motion had been denied and the Board had to come up with another motion, whether it was for Staff to go back and work with the Applicant or to provide more clarity in the areas the Board did not feel comfortable with.

Mr. O'Neil asked if there was any place within the process that the Board could get input from the Applicant so as not to waste anybody's time with a useless motion.

Shawn O'Neil moved to continue Resolution No 324 to the April 25, 2016 Development Review Board meeting, directing Staff and the Applicant to work together to consider traffic studies and concerns, as well as the placement of the lots and some of the public testimony presented.

Mr. O'Neil added that he hoped Mr. Johnston would be able to submit his concerns in writing.

Mr. Adams sought direction about the type of traffic studies the Board wanted to see; he had only heard that the date was the 7th, which he believed should have been the 17th, so there was a typing error.

Mr. O'Neil stated he did not trust a study that was done one time and at one location between 4:00 pm and 6:00 pm with the wrong date.

Mr. Pauly stated in the end, the question was whether the intersection met Level of Service D, yes or no.

Mr. Adams asked how many traffic studies were wanted, reiterating that he would like more direction.

Mr. O'Neil stated Staff had submitted a faulty report for the Board to look at. Based on the testimony of residents that lived in the community, Staff did not properly take into account the traffic. He suggested Staff send people out there between 4:00 pm and 7:00 pm on Mondays and Fridays.

Mr. Pauly asked if safety was the concern, noting the City could not prevent vehicles from using streets because children used them as playgrounds. As a parent he understood that perspective, but he explained that no City Code limited the number of cars on a particular street because it was a children's playground.

Mr. O'Neil asked why traffic reports were even submitted. He understood a DKS traffic study was supposed to be used for the Board to review and asked if it should be thorough and accurate.

Mr. Pauly replied it should reflect whether or not it met the City's standard of Level of Service D.

Mr. O'Neil responded he did not buy that report and, in his opinion, it did not meet that standard.

Ms. Jacobson asked if Mr. O'Neil's concern would be addressed for this particular application, notwithstanding that he might want different things going forward with the City, if the City had DKS go out a second time, verify that it was on a weekday and expand the timeframe until 7:00 pm. Then the Board would have the preexisting traffic study with the corrected date, as well as a second day.

Mr. O'Neil stated that although his particular concern was traffic, other members of the Board had other concerns which resulted in the denial of the earlier motion, which was why he wondered if his motion was a waste of time because his concern was narrowly tailored to the traffic and safety concerns. The other Board members might not agree with his opinion, so he did not know if it was worth continuing the hearing.

Ms. Jacobson responded that addressing Mr. O'Neil's concern would be one issue and the other Board members would need to express what they were concerned about should there be a second to the motion. The Board could then decide whether giving the Applicant and Staff an additional two weeks to work on those concerns would help alleviate them. Otherwise the Board would be giving the Applicant nothing except a no. She agreed Mr. O'Neil had done a fine job at that with his motion.

Shawn O'Neil restated his motion was to continue Resolution No 324 to the April 25, 2016 Development Review Board meeting, directing Staff and the Applicant to present further refinement based on public testimony and comments from the Board regarding the traffic studies, setback waiver, density, layout, and traffic safety concerns.

Mr. O'Neil clarified that he wanted to keep the record open, he did not anticipate that the Board would hear the same testimony presented. The record had been fairly thorough. His motion was meant to offer up any additional information to address the concerns raised, not for retestifying to things already presented.

Samy Nada seconded the motion.

Chair Woods called for further discussion and clarification about the Board's concerns other than traffic

Mr. Nada stated with regard to the side yard setback waiver, he would prefer that the setback be 7-ft as the rule stated.

Mr. Scull agreed, adding his primary concern was the waiver on the setbacks. His secondary concern was the traffic flow and safety issues.

Mr. Martens clarified that the result of that would be a narrower house, sometimes referred to as a snout house, resulting in basically a big garage door with a little bit of house on the side.

Mr. Nada suggested maybe having one less property. [lot]

Chair Woods reiterated his concern overall was density and the layout, as well as the traffic up and down the street with the children.

Motion passed 4 to 1 with Richard Martens opposed.

X. Board Member Communications

A. Results of the February 8, 2016 DRB Panel A meeting

There were no comments from the Board.

XI. Staff Communications

There were none.

XII. Adjournment

The meeting adjourned at 9:02 p.m.

Respectfully submitted,

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

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, APRIL 25, 2016

6:30 PM

VII. Public Hearing:

- A. Resolution No. 324. 14-Lot Single-Family Subdivision: Beth Ann Boeckman and Karen and Marvin Lewallen – Owners.** The applicant is requesting approval of a Comprehensive Plan Map Amendment from Residential 0-1 dwelling units per acre to Residential 4-5 dwelling units per acre, a Zone Map Amendment from Residential Agriculture-Holding (RA-H) to Planned Development Residential 3 (PDR-3), a Stage I Master Plan, Stage II Final Plan, Site Design Review, Type C Tree Plan, Waiver and Tentative Subdivision Plat for a 14-lot single-family subdivision located at 28500 and 28530 SW Canyon Creek Road South. The subject site is located on Tax Lots 900 and 1000 of Section 13B, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Daniel Pauly

Case Files: DB15-0108 – Comprehensive Plan Map Amendment
DB15-0109 – Zone Map Amendment
DB15-0110 – Stage I Master Plan
DB15-0111 – Stage II Final Plan
DB15-0112 – Site Design Review
DB15-0113 – Type C Tree Plan
DB15-0114 – Waiver
DB15-0115 – Tentative Subdivision Plat

This item was continued to this date and time certain at the March 28, 2016 DRB Panel B meeting.

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

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 324**

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF A COMPREHENSIVE PLAN MAP AMENDMENT FROM RESIDENTIAL 0-1 DWELLING UNITS PER ACRE TO RESIDENTIAL 4-5 DWELLING UNITS PER ACRE, A ZONE MAP AMENDMENT FROM RESIDENTIAL AGRICULTURE-HOLDING (RA-H) TO PLANNED DEVELOPMENT RESIDENTIAL 3 (PDR-3) AND ADOPTING FINDINGS AND CONDITIONS APPROVING A STAGE I MASTER PLAN, STAGE II FINAL PLAN, SITE DESIGN REVIEW, TYPE C TREE PLAN, WAIVERS AND TENTATIVE SUBDIVISION PLAT FOR A 14-LOT SINGLE-FAMILY SUBDIVISION LOCATED AT 28500 AND 28530 SW CANYON CREEK ROAD SOUTH. THE SUBJECT SITE IS LOCATED ON TAX LOTS 900 AND 1000 OF SECTION 13B, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON. BETH ANN BOECKMAN AND KAREN AND MARVIN LEWALLEN – OWNERS. SCOTT MILLER, SAMM-MILLER LLC – APPLICANT.

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

WHEREAS, the Planning Staff has prepared staff report on the above-captioned subject dated April 18, 2016, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel B at a scheduled meeting conducted on April 25, 2016, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

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

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report dated April 18, 2016, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations, subject to City Council approval of the Comprehensive Plan Map Amendment and Zone Map Amendment Requests (DB15-0108 and DB15-0109) for:

DB15-0110 through DB15-0115, Stage I Preliminary Plan, Stage II Final Plan, Site Design Review, Type C Tree Plan, Waiver, and Tentative Subdivision Plat for a 14-lot residential subdivision, and associated parks and open space and other improvements.

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 25th day of April, 2016 and filed with the Planning Administrative Assistant on _____. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.

Shawn O’Neil, Chair, Panel B
Wilsonville Development Review Board

Attest:

Shelley White, Planning Administrative Assistant

Exhibit A1
Staff Report
Wilsonville Planning Division
14-Lot Single-Family Subdivision at 28500 and 28530 SW Canyon Creek Rd. South
Development Review Board Panel 'B'
Quasi-Judicial Public Hearing

1st Hearing Date:	March 28, 2016
Continued Hearing Date:	April 25, 2016
Date of Original Report:	March 21, 2016
Date of Revised Report:	April 18, 2016

Application Nos.:	DB15-0108 Comprehensive Plan Map Amendment DB15-0109 Zone Map Amendment DB15-0110 Stage I Preliminary Plan DB15-0111 Stage II Final Plan DB15-0112 Site Design Review DB15-0113 Type C Tree Plan DB15-0114 Waiver to Average Lot Size DB15-0115 Tentative Subdivision Plat
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Request: The request before the Development Review Board is review of a Quasi-judicial Comprehensive Plan Map Amendment, Quasi-judicial Zone Map Amendment, Class 3 Stage I Master Plan, Stage II Final Plan, Site Design Review, Type C Tree Plan, Waiver to Average Lot Size, and Tentative Subdivision Plat for the development of a 14-lot single-family subdivision.

Location: 28500 and 28530 SW Canyon Creek Road South. East side of SW Canyon Creek Road South at and just south of SW Daybreak Street. The property is specifically known as Tax Lots 900 and 1000, Section 13B, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon

Owners: Beth Ann Boeckman (28500 SW Canyon Creek Rd. S.)
Karen and Marvin Lewallen (28530 SW Canyon Creek Rd. S.)

Applicant: Scott Miller, Samm-Miller LLC

Applicant's Representative: AnneMarie Skinner, Emerio Design

Comprehensive Plan Designation (Current): Residential 0-1 dwelling units per acre
Comprehensive Plan Designation (Proposed): Residential 4-5 dwelling units per acre

Zone Map Classification (Current): RA-H (Residential Agriculture-Holding)
Zone Map Classification (Proposed): PDR-3 (Planned Development Residential-3)

Staff Reviewers: Daniel Pauly AICP, Associate Planner

Development Review Board Panel 'B' Staff Report March 21, 2016
Revised April 18, 2016

Exhibit A1

14-Lot Single-Family Subdivision 28500 and 28530 SW Canyon Creek Road South
DB15-0108 through DB15-0115

Page 1 of 105

Steve Adams PE, Development Engineering Manager
 Kerry Rappold, Natural Resources Program Manager

Staff Recommendation: Approve with conditions the requested Stage I Master Plan, Stage II Final Plan, Site Design Review request, Type C Tree Plan, Waiver to Average Lot Size, and Tentative Subdivision Plat contingent on City Council approval of the Comprehensive Plan Map Amendment and Zone Map Amendment. Recommend approval to the City Council of the Comprehensive Plan Map Amendment and Zone Map Amendment.

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.031	Authority of the Development Review Board
Subsection 4.035 (.04)	Site Development Permit Application
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.113	Standards Applying to Residential Development in Any Zone
Section 4.118	Standards Applying to Planned Development Zones
Section 4.124	Standards Applying to All Planned Development Residential Zones
Section 4.124.3	PDR-3 Zone
Sections 4.139.00 through 4.139.11	Significant Resource Overlay Zone (SROZ)
Section 4.140	Planned Development Regulations
Section 4.154	On-site Pedestrian Access and Circulation
Section 4.155	Parking, Loading, and Bicycle Parking
Section 4.167	Access, Ingress, and Egress
Section 4.171	Protection of Natural Features and Other Resources
Section 4.175	Public Safety and Crime Prevention
Section 4.176	Landscaping, Screening, and Buffering
Section 4.177	Street Improvement Standards
Section 4.197	Zone Changes and Amendments to the Development Code
Section 4.198	Comprehensive Plan Changes
Sections 4.200 through 4.220 Sections 4.236 through 4.270	Land Divisions

Sections 4.300 through 4.320	Underground Utilities
Sections 4.400 through 4.440 as applicable	Site Design Review
Sections 4.600-4.640.20	Tree Preservation and Protection
Other Documents:	
Comprehensive Plan	
Oregon Statewide Planning Goals	

Vicinity Map

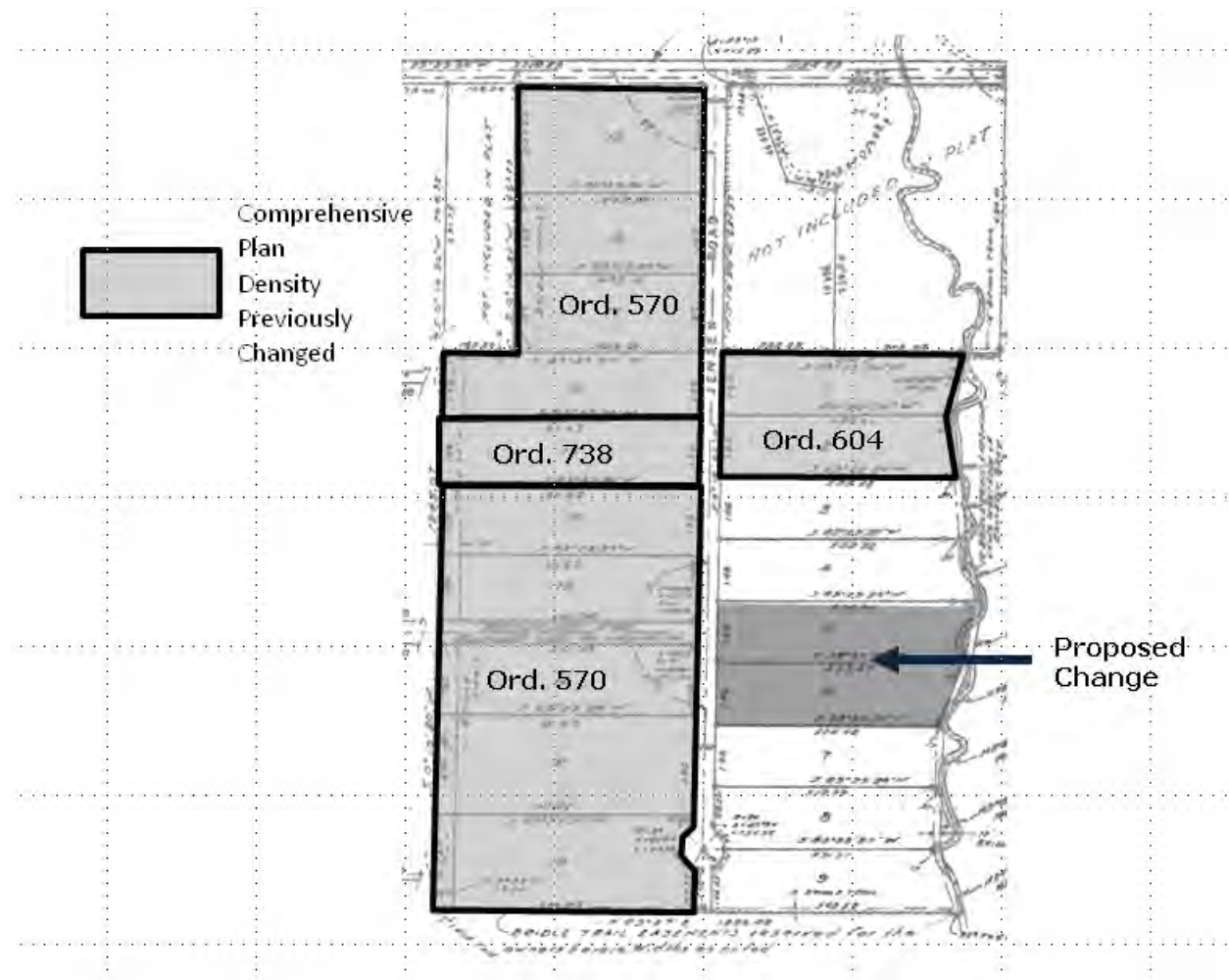


Background/Summary:

Comprehensive Plan Map Amendment (DB15-0108)

For areas of the City designated as residential on the Comprehensive Plan Map, planned densities are also indicated in dwelling units per acre. The applicant requests a change of the planned residential density of the subject properties from 0-1 dwelling units per acre to 4-5 dwelling units per acre.

The subject properties are part of the 1964 Bridle Trail Ranchettes subdivision where each lot was approximately 2 acres. When the current Comprehensive Plan Map was adopted the density for this area reflected the existing subdivision. Beginning in the mid 2000's, many of the Bridle Trail Ranchette lots were approved for Comprehensive Plan Map amendments to increase the density from 0-1 to 4-5 dwelling units an acre. Currently 12 of the original 19 Bridle Trail Ranchette lots have been approved by the City for increased density.



The first and largest approved change in this area from 0-1 to 4-5 dwelling units was in 2004 with the adoption of Ordinance No. 570 for Renaissance at Canyon Creek. The supporting staff report discussed the need of additional single-family homes to provide housing for people working in Wilsonville as well as others desiring to live here. In addition, the findings point out the limited amount of vacant residential land within the City, and that the subject area is surrounded by residential designations for higher density.

In early 2006, Ordinance No. 604 similarly changed the comprehensive plan designation for approximately 4 acres on the east side of Canyon Creek Road South from 0-1 to 4-5 dwelling units an acre for the development of the 13-lot Cross Creek Subdivision. The same findings regarding the need of additional housing units, the limited amount of vacant land within the City, and the density of surrounding areas were made.

More recently, Ordinance No. 738 approved the same density change in 2014 for a property whose owners had elected not to participate in the 2004 project and now desired to redevelop.

The owners of the subject properties and their development partner now desire for a similar change of density for the subject property for similar reasons as the other lots redeveloped in Bridle Trail Ranchettes.

Zone Map Amendment (DB15-0109)

Contingent on approval of the Comprehensive Plan Map Amendment for an increased density of 4-5 dwelling units per acre, the subject properties would receive a corresponding PDR zoning of PDR-3. This is the same zoning as other portions of Bridle Trail Ranchettes where an increased density to 4-5 dwelling units per acre has been approved.

Stage I Master Plan (DB15-0110)

The Stage I Master Plan generally establishes the location of housing, streets, and parks and open space on the properties, reviewed in more detail with the Stage II Final Plan. The planned uses of single-family residential and parks and open space are allowed in the PDR-3 zone.

Stage II Final Plan (DB15-0111)

Traffic

While residents often understandably desire a minimum amount of traffic on streets adjacent to and near their homes, minimizing traffic on every residential street is not a sustainable standard. Rather streets are designed for a certain traffic volume and the City has a Level of Service capacity standard to ensure traffic volumes from development do not exceed street and intersection capacity. The DKS Traffic Memorandum, see Exhibit A4, confirms the streets and nearby intersections continue to exceed the City's capacity standards with the proposed development. In addition, the City maintains a number of other standards including sidewalks

to separate pedestrian and vehicle traffic, crosswalk, and signage standards, among others, to support pedestrian safety on local residential and all levels of City streets.

Utilities and Services

All utility and services are readily available to support the denser development at this location.

Parks and Open Space

The City requires 25% of residential development be open space. With the preserved SROZ area, much more than 25% of the site is open space. In addition, the City requires ¼ acre of “usable open space” in addition to the SROZ area. With the park area between Lots 3 and 4 an amount in excess of ¼ acre is provided as usable open space.

Setbacks and Lot Coverage

The applicant provides lots on which the setbacks and lot coverage for the PDR-3 zone can be met.

Density and Density Transfer

Of the 4.37-acre development site, 2.04 acres are within the Significant Resource Overlay Zone (SROZ), leaving 2.33 acres outside the SROZ. The minimum density for the non-SROZ area is 9 units, and the maximum 11 units. In addition Section 4.139.11 states “for residential development proposals on lands which contain the SROZ, a transfer of density shall be permitted within the development proposal site.” The Section also lays out the formula for the density transfer as 50% of the maximum density allowed for the SROZ area under the Comprehensive Plan. The maximum Comprehensive Plan density, as proposed, is 5 units per acre. For 2.04 acres 50% of the maximum allowed density is 5 units. The applicant is proposing the minimum density for the non-SROZ area (9 units) plus the permitted density transfer (5 units) for a total of 14 units.

Lot Size and Shape

The site has 2.33 acres to accommodate the 14 lots plus other improvements, including a street, private drive, and usable open space. In addition, the applicant proposes 0.11 acres of SROZ be included as non-buildable portions of private lots. As shown in the table below, 1.75 acres, or 76,230 square feet, of the site is available for private lots. That area, if divided equally, would allow 5,445 square feet per each lot. The lot sizes range from 5,000 to 6,258 square feet to accommodate block size and shape. All lots meet the minimum width and depth requirements of the PDR-3 zone (40 foot width and 60 foot depth).

Description	Acres
Non-SROZ Area	2.33
-Streets and Private Drives	-0.48
-Tract B Usable Open Space	-0.21

=Remaining Non-SROZ Area for Private Lots	=1.64
+SROZ included as non-buildable portions of private lots	+0.11
=Total Area for Private Lots	=1.75

Significant Resource Overlay Zone (SROZ) Impacts

The only proposed impact to the SROZ area of the properties is a soft surface pedestrian trail to provide access to the area. The SROZ area will be fenced off and monitored during construction of the subdivision to protection from construction impacts.

Pedestrian Access and Circulation

The applicant’s plans show sidewalks extending along the public streets and private drive and a path is provided for access into the park and natural area. The design ensures pedestrian connectivity to the front of all homes.

Parking

The applicant plans driveways of sufficient size on each lot to satisfy the minimum parking requirement. Thus public streets or garages are not needed to meet minimum parking requirements.

Street and Access Improvements

Street and access improvements are proposed consistent with the City’s Transportation Systems Plan and Public Works Standards and other applicable standards, with one deviation, which has been determined acceptable by the City pursuant to 201.1.03 of the Public Works Standards which allows alternative designs. See Exhibit C2. The deviation is having spacing, 94.3 feet, between Daybreak Street and the new public street rather than the 100 foot or greater standard.

Site Design Review (DB15-0111)

The scope of Site Design Review is the public landscaped areas, including the landscaping in the planter strips between the sidewalk and street as well as the park area. All landscaping and fixtures are appropriate for the site, of an acceptable quality, and professionally designed enhancing the appeal of the subdivision.

Type C Tree Plan (DB15-0113)

While the development plans preserve the large forested area in the eastern portion of the properties, the plans include removal of a number of trees in the portion of site proposed for development. Staff has worked closely with the applicant to preserve trees where practicable, but in the end 33 trees need to be removed due to tree condition and construction impacts. More than 33 trees will be planted for mitigation.

Waiver to Average Lot Size (DB15-0114)

A request to waive the average lot size is directly related to the number of lots and the permitted density. The relatively low number of lots within the allowed size range of the PDR-3 zone will drive down the average lot size below the 7,000 square foot standard to meet the permitted density. Renaissance at Canyon Creek and Cross Creek subdivisions also do not maintain an average lot size of 7,000 square feet.

Tentative Subdivision Plat (DB15-0115)

The tentative subdivision plat shows all the necessary information consistent with the Stage II Final Plan for dividing the properties in a manner to allow the proposed development.

Discussion Points:

Public Comments and Applicant's Response

A number of comments from nearby residents have been received. Concerns include: traffic and street safety, spacing between proposed homes, proximity of homes to the existing home to the north of the project, too much density, size of lots, loss of open space, value of larger lots, because of small lot size homes will not be similar to other "housing in the community", narrowness of lots will lead to the garage dominating most of the house frontage, and the need of additional ingress and egress from the area. The applicant has worked with land use attorney Kelly Hossaini to provide specific responses to each of these concerns. Ms. Hossaini's letter providing the responses is Exhibit B5.

Redevelopment of Bridle Trail Ranchettes

The 1964 Bridle Trail Ranchettes Subdivision created 19 lots, many of which were approximately 2 acres in size. In the most recent adoption of the Comprehensive Plan map the entire subdivision was designated Residential 0-1 dwelling units per acre, and had a Zone Map designation of RA-H. Subsequently 9 of the 19 have been changed to 4-5 dwelling units per acre and rezoned as PDR-3. The current request continues the trend reflecting the continued infill with urban single-family densities of this area.

Republic Services Waste Collection and Turn Around

Republic Services is unable to service Lots 2 through 4. The trucks will come down the public street and turn around using the private drive. All collection bins will need to be placed along the street where the collection vehicles can reach them by coming down the street and turning around using the private drive.

Conclusion and Conditions of Approval:

Staff has reviewed the applicant's analysis of compliance with the applicable criteria. The Staff report adopts the applicant's responses as Findings of Fact except as noted in the staff's Findings. Based on the Findings of Fact and information included in this Staff Report, and information received from a duly advertised public hearing, Staff recommends the Development Review Board approve the proposed applications (DB15-0110 through DB15-0115) and recommend approval of the comprehensive plan map amendment and zone map amendment (DB15-0008 and DB15-0009) with the following conditions:

Planning Division Conditions:

Request A: DB15-0108 Comprehensive Plan Map Amendment

No conditions for this request

Request B: DB15-0109 Zone Map Amendment

The approval of the Zone Map Amendment (DB15-0109) is contingent on City Council Approval of the Comprehensive Plan Map Amendment (DB15-0108).

Request C: DB15-0110 Stage I Preliminary Plan

The approval of the Stage I Preliminary Plan (DB15-0110) is contingent on the City Council Approval of the Zone Map Amendment (DB15-0109), which is contingent on City Council Approval of the Comprehensive Plan Map Amendment (DB15-0108).

Request D: DB15-0111 Stage II Final Plan

PDD 1. The approval of the Stage II Final Plan (DB15-0111) is contingent on the City Council Approval of the Zone Map Amendment (DB15-0109), which is contingent on City Council Approval of the Comprehensive Plan Map Amendment (DB15-0108).

PDD 2. The approved final plan and stage development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or Stage II Final Plan may be approved by the Planning Director through the Class I Administrative Review Process if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements. See Finding D15.

PDD 3. Prior to the recording of the final plat of the subdivision the applicant shall submit for review and approval by the City Attorney CC&R's, bylaws, etc. related to the maintenance of the open space and park area. Such documents shall assure the long-term protection and maintenance of the open space and park areas. See Finding D30.

PDD 4. The applicant shall install sidewalks meeting the design standards of curb-tight

	sidewalks in the City's Public Works Standards at least 5 foot in width along the frontage of the private drive to provide pedestrian access to the private walkways to the front entrance of homes. The sidewalk(s) shall extend past the entire width of the furthest pedestrian access to the front entrance of a home. Such sidewalks may be in the same tract as the private drive or easements over private lots. Such sidewalks shall be shown on subsequent construction drawings, including the public works permit and site plans for the individual lots affected. See Finding D71.
PDD 5.	At least one street tree, of a species and variety approved by the City through a Class I Administrative Review process, shall be installed on each lot fronting the private drive along the sidewalk. The street trees shall be installed prior to occupancy of each home. The street trees shall be in a street tree easement granted to the City assuring long term preservation and maintenance of the tree as a street tree. See Finding D100.
PDD 6.	A waiver of remonstrance against the formation of a local improvement district shall be recorded covering the subject properties. Such waiver shall be recorded in the County Recorder's Office, as well as the City's Lien Docket, prior to or as part of the recordation of the final plat for the subdivision. See Finding D115.
PDD 7.	All travel lanes shall be constructed to be capable of carrying a twenty-three (23) ton load. See Finding D126.
PDD 8.	Temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets. See Finding D133.

Request E: DB15-0112 Site Design Review

PDE 1.	The approval of the Site Design Review request (DB15-0112) is contingent on the City Council of Approval of the Zone Map Amendment (DB15-0109), which is contingent on City Council Approval of the Comprehensive Plan Map Amendment (DB15-0108).
PDE 2.	Construction, site development, and landscaping shall be carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. Minor revisions may be approved by the Planning Director through administrative review pursuant to Section 4.030. See Finding E15.
PDE 3.	All landscaping in the parking area required and approved by the Board shall be installed prior to the issuance of the 8 th building permit for the subdivision. Street trees and planter strip landscaping on or adjoining a lot shall be completed prior to occupancy of each home, unless security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account or such other assurance of completion as shall meet with the approval of the City Attorney. In such cases the developer shall also provide

	<p>written authorization, to the satisfaction of the City Attorney, for the City or its designees to enter the property and complete the landscaping as approved. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the Board, the security may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City will be returned to the applicant. See Finding E34.</p>
PDE 4.	<p>The approved landscape plan is binding upon the applicant/owner. Substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan shall not be made without official action of the Planning Director or Development Review Board, pursuant to the applicable sections of Wilsonville’s Development Code. See Finding E35.</p>
PDE 5.	<p>All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Board, unless altered as allowed by Wilsonville’s Development Code. See Findings E36 and E37.</p>
PDE 6.	<p>The following requirements for planting of shrubs and ground cover shall be met:</p> <ul style="list-style-type: none"> • Non-horticultural plastic sheeting or other impermeable surface shall not be placed under landscaping mulch. • Native topsoil shall be preserved and reused to the extent feasible. • Surface mulch or bark dust shall be fully raked into soil of appropriate depth, sufficient to control erosion, and shall be confined to areas around plantings. • All shrubs shall be well branched and typical of their type as described in current AAN Standards and shall be equal to or better than 2-gallon containers and 10” to 12” spread. • Shrubs shall reach their designed size for screening within three (3) years of planting. • Ground cover shall be equal to or better than the following depending on the type of plant materials used: gallon containers spaced at 4 feet on center minimum, 4” pot spaced 2 feet on center minimum, 2-1/4” pots spaced at 18 inch on center minimum. • No bare root planting shall be permitted. • Ground cover shall be sufficient to cover at least 80% of the bare soil in required landscape areas within three (3) years of planting. • Appropriate plant materials shall be installed beneath the canopies of trees and large shrubs to avoid the appearance of bare ground in those locations. • Compost-amended topsoil shall be integrated in all areas to be landscaped, including lawns. See Finding E43.
PDE 7.	<p>All trees shall be balled and burlapped and conform in size and grade to “American Standards for Nursery Stock” current edition. See Finding E44.</p>
PDE 8.	<p>Plant materials shall be installed to current industry standards and be properly</p>

	staked to ensure survival. Plants that die shall be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City. See Finding E48.
PDE 9.	Final landscape construction drawings shall accurately show tree plantings in park space not conflicting with path.

Request F: DB15-0113 Type C Tree Plan

PDF 1.	The approval of the Type C Tree Plan (DB15-0113) is contingent on the City Council of Approval of the Zone Map Amendment (DB15-0109), which is contingent on City Council Approval of the Comprehensive Plan Map Amendment (DB15-0108).
PDF 2.	This approval for removal applies only to the 33 trees identified in the Applicant’s submitted materials. All other trees on the property shall be maintained unless removal is approved through separate application.
PDF 3.	The Applicant shall submit an application for a Type ‘C’ Tree Removal Permit on the Planning Division’s Development Permit Application form, together with the applicable fee. In addition to the application form and fee, the Applicant shall provide the City’s Planning Division an accounting of trees to be removed within the project site, corresponding to the approval of the Development Review Board. The applicant shall not remove any trees from the project site until the tree removal permit, including the final tree removal plan, have been approved by the Planning Division staff.
PDF 4.	The Applicant/Owner shall install the required 33 mitigation trees, as shown in the Applicant’s sheet L1, per Section 4.620 WC.
PDF 5.	The permit grantee or the grantee’s successors-in-interest shall cause the replacement trees to be staked, fertilized and mulched, and shall guarantee the trees for two (2) years after the planting date. A “guaranteed” tree that dies or becomes diseased during the two (2) years after planting shall be replaced.
PDF 6.	Prior to site grading or other site work that could damage trees, the Applicant/Owner shall install six-foot-tall chain-link fencing around the drip line of preserved trees. The fencing shall comply with Wilsonville Public Works Standards Detail Drawing RD-1230. See Finding D14.
PDF 7.	The following measures shall be taken for preservation and protection of retained trees, including the two trees overhanging Lot 1 from the property to the north. <ul style="list-style-type: none"> • Landscaping and irrigation beneath the dripline of preserved trees shall be compatible with the trees. Turf grass and other water intensive plantings are typically not appropriate. • All privacy fence installation within the drip line of the trees shall be hand dug under the supervision of a certified arborist. If tree roots are encountered, adjust the location of post holes to avoid root impacts. Mix concrete away from tree protection areas and transport using buckets or a wheel barrow. Boards shall be stockpiled outside of protected tree driplines.

- Encroachment of home foundations and walls within tree driplines is only allowed under the guidance of a certified arborist. Any necessary root and canopy pruning shall follow accepted professional practices under supervision of a certified arborist and shall not damage the overall health of the trees. Particularly for the trees overhanging Lot 1 from the property to the north, special care shall be taken in canopy pruning to maintain a symmetrical canopy. See Finding F3.

Request G: DB15-0114 Waiver to Average Lot Size

The approval of the requested Waivers (DB15-0114) is contingent on the City Council of Approval of the Zone Map Amendment (DB15-0109), which is contingent on City Council Approval of the Comprehensive Plan Map Amendment (DB15-0108).

Request H: DB15-0115 Tentative Subdivision Plat

PDH 1.	The approval of the Tentative Subdivision Plat (DB15-0115) is contingent on the City Council of Approval of the Zone Map Amendment (DB15-0109), which is contingent on City Council Approval of the Comprehensive Plan Map Amendment (DB15-0108).
PDH 2.	A reserve strip shall be placed at the end of the private drive preventing future extension. See Finding H15.
PDH 3.	Any necessary easements or dedications shall be identified on the Final Subdivision Plat.
PDH 4.	The Final Subdivision Plat shall indicate dimensions of all lots, lot area, minimum lot size, easements, proposed lot and block numbers, parks/open space by name and/or type, and any other information required as a result of the hearing process for the Stage II Final Plan or the Tentative Plat.
PDH 5.	Public Utility Easements shall be provided along frontages of lots and tracts consistent with the City’s Public Works Standards for installation of franchise utilities. See Finding H22.
PDH 6.	Easements for sanitary or storm sewers, drainage, water mains, or other public utilities shall be dedicated wherever necessary consistent with the City’s Public Works Standards. This includes over park and open space with public utilities beneath them. See Finding H22.
PDH 7.	With the final plat a street tree easement shall be granted for lots along the private drive guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees located on private property. See Finding H28.

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City’s Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision

clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Engineering Division Conditions:

All Requests:

PF 1.	Public Works Plans and Public Improvements shall conform to the “Public Works Plan Submittal Requirements and Other Engineering Requirements” in Exhibit C1.				
PF 2.	At the request of Staff, DKS Associates completed a Trip Generation Memorandum dated December 9, 2015. The project is hereby limited to no more than the following impacts. <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Estimated New PM Peak Hour Trips</td> <td style="text-align: right;">14</td> </tr> <tr> <td>Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area</td> <td style="text-align: right;">5</td> </tr> </table>	Estimated New PM Peak Hour Trips	14	Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	5
Estimated New PM Peak Hour Trips	14				
Estimated Weekday PM Peak Hour Trips Through Wilsonville Road Interchange Area	5				
PF 3.	Presently a 50-ft right-of-way exists along Canyon Creek Road South; no additional right-of-way dedication will be required along the west edge of the project.				
PF 4.	In anticipation of possible future extension of the proposed Public Street “A” applicant shall name this street McGraw Avenue.				
PF 5.	Lot 1 will be allowed one driveway access onto Canyon Creek Road South. All other lots shall obtain access via the proposed McGraw Avenue or Private Street to be constructed with the project.				
PF 6.	On frontage to Canyon Creek Road South the applicant shall be required to construct a 14-foot half-street improvement, face of curb to street centerline (asphalt roadway, curb and gutter, sidewalk, stormwater system, street lights and street trees) in compliance with Residential Street Standards as provided in the 2015 Public Works Standards. Existing street right-of-way is 50 feet; no additional right-of-way dedication is required.				
PF 7.	Applicant shall make every effort to coordinate their construction activities on Canyon Creek Road South with the previously approved Renaissance 3-Lot Partition at 28525 SW Canyon Creek Road South (AR15-0060).				
PF 8.	Applicant shall install an ADA ramp on Canyon Creek Road South opposite one of the existing ramps on the west side of the street at Daybreak Street.				
PF 9.	Applicant shall obtain water and sanitary sewer service from the existing systems in Canyon Creek Road South.				
PF 10.	Where feasible stormwater connections may be made to the public storm main in Canyon Creek Road South, provided stormwater quality and detention				

	requirements are met.
PF 11.	Where it is not feasible to connect to the stormwater main in Canyon Creek Road South the storm outfall shall be installed to the east, at the bottom of the hill to Boeckman Creek. Location and/or installation methods shall be coordinated with Community Development staff to minimize impacts in the SROZ. The outfall and appropriate energy dissipation shall be designed and installed per Section 301.7.08 of the 2015 Public Works Standards.
PF 12.	Lot 1 will be allowed to install a SS service to the main line in Canyon Creek Road South via using a 36" long radius bend, connecting the service into the upper surface of the main line using a saddle T connection.
PF 13.	Plans submitted with this DRB application do not show sanitary service to lots 5 and 6. A sanitary main line will need to be installed in the Private Street to provide the needed service.
PF 14.	In the absence of a looped water system, the applicant shall provide calculations performed by a Registered Professional Engineer in the State of Oregon showing adequate water flow for firefighting purposes (1500 gpm flow at 20 psi residual pressure with the City's Water Treatment Plant off-line) and, at applicant's cost, schedule and perform a fire flow test at the proposed new fire hydrant. Applicant to coordinate fire flow test with City staff.
PF 15.	Per Section 201.2.01.f.2 and 501.2.04.b of the 2015 Public Works Standards a fire hydrant shall be located at the end of a dead-end water main to be extended in the future in place of a blow-off.
PF 16.	For water services to Lots 5 and 6 it is allowed and recommended that a 4" water main be installed in the Private Street.

Natural Resources Division Conditions:

All Requests

NR 1.	Natural Resource Division Requirements and Advisories listed in Exhibit C3 apply to the proposed development.
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Master Exhibit List:

The following exhibits are hereby entered into the public record by the Development Review Board as confirmation of its consideration of the application as submitted. The exhibit list includes exhibits for Planning Case File DB15-0108 through DB15-0115.

Planning Staff Materials

- A1.** Staff report and findings (this document)
- A2.** Staff's Presentation Slides for Public Hearing (to be presented at Public Hearing)
Notes: The revised traffic report labeled as Exhibit A3 in the March 21st staff report has been renumbered as Exhibit C4. Exhibit A4 listing recommended staff report changes, entered into the record at the March 28th meeting, is no longer needed as part of the record as all changes listed have been incorporated into the revised staff report.

Materials from Owners and Applicant

- B1.** Applicant's Notebook: Narrative and Submitted Materials (under separate cover)
 - 1. Application Forms
 - 2. Ownership Information
 - 3. Certification of Assessment and Liens
 - 4. Traffic Report (updated, see Exhibit A3)
 - 5. Narrative and Findings (updated, see Exhibit B3)
 - 6. Reduced Drawings (not in electronic copy, same as Exhibit B2 below)
 - 7. Arborist Report
 - 8. Tree List
 - 9. Draft CC&R's
 - 10. Letter from Real Estate Broker Marla Rumpf regarding the need for more housing
 - 11. Article from "Oregon Catalyst" regarding lack of affordable housing
 - 12. Real Estate Listings in Wilsonville 3.18.16
- B2.** Drawings and Plans (under separate cover, updated, see Exhibit B4)
 - Sheet 1 of 8 Cover Sheet
 - Sheet 2 of 8 Existing Conditions Map
 - Sheet 3 of 8 Preliminary Plat
 - Sheet 4 of 8 Preliminary Grading Plan
 - Sheet 5 of 8 Street 'A' Plan and Profile
 - Sheet 6 of 8 Private Street Plan and Profile
 - Sheet 7 of 8 Preliminary Storm Water and Utilities Plan
 - Sheet 8 of 8 Tree Preservation and Removal Plan
 - Sheet L1 of 2 Street Trees
 - Sheet L2 of 2 Park Plantings
- B3.** Revised Narrative and Findings April 7, 2016 (under separate cover)

Development Review Board Panel 'B' Staff Report March 21, 2016
Revised April 18, 2016

Exhibit A1

14-Lot Single-Family Subdivision 28500 and 28530 SW Canyon Creek Road South
DB15-0108 through DB15-0115

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- B4.** Revised Drawings and Plans April 7, 2016 (under separate cover)
 - Sheet 1 of 8 Cover Sheet
 - Sheet 2 of 8 Existing Conditions Map
 - Sheet 3 of 8 Preliminary Plat
 - Sheet 4 of 8 Preliminary Grading Plan
 - Sheet 5 of 8 Street 'A' Plan and Profile
 - Sheet 6 of 8 Private Street Plan and Profile
 - Sheet 7 of 8 Preliminary Storm Water and Utilities Plan
 - Sheet 8 of 8 Tree Preservation and Removal Plan
 - Sheet L1 of 2 Street Trees
 - Sheet L2 of 2 Park Plantings
- B5.** Letter from Kelly Hossaini dated April 13, 2016 responding to concerns about the application on behalf on the applicant.
- B6.** Letter from Property Owners Beth Boeckman and Marvin and Karen Lewallen dated April 14, 2016

Development Review Team Correspondence

- C1.** Public Works Plan Submittal Requirements and Other Engineering Requirements
- C2.** Memo from Steve Adams dated March 17, 2016 Regarding Street Spacing
- C3.** Natural Resources Findings & Requirements
- C4.** Updated DKS Traffic Report with information about I-5 Interchange Impact
- C5.** Memo from Steve Adams dated April 15, 2016 regarding traffic with the following attachments:
 - a. Updated Trip Generation Memo dated April 12, 2016
 - b. Canyon Creek Road Daybreak to Morningside Speed Study June 2015
 - c. Oregon Driver Manual excerpt
 - d. Wilsonville Transportation Performance Report January 21, 2016

Other Correspondence/Public Comments

- D1.** Email Correspondence form Mark Kochanowski dated March 14, 2016
- D2.** Email from Brendan and Kristen Colyer dated March 15, 2016
- D3.** Email from Erin Ward dated March 15, 2016
- D4.** Letter from George Johnston dated March 17, 2016
- D5.** Email Correspondence Regarding Revised Site Plan dated March 21, 2016
- D6.** Public testimony and the Applicant's response received via email dated March 21, 2016 regarding the last minute changes from 15 to 14 lots.
- D7.** Six 8.5 x 11 photos and one-page document noting Mark Kochanowski's key concerns
- D8.** Letter and photos from George Johnston dated April 7, 2016
- D9.** Email from Mike Lama dated April 17, 2016

Findings of Fact:

1. The statutory 120-day time limit applies to this application. The application was received on December 23, 2015. On January 21, 2016 staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be incomplete. On February 1, 2016, the Applicant submitted new materials. On February 17, 2016 the application was deemed complete. The City must render a final decision for the request, including any appeals, by June 16, 2016.
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	RA-H	Single-family Residential
East:	PDR-4	Single-family Residential
South:	RA-H	Single-family Residential
West:	PDR-3	Single-family Residential

3. Previous Planning Approvals:
Current subdivision (Bridle Trail Ranchettes) approved prior to City incorporation.
4. The applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.

Conclusionary Findings:

NOTE: Pursuant to Section 4.014 the burden of proving the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General Section 4.008

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

Finding: These criteria are met.

Details of Finding: Processing of the application follows the applicable general procedures of this Section.

Initiating Application Section 4.009

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

Finding: This criterion is satisfied.

Details of Finding: Applications have been signed by property owners of both properties involved.

Pre-Application Conference Subsection 4.010 (.02)

Review Criteria: This section lists the pre-application process

Finding: These criteria are satisfied.

Details of Finding: A Pre-application conferences was held on April 23, 2015 (PA15-0008) in accordance with this subsection.

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

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

Finding: This criterion is satisfied.

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

General Submission Requirements Subsection 4.035 (.04) A.

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

Finding: These criteria are satisfied.

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

Zoning-Generally Section 4.110

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

Finding: These criteria are satisfied.

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

Request A: DB15-1008 Comprehensive Plan Amendment

Zoning and Land Development Ordinance

Comprehensive Plan Amendment Process

Procedures and Criteria in Comprehensive Plan Subsection 4.198 (.01)

A1. Review Criteria: "Proposals to amend the Comprehensive Plan, or to adopt new elements or sub-elements of the Plan, shall be subject to the procedures and criteria contained in the Comprehensive Plan."

Finding: These criteria are satisfied.

Details of Finding: The lot of the subject development site is of sufficient size to be developed in a manner consistent with the purposes and objectives of Section 4.140.

Review Bodies
Subsection 4.198 (.02)

A2. Review Criteria: “Following the adoption and signature of the Resolution by the Development Review Board or Planning Commission, together with minutes of public hearings on the proposed Amendment, the matter shall be shall be scheduled for public hearing before the City Council.”

Finding: These criteria are satisfied.

Details of Finding: The DRB and City Council are considering the request as described.

Applicant Agreeing to Conditions of Approval
Subsection 4.198 (.05)

A3. Review Criteria: “In cases where a property owner or other applicant has requested an amendment to the Comprehensive Plan map and the City Council has approved the change subject to conditions, the owner or applicant shall sign a statement accepting, and agreeing to complete the conditions of approval before the Comprehensive Plan map shall be changed.”

Finding: These criteria are satisfied.

Details of Finding: The owner will be required to sign a statement accepting conditions.

Comprehensive Plan Amendment Required Findings

Meets Identified Public Need
Subsection 4.198 (.01) A.

A4. Review Criteria: “Each such amendment shall include findings in support of the following: That the proposed amendment meets a public need that has been identified;”

Finding: These criteria are satisfied.

Details of Finding: The “Residential Development” portion of the Comprehensive Plan (Policy 4.1.4) identifies the need for additional housing within the City to serve housing and economic needs of residents and employees working within the City.

On the basis of the Housing Data used for the 2015 City of Wilsonville Housing Report, of the City’s 10,283 housing units, 55% are multi-family (apartments and condos), 45% are single-family.

Policy 4.1.4 and its implementation measures seek to “provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.” The proposal provides additional single-family homes supporting an ongoing desire for single-family homes at various price levels as part of Wilsonville’s strong diversity of housing unit types.

Meets Identified Public Need As Well As Reasonable Alternative
Subsection 4.198 (.01) B.

- A5. **Review Criteria:** “Each such amendment shall include findings in support of the following: That the proposed amendment meets the identified public need at least as well as any other amendment or change that could reasonably be made;”

Finding: These criteria are satisfied.

Details of Finding: The proposed subdivision has similarities in site density and housing product to other subdivisions nearby such as Renaissance at Canyon Creek and Cross Creek, and provides a consistent density and development type as the area becomes more dense and urban over time. The consistency with nearby development, while accommodating the required usable open space, makes the proposed continued residential use at the proposed density meet the need for a variety of single-family homes better than other density or design options for the site.

Supports Statewide Planning Goals
Subsection 4.198 (.01) C.

- A6. **Review Criteria:** “Each such amendment shall include findings in support of the following: That the proposed amendment supports applicable Statewide Planning Goals, or a Goal exception has been found to be appropriate;”

Finding: These criteria are satisfied.

Details of Finding: With the implementation of the proposed conditions of approval, the project supports the applicable Statewide Planning Goals.

No Conflict with Other Portions of Plan
Subsection 4.198 (.02) D.

- A7. **Review Criteria:** “Each such amendment shall include findings in support of the following: That the proposed change will not result in conflicts with any portion of the Comprehensive Plan that is not being amended.”

Finding: These criteria are satisfied.

Details of Finding: The applicant is requesting an amendment of the Comprehensive Plan Map for the subject properties. The applicant does not propose to modify or amend any other portion of the Comprehensive Plan or Plan Map.

Comprehensive Plan and Plan Components

Initiating, Applying for, and Considering Plan Amendments

Who May Initiate Plan Amendments Introduction Page 7 “Plan Amendments” 1.

- A8. **Review Criteria:** “An Amendment to the adopted Plan may be initiated by: a. The City Council, b. The Planning Commission (for legislative amendments) or Development

Review Board (for quasi-judicial amendments); or c. Application of property owner(s) or contract purchaser(s) affected or their authorized agents, as specified in #2 below.”

Finding: These criteria are satisfied.

Details of Finding: The proposed amendment has been initiated by the property owners of the subject lots.

How to Make Application

Introduction Page 7 “Plan Amendments” 2.

A9. Review Criteria: “An application for an amendment to the Plan maps or text shall be made on forms provided by the City. The application, except when initiated by the City Council, DRB, or Planning Commission, as noted in #1, above, shall be accompanied by a Plan Amendment Fee.

Finding: These criteria are satisfied.

Details of Finding: The proposed amendment has been initiated by the property owners of the subject lots who have submitted signed application forms provided by the City and paid the required application fee.

Consideration of Plan Amendments

Introduction Page 7 “Plan Amendments” 3.

A10. Review Criteria: This language specifies how the City should consider a plan amendment including: requiring the City Council consider a plan amendment only after receiving findings and recommendation from the Planning Commission or Development Review Board; having sufficient time before the first evidentiary hearing for public notice and staff report preparation, considering compliance with Statewide Planning Goals and applicable Metro Plans.

Finding: These criteria are satisfied.

Details of Finding: The City Council will consider the plan amendment only after receiving a recommendation from the Development Review Board.

Standards for Approval of Plan Amendments

Conformance with Other Portions of the Plan

Introduction Page 7 “Plan Amendments” 4. a.

A11. Review Criterion: “The proposed amendment is in conformance with those portions of the Plan that are not being considered for amendment.”

Finding: This criterion is satisfied.

Details of Finding: The change of residential density for the subject properties does not lead to nonconformance with other portions of the Comprehensive Plan.

Public Interest

Introduction Page 7 "Plan Amendments" 4. b.

A12. Review Criterion: "The granting of the amendment is in the public interest."

Finding: This criterion is satisfied.

Details of Finding: The request is in the public interest by providing needed housing. See also Finding A4.

Public Interest Best Served by Timing of Amendment

Introduction Page 7 "Plan Amendments" 4. c.

A13. Review Criterion: "The public interest is best served by granting the amendment at this time."

Finding: This criterion is satisfied.

Details of Finding: The timing of the amendment is appropriate. See Finding A5.

Factors to Address in Amendment

Introduction Page 7 "Plan Amendments" 4. d.

A14. Review Criterion: "The following factors have been adequately addressed in the proposed amendment:

- the suitability of the various areas for particular land uses and improvements;
- the land uses and improvements in the area;
- trends in land improvement;
- density of development;
- property values;
- the needs of economic enterprises in the future development of the area;
- transportation access;
- natural resources; and
- the public need for healthful, safe and aesthetic surroundings and conditions.

Finding: This criterion is satisfied.

Details of Finding: The area is suitable for the proposed development as it is in a residential area with similar development and has the necessary public services, including streets, available. It is similar to and follows the trends in recent nearby developments such as Renaissance at Canyon Creek and Cross Creek. The density is consistent with these other recent nearby developments. No evidence has been presented that the development would negatively impact property values. Preservation of Natural Resource areas is part of the development. Healthful, safe and aesthetic surroundings are ensured by application of design standards.

Conflict with Metro Requirements

Introduction Page 7 "Plan Amendments" 4. e.

A15. Review Criterion: "Proposed changes or amendments to the Comprehensive Plan do not result in conflicts with applicable Metro requirements."

Finding: This criterion is satisfied.

Details of Finding: No conflicts with Metro requirements have been identified. Particularly, Wilsonville's housing mix continues to exceed Metro's requirements.

Public Notice Requirements

Introduction Page 8 "Plan Amendments" 5.

A16. Review Criterion: This language describes the noticing requirements implemented by the City's noticing requirements for quasi-judicial review.

Finding: This criterion is satisfied.

Details of Finding: Public hearing notices have or will be sent as required.

Urban Growth Management

Urbanization for Adequate Housing

Implementation Measure 2.1.1.b.

A17. Review Criteria: "Allow urbanization to occur to provide adequate housing to accommodate workers who are employed within the City."

Finding: These criteria are satisfied.

Details of Finding: The proposal provides for additional housing density to accommodate those employed with the City. See also Finding A4.

Revenue Sources for Urbanization

Implementation Measure 2.1.1.d.

A18. Review Criteria: "Establish and maintain revenue sources to support the City's policies for urbanization and maintain needed public services and facilities."

Finding: These criteria are satisfied.

Details of Finding: Existing requirements for improvements and systems development charges apply to the development proposed concurrently with the Comprehensive Plan Map amendment.

New Development and Concurrency

Implementation Measure 2.1.1.e.

A19. Review Criteria: "Allow new development to proceed concurrently with the availability of adequate public services and facilities as specified in Public Facilities and Services Section (Section C) of the Comprehensive Plan."

Finding: These criteria are satisfied.

Details of Finding: The City's concurrency requirements in the Development Code apply to the concurrently proposed development.

Encourage Master Planning
Implementation Measure 2.1.1.f.2.

A20. Review Criteria: “To maximize design quality and conformity to the Comprehensive Plan, the City shall encourage master planning of large land areas. However, as an added growth management tool, the Development Review Board may, as a condition of approval, set an annual phasing schedule coordinated with scheduled Capital Improvements, particularly streets and related transportation facilities.”

Finding: These criteria are satisfied.

Details of Finding: The subject properties are large enough, being greater than the 2 acre threshold for planned development established in Section 4.140, to be designed consistent with the City’s planned development regulations to support design quality and conformity with the Comprehensive Plan.

Public Facilities and Services

Urban Development Only Where Facilities and Services Can Be Provided Implementation Measure 3.1.2.a.

A21. Review Criterion: “Urban development will be allowed only in areas where necessary facilities and services can be provided.”

Finding: This criterion is satisfied.

Details of Finding: Application of the concurrency standards of the City’s development code ensure the development proposed concurrently with this amendment request will have all necessary facilities and services provided. See Stage II Final Plan in Request D.

Paying for Facilities and Services Implementation Measures 3.1.3.a., 3.1.4.f., 3.1.5.c., 4.1.4.h.

A22. Review Criteria: “Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments. The City may establish and collect systems development charges (SDCs) for any or all public facilities/services, as allowed by law. An individual exception to this standard may be justified, or SDC credits given, when a proposed development is found to result in public benefits that warrant public investment to support the development.” “The cost of all line extensions and individual services shall be the responsibility of the developer and/or property owners(s) seeking service. When a major line is to be extended, the City may authorize and administer formation of a Local Improvement District (LID). All line extensions shall conform to the City Sanitary Sewer Collection System Master Plan, urbanization policies, and Public Works Standards.” “Extensions shall be made at the cost of the developer or landowner of the property being served.” “Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.”

Finding: These criteria are satisfied.

Details of Finding: The City has all necessary codes and processes in place to ensure the development pays for public facilities/services directly related to the development.

Growth and Sewer Capacity
Implementation Measure 3.1.4.b

A23. Review Criterion: “The City shall continue to manage growth consistent with the capacity of sanitary sewer facilities.”

Finding: This criterion is satisfied.

Details of Finding: The City will not allow development without adequate sanitary sewer capacity. As reviewed in the Stage II Final Plan, adequate sanitary sewer capacity exists by connecting to the existing sewer in Canyon Creek Road South.

Land Use and Development

Variety of Housing Types
Implementation Measures 4.1.4.b, 4.1.4.j., and 4.1.4.o.

A24. Review Criterion: “Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City’s desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.” “The City shall have a diverse range of housing types available within its City limits.” “The City will encourage the development of housing of various types and densities. Guided by the urbanization, public facilities, and economic elements, the City will, however, manage residential growth to ensure adequate provision of public facilities and that proposed housing satisfies local need and desires, i.e., type, price and rent levels.”

Finding: This criterion is satisfied.

Details of Finding: Wilsonville has a rich diversity of housing types. Infill in other areas of the Bridle Trail Ranchettes involved single-family residential development of a similar density as proposed (including Renaissance at Canyon Creek and Cross Creek subdivisions). The proposal supports the area’s continued role as a single-family area amongst Wilsonville’s housing mix.

Encouraging Variety
Implementation Measure 4.1.4.c

A25. Review Criterion: “encouraging variety through the use of planned developments and clusters.”

Finding: This criterion is satisfied.

Details of Finding: Being relatively small for a planned development, not a lot of variety would be expected within the development. However, a variety of lot sizes and widths

are provided allowing diversity of housing products.

Housing Balance

Implementation Measure 4.1.4.d

A26. Review Criteria: “Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.”

Finding: These criteria are satisfied.

Details of Finding: On the basis of the Housing Data for the 2015 City of Wilsonville Housing Report of the City’s 10,283 housing units, 55% are multi-family and 45% are single-family.

The proposal adds single-family to the housing mix having a minor impact on making single-family housing more balanced with multi-family. In addition, the development is proposed in a single-family area of the community where multi-family is not planned thus supporting the planned geographic distribution.

Housing Needs of Existing Residents

Implementation Measure 4.1.4.f.

A27. Review Criteria: “Accommodate the housing needs of the existing residents of the City of Wilsonville.”

Finding: These criteria are satisfied.

Details of Finding: The proposed housing will fit into the rich diversity of Wilsonville’s housing to allow existing residents to move up or move down, thus opening their units to others.

Housing Development and the Social and Economic Needs of the Community

Implementation Measure 4.1.4.g.

A28. Review Criteria: “Coordinate housing development with the social and economic needs of the community.”

Finding: These criteria are satisfied.

Details of Finding: Wilsonville has a rich diversity of housing types, to which these additional single-family homes would contribute. The diversity of housing types supports the variety of needs of members of the community.

Jobs Housing Balance

Implementation Measures 4.1.4.l. and 4.1.4.p.

A29. Review Criteria: “The City shall work to improve the balance of jobs and housing within its jurisdictional boundaries.” “In an effort to balance residential growth with the City’s

employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.”

Finding: These criteria are satisfied.

Details of Finding: It is anticipated the planned homes could be occupied by people working in Wilsonville. The location is close to employment centers including Town Center and the industrial area north of Boeckman between Canyon Creek and Parkway.

Residential Districts and Density

Implementation Measures 4.1.4.u. and 4.1.4.z.

A30. Review Criteria: “To provide variety and flexibility in site design and densities, residential lands shown on the Land Use Map of the Comprehensive Plan have been divided into districts, with different density ranges for each district. In all residential developments, other than those that are so small that it is not mathematically feasible to achieve the prescribed minimum density, the 80% minimum shall apply. The following density ranges have been prescribed for each district:

Density: 0-1 units/acre
 2-3 units/acre
 4-5 units/acre
 6-7 units/acre
 10-12 units/acre
 18-20 units/acre”

“The City shall continue to apply a minimum density standard to all zones allowing residential use, such that all development, including subdivisions, will result in the eventual build-out of 80 percent or more of the maximum number of dwelling units per net acre permitted by the zoning designation for a given development. The minimum density requirement does not apply inside areas designated by the City as open spaces or significant resource sites. The maximum-zoned density does not include the density bonus for zones that allow them.”

Finding: These criteria are satisfied.

Details of Finding: The applicant requests the density to change from 0-1 dwelling units per acre to 4-5 dwelling units per acre in an area transitioning from rural residential to denser urban residential. Similar changes have occurred on other nearby properties including the areas currently occupied by Renaissance at Canyon Creek and Cross Creek subdivisions.

2-3 or 4-5 Dwelling Unit Per Acre Residential District

“Residential Planning Districts” page D-19

A31. Review Criteria: “The purpose of this district is to provide for low density residential areas. The 2-3 du/acre density would generally fall under the PDR-2 zoning district category as outlined in the Development Code. The 4-5 du/acre density would generally

fall under the PDR-2 and PDR-3 (or other categories that could work out to this level of density) zoning district category as outlined in the Development Code.

The following areas should be designated and developed at this density:

1. Areas with access to a minor arterial, collector, or local streets. However, direct vehicular access from individual lots onto a minor arterial will be restricted.
2. Undeveloped areas adjacent to existing lower density developments, or near the fringe of the Urban Growth Boundary.
3. Areas where sensitivity to the natural environment or natural hazards warrant a reduced density.”

Finding: These criteria are satisfied.

Details of Finding: The 4-5 dwelling units designation is appropriate as adequate access to streets is available creating traffic volumes within the limits set by the City, it is adjacent to a variety of residential densities, including low density, and it is an appropriate density to allow development while preserving the natural slope and riparian areas of the properties.

Metro Urban Growth Functional Plan

Maintaining or Increasing Housing Capacity

Title 1 3.07.110

A32. Review Criteria: “Requiring each city and county to maintain or increase its housing capacity . . .”

Finding: These criteria are satisfied.

Details of Finding: The proposal will increase the City’s housing capacity within the current City limits.

Statewide Planning Goals

Citizen Involvement

Goal 1

A33. Review Criteria: “To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.”

Finding: These criteria are satisfied.

Details of Finding: A thorough citizen involvement process, as defined in Wilsonville’s Development Code and Comprehensive Plan, ensures citizen involvement in the decision.

Land Use Planning

Goal 2

A34. Review Criteria: “To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.”

Finding: These criteria are satisfied.

Details of Finding: The Comprehensive Plan Amendment is required to meet policies

based on the statewide framework and is required to provide adequate facts to make a decision based on the applicable review criteria.

Agriculture Lands

Goal 3

A35. Review Criteria: “To preserve and maintain agricultural lands.”

Finding: These criteria are satisfied.

Details of Finding: The areas proposed for new housing development are not currently in commercial agriculture use. Increasing development within the City limits has the potential to slightly lessen the demand for housing on land currently in use for commercial agriculture.

Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 5

A36. Review Criteria: “To protect natural resources and conserve scenic and historic and open spaces.”

Finding: These criteria are satisfied.

Details of Finding: The City’s SROZ overlay standards are ensuring significant natural resources on the eastern portion of the subject properties are protected.

Air, Water and Land Resources Quality

Goal 6

A37. Review Criteria: “To maintain and improve the quality of the air, water and land resources of the state.”

Finding: These criteria are satisfied.

Details of Finding: The requirements to preserve the natural area as well as storm water requirements help maintain water quality. No significant negative impacts to air and land resources can reasonably be anticipated.

Request B: DB15-0109 Zone Map Amendment

Comprehensive Plan

Diversity of Housing Types

Implementation Measure 4.1.4.b.,d.

B1. Review Criteria: “Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.” “Encourage the

Development Review Board Panel ‘B’ Staff Report March 21, 2016

Exhibit A1

Revised April 18, 2016

14-Lot Single-Family Subdivision 28500 and 28530 SW Canyon Creek Road South

DB15-0108 through DB15-0115

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construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.”

Finding: These criteria are satisfied.

Explanation of Finding: On the basis of the housing data used in the 2015 City of Wilsonville Housing Report of the City’s 10,283 housing units, 55% are multi-family and 45% are single-family. Currently hundreds of new single-family home lots have been approved, mainly in Villebois, to be developed over the next few years. Only a few smaller multi-family developments are approved or under construction. In addition, the Frog Pond west planning area is planned exclusively for single-family homes as it begins to develop in the coming years. The proposal will provide additional single-family options outside of Villebois within the existing City limits supporting a trend of increasing the number of single-family homes in relation to multi-family homes.

Development Code

Zoning Consistent with Comprehensive Plan

Section 4.029

B2. Review Criterion: “If a development, other than a short-term temporary use, is proposed on a parcel or lot which is not zoned in accordance with the Comprehensive Plan, the applicant must receive approval of a zone change prior to, or concurrently with the approval of an application for a Planned Development.”

Finding: This criterion is met or will be satisfied.

Explanation of Finding: The applicant is applying for a comprehensive plan map amendment and a zone change concurrently with a Stage I Master Plan, Stage II Final Plan, and other related development approvals. The proposed zoning is consistent with the proposed comprehensive plan residential density of 4-5 dwelling units per acre. The approval of the zone map amendment is contingent on City approval of the related comprehensive plan map amendment.

Base Zones

Subsection 4.110 (.01)

B3. Review Criterion: This subsection identifies the base zones established for the City, including the Village Zone.

Finding: This criterion is satisfied.

Explanation of Finding: The requested zoning designation of Planned Development Residential-3 “PDR-3” is among the base zones identified.

Standards for All Planned Development Residential Zones

Typically Permitted Uses
Subsection 4.124 (.01)

B4. Review Criteria: This subsection list the allowed uses in the PDR Zones.

Finding: These criteria are satisfied.

Details of Finding: The list of typically permitted uses includes single-family dwelling units, open space, and parks, covering all proposed uses on the subject properties.

Appropriate PDR Zone
Subsection 4.124 (.05)

B5. Review Criteria:

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

Finding: These criteria are satisfied.

Details of Finding: PDR-3 is the appropriate PDR designation based on the Comprehensive Plan density designation, as proposed, of 4-5 dwelling units per acre.

Zone Change Procedures
Subsection 4.197 (.02) A.

B6. Review Criteria: "That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125(.18)(B)(2), or, in the case of a Planned Development, Section 4.140;"

Finding: These criteria are satisfied.

Explanation of Finding: The applicant submitted the request for a zone map amendment as set forth in the applicable code sections.

Conformance with Comprehensive Plan Map, etc.
Subsection 4.197 (.02) B.

B7. Review Criteria: "That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text;"

Finding: These criteria are satisfied.

Explanation of Finding: The proposed zone map amendment is consistent with the proposed (see Request A) Comprehensive Map designation of Residential 4-5 dwelling units per acre. As shown in Request A and Finding B1 the request complies with applicable Comprehensive Plan text.

Residential Designated Lands
Subsection 4.197 (.02) C.

B8. Review Criteria: “In the event that the subject property, or any portion thereof, is designated as “Residential” on the City’s Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measure 4.1.4.b, d, e, q, and x of Wilsonville’s Comprehensive Plan text;”

Finding: These criteria are satisfied.

Explanation of Finding: Findings B1 under this request and A24-A30 under Request A provide the required specific findings.

Public Facility Concurrency
Subsection 4.197 (.02) D.

B9. Review Criteria: “That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized.”

Finding: These criteria are satisfied.

Explanation of Finding: The applicant’s Exhibits B1 and B2 (compliance report and the plan sheets) demonstrate the existing primary public facilities are available or can be provided in conjunction with the project.

Impact on SROZ Areas
Subsection 4.197 (.02) E.

B10. Review Criteria: “That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/ or geologic hazard are located on or about the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone;”

Finding: These criteria are satisfied.

Explanation of Finding: The proposed design of the development preserves and protects the SROZ area on the properties.

Development within 2 Years
Subsection 4.197 (.02) F.

B11. Review Criterion: “That the applicant is committed to a development schedule demonstrating that the development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change.”

Finding: This criterion is satisfied.

Explanation of Finding: Related land use approvals will expire after 2 years, so requesting the land use approvals assumes development would commence within two (2) years. However, in the scenario where the applicant or their successors do not commence development within two (2) years allowing related land use approvals to expire, the zone change shall remain in effect.

Development Standards and Conditions of Approval
Subsection 4.197 (.02) G.

B12. Review Criteria: “That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached to insure that the project development substantially conforms to the applicable development standards.”

Finding: These criteria are satisfied.

Explanation of Finding: As can be found in the findings for the accompanying requests, the applicable development standards will be met either as proposed or as a condition of approval.

Request C: DB15-0110 Stage I Preliminary Plan

Planned Development Regulations

Planned Development Purpose
Subsection 4.140 (.01)

C1. Review Criterion: The proposed revised Stage I Master Plan shall be consistent with the Planned Development Regulations purpose statement which states, “The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.”

Finding: This criterion is satisfied.

Details of Finding: The planning of Stage I Master plan area allows for homes along with

functional streets, preservation of significant natural resources, and the provision of a shared usable open space thus demonstrating it is of sufficient size for a planned development.

Planned Development Lot Qualifications

Subsection 4.140 (.02)

- C2. Review Criterion:** “Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.”

Finding: This criterion is satisfied.

Details of Finding: The project has a number of homes, a functional street, preserved open space, and a usable park area demonstrating sufficient size for consistency with the purposes and objects of Section 4.140.

- C3. Review Criteria:** “Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned “PD.” All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code.”

Finding: These criteria are satisfied.

Details of Finding: The subject property is greater than 2 acres, is designated for residential development in the Comprehensive Plan, proposed at 4-5 dwelling units per acre, and is proposed to be zoned Planned Development Residential (PDR-3). The property will be developed as a planned development with the permitted density.

Ownership Requirements

Subsection 4.140 (.03)

- C4. Review Criterion:** “The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included.”

Finding: This criterion is satisfied.

Details of Finding: A joint application has been made and signed by owners of both properties involved, Marv Lewallen and Beth Ann Boeckman.

Professional Design Team

Subsection 4.140 (.04)

- C5. Review Criteria:** “The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development. One of the professional consultants chosen by the applicant shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.”

Finding: These criteria are satisfied.

Details of Finding: As can be found in the applicant's submitted materials, appropriate professionals have been involved in the planning and permitting process. Annemarie Skinner with Emerio Design is the project manager for the planning portion of the project.

Planned Development Permit Process

Subsection 4.140 (.05)

C6. **Review Criteria:** "All parcels of land exceeding two (2) acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:

1. Be zoned for planned development;
2. Obtain a planned development permit; and
3. Obtain Development Review Board, or, on appeal, City Council approval."

Finding: These criteria are satisfied.

Details of Finding: The subject property is greater than 2 acres, is designated for residential development in the Comprehensive Plan, and is zoned proposed to be zoned Planned Development Residential. The property will be developed as a planned development.

Comprehensive Plan Consistency

Subsection 4.140 (.06)

C7. **Review Criteria:** "The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the Comprehensive Plan." "The applicant may proceed to apply for Stage I - Preliminary Approval - upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan."

Finding: These criteria are satisfied.

Details of Finding: The proposed project, as found elsewhere in this report, complies with the Planned Development Residential-3 zoning designation, which implements the proposed Comprehensive Plan designation of 'Residential' 4-5 dwelling units per acre.

Application Requirements

Subsection 4.140 (.07)

C8. **Review Criteria:** This subsection establishes that the Development Review Board shall consider a Stage I Master Plan after completion or submission of a variety of application requirements.

Finding: These criteria are satisfied.

Details of Finding: Review of the proposed revised Stage I Master Plan has been scheduled for a public hearing before the Development Review Board in accordance with this subsection and the applicant has met all the applicable submission requirements as follows:

- The property affected by the revised Stage I Master Plan is under a joint

application by the property owners, Marv Lewallen and Beth Ann Boeckman.

- The application for a Stage I Master Plan has been submitted on a form prescribed by the City.
- The professional design team and coordinator has been identified. See Finding A5.
- The applicant has stated the uses involved in the Master Plan and their locations.
- The boundary information is provided with the concurrent tentative subdivision plat request.
- Sufficient topographic information has been submitted.
- A tabulation of the land area to be devoted to various uses has been provided.
- The proposed development will be built in a single phase.
- Any necessary performance bonds will be required.
- Waivers have been requested concurrently with the Stage I Master Plan.

Standards for Residential Development in Any Zone

Outdoor Recreational Area and Open Space

Subsections 4.113 (.01) and (.02)

C9. Review Criteria: These subsections establishes general and specific requirements for recreational area and open space for residential development.

Finding: These criteria are satisfied.

Details of Finding: The list of typically permitted uses includes single-family dwelling units, open space, and parks proposed on the subject properties.

Other Standards

Subsections 4.113 (.03) through (.14)

C10. Review Criteria: These subsections establishes a number of standards for residential development in the City including setbacks, height guidelines, residential uses for treatment and training, fences, prohibited uses, accessory dwelling units, bed and breakfasts, and needed housing.

Finding: These criteria are satisfied.

Details of Finding: These standards are proposed to be met.

Standards for All Planned Development Residential Zones

Typically Permitted Uses

Subsection 4.124 (.01)

C11. Review Criteria: This subsection list the allowed uses in the PDR Zones.

Finding: These criteria are satisfied.

Details of Finding: The list of typically permitted uses includes single-family dwelling units, open space, and parks proposed on the subject properties.

Accessory Uses
Subsection 4.124 (.02)

C12. Review Criterion: This subsection list the permitted accessory uses in the PDR Zones.

Finding: This criterion is satisfied.

Details of Finding: While none of the listed accessory uses are specifically proposed, they continue to be allowed accessory uses.

Appropriate PDR Zone
Subsection 4.124 (.05)

C13. Review Criteria:

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

Finding: These criteria are satisfied.

Details of Finding: PDR-3 is the appropriate PDR designation based on the Comprehensive Plan density designation, as proposed, of 4-5 dwelling units per acre. See Requests A and B.

Block and Access Standards
Subsection 4.124 (.06)

C14. Review Criterion: This subsection lists the block and access standards for all PDR Zones.

Finding: This criterion is satisfied.

Details of Finding: Street locations and lot configurations are such as to support the development of blocks supportive of these standards with potential future development of adjacent properties.

PDR-3 Zone

Development Standards
Section 4.124.3

C15. Review Criterion: This subsection lists the development standards for the PDR-3 zone including lot size, setbacks, lot width, lot depth, height, and lot coverage.

Finding: This criterion is satisfied.

Details of Finding: The minimum lot size standard of 5,000 square feet is met or exceeded by each lot. The average lot size requirements have been requested to be waived as

discussed in greater detail under Request D and Request G. All lots are at least 40 feet wide and 60 feet deep. Setbacks will be met. Maximum height and lot coverage will be met.

Request D: DB15-0111 Stage II Final Plan

Planned Development Lot Qualifications

Lots Suitable for Planned Development
Subsection 4.140 (.02) A.

D1. Review Criteria: “Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.”

Finding: These criteria are satisfied.

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

Applicability of Planned Development Regulations
Subsection 4.140 (.02) B.

D2. Review Criteria: “Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned ‘PD.’ All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code.”

Finding: These criteria are satisfied.

Details of Finding: The subject property is greater than 2 acres, is designated for residential development in the Comprehensive Plan, and is zoned Planned Development Residential. The property will be developed as a planned development.

Ownership Requirement for Planned Developments

All Owners Must be Involved in Application
Subsection 4.140 (.03) A.

D3. Review Criterion: “The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included.”

Finding: This criterion is satisfied.

Details of Finding: A joint application has been made and signed by owners of both properties involved, Marv Lewallen and Beth Ann Boeckman.

Transfer of Land in Planned Developments
Subsection 4.140 (.03) B.

D4. Review Criterion: “Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.”

Finding: This criterion is satisfied.

Details of Finding: It is understood the properties will be subdivided, lots sold, and park areas deeded to a HOA. It is understood all the lots and tracts will be maintained consistent with the Stage II Final Plan.

Professional Design of Planned Developments

Professional Design Team
Subsection 4.140 (.04) A. and B.

D5. Review Criteria: “The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.” Appropriate Professionals listed 1. through 4.

Finding: These criteria are satisfied.

Details of Finding: As can be found in the applicant’s submitted materials, appropriate professionals have been involved in the planning and permitting process.

Professional Coordinator
Subsection 4.140 (.04) C. and D.

D6. Review Criteria: “One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.” “The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.”

Finding: These criteria are satisfied.

Details of Finding: Annemarie Skinner of Emerio Design has been designated as the professional coordinator.

Stage II Final Plan Submission Requirements and Process

Timing of Submission
Subsection 4.140 (.09) A.

D7. Review Criterion: “Unless an extension has been granted by the Development Review Board, within two (2) years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development”

Finding: This criterion is satisfied.

Details of Finding: The applicant submitted the Stage II Request concurrently with the Stage I Master Plan.

Stage I Conformance, Submission Requirements Subsection 4.140 (.09) C.

D8. Review Criteria: “The final plan shall conform in all major respects with the approved preliminary development plan, and shall include all information included in the preliminary plan plus the following:” listed 1. through 6.

Finding: These criteria are satisfied.

Details of Finding: The Stage II plans substantially conforms with the Stage I Master Plan. The applicant has provided the required drawings and other documents showing all the additional information required by this subsection.

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

D9. Review Criterion: “The final plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development or phase of development.”

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided sufficiently detailed information to indicate fully the ultimate operation and appearance of the development, including a detailed site plan and landscape plans.

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

D10. Review Criterion: “Copies of legal documents required by the Development Review Board for dedication or reservation of public facilities, or for the creation of a non-profit homeowner’s association, shall also be submitted.”

Finding: This criterion is satisfied.

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

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

D11. Review Criterion: This subsection and section identify the period for which Stage II approvals are valid.

Finding: This criterion is satisfied.

Details of Finding: The Stage II Approval, along other associated applications, will expire two (2) years after approval, unless an extension is approved..

Consistency with Plans
Subsection 4.140 (.09) J. 1.

D12. Review Criteria: “The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.”

Finding: These criteria are satisfied.

Details of Finding: With the requested Comprehensive Plan Map Amendment, Request A, the project is consistent with the Comprehensive Plan and other applicable plans of which staff is aware.

Traffic Concurrency
Subsection 4.140 (.09) J. 2.

D13. Review Criteria: “That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity Manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City’s adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.” Additional qualifiers and criteria listed a. through e.

Finding: These criteria are satisfied.

Details of Finding: As shown in revised Trip Generation Memorandum, Exhibit A4, the LOS D standard will continue to be met by existing street improvements at the studied intersections with existing, planned, and this proposed development as follows:
SW Canyon Creek Road/SW Daybreak Street LOS A/B Volume to Capacity: 0.09

Facilities and Services Concurrency
Subsection 4.140 (.09) J. 3.

D14. Review Criteria: “That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.”

Finding: These criteria are satisfied.

Details of Finding: Sufficient facilities and services, including utilities, are proposed to be developed concurrently with the subdivision and needed utility lines are available in Canyon Creek Road South.

Adherence to Approved Plans
Subsection 4.140 (.09) L.

D15. Review Criteria: “The applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a development. The approved final plan and stage development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or final development plan may be approved by the Director of Planning if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.”

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDD 2.

Details of Finding: Condition of Approval PDD 2 ensures adherence to approved plans except for minor revisions by the Planning Director.

Residential Development Standards: Open Space and Outdoor Recreation

Purpose of Outdoor Recreational Area
Subsection 4.113 (.01) A.

D16. Review Criteria: “The purposes of the following standards for outdoor recreational area are to provide adequate light, air, open space and usable recreational facilities to occupants of each residential development.”

Finding: These criteria are satisfied.

Details of Finding: The required outdoor recreational area is proposed.

Design for Privacy
Subsection 4.113 (.01) A. 1.

D17. Review Criteria: “Outdoor recreational area shall be: Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas.”

Finding: These criteria are satisfied.

Details of Finding: The proposed park area provides a shared outdoor living area without causing any privacy issues for private living areas.

Needs of Tenants
Subsection 4.113 (.01) A. 2.

D18. Review Criteria: “Recreational areas shall be provided in keeping with the needs of the prospective tenants.”

Finding: These criteria are satisfied.

Details of Finding: Providing the required area is adequate for the 14-lot subdivision.

Location Prohibitions

Subsection 4.113 (.01) A. 2.

D19. Review Criteria: “Recreational areas . . . shall not be located in required yards, parking, or maneuvering areas, or areas that are inaccessible.”

Finding: These criteria are satisfied.

Details of Finding: The proposed recreational area is not in any of the listed areas.

Waiving Outdoor Recreational Area Standard

Subsection 4.113 (.01) A. 2.

D20. Review Criteria: “Standards for outdoor recreational areas may be waived by the Development Review Board upon finding that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area.”

Finding: These criteria are satisfied.

Details of Finding: The applicant has not requested any waivers.

DRB Altering Amount of Outdoor Recreation Area

Subsection 4.113 (.01) A. 4.

D21. Review Criteria: “The Development Review Board may establish conditions of approval to alter the amount of required outdoor recreation area, based on findings of projected need for the development.”

Finding: These criteria are satisfied.

Details of Finding: No additional conditions of approval are proposed.

Outdoor Recreational Area Part of Required Open Space

Subsection 4.113 (.01) A. 5.

D22. Review Criteria: “Outdoor recreational area shall be considered to be part of the open space required in the following subsection.”

Finding: These criteria are satisfied.

Details of Finding: The shared outdoor recreational area is included as part of the open space requirement.

25 % Open Space Required

Subsection 4.113 (.02) A.

D23. Review Criteria: “In all residential subdivisions including subdivision portions of mixed use developments where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets and private drives.”

Finding: These criteria are satisfied.

Details of Finding: With much of the area in the SROZ, well in excess of 25% of the

properties are proposed as open space.

What Open Space Must Include

Subsection 4.113 (.02) A.

D24. Review Criteria: "Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space."

Finding: These criteria are satisfied.

Details of Finding: The open space includes the SROZ area plus the required usable open space. Additional discussion of open space can be found on page 4 of the applicant's findings in Exhibit B1.

Usable Open Space When SROZ is Greater than 25 % of Developable Area

Subsection 4.113 (.02) A.

D25. Review Criteria: "Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide ¼ acre of usable park area for a development of less than 100 lots, and ½ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots."

Finding: These criteria are satisfied.

Details of Finding: The applicant proposes a usable park area of 0.29 acres, exceeding the 0.25 acre requirement.

Waiving Usable Open Space Requirement

Subsection 4.113 (.02) A.

D26. Review Criteria: "The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways."

Finding: These criteria are satisfied.

Details of Finding: The applicant has not requested any related waivers.

Phasing and Usable Open Space Requirement

Subsection 4.113 (.02) A.

D27. Review Criteria: "Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement."

Finding: These criteria are satisfied.

Details of Finding: No phasing is proposed.

Easements and Dedication to the Public of Open Space
Subsection 4.113 (.02) B.

D28. Review Criteria: “Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards.”

Finding: These criteria are satisfied.

Details of Finding: The open space tracts will be owned by a homeowners association.

Including Open Space Area in Density and Lot Coverage Calculations
Subsection 4.113 (.02) B.

D29. Review Criteria: “The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.”

Finding: These criteria are satisfied.

Details of Finding: The density calculations include the open space area.

Assuring Protection and Maintenance of Open Space
Subsection 4.113 (.02) C.

D30. Review Criteria: “The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners’ association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.”

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

Details of Finding: A condition of approval requires City review of subdivision and homeowners association documents to ensure long term protection and maintenance of open space areas.

Residential Development: Setbacks for Lots Less than 10,000 Square Feet

Front Yard Setback
Subsection 4.113 (.03) B. 1.

D31. Review Criteria: “Minimum front yard setback: Fifteen (15) feet, with open porches allowed to extend to within ten (10) feet of the property line.”

Finding: These criteria are satisfied.

Details of Finding: The proposed lots will allow homes to be built meeting these setbacks.

Side Yard Setback

Subsection 4.113 (.03) B. 2.

D32. Review Criteria: “Minimum side yard setback: One story: five (5) feet; Two or more stories: seven (7) feet. In the case of a corner lot, abutting more than one street or tract with a private drive, the side yard on the street side of such lot shall be not less than ten (10) feet.”

Finding: These criteria are satisfied.

Details of Finding: The proposed lots will allow homes to be built meeting these setbacks.

Setbacks and Future Streets

Subsection 4.113 (.03) B. 4.

D33. Review Criteria: “No structure shall be erected within the required setback for any future street shown within the City’s adopted Transportation Master Plan or Transportation Systems Plan.”

Finding: These criteria are satisfied.

Details of Finding: No special setbacks are required for future planned streets.

Garage Door or Carport Setbacks

Subsection 4.113 (.03) B. 5.

D34. Review Criteria: “Minimum setback to garage door or carport entry: Twenty (20) feet. Wall above the garage door may project to within fifteen (15) feet of property line, provided that clearance to garage door is maintained. Where access is taken from an alley, garages or carports may be located no less than four (4) feet from the property line adjoining the alley.”

Finding: These criteria are satisfied.

Details of Finding: The proposed lots will allow homes to be built meeting these setbacks.

Rear Yard Setbacks

Subsection 4.113 (.03) B. 6.

D35. Review Criteria: “Minimum rear yard setback: One story: fifteen (15) feet. Two or more stories: Twenty (20) feet. Accessory buildings on corner lots must observe the same rear setbacks as the required side yard of the abutting lot.”

Finding: These criteria are satisfied.

Details of Finding: The proposed lots will allow homes to be built meeting these setbacks.

Residential Development: Height Guidelines

Height Guidelines

Subsection 4.113 (.04)

D36. Review Criteria: “The Development Review Board may regulate heights as follows:

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

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

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

Finding: These criteria are satisfied.

Details of Finding: No additional height regulations beyond the typical for the zone are recommended.

Residential Treatment Facilities

Residential Homes (Treatment Facilities) Allowed in Single-Family Development
Subsection 4.113 (.05) A.

D37. Review Criteria: "Residential Homes, as defined in Section 4.001, shall be permitted in any location where a single-family dwelling is permitted."

Finding: These criteria are satisfied.

Details of Finding: Residential Homes, though not currently planned, will be permitted in the subdivision.

Fences in Residential Development

Front Yard Fence Height
Subsection 4.113 (.08) A.

D38. Review Criteria: "The maximum height of a sight-obscuring fence located in the required front yard of a residential development shall not exceed four (4) feet."

Finding: These criteria are satisfied.

Details of Finding: No fences are proposed in the front yard.

Side and Rear Yard Fence Height
Subsection 4.113 (.08) B.

D39. Review Criteria: "The maximum height of a sight-obscuring fence located in the side yard of a residential lot shall not exceed four (4) feet forward of the building line and shall not exceed six (6) feet in height in the rear yard, except as approved by the Development Review Board. Except, however, that a fence in the side yard of residential corner lot may be up to six (6) feet in height, unless a greater restriction is imposed by the Development Review Board acting on an application. A fence of up to six (6) feet in height may be constructed with no setback along the side, the rear, and in the front yard of a residential lot adjoining the rear of a corner lot as shown in the attached Figure."

Finding: These criteria are satisfied.

Details of Finding: All fences will be required to meet these height requirements. The applicant does not propose any fences over 6 feet.

Prohibited Fence Materials

Subsection 4.113 (.08) D.

D40. Review Criteria: “Fences in residential zones shall not include barbed wire, razor wire, electrically charged wire, or be constructed of sheathing material such as plywood or flakeboard.”

Finding: These criteria are satisfied.

Details of Finding: Installed fences will not be allowed to be made of these materials.

Prohibited Uses in Residential Areas

Prohibited Uses

Subsection 4.113 (.10)

D41. Review Criteria: This subsection lists uses prohibited in residential development including: uses for structures not specifically permitted in the applicable zone, trailers travel trailers or mobile coaches for a residence except in approved RV parks, and outdoor advertising display, signs, or advertising structures as provided in the City’s sign code.

Finding: These criteria are satisfied.

Details of Finding: The applicant does not propose any prohibited uses.

Accessory Dwelling Units

Accessory Dwelling Units

Subsection 4.113 (.11)

D42. Review Criteria: This subsection establishes the standards for accessory dwelling units for all PDR zones, R zone, RA-H zone, and Village zone.

Finding: These criteria are satisfied.

Details of Finding: The applicant does not propose any accessory dwelling units. Any future accessory dwelling units will be required to conform with this subsection.

Compliance, Conditions, and Effect on Cost of Needed Housing

Impacting Needed Housing Cost

Subsection 4.113 (.14)

D43. Review Criteria: “The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type. However, consideration of these factors shall not

prevent the Board or Planning Director from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.”

Finding: These criteria are satisfied.

Details of Finding: During review of the project no conditions or requirements have been identified that would unduly increase the cost of housing proposed in the subdivision.

Standards Applying in All Planned Development Zones

Additional Height Guidelines

Subsection 4.118 (.01)

D44. Review Criterion: “In cases that are subject to review by the Development Review Board, the Board may further regulate heights as follows:

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

B. To provide buffering of low density developments by requiring the placement of three or more story buildings away from the property lines abutting a low density zone.

C. To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River.”

Finding: This criterion is satisfied.

Details of Finding: Staff does not recommend the Development Review Board require a height less than otherwise allowed as the allowed height provides for fire protection access, does not abut a low density zone where shorter homes are required, and does not impact scenic views of Mt. Hood or the Willamette River.

Underground Utilities

Subsection 4.118 (.02) and Sections 4.300 to 4.320

D45. Review Criteria: “Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.”

Finding: These criteria are satisfied.

Details of Finding: All utilities are required to be installed underground.

Waivers

Subsection 4.118 (.03)

D46. Review Criteria: “Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may” waive a number of standards as listed in A. through E.

Finding: These criteria are satisfied.

Details of Finding: The applicant requests a waiver to average lot size. See Request G.

Other Requirements or Restrictions

Subsection 4.118 (.03) E.

D47. Review Criteria: “Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may adopt other requirements or restrictions, inclusive of, but not limited to, the following:” Listed 1. through 12.

Finding: These criteria are satisfied.

Details of Finding: Staff does not recommend any additional requirements or restrictions pursuant to this subsection.

Impact on Development Cost

Subsection 4.118 (.04)

D48. Review Criteria: “The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on availability and cost. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of development. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.”

Finding: These criteria are satisfied.

Details of Finding: Staff has determined compliance or attached conditions do not unnecessarily increase the cost of development, and no evidence has been submitted to the contrary.

Requiring Tract Dedications

Subsection 4.118 (.05)

D49. Review Criteria: “The Planning Director, Development Review Board, or on appeal, the City Council, may as a condition of approval for any development for which an application is submitted, require that portions of the tract or tracts under consideration be set aside, improved, conveyed or dedicated for the following uses:” Recreational Facilities, Open Space Area, Easements.”

Finding: These criteria are satisfied.

Details of Finding: For the purposes given, no additional tracts are required.

Habitat Friendly Development Practices

Subsection 4.118 (.09)

D50. Review Criteria: “To the extent practicable, development and construction activities of any lot shall consider the use of habitat-friendly development practices, which include:

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

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

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

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

Finding: These criteria are satisfied.

Details of Finding: The portions of the subject properties proposed for development do not contain any wildlife corridors or fish passages. The site does contain SROZ area where the only development is a permitted access path. Grading on the site will be limited to necessary grading to install the site improvements and construct houses. Water, sewer and storm water are available and will be designed and constructed in accordance with the Code to minimize adverse impacts on the site, surrounding properties and environment.

Standards Applying to All Planned Development Residential Zones

Typically Permitted Uses

Subsection 4.124 (.01)

D51. Review Criteria: This subsection lists the typically permitted uses in all PDR Zones including: open space, single-family dwelling units, multi-family dwelling units subject to the density standards of the zone, public parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, and manufactured homes.

Finding: These criteria are satisfied.

Details of Finding: The applicant proposes single-family homes, open spaces, and a park, all listed as permitted uses.

Uses Permitted Accessory to Single-Family Dwellings

Subsection 4.124 (.02)

D52. Review Criteria: This subsection lists the uses permitted accessory to single-family dwellings including: uses customarily incidental, living quarters for employees or guests, accessory dwelling units, home occupations, private garage or parking area, keeping a limited amount of boarders (up to 2), temporary construction buildings, accessory buildings, and livestock and farm animals subject to City established provisions.

Finding: These criteria are satisfied.

Details of Finding: None of the listed accessory uses are specifically listed by the applicant but will be allowed consistent with this subject.

Block and Access Standards in PDR Zones

Maximum Block Perimeter

Subsection 4.124 (.06) 1.

D53. Review Criteria: "Maximum block perimeter in new land divisions: 1,800 feet."

Finding: These criteria are satisfied.

Details of Finding: Block 1 is approximately 208 long and is separated from Block 2 and Block 3 by a public street to the south and east. The residential lot area of Block 2 is 156 feet long, with an overall length of 341 feet, and is separated from Block 1 and Block 3 by a public street and a private street to the west. Block 3 is 214 feet long and is separated from Block 1 and Block 2 by a public street to the north and a private street to the east.

Maximum Spacing Between Streets for Local Access

Subsection 4.124 (.06) 2.

D54. Review Criteria: "Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard."

Finding: These criteria are satisfied.

Details of Finding: The proposed public street providing access to the project is 94.3 feet south of Daybreak Street. The distance between the subdivision entrance and the private street is 214 feet.

Maximum Block Length

Subsection 4.124 (.06) 3.

D55. Review Criteria: "Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard."

Finding: These criteria are satisfied.

Details of Finding: Both Blocks 1 and 3 are less than 330 feet. Block 2 is 341 feet long, but contains a pedestrian pathway providing access from the public street and park to the SROZ area. Additionally, the entire eastern portion of Block 2 is SROZ that will not be developed.

PDR-3 Zone Standards

Average Lot Size

Subsection 4.124.3 (.01)

D56. Review Criteria: "Average lot size: 7,000 square feet."

Finding: These criteria are satisfied.

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Details of Finding: The applicant has requested a waiver for the average lot size. See Request G.

Minimum Lot Size

Subsection 4.124.3 (.02)

D57. Review Criteria: "Minimum lot size: 5,000 square feet."

Finding: These criteria are satisfied.

Details of Finding: The applicant proposes all lots to be 5,000 square feet or more.

Minimum Density

Subsection 4.124.3 (.03)

D58. Review Criteria: "Minimum density at build out: One unit per 8,000 square feet."

Finding: These criteria are satisfied.

Details of Finding: Minimum density has been calculated based on the Comprehensive Plan density range, understood to be the controlling standard for density, as historically applied elsewhere with Planned Development Residential zoning. The minimum density calculation is as follows:

Usable (non-SROZ) acres $2.33 \times 4 \text{ du/ac} = 9.32$ or 9 lots minimum

In addition, the property is permitted a density transfer from the SROZ portion of the property equal to 50% of the expected maximum density for the SROZ area, calculated as follows:

SROZ acres $2.04 \times 5 \text{ du/ac} = 10.2 \times 0.5$ (50% SROZ transfer credit = 5.1 or 5 units)

The proposed unit count (14) is the minimum density (9) plus the permitted transfer credit (5).

Minimum Lot Width

Subsection 4.124.3 (.04) A.

D59. Review Criteria: "Minimum lot width at building line: Forty (40) feet."

Finding: These criteria are satisfied.

Details of Finding: All lot widths are 40 feet or greater as shown on the tentative plat.

Minimum Street Frontage

Subsection 4.124.3 (.04) B.

D60. Review Criteria: "Minimum street frontage of lot: Forty (40) feet; however, street frontage may be reduced to twenty-four (24) feet when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive."

Finding: These criteria are satisfied.

Details of Finding: As shown on the tentative plat all lots have 40 feet or greater of frontage on a street or private drive.

Minimum Lot Depth
Subsection 4.124.3 (.04) C.

D61. Review Criteria: "Minimum lot depth: Sixty (60) feet.

Finding: These criteria are satisfied.

Details of Finding: As shown on the preliminary plat all lots are greater than 60 feet in depth.

Maximum Height
Subsection 4.124.3 (.04) E.

D62. Review Criteria: "Maximum building or structure height: Thirty-five (35) feet."

Finding: These criteria are satisfied.

Details of Finding: No homes will be approved for construction in this subdivision with a height greater than 35 feet.

Maximum Lot Coverage
Subsection 4.124.3 (.04) F.

D63. Review Criteria: "Maximum lot coverage: Fifty percent (50%) for lots containing less than 7000 square feet. Forty-five percent (45%) for lots between 7000 and 8000 square feet. Forty percent (40%) for lots exceeding 8000 square feet."

Finding: These criteria are satisfied.

Details of Finding: All proposed lots are less than 7,000 square feet in size and thus would be allowed up to 50% lot coverage.

Significant Resource Overlay Zone

Where SROZ Regulations Apply
Section 4.139.02

D64. Review Criteria: "The regulations of this Section apply to the portion of any lot or development site, which is within a Significant Resource Overlay Zone and its associated "Impact Areas". . . Unless otherwise exempted by these regulations, any development proposed to be located within the Significant Resource Overlay Zone and/or Impact Area must comply with these regulations."

Finding: These criteria are satisfied.

Details of Finding: The regulations apply to a significant portion of the properties within the SROZ. However, the proposed trail development within the SROZ is exempt.

Uses Exempt from SROZ Regulations
Section 4.139.04

D65. Review Criteria: This subsection lists the uses and activities exempt from SROZ requirements, including "The construction of new roads, pedestrian or bike paths into the SROZ in order to provide access to the sensitive area or across the sensitive area, provided

the location of the crossing is consistent with the intent of the Wilsonville Comprehensive Plan. Roads and paths shall be constructed so as to minimize and repair disturbance to existing vegetation and slope stability.”

Finding: These criteria are satisfied.

Details of Finding: The regulations apply to a significant portion of the properties within the SROZ. However, the proposed development of a bark pathway within the SROZ is exempt.

Density Transfer from Significant Resource Overlay Zone

Transfer of Density from SROZ Permitted

Subsection 4.139.11 (.02)

D66. Review Criteria: “For residential development proposals on lands which contain the SROZ, a transfer of density shall be permitted within the development proposal site.”

Finding: These criteria are satisfied.

Details of Finding: A density transfer is proposed consistent with this subsection.

SROZ Density Transfer Formula

Subsection 4.139.11 (.02)

D67. Review Criteria: “The following formula shall be used to calculate the density that shall be permitted for allowed residential use on the property:

A. Step 1. Calculate Expected Maximum Density. The Expected Maximum Density (EMD) is calculated by multiplying the acreage of the property by the maximum density permitted in the Wilsonville Comprehensive Plan.

B. Step 2. The density that shall be permitted on the property shall be equal to the EMD obtained in Step 1, provided:

1. The density credit can only be transferred to that portion of the development site that is not located within the designated Significant Resource; and
2. 50% of the maximum number of dwelling units that are within the SROZ are allowed to be transferred to the buildable portion of the proposed development site

Finding: These criteria are satisfied.

Details of Finding: The permitted density transfer is 5 units based on the following calculation:

SROZ acres 2.04x5 du/ac (maximum density per proposed Comprehensive Plan designation) = 10.2 x 0.5 (50% SROZ transfer credit) = 5.1 or 5 units

SROZ Density Transfer Limiting Standards.

Subsection 4.139.11 (.02) B. 2.-3.

D68. Review Criteria: “2. 50% of the maximum number of dwelling units that are within the SROZ are allowed to be transferred to the buildable portion of the proposed development site provided that the standards for outdoor living area, landscaping, building height and parking shall still be met. Applicants proposing a density transfer must demonstrate

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compatibility between adjacent properties as well as satisfy the setback requirements of the zone in which the development is proposed or meet Section 4.139.10 A. above; and
3. The types of residential uses and other applicable standards permitted in the zone shall remain the same; and

Finding: These criteria are satisfied.

Details of Finding: The standards for outdoor living area, landscaping, building height and parking are still met as established by other findings under this request. The proposed lots are of a similar size as many in the area and meet the minimum of the PDR-3 zone and will allow development of homes similar to many in the area. Setbacks and relationships to adjacent properties are similar with or without the density transfer. Setbacks for the PDR-3 zone are met. Permitted single-family homes and parks and open space continue to be the only uses proposed with the density transfer. All other applicable standards are able to be met with the density transfer.

On-site Pedestrian Access and Circulation

Conformance with Standards

Section 4.154 (.01) B. 1.

D69. Review Criteria: "Development shall conform to all of the following standards:"

Finding: These criteria are satisfied.

Explanation of Finding: All of the on-site pedestrian access and circulation standards are being applied to the proposed development.

Continuous Pathway System

Section 4.154 (.01) B. 1.

D70. Review Criteria: "A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable."

Finding: These criteria are satisfied.

Explanation of Finding: Sidewalks are shown in the applicant's plans extending along the public streets and private drive. The design ensures pedestrian connectivity to the front of each home.

Safe, Direct, and Convenient

Section 4.154 (.01) B. 2.

D71. Review Criteria: "Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:"

Finding: These criteria are satisfied.

Explanation of Finding: The submitted plans show pedestrian connections to all the lots and the park and natural areas.

Free from Hazards/Smooth Surface
Section 4.154 (.01) B. 2. a.

D72. Review Criteria: “Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.”

Finding: These criteria are satisfied.

Explanation of Finding: The proposed pathways are planned to be free from hazards and will be a smooth hard surface for sidewalks and an appropriate surface for the natural secondary path into the park and natural area.

Reasonably Direct
Section 4.154 (.01) B. 2. b.

D73. Review Criteria: “The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.”

Finding: These criteria are satisfied.

Explanation of Finding: The sidewalks and pathway provide direct access to the lots and park and natural area.

Vehicle/Pathway Separation
Section 4.154 (.01) B. 3.

D74. Review Criteria: “Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.”

Finding: These criteria are satisfied.

Explanation of Finding: All pedestrian pathways are vertically and or horizontally separated, except as necessitated by driveway cuts.

Crosswalks
Section 4.154 (.01) B. 4.

D75. Review Criteria: “Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).”

Finding: These criteria are satisfied.

Explanation of Finding: Marked crosswalks with contrasting paint are proposed at the crossing of the proposed public street at Canyon Creek Road South and across the proposed public street at the entrance to the pathway to the park and natural area. In addition the sidewalk at the entrance to the private drive is concrete contrasting with the asphalt of the private drive.

Pathway Width and Surface
Section 4.154 (.01) B. 5.

D76. Review Criteria: “Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.”

Finding: These criteria are satisfied.

Explanation of Finding: All proposed pathways are 5 feet or wider.

Parking Area Design Standards

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

D77. Review Criteria: “Tables 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. Structured parking and on-street parking are exempted from the parking maximums in Table 5.”

Finding: These criteria are satisfied.

Details of Finding: Each dwelling unit requires 1 parking space. The applicant states each lot will accommodate at least 1 exterior parking space meeting the dimensions of 20 feet lot and 12 feet wide. In addition, all homes will have at least a 1 car garage and on-street parking is provided on the proposed street.

Other Parking Area Design Standards
Subsections 4.155 (.02) and (.03)

D78. Review Criteria: These subsections list a number of standards affecting the design of parking areas.

Finding: These criteria are satisfied.

Details of Finding: The applicable standards are met as follows:

Standard	Met	Explanation
Subsection 4.155 (.02) General Standards		
B. All spaces accessible and usable for Parking	☒	Standard residential driveway design is proposed for the exterior parking. Staff does not have house plans to determine the accessibility of garages for parking. However, the garages are not necessary to

		meet minimum parking requirements.
I. Surfaced with asphalt, concrete or other approved material.	<input checked="" type="checkbox"/>	Driveways and garages will be surfaced with concrete. Street surfaced with asphalt.
Drainage meeting City standards	<input checked="" type="checkbox"/>	Professionally designed drainage will meet City standards
Subsection 4.155 (.03) General Standards		
A. Access and maneuvering areas adequate.	<input checked="" type="checkbox"/>	All off-street parking areas will be accessible off the proposed street or private drive which provide adequate area for typical vehicles to circulate.
A.2. To the greatest extent possible, vehicle and pedestrian traffic separated.	<input checked="" type="checkbox"/>	Vehicle and pedestrian traffic are clearly delineated and separated except for crosswalks.

Other Parking Standards and Policies and Procedures

Parking Standards Minimum Criteria Subsection 4.155 (.02) A.

D79. Review Criteria: “The standards set forth herein shall be considered by the Development Review Board as minimum criteria.”

Finding: These criteria are satisfied.

Details of Finding: The standards are considered minimum criteria and in many cases have been exceeded such as number and size of planned parking spaces.

Parking Variances and Waivers Subsection 4.155 (.02) A. 1.-2.

D80. Review Criteria: “1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code. 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.”

Finding: These criteria are satisfied.

Details of Finding: No variances or waivers to the parking standards are requested nor would be necessary to approve the proposed subdivision.

On-Street Parking for Parking Calculations
Subsection 4.155 (.03) F.

- D81. Review Criteria:** “On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking standards.”
Finding: These criteria are satisfied.
Details of Finding: The parking requirements are met without counting on-street parking.

Access, Ingress, and Egress

Access at Defined Points
Subsection 4.167 (.01)

- D82. Review Criterion:** “Each access onto streets or private drives shall be at defined points as approved by the City”
Finding: This criterion is satisfied.
Details of Finding: The access points are at defined points appropriate for a local street.

Health, Safety, and Welfare
Subsection 4.167 (.01)

- D83. Review Criterion:** “Each access onto streets or private drives shall be . . . consistent with the public's health, safety and general welfare.”
Finding: This criterion is satisfied.
Details of Finding: By virtue of meeting applicable standards of Chapter 4 as well as having a requirement to meet Public Works Standards a finding can be made the access points will be consistent with the public’s health, safety and general welfare.

Approval of Access Points
Subsection 4.167 (.01)

- D84. Review Criterion:** “Such defined points of access shall be approved at the time of issuance of a building permit if not previously determined in the development permit.”
Finding: This criterion is satisfied.
Details of Finding: The Engineering Division is reviewing and approving all points of access to public streets.

Protection of Natural Features and Other Resources

Regard for Natural Terrain and Features
Section 4.171 (.02) A.

- D85. Review Criteria:** “All developments shall be planned, designed, constructed and maintained with maximum regard to natural terrain features and topography, especially hillside areas, floodplains, and other significant landforms.”

Finding: These criteria are satisfied.

Details of Finding: Development is limited to the more open gently sloping portion of the site protecting the forested riparian area within the SROZ.

Grading Compliance with Uniform Building Code Section 4.171 (.02) B.

D86. Review Criteria: “All grading, filling and excavating done in connection with any development shall be in accordance with the Uniform Building Code”

Finding: These criteria are satisfied.

Details of Finding: Prior to any site earth work a grading permit must be issued by the City’s Building Division ensuring planned grading conforms with the Uniform Building Code.

Limiting Soil Disturbance Section 4.171 (.02) C. 1.

D87. Review Criteria: “all developments shall be planned, designed, constructed and maintained so as to: Limit the extent of disturbance of soils and site by grading, excavation and other land alterations”

Finding: These criteria are satisfied.

Details of Finding: Grading and disturbance is limited to only areas necessary for street construction, home sites, and park improvements.

Avoiding Erosion, Pollution, etc. Section 4.171 (.02) C. 2.

D88. Review Criteria: “all developments shall be planned, designed, constructed and maintained so as to: Avoid substantial probabilities of: (1) accelerated erosion; (2) pollution, contamination, or siltation of lakes, rivers, streams and wetlands; (3) damage to vegetation; (4) injury to wildlife and fish habitats.”

Finding: These criteria are satisfied.

Details of Finding: Erosion control measures will be required during construction and no indications exist of the development leading to accelerated erosion, pollution, contamination, or siltation of water bodies, damage to significant native vegetation, or injury to wildlife or fish habitat.

Minimize Tree Removal Section 4.171 (.02) C. 3.

D89. Review Criteria: “all developments shall be planned, designed, constructed and maintained so as to: Minimize the removal of trees and other native vegetation that stabilize hillsides, retain moisture, reduce erosion, siltation and nutrient runoff, and preserve the natural scenic character.”

Finding: These criteria are satisfied.

Details of Finding: Both the applicant and staff have carefully reviewed the tree removal plan to maximize the number of retained trees. Tree removal is limited to non-viable trees, and viable trees were construction impacts from streets, utilities, and home placement are not reasonably avoidable.

Timing of Vegetation Disturbance

Section 4.171 (.04) A. 1.

D90. Review Criteria: “All developments shall be planned, designed, constructed and maintained so that: Existing vegetation is not disturbed, injured, or removed prior to site development and prior to an approved plan for circulation, parking and structure location.”

Finding: These criteria are satisfied.

Details of Finding: The applicant is not authorized to remove any vegetation that otherwise would not be removed for property maintenance or other non-development related reasons.

Incorporation of Trees and Wooded Area in Site Planning

Section 4.171 (.04) A. 2.

D91. Review Criteria: “All developments shall be planned, designed, constructed and maintained so that: Existing wooded areas, significant clumps/groves of trees and vegetation, and all trees with a diameter at breast height of six inches or greater shall be incorporated into the development plan and protected wherever feasible.”

Finding: These criteria are satisfied.

Details of Finding: The preservation of the forested riparian area along the eastern edge of the site is part of the site planning. Both the applicant and staff have carefully reviewed the tree removal plan to maximize the number of retained trees during home development.

Preservation of Trees in Right-of-Way

Section 4.171 (.04) A. 3.

D92. Review Criteria: “All developments shall be planned, designed, constructed and maintained so that: Existing trees are preserved within any right-of-way when such trees are suitably located, healthy, and when approved grading allows.”

Finding: These criteria are satisfied.

Details of Finding: Both the applicant and staff have carefully reviewed the tree removal plan and have not found additional trees appropriate to preserve within the right-of-way.

Tree Protection During Construction
Section 4.171 (.04) B.

D93. Review Criteria: "Trees and woodland areas to be retained shall be protected during site preparation and construction according to City Public Works design specifications, by:"
Listed 1. through 4.

Finding: These criteria are satisfied.

Details of Finding: As required under Request F, retained trees will be protected during construction consistent with City standards.

Public Safety and Crime Prevention

Design for Public Safety
Subsection 4.175 (.01)

D94. Review Criteria: "All developments shall be designed to deter crime and insure public safety."

Finding: These criteria are satisfied.

Details of Finding: The development will be a fairly traditional single-family subdivision to create a quiet area with eyes on the street to discourage crime.

Addressing and Directional Signing
Subsection 4.175 (.02)

D95. Review Criteria: "Addressing and directional signing shall be designed to assure identification of all buildings and structures by emergency response personnel, as well as the general public."

Finding: These criteria is satisfied.

Details of Finding: All homes will be required to have addresses meeting applicable requirements.

Surveillance and Access
Subsection 4.175 (.03)

D96. Review Criterion: "Areas vulnerable to crime shall be designed to allow surveillance. Parking and loading areas shall be designed for access by police in the course of routine patrol duties."

Finding: This criterion is satisfied.

Details of Finding: No parking or loading areas are proposed needing surveillance. No other areas especially vulnerable to crime are proposed.

Lighting to Discourage Crime
Subsection 4.175 (.04)

D97. Review Criterion: "Exterior lighting shall be designed and oriented to discourage crime."

Finding: This criterion is satisfied.

Details of Finding: No specific lighting is proposed or needed to discourage crime.

Landscaping Standards

Landscape Code Compliance
Subsection 4.176 (.02) B.

D98. Review Criteria: “All landscaping and screening required by this Code must comply with all of the provisions of this Section, unless specifically waived or granted a Variance as otherwise provided in the Code. The landscaping standards are minimum requirements; higher standards can be substituted as long as fence and vegetation-height limitations are met. Where the standards set a minimum based on square footage or linear footage, they shall be interpreted as applying to each complete or partial increment of area or length”

Finding: These criteria are satisfied.

Details of Finding: The applicant has not requested any waivers or variances to landscape standards. Thus all landscaping and screening must comply with standards of this section.

Intent and Required Materials
Subsections 4.176 (.02) C. through I.

D99. Review Criteria: These subsections identify the various landscaping standards, including the intent of where they should be applied, and the required materials.

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDD 4.

Details of Finding: All landscape areas subject to the landscape standards are required to meet the general landscape standard. The standard is met except on the frontage of the lots facing the private drive, which does not have street trees. Condition of Approval PDD 4 requires one street tree for each lot along the private drive.

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

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

Materials Provided: Street trees where driveway cuts and infrastructure placement allows, additional evergreen trees in the park area. All additional landscaping strip and park areas will have groundcover.

Landscape Area
Subsection 4.176 (.03)

D100. Review Criteria: “Not less than fifteen percent (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten percent (10%) parking area landscaping required by section 4.155.03(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement.”

Finding: These criteria are satisfied.

Details of Finding: In residential development this standard is met by the open space requirements in Section 4.113.

Landscape Locations
Subsection 4.176 (.03)

D101. Review Criteria: “Landscaping shall be located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures.”

Finding: These criteria are satisfied.

Details of Finding: Landscaping is provided in all the landscaping strips throughout the project in addition to the proposed park and open space.

Use of Landscaping
Subsection 4.176 (.03)

D102. Review Criteria: “Landscaping shall be used to define, soften or screen the appearance of buildings and off-street parking areas.”

Finding: These criteria are satisfied.

Details of Finding: While landscaping will soften homes from the street, no other buildings or off-street parking areas requiring screening are proposed.

Plant Material Variety
Subsection 4.176 (.03)

D103. Review Criteria: “Materials to be installed shall achieve a balance between various plant forms, textures, and heights.”

Finding: These criteria are satisfied.

Details of Finding: Applicant’s sheet L1 and L2 indicate a variety of landscaping materials that create the variety required by this subsection.

Native Plant Material Use
Subsection 4.176 (.03)

D104. Review Criteria: “The installation of native plant materials shall be used whenever practicable.”

Finding: These criteria are satisfied.

Details of Finding: The level of native plant use is appropriate for the application.

Buffering and Screening
Subsection 4.176 (.04)

D105. Review Criteria: “Additional to the standards of this subsection, the requirements of the Section 4.137.5 (Screening and Buffering Overlay Zone) shall also be applied, where applicable.

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

Finding: These criteria are satisfied.

Details of Finding: No buffering and screening pursuant to this subsection is required or proposed.

Landscape Plans
Subsection 4.176 (.09)

D106. Review Criteria: “Landscape plans shall be submitted showing all existing and proposed landscape areas. Plans must be drawn to scale and show the type, installation size, number and placement of materials. Plans shall include a plant material list. Plants are to be identified by both their scientific and common names. The condition of any existing plants and the proposed method of irrigation are also to be indicated.”

Finding: These criteria are satisfied.

Details of Finding: Applicant’s sheets L1 and L2 provide the required information.

Street Improvement Standards-Generally

Conformance with Standards and Plan
Subsection 4.177 (.01)

D107. Review Criteria: “Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan,”

Finding: These criteria are satisfied.

Details of Finding: As shown in the findings below, the proposed public improvements are subject to the standards of Section 4.177 as well as the Public Works Standards and the TSP with the exception of the intersection spacing between SW Daybreak Street and the proposed public street which is 94.3 feet rather than the standard of 100 feet or greater. Exhibit C2 regards the City Engineer’s approval of the reduced distance as allowed by Section 201.1.03 of the Public Works Standards.

The Engineering Division will issue a Public Works Permit prior to construction and inspect during construction ensuring the Public Works Standards are met. Canyon Creek Road South and the proposed new public street are local streets with no specific requirements or deficiencies in the Transportation System Plan outside the typical design requirements.

Rough Proportionality Subsection 4.177 (.01)

D108.Review Criteria: This subsection establishes public facility improvements required shall be in rough proportion to the potential impacts of the development.

Finding: These criteria are satisfied.

Details of Finding: Standard half street improvements are required and full-street improvements where the development is on both sides. No analysis of rough proportionality is necessary as the applied standards are the typical minimal standards and no questions exist regarding public improvements and rough proportionality.

Timing of Street Improvements Subsection 4.177 (.01)

D109.Review Criteria: “Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.”

Finding: These criteria are satisfied.

Details of Finding: Street improvements will be constructed prior to any home construction.

Street Improvement Standards-Adjoining Property Connectivity

Streets and Adjoining Properties Subsection 4.177 (.02) A.

D110.Review Criteria: “All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.”

Finding: These criteria are satisfied.

Details of Finding: The public street proposed allows for future extension onto adjacent properties.

Adjoining Property Connections
Subsection 4.177 (.02) A. 1.

D111. Review Criteria: “Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).”

Finding: These criteria are satisfied.

Details of Finding: The proposed public street allows for future extension onto adjacent properties.

Street Improvement Standards-Right-of-Way

Right-of-Way Width Determination
Subsection 4.177 (.02) B.

D112. Review Criteria: “The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.”

Finding: These criteria are satisfied.

Details of Finding: The proposed street is shown consistent with Figure 3-9 of the 2013 Transportation Systems Plan.

Right-of-Way Dedication
Subsection 4.177 (.02) C. 1.

D113. Review Criteria: “Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.”

Finding: These criteria are satisfied.

Details of Finding: Right-of-way dedication is proposed as part of the Tentative Subdivision Plat. See Request H.

Waiver of Remonstrance
Subsection 4.177 (.02) C. 2.

D114. Review Criterion: “The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder’s Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.”

Finding: This criterion will be satisfied by Condition of Approval PDD 5

Details of Finding: Condition of Approval PDD 5 requires the waiver of remonstrance.

Arterial Street Setbacks
Subsection 4.177 (.02) C. 3.

D115. Review Criteria: “In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.”

Finding: These criteria are satisfied.

Details of Finding: The Transportation Systems Plan does not show any arterial streets adjacent to the site.

Street Improvement Standards-Dead End Streets

Dead-end Streets
Subsection 4.177 (.02) D.

D116. Review Criteria: “Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street.”

Finding: These criteria are satisfied.

Details of Finding: The full length of the proposed public street exceeds the 200-foot maximum for a dead-end street. However, the project does contain a private drive at the halfway point of the public street, providing an outlet and turn-around for emergency services and, while it is a dead end now, the street is designed to be extended with potential future development to the north. Only 13 lots take access from the new street or the connected private drive.

Street Improvement Standards-Clearance

Corner Vision Clearance
Subsection 4.177 (.02) E.

D117. Review Criteria: “A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:” Listed a. through e.

Finding: These criteria are satisfied.

Details of Finding: The design of the development enables the required vision clearance to

be met.

Vertical Clearance
Subsection 4.177 (.02) F.

D118. Review Criteria: “Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.”

Finding: These criteria are satisfied.

Details of Finding: The design of the development enables the required vertical clearance to be met.

Street Improvement Standards- Interim Improvements

Interim Improvement Standards
Subsection 4.177 (.02) G.

D119. Review Criteria: “It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.” Listed 1 through 3 including asphalt overlays, half-street improvements, and single-asphalt lifts.

Finding: These criteria are satisfied.

Details of Finding: No interim improvements are proposed.

Street Improvement Standards-Sidewalks

Sidewalks Required
Subsection 4.177 (.03)

D120. Review Criteria: “Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.”

Finding: These criteria are satisfied.

Details of Finding: Sidewalks are proposed on both sides of the proposed public street, and along the project frontage with Canyon Creek Road South.

Through Zone
Subsection 4.177 (.03) A.

D121. Review Criteria: “Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.”

Finding: These criteria are satisfied.

Details of Finding: All sidewalks are shown with a through zone of at least five feet.

Sidewalks on One Side
Subsection 4.177 (.03) B.

D122. Review Criteria: “Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.”

Finding: These criteria are satisfied.

Details of Finding: Sidewalks are proposed on both sides of the proposed street as well as the project’s side of Canyon Creek Road South.

Street Improvement Standards-Bicycle Facilities and Multiuse Paths

Bicycle Facilities and TSP
Subsection 4.177 (.04)

D123. Review Criteria: “Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.”

Finding: These criteria are satisfied.

Details of Finding: The streets within and adjacent to the project do not require any bike facilities per the Transportation Systems Plan.

Street Improvements Standards- Access Drives and Driveways

Clear Travel Lane
Subsection 4.177 (.08) A.

D124. Review Criteria: “An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.”

Finding: These criteria are satisfied.

Details of Finding: All access drives are designed to be kept clear of obstructions and provide a clear travel lane.

Travel Lane Load Capacity
Subsection 4.177 (.08) B.

D125. Review Criteria: “Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.”

Finding: This criterion will be satisfied by Condition of Approval PDD 6.

Details of Finding: The condition of approval requires all travel lanes to be built of a hard surface capable of carrying a 23-ton load.

Emergency Vehicle Access
Subsection 4.177 (.08) C.

D126. Review Criteria: “Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.”

Finding: These criteria are satisfied.

Details of Finding: The site has been designed for sufficient access for emergency vehicles and as reviewed by TVF&R.

Emergency Access Lanes
Subsection 4.177 (.08) D.

D127. Review Criteria: “Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.”

Finding: These criteria are satisfied.

Details of Finding: All access lanes meet or exceed the minimum 12 foot standard.

Contextual Design
Subsection 4.177 (.08) E.

D128. Review Criteria: “Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.”

Finding: These criteria are satisfied.

Details of Finding: Access is typical for single-family homes and no special consideration is needed for unique vehicle types or unique traffic generation.

Access and Street Classifications
Subsection 4.177 (.08) F.

D129. Review Criteria: “The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.”

Finding: These criteria are satisfied.

Details of Finding: No access is proposed onto a collector or arterial street.

Access Restrictions
Subsection 4.177 (.08) G.

D130. Review Criteria: “The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.”

Finding: These criteria are satisfied.

Details of Finding: No safety or traffic operations concerns arose from the Transportation Impact Study that would necessitate a change to the street connection points.

Ditch and Culvert Crossings
Subsection 4.177 (.08) N.

D131. Review Criteria: “Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.”

Finding: These criteria are satisfied.

Details of Finding: No ditch or culvert crossings are proposed.

Surfacing of Temporary Driveways
Subsection 4.177 (.08) O.

D132. Review Criteria: “Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.”

Finding: These criteria will be satisfied by Condition of Approval PDD 7.

Details of Finding: A condition of approval requires temporary construction driveway to be paved or graveled to prevent tracking of mud onto adjacent paved streets.

Street Improvement Standards- Intersection Spacing

Transportation System Plan Table 3-2
Subsection 4.177 (.09) B.

D133. Review Criteria: “Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.”

Finding: These criteria are satisfied.

Details of Finding: All streets involved are local streets, thus access spacing is not an issue.

Exceptions and Adjustments
Subsection 4.177 (.10)

D134. Review Criteria: “The City may approve adjustments to the spacing standards of subsections (.08) and (.09) above through a Class II process, or as a waiver per Section 4.118(.03)(A.), where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.”

Finding: These criteria are satisfied.

Details of Finding: No adjustments to spacing standards are proposed.

Request E: DB15-0112 Site Design Review

Objectives of Site Design Review

Proper Functioning of the Site

Subsection 4.400 (.02) A. and Subsection 4.421 (.03)

- E1. **Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Assure that Site Development Plans are designed in a manner that insures proper functioning of the site"

Finding: These criteria are satisfied.

Explanation of Finding: The park and landscape area has been professionally designed with significant thought about making the areas functional and safe. In addition, by virtue of satisfying applicable functional criteria as part of the Stage II Final Plan, the design ensures proper function.

High Quality Visual Environment

Subsection 4.400 (.02) A. and Subsection 4.421 (.03)

- E2. **Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Assure that Site Development Plans are designed in a manner that . . . maintains a high quality visual environment"

Finding: These criteria are satisfied.

Explanation of Finding: Professional landscaping of the streetscape and the park meeting City standards supports a high quality visual environment.

Encourage Originality, Flexibility, and Innovation

Subsection 4.400 (.02) B. and Subsection 4.421 (.03)

- E3. **Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development;"

Finding: These criteria are satisfied.

Explanation of Finding: The design allows for a variety of plants allowing for originality and flexibility in landscape design.

Discourage Inharmonious Development

Subsection 4.400 (.02) C. and Subsection 4.421 (.03)

- E4. **Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Discourage monotonous, drab, unsightly, dreary and inharmonious developments;"

Finding: These criteria are satisfied.

Explanation of Finding: As indicated in Finding E2 above the professional unique design of the landscaping support a high quality visual environment and thus prevent monotonous, drab, unsightly, dreary development.

Proper Site Relationships

Subsection 4.400 (.02) D. and Subsection 4.421 (.03)

- E5. Review Criteria:** “The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.” “Conserve the City's natural beauty and visual character and charm by assuring that structures, signs and other improvements are properly related to their sites,”

Finding: These criteria are satisfied.

Explanation of Finding: A professional site specific design has been developed that carefully considers the relationship of the street and homes to the parks, open space, and street scape.

Proper Relationships with Surroundings

Subsection 4.400 (.02) D. and Subsection 4.421 (.03)

- E6. Review Criteria:** “The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.” “Conserve the City's natural beauty and visual character and charm by assuring that structures, signs and other improvements are properly related . . . to surrounding sites and structures,”

Finding: These criteria are satisfied.

Explanation of Finding: A professional site specific design has been developed that carefully considers the relationship of the street and homes to the parks, open space, and street scape.

Regard to Natural Aesthetics

Subsection 4.400 (.02) D. and Subsection 4.421 (.03)

- E7. Review Criteria:** “The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.” “Conserve the City's natural beauty and visual character and charm . . . with due regard to the aesthetic qualities of the natural terrain and landscaping”

Finding: These criteria are satisfied.

Explanation of Finding: The preservation of the natural forested riparian corridor along the eastern edge of the site conserves the natural beauty. The installation of a professionally designed landscape along the streets and in the park consistent with City landscaping standards increases the natural and landscaping aesthetic of the project area.

Protect and Enhance City's Appeal

Subsection 4.400 (.02) E. and Subsection 4.421 (.03)

- E8. Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Protect and enhance the City's appeal and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial purposes;"

Finding: These criteria are satisfied.

Explanation of Finding: Preserving a natural area and adding professionally designed parks and streetscape enhance the design of the subdivision and thus the appeal as part of the City.

Stabilize Property Values/Prevent Blight

Subsection 4.400 (.02) F. and Subsection 4.421 (.03)

- E9. Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Stabilize and improve property values and prevent blighted areas and, thus, increase tax revenues;"

Finding: These criteria are satisfied.

Explanation of Finding: The landscape design aims to create a pleasant residential neighborhood free from blight.

Adequate Public Facilities

Subsection 4.400 (.02) G. and Subsection 4.421 (.03)

- E10. Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Insure that adequate public facilities are available to serve development as it occurs and that proper attention is given to site planning and development so as to not adversely impact the orderly, efficient and economic provision of public facilities and services."

Finding: These criteria are satisfied.

Explanation of Finding: Any necessary facilities, particularly water service for irrigation, is available to serve the proposed landscape areas.

Pleasing Environments and Behavior

Subsection 4.400 (.02) H. and Subsection 4.421 (.03)

- E11. Review Criteria:** "The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards." "Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and, thus, decrease the cost of governmental services and reduce opportunities for crime through careful consideration of physical design and site layout under defensible space guidelines that clearly define all areas as either public, semi-private, or private, provide

clear identity of structures and opportunities for easy surveillance of the site that maximize resident control of behavior -- particularly crime;”

Finding: These criteria are satisfied.

Explanation of Finding: The applicant aims to create a pleasing park and open space area to be a pleasant environment supportive of positive behavioral patterns.

Civic Pride and Community Spirit

Subsection 4.400 (.02) I. and Subsection 4.421 (.03)

E12. Review Criteria: “The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.” “Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvements;”

Finding: These criteria are satisfied.

Explanation of Finding: The landscaping aims to contribute to a subdivision where a pleasing environment bring stability and pride of place contributing to individuals desire and ability to participate in civic activities.

Favorable Environment for Residents

Subsection 4.400 (.02) J. and Subsection 4.421 (.03)

E13. Review Criteria: “The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.” “Sustain the comfort, health, tranquility and contentment of residents and attract new residents by reason of the City’s favorable environment and, thus, to promote and protect the peace, health and welfare of the City.”

Finding: These criteria are satisfied.

Explanation of Finding: The landscaping aims to create an attractive residential development as an option for existing Wilsonville residents as well as attract new residents.

Jurisdiction and Power of the DRB for Site Design Review

Development Review Board Jurisdiction

Section 4.420

E14. Review Criteria: The section states the jurisdiction and power of the Development Review Board in relation to site design review including the application of the section, that development is required in accord with plans, and variance information.

Finding: These criteria will be satisfied by Condition of Approval PDE 2.

Details of Finding: A condition of approval has been included to ensure construction, site development, and landscaping are carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. No building permits will be granted prior to development review board approval. No variances are requested from site development requirements.

Design Standards

Use of Design Standards

Subsection 4.421 (.01)

E15. Review Criteria: “The following standards shall be utilized by the Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention and innovation. The specifications of one or more particular architectural styles is not included in these standards.”

Finding: These criteria are satisfied.

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

Preservation of Landscaping

Subsection 4.421 (.01) A.

E16. Review Criteria: “The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soils removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.”

Finding: These criteria are satisfied.

Details of Finding: The applicant proposes leaving much of the properties as a preserved forested riparian area. Where development is occurring, the applicant proposes preserving as many trees as practicable.

Surface Water Drainage

Subsection 4.421 (.01) D.

E17. Review Criteria: “Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties of the public storm drainage system.”

Finding: These criteria are satisfied.

Details of Finding: The drainage has been professionally designed showing the proper attention has been paid as shown on sheet 7 of Exhibit B2.

Above Ground Utility Installations

Subsection 4.421 (.01) E.

E18. Review Criteria: “Any utility installations above ground shall be located so as to have a harmonious relation to neighboring properties and site.”

Finding: These criteria are satisfied.

Details of Finding: No above ground utility installations are proposed.

Screening and Buffering of Special Features
Subsection 4.421 (.01) G.

E19. Review Criteria: “. Exposed storage areas, exposed machinery installations, surface areas, truck loading areas, utility buildings and structures and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall be required to prevent their being incongruous with the existing or contemplated environment and its surrounding properties. Standards for screening and buffering are contained in Section 4.176.”

Finding: These criteria are satisfied.

Details of Finding: No additional screening is required for any of the listed special features.

Applicability of Design Standards
Subsection 4.421 (.02)

E20. Review Criteria: “The standards of review outlined in Sections (a) through (g) above shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.”

Finding: These criteria are satisfied.

Details of Finding: The portions of the proposed development subject to site design review and the design standards are the proposed streetscape and park area.

Conditions of Approval
Subsection 4.421 (.05)

E21. Review Criterion: “The Board may attach certain development or use conditions in granting an approval that are determined necessary to insure the proper and efficient functioning of the development, consistent with the intent of the Comprehensive Plan, allowed densities and the requirements of this Code.”

Finding: This criterion is satisfied.

Details of Finding: No additional conditions of approval are recommended to ensure the proper and efficient functioning of the development.

Color or Materials Requirements
Subsection 4.421 (.06)

E22. Review Criterion: “The Board or Planning Director may require that certain paints or colors of materials be used in approving applications. Such requirements shall only be applied when site development or other land use applications are being reviewed by the City.”

Finding: This criterion is satisfied.

Details of Finding: No structures requiring review of color and materials are proposed.

Site Design Review Submission Requirements

Submission Requirements

Section 4.440

E23. Review Criteria: “A prospective applicant for a building or other permit who is subject to site design review shall submit to the Planning Department, in addition to the requirements of Section 4.035, the following:” Listed A through F.

Finding: These criteria are satisfied.

Details of Finding: The applicant has provided a sufficiently detailed landscape plan and street tree plan to review the streetscape and park area subject to site design review.

Time Limit on Site Design Review Approvals

Void after 2 Years

Section 4.442

E24. Review Criterion: “Site design review approval shall be void after two (2) years unless a building permit has been issued and substantial development pursuant thereto has taken place; or an extension is granted by motion of the Board.

Finding: This criterion is satisfied.

Details of Finding: The Applicant has indicated that they will pursue development within two (2) years and it is understood that the approval will expire after 2 years if a building permit hasn't been issued unless an extension has been granted by the board.

Installation of Landscaping

Landscape Installation or Bonding

Subsection 4.450 (.01)

E25. Review Criterion: “All landscaping required by this section and approved by the Board shall be installed prior to issuance of occupancy permits, unless security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account or such other assurance of completion as shall meet with the approval of the City Attorney. In such cases the developer shall also provide written authorization, to the satisfaction of the City Attorney, for the City or its designees to enter the property and complete the landscaping as approved. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the Board, the security may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City shall be returned to the applicant.”

Finding: This criterion will be satisfied by Condition of Approval PDE 3.

Details of Finding: The condition of approval will assure installation or appropriate

security.

Approved Landscape Plan
Subsection 4.450 (.02)

E26. Review Criterion: “Action by the City approving a proposed landscape plan shall be binding upon the applicant. Substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan shall not be made without official action of the Planning Director or Development Review Board, as specified in this Code.”

Finding: This criterion will be satisfied by Condition of Approval PDE 4.

Details of Finding: The condition of approval shall provide ongoing assurance this criterion is met.

Landscape Maintenance and Watering
Subsection 4.450 (.03)

E27. Review Criterion: “All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Board, unless altered with Board approval.”

Finding: This criterion will be satisfied by Condition of Approval PDE 5.

Details of Finding: The condition of approval will ensure landscaping is continually maintained in accordance with this subsection.

Modifications of Landscaping
Subsection 4.450 (.04)

E28. Review Criterion: “If a property owner wishes to add landscaping for an existing development, in an effort to beautify the property, the Landscape Standards set forth in Section 4.176 shall not apply and no Plan approval or permit shall be required. If the owner wishes to modify or remove landscaping that has been accepted or approved through the City’s development review process, that removal or modification must first be approved through the procedures of Section 4.010.”

Finding: This criterion will be satisfied by Condition of Approval PDE 5.

Details of Finding: The condition of approval shall provide ongoing assurance that this criterion is met by preventing modification or removal without the appropriate City review.

Natural Features and Other Resources

Protection
Section 4.171

E29. Review Criterion: This section provides for the protection of a number of natural features and other resources including: general terrain preparation, hillsides, trees and wooded areas, high voltage powerline easements and rights of way and petroleum pipeline

easements, earth movement hazard areas, soil hazard areas, historic resources, and cultural resources.

Finding: This criterion is satisfied.

Details of Finding: The proposed design of the site provides for protection of natural features and other resources consistent with the proposed Stage II Final Plan for the site as well as the purpose and objectives of site design review. See Findings D85-D93 under Request D.

Landscaping

Landscape Standards Code Compliance

Subsection 4.176 (.02) B.

E30. Review Criterion: “All landscaping and screening required by this Code must comply with all of the provisions of this Section, unless specifically waived or granted a Variance as otherwise provided in the Code. The landscaping standards are minimum requirements; higher standards can be substituted as long as fence and vegetation-height limitations are met. Where the standards set a minimum based on square footage or linear footage, they shall be interpreted as applying to each complete or partial increment of area or length”

Finding: This criterion is satisfied.

Details of Finding: The applicant has not requested any waivers or variances to landscape standards. Thus all landscaping and screening must comply with standards of this section.

Intent and Required Materials

Subsections 4.176 (.02) C. through I.

E31. Review Criteria: These subsections identify the various landscaping standards, including the intent of where they should be applied, and the required materials.

Finding: These criteria are satisfied.

Details of Finding: The general landscape standard has been applied throughout different landscape areas of the site and landscape materials are proposed to meet each standard in the different areas. The applicant has requested Site Design Review concurrently with a Stage II Final Plan. The Stage II Final Plan review includes an analysis of the functional application of the landscaping standards. See Finding D99 under Request D.

Landscape Area and Locations

Subsection 4.176 (.03)

E32. Review Criteria: “Not less than fifteen percent (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten percent (10%) parking area landscaping required by section 4.155.03(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement. Landscaping shall be located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures. Landscaping shall be used to define,

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soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable.”

Finding: These criteria are satisfied.

Details of Finding: Consistent with the proposed Stage II Final Plan for the site, applicant’s sheet L1 and L2 indicates landscaping will cover well in excess of 15% of the properties, not including the private landscaping on individual lots. The applicant proposes landscaping in a variety of different areas including streetscapes throughout the development. The plans show a wide variety of plants to achieve a professional design.

Buffering and Screening

Subsection 4.176 (.04)

E33. Review Criteria: “Additional to the standards of this subsection, the requirements of the Section 4.137.5 (Screening and Buffering Overlay Zone) shall also be applied, where applicable.

A. All intensive or higher density developments shall be screened and buffered from less intense or lower density developments.

B. Activity areas on commercial and industrial sites shall be buffered and screened from adjacent residential areas. Multi-family developments shall be screened and buffered from single-family areas.

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

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

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

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

Finding: These criteria are satisfied.

Details of Finding: Screening is not required.

Shrubs and Groundcover Materials

Subsection 4.176 (.06) A.

E34. Review Criteria: This subsection establishes plant material and planting requirements for shrubs and ground cover.

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDE 6.

Details of Finding: The condition of approval requires the detailed requirements of this subsection to be met.

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

E35. Review Criteria: This subsection establishes plant material requirements for trees.

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDE 7.

Details of Finding: The plants material requirements for trees will be met as follows:

- The condition of approval requires all trees to be B&B (Balled and Burlapped)
- The condition of approval requires all plant materials to conform in size and grade to "American Standard for Nursery Stock" current edition."
- The applicant's planting plan lists tree sizes meeting requirements.

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

E36. Review Criteria: This subsection discusses use of existing landscaping or native vegetation, selection of plant materials, and prohibited plant materials.

Finding: These criteria are satisfied.

Details of Finding: The applicant has provided sufficient information in their landscape plan (sheet L1 and L2) showing the proposed landscape design meets the standards of this subsection.

Tree Credit
Subsection 4.176 (.06) F.

E37. Review Criteria: "Existing trees that are in good health as certified by an arborist and are not disturbed during construction may count for landscaping tree credit as follows:

Existing trunk diameter	Number of Tree Credits
18 to 24 inches in diameter	3 tree credits
25 to 31 inches in diameter	4 tree credits
32 inches or greater	5 tree credits:"

Maintenance requirements listed 1. through 2.

Finding: These criteria are satisfied.

Details of Finding: The applicant is not requesting any preserved trees be counted as tree credits pursuant to this subsection.

Exceeding Plant Standards
Subsection 4.176 (.06) G.

E38. Review Criterion: "Landscape materials that exceed the minimum standards of this Section are encouraged, provided that height and vision clearance requirements are met."

Finding: This criterion is satisfied.

Details of Finding: The selected landscape materials do not violate any height or vision clearance requirements.

Landscape Installation and Maintenance
Subsection 4.176 (.07)

E39. Review Criteria: This subsection establishes installation and maintenance standards for landscaping.

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDE 8.

Details of Finding: The installation and maintenance standards are or will be met as follows:

- Plant materials are required to be installed to current industry standards and be properly staked to ensure survival
- Plants that die are required to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City.
- Irrigation Notes on the applicant's sheet L2 provides for irrigation during the establishment period.

Landscape Plans
Subsection 4.176 (.09)

E40. Review Criterion: "Landscape plans shall be submitted showing all existing and proposed landscape areas. Plans must be drawn to scale and show the type, installation size, number and placement of materials. Plans shall include a plant material list. Plants are to be identified by both their scientific and common names. The condition of any existing plants and the proposed method of irrigation are also to be indicated."

Finding: This criterion is satisfied.

Details of Finding: Applicant's sheets L1 and L2 in Exhibit B2 provides the required information.

Completion of Landscaping
Subsection 4.176 (.10)

E41. Review Criterion: "The installation of plant materials may be deferred for a period of time specified by the Board or Planning Director acting on an application, in order to avoid hot summer or cold winter periods, or in response to water shortages. In these cases, a temporary permit shall be issued, following the same procedures specified in subsection (.07)(C)(3), above, regarding temporary irrigation systems. No final Certificate of Occupancy shall be granted until an adequate bond or other security is posted for the completion of the landscaping, and the City is given written authorization to enter the property and install the required landscaping, in the event that the required landscaping has not been installed. The form of such written authorization shall be submitted to the City Attorney for review."

Finding: This criterion is satisfied.

Details of Finding: The applicant has not requested to defer installation of plant materials.

Request F: DB15-0113 Type C Tree Plan

Type C Tree Removal-General

Review Authority

Subsection 4.610.00 (.03) B.

- F1. Review Criterion:** "Type C. Where the site is proposed for development necessitating site plan review or plat approval by the Development Review Board, the Development Review Board shall be responsible for granting or denying the application for a Tree Removal Permit, and that decision may be subject to affirmance, reversal or modification by the City Council, if subsequently reviewed by the Council."

Finding: This criterion is satisfied.

Details of Finding: The requested removal is connected to site plan review by the Development Review Board for new development. The DRB is thus reviewing the tree removal.

Conditions of Approval

Subsection 4.610.00 (.06) A.

- F2. Review Criterion:** "Conditions. Attach to the granting of the permit any reasonable conditions considered necessary by the reviewing authority including, but not limited to, the recording of any plan or agreement approved under this subchapter, to ensure that the intent of this Chapter will be fulfilled and to minimize damage to, encroachment on or interference with natural resources and processes within wooded areas;"

Finding: This criterion is satisfied.

Details of Finding: Condition of Approval PDF 7 provides specific preservation and protection measures regarding landscaping and construction to minimize impact on existing trees, including existing trees on the adjacent property north of Lot 1.

Completion of Operation

Subsection 4.610.00 (.06) B.

- F3. Review Criterion:** "Whenever an application for a Type B, C or D Tree Removal Permit is granted, the reviewing authority shall:" "Fix a reasonable time to complete tree removal operations;"

Finding: This criterion is satisfied.

Details of Finding: It is understood the tree removal will be completed by the time construction of the subdivision is completed, a reasonable time frame for tree removal.

Security for Permit Compliance

Subsection 4.610.00 (.06) C.

- F4. Review Criterion:** "Whenever an application for a Type B, C or D Tree Removal Permit is granted, the reviewing authority shall:" "Require the Type C permit grantee to file with the City a cash or corporate surety bond or irrevocable bank letter of credit in an amount

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determined necessary by the City to ensure compliance with Tree Removal Permit conditions and this Chapter. 1. This requirement may be waived by the Planning Director if the tree removal must be completed before a plat is recorded, and the applicant has complied with WC 4.264(1) of this Code.”

Finding: This criterion is satisfied.

Details of Finding: No bond is anticipated to be required to ensure compliance with the tree removal plan as a bond is required for overall landscaping.

Tree Removal Standards

Subsection 4.610.10 (.01)

F5. Review Criteria: “Except where an application is exempt, or where otherwise noted, the following standards shall govern the review of an application for a Type A, B, C or D Tree Removal Permit:” Listed A. through J.

Finding: These criteria are satisfied.

Details of Finding: The standards of this subsection are met as follows:

- **Standard for the Significant Resource Overlay Zone:** Trees are not proposed to be removed within the Significant Resource Overlay Zone.
- **Preservation and Conservation:** The applicant has taken tree preservation into consideration, and has limited tree removal to non-viable trees and trees necessary to remove for development.
- **Development Alternatives:** No significant wooded areas or trees would be preserved by design alternatives.
- **Land Clearing:** Land clearing is not proposed, and will not be a result of this development application.
- **Residential Development:** The proposed residential development preserves the wooded riparian area as well as additional trees on the site thus preserving trees where feasible and blending into the natural environment.
- **Compliance with Statutes and Ordinances:** The necessary tree replacement and protection is planned according to the requirements of tree preservation and protection ordinance.
- **Relocation or Replacement:** Tree removal is limited to where it is necessary for construction or to address nuisances or where the health of the trees warrants removal.
- **Limitation:** A tree survey has been provided.
- **Additional Standards:** A tree survey has been provided, and no utilities are proposed to be located where they would cause adverse environmental consequences.

Review Process

Subsection 4.610.40 (.01)

F6. Review Criteria: “Approval to remove any trees on property as part of a site development application may be granted in a Type C permit. A Type C permit application shall be

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

Finding: These criteria are satisfied.

Details of Finding: Review of the plan is occurring concurrently with the Stage II Final Plan.

Tree Maintenance and Protection Plan

Section 4.610.40 (.02)

- F7. **Review Criteria:** "The applicant must provide ten copies of a Tree Maintenance and Protection Plan completed by an arborist that contains the following information:" Listed A. 1. through A. 7.

Finding: These criteria are satisfied.

Details of Finding: The applicant has submitted the necessary copies of a Tree Maintenance and Protection Plan. See sheet 8 of Exhibit B2.

Replacement and Mitigation

Tree Replacement Requirement

Subsection 4.620.00 (.01)

- F8. **Review Criterion:** "A Type B or C Tree Removal Permit grantee shall replace or relocate each removed tree having six (6) inches or greater d.b.h. within one year of removal."

Finding: This criterion is satisfied.

Details of Finding: 33 trees 6 inches or greater d.b.h. are proposed for removal; 36 trees are proposed to be planted, exceeding a one to one ratio.

Basis for Determining Replacement

Subsection 4.620.00 (.02)

- F9. **Review Criteria:** "The permit grantee shall replace removed trees on a basis of one (1) tree replanted for each tree removed. All replacement trees must measure two inches (2") or more in diameter."

Finding: These criteria are satisfied.

Details of Finding: Trees will meet the minimum caliper requirement or will be required to

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by Condition of Approval.

Replacement Tree Requirements Subsection 4.620.00 (.03)

- F10. Review Criteria:** “A mitigation or replacement tree plan shall be reviewed by the City prior to planting and according to the standards of this subsection.
- A. Replacement trees shall have shade potential or other characteristics comparable to the removed trees, shall be appropriately chosen for the site from an approved tree species list supplied by the City, and shall be state Department of Agriculture Nursery Grade No. 1 or better.
- B. Replacement trees must be staked, fertilized and mulched, and shall be guaranteed by the permit grantee or the grantee’s successors-in-interest for two (2) years after the planting date.
- C. A “guaranteed” tree that dies or becomes diseased during that time shall be replaced.
- D. Diversity of tree species shall be encouraged where trees will be replaced, and diversity of species shall also be maintained where essential to preserving a wooded area or habitat.”

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

Details of Finding: The condition ensures the relevant requirements are met.

Replacement Tree Stock Requirements Subsection 4.620.00 (.04)

- F11. Review Criteria:** “All trees to be planted shall consist of nursery stock that meets requirements of the American Association of Nurserymen (AAN) American Standards for Nursery Stock (ANSI Z60.1) for top grade.”

Finding: These criteria are satisfied.

Details of Finding: A note on applicant’s sheet L2 indicates the appropriate quality.

Replacement Trees Locations Subsection 4.620.00 (.05)

- F12. Review Criteria:** “The City shall review tree relocation or replacement plans in order to provide optimum enhancement, preservation and protection of wooded areas. To the extent feasible and desirable, trees shall be relocated or replaced on-site and within the same general area as trees removed.”

Finding: These criteria are satisfied.

Details of Finding: The applicant proposes to mitigate for all removed trees on site and in the appropriate locations for the proposed development.

Protection of Preserved Trees

Tree Protection During Construction

Section 4.620.10

F13. Review Criteria: “Where tree protection is required by a condition of development under Chapter 4 or by a Tree Maintenance and Protection Plan approved under this subchapter, the following standards apply:” Listed A. through D.

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDF 6.

Details of Finding: The conditions of approval assure the applicable requirements of this Section will be met.

Request G: DB15-0114 Waiver

Waiver: Reduce Average Lot Size from 7,000 to 5,389.2 Square Feet

Waiver of Typical Development Standards

Subsection 4.118 (.03) A.

G1. Review Criteria: This subsection establishes that “notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purpose and objectives of Section 4.140, and based on findings of fact supported by the record” may waive a number of typical development standards including height and yard requirements.

Finding: These criteria are satisfied.

Details of Finding: The waiver is proposed to allow a reduction of the average lot size from 7,000 to 5,389.2 square feet. Minimum lot size is a typical development standard allowed to be waived. Due to the direct relationship between average and minimum lot size it is understood average lot size can also be waived. All lots exceed the minimum lot size, but due to the limited number of lots, most of which are less than 6,000 square feet, the average lot size is not met. A finding has been made regarding implementation of the purpose and objectives of Section 4.140. See below.

Purpose and Objectives of Planned Development Regulations

Subsection 4.140 (.01) B.

G2. Review Criteria: This subsection establishes the purpose of the Planned Development Regulations which are as follows:

- To take advantage of advances in technology, architectural design, and functional land use design;
- To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;

- To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.
- To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;
- To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.
- To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.
- To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.
- To allow flexibility and innovation in adapting to changes in the economic and technological climate.

Finding: These criteria are satisfied.

Details of Finding: Pursuant to Subsection 4.118 (.03) A. waivers must implement or better implement the purpose and objectives listed in this subsection. The average lot area supports the necessary flexibility in building and site design. As stated by the applicant, “because the site has such a large portion of SROZ area -- remaining undisturbed, all of the lots have to be contained on the western portion of the site. To achieve the density requirements, provide a viable project and preserve the SROZ area, it was necessary to decrease the average size of the lots.” See also applicant’s findings on pages 8 through 10 of their narrative in Exhibit B1.

Request H: DB15-0115 Tentative Subdivision Plat

Land Division Authorization

Plat Review Authority
Subsection 4.202 (.01) through (.03)

H1. Review Criteria: “Pursuant to ORS Chapter 92, plans and plats must be approved by the Planning Director or Development Review Board (Board), as specified in Sections 4.030 and 4.031, before a plat for any land division may be filed in the county recording office for any land within the boundaries of the City, except that the Planning Director shall have authority to approve a final plat that is found to be substantially consistent with the tentative plat approved by the Board.

The Development Review Board and Planning Director shall be given all the powers and duties with respect to procedures and action on tentative and final plans, plats and maps of land divisions specified in Oregon Revised Statutes and by this Code.

Approval by the Development Review Board or Planning Director of divisions of land within the boundaries of the City, other than statutory subdivisions, is hereby required by virtue of the authority granted to the City in ORS 92."

Finding: These criteria are satisfied.

Explanation of Finding: The Development Review Board is reviewing the tentative subdivision plat according to this subsection. The final plat will be reviewed by the Planning Division under the authority of the Planning Director to ensure compliance with the DRB review of the tentative subdivision plat.

Legally Lot Requirement

Subsection 4.202 (.04) A.

H2. Review Criterion: "No person shall sell any lot or parcel in any condominium, subdivision, or land partition until a final condominium, subdivision or partition plat has been approved by the Planning Director as set forth in this Code and properly recorded with the appropriate county."

Finding: This criterion is satisfied.

Explanation of Finding: It is understood that no lots will be sold until the final plat has been approved by the Planning Director and recorded.

Undersized Lots Prohibited

Subsection 4.202 (.04) B.

H3. Review Criterion: "It shall be a violation of this Code to divide a tract of land into a parcel smaller than the lot size required in the Zoning Sections of this Code unless specifically approved by the Development Review Board or City Council. No conveyance of any portion of a lot, for other than a public use, shall leave a structure on the remainder of the lot with less than the minimum lot size, width, depth, frontage, yard or setback requirements, unless specifically authorized through the Variance procedures of Section 4.196 or the waiver provisions of the Planned Development procedures of Section 4.118."

Finding: This criterion is satisfied.

Explanation of Finding: No lots will be divided into a size smaller than allowed by the proposed PDR-3 zone designation with requested waivers.

Plat Application Procedure

Pre-Application Conference

Subsection 4.210 (.01)

H4. Review Criterion: "Prior to submission of a tentative condominium, partition, or subdivision plat, a person proposing to divide land in the City shall contact the Planning Department to arrange a pre-application conference as set forth in Section 4.010."

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Finding: This criterion is satisfied.

Explanation of Finding: A pre-application conference was held in accordance with this subsection.

Tentative Plat Preparation
Subsection 4.210 (.01) A.

H5. Review Criterion: “The applicant shall cause to be prepared a tentative plat, together with improvement plans and other supplementary material as specified in this Section. The Tentative Plat shall be prepared by an Oregon licensed professional land surveyor or engineer. An affidavit of the services of such surveyor or engineer shall be furnished as part of the submittal.”

Finding: This criterion is satisfied.

Explanation of Finding: Sheet 3 of Exhibit B2 is a tentative plat submitted consistent with this subsection.

Tentative Plat Submission
Subsection 4.210 (.01) B.

H6. Review Criteria: “The design and layout of this plan plat shall meet the guidelines and requirements set forth in this Code. The Tentative Plat shall be submitted to the Planning Department with the following information:” Listed 1. through 26.

Finding: These criteria are satisfied.

Explanation of Finding: The tentative subdivision plats have been submitted with the required information.

Phases to Be Shown
Subsection 4.210 (.01) D.

H7. Review Criteria: “Where the applicant intends to develop the land in phases, the schedule of such phasing shall be presented for review at the time of the tentative plat. In acting on an application for tentative plat approval, the Planning Director or Development Review Board may set time limits for the completion of the phasing schedule which, if not met, shall result in an expiration of the tentative plat approval.”

Finding: These criteria are satisfied.

Explanation of Finding: The subdivision is proposed to be developed in a single phase.

Remainder Tracts
Subsection 4.210 (.01) E.

H8. Review Criteria: “Remainder tracts to be shown as lots or parcels. Tentative plats shall clearly show all affected property as part of the application for land division. All remainder tracts, regardless of size, shall be shown and counted among the parcels or lots of the division.”

Finding: These criteria are satisfied.

Explanation of Finding: All affected property has been incorporated into the tentative subdivision plat.

Street Requirements for Land Divisions

Master Plan or Map Conformance

Subsection 4.236 (.01)

H9. Review Criteria: “Land divisions shall conform to and be in harmony with the Transportation Master Plan (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, the Parks and Recreation Master Plan, the Official Plan or Map and especially to the Master Street Plan.”

Finding: These criteria are satisfied.

Explanation of Finding: The land division allows for construction of local streets consistent with the Transportation Master Plan.

Adjoining Streets Relationship

Subsection 4.236 (.02)

H10. Review Criteria: A land division shall provide for the continuation of the principal streets existing in the adjoining area, or of their proper projection when adjoining property is not developed, and shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where, in the opinion of the Planning Director or Development Review Board, topographic conditions make such continuation or conformity impractical, an exception may be made. In cases where the Board or Planning Commission has adopted a plan or plat of a neighborhood or area of which the proposed land division is a part, the subdivision shall conform to such adopted neighborhood or area plan.

Where the plat submitted covers only a part of the applicant's tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.

At any time when an applicant proposes a land division and the Comprehensive Plan would allow for the proposed lots to be further divided, the city may require an arrangement of lots and streets such as to permit a later resubdivision in conformity to the street plans and other requirements specified in these regulations.

Finding: These criteria are satisfied.

Explanation of Finding: The proposed public street allows for the potential future extension of the street to the north. Approximately 290 feet to the north of the dead end of the new public street McGraw Avenue dead ends at the edge of the Cross Creek subdivision. Currently two intervening 2 acre lots prevent a connection of McGraw Avenue and the planned street. The intervening lots have a Comprehensive Plan designation of 0-1 dwelling units an acre reflecting the current development. While no plans or requirements, short or long term exist to require the intervening lots to develop and connect the two dead ends it is possible that the property owners may elect to change

the Comprehensive Plan and Zone and pursue development similar to the subject lots and the Cross Creek Subdivision, and thus provision for street continuation should be provided for.

While a similar potential to develop properties to the south exists after a Comprehensive Plan Map amendment and Zone Map amendment, no plans exist for further development to the south nor is further density allowed under the currently adopted Comprehensive Plan Map designation. In addition, no street exists to the south for a potential connection over intervening properties. Thus no requirement exists to provide for street continuation to the property to the south.

Streets Standards Conformance Subsection 4.236 (.03)

H11. Review Criteria: "All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone."

Finding: These criteria are satisfied.

Explanation of Finding: The proposed plat enables the development of the streets consistent with the Stage II Final Plan and thus will conform with these listed standards and requirements for which compliance was reviewed with the Stage II Final Plan. See Request D.

Creation of Easements Subsection 4.236 (.04)

H12. Review Criteria: "The Planning Director or Development Review Board may approve an easement to be established without full compliance with these regulations, provided such an easement is the only reasonable method by which a portion of a lot large enough to allow partitioning into two (2) parcels may be provided with vehicular access and adequate utilities. If the proposed lot is large enough to divide into more than two (2) parcels, a street dedication may be required."

Finding: These criteria are satisfied.

Explanation of Finding: No specific easements are requested pursuant to this subsection.

Topography Subsection 4.236 (.05)

H13. Review Criterion: "The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of these regulations."

Finding: This criterion is satisfied.

Explanation of Finding: No significant topography exists affecting street layout decisions.

Reserve Strips Subsection 4.236 (.06)

H14. Review Criteria: “The Planning Director or Development Review Board may require the applicant to create a reserve strip controlling the access to a street. Said strip is to be placed under the jurisdiction of the City Council, when the Director or Board determine that a strip is necessary:” Reasons listed A. through D.

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDH 2.

Explanation of Finding: A condition of approval requires a reserve strip preventing future continuation of the private drive.

Future Street Expansion

Subsection 4.236 (.07)

H15. Review Criteria: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension.

Finding: These criteria are satisfied.

Explanation of Finding: The proposed public street is extended to the boundary of the land division to allow for potential future extension.

Additional Right-of-Way

Subsection 4.236 (.08)

H16. Review Criteria: “Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall conform to the designated width in this Code or in the Transportation Systems Plan.”

Finding: These criteria are satisfied.

Explanation of Finding: No additional right-of-way is required for the proposed plat.

Street Names

Subsection 4.236 (.09)

H17. Review Criteria: “No street names will be used which will duplicate or be confused with the names of existing streets, except for extensions of existing streets. Street names and numbers shall conform to the established name system in the City, and shall be subject to the approval of the City Engineer.”

Finding: These criteria are satisfied.

Explanation of Finding: The City Engineer has assigned a name to the new public street of SW McGraw Avenue.

General Land Division Requirements-Blocks

Blocks for Adequate Building Sites

Subsection 4.237 (.01) A.

H18. Review Criteria: “The length, width, and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated,”

Finding: These criteria are satisfied.

Explanation of Finding: The tentative subdivision plat shows blocks of the necessary size to allow for creation of residential lots and a shared open space tract.

Blocks Consider Access and Traffic

Subsection 4.237 (.01) A.

H19. Review Criteria: “The length, width, and shape of blocks shall be designed with due . . . consideration of needs for convenient access, circulation, control, and safety of pedestrian, bicycle, and motor vehicle traffic,”

Finding: These criteria are satisfied.

Explanation of Finding: Blocks will be consistent with the Stage II Final Plan. See Request D.

Blocks and Topography

Subsection 4.237 (.01) A.

H20. Review Criteria: “The length, width, and shape of blocks shall be designed with due . . . recognition of limitations and opportunities of topography.”

Finding: These criteria are satisfied.

Explanation of Finding: The tentative subdivision plat shows blocks consistent with those proposed Stage II Final Plan. See Request D.

Block Size

Subsection 4.237 (.01) B.

H21. Review Criteria: “Blocks shall not exceed the sizes and lengths specified for the zone in which they are located unless topographical conditions or other physical constraints necessitate larger blocks. Larger blocks shall only be approved where specific findings are made justifying the size, shape, and configuration.”

Finding: These criteria are satisfied.

Explanation of Finding: The tentative subdivision plat shows blocks consistent with those proposed Stage II Final Plan. See Request D.

General Land Division Requirements- Easements

Utility Line Easements

Subsection 4.237 (.02) A.

H22. Review Criteria: Utility lines. Easements for sanitary or storm sewers, drainage, water mains, electrical lines or other public utilities shall be dedicated wherever necessary. Easements shall be provided consistent with the City's Public Works Standards, as specified by the City Engineer or Planning Director. All of the public utility lines within and adjacent to the site shall be installed within the public right-of-way or easement; with underground services extending to the private parcel constructed in conformance to the City's Public Works Standards. All franchise utilities shall be installed within a public utility easement. All utilities shall have appropriate easements for construction and maintenance purposes.

Finding: These criteria are satisfied or will be satisfied by Conditions of Approval PDH 5 and PDH 6.

Explanation of Finding: Many utilities will be located in the public right-of-way. A condition of approval requires public utility easements along the front of all lots and tracts for installation of franchise utilities. An additional condition of approval requires easements for any public utilities underneath private property such as the proposed private drive.

Water Course Easements

Subsection 4.237 (.02) B.

H23. Review Criteria: "Water courses. Where a land division is traversed by a water course, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purposes of conveying storm water and allowing for maintenance of the facility or channel. Streets or parkways parallel to water courses may be required."

Finding: These criteria are satisfied.

Explanation of Finding: No easements are necessary pursuant to this subsection.

General Land Division Requirements- Pedestrian and Bicycle Pathways

Mid-block Pathways Requirement

Subsection 4.237 (.03)

H24. Review Criteria: "An improved public pathway shall be required to transverse the block near its middle if that block exceeds the length standards of the zone in which it is located.

- Pathways shall be required to connect to cul-de-sacs or to pass through unusually shaped blocks.

- Pathways required by this subsection shall have a minimum width of ten (10) feet unless they are found to be unnecessary for bicycle traffic, in which case they are to have a minimum width of six (6) feet.

Finding: These criteria are satisfied.

Explanation of Finding: No mid-block crossings are proposed or required.

Pathways for Cul-de-sacs and Unusual Block Shapes

Subsection 4.237 (.03) A.

H25. Review Criteria: “Pathways shall be required to connect to cul-de-sacs or to pass through unusually shaped blocks.”

Finding: These criteria are satisfied.

Explanation of Finding: No pathways are required pursuant to this subsection.

Required Pathway Width

Subsection 4.237 (.03) B.

H26. Review Criteria: “Pathways required by this subsection shall have a minimum width of ten (10) feet unless they are found to be unnecessary for bicycle traffic, in which case they are to have a minimum width of six (6) feet.”

Finding: These criteria are satisfied.

Explanation of Finding: No pathways are proposed or required pursuant to this subsection.

General Land Division Requirements- Tree Planting

Tree Plans Submitted with Land Divisions

Subsection 4.237 (.04)

H27. Review Criteria: “Tree planting plans for a land division must be submitted to the Planning Director and receive the approval of the Director or Development Review Board before the planting is begun.”

Finding: These criteria are satisfied.

Explanation of Finding: A landscape plan has been submitted as part of the Stage II Final Plan showing the proposed tree planting.

Tree Related Easements and Right-of-Entry

Subsection 4.237 (.04)

H28. Review Criteria: “Easements or other documents shall be provided, guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property.”

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDH 7.

Explanation of Finding: Street trees will be planted in the public right-of-way for lots fronting Canyon Creek Road South and the proposed Public Street. Street trees for the lots

fronting the private drive are required to be in an easement by a Condition of Approval.

General Land Division Requirements- Lot Size and Shape

Lot Size and Shape Appropriate

Subsection 4.237 (.05)

H29. Review Criteria: “The lot size, width, shape and orientation shall be appropriate for the location of the land division and for the type of development and use contemplated. Lots shall meet the requirements of the zone where they are located.”

Finding: These criteria are satisfied.

Explanation of Finding: Proposed lot sizes, widths, shapes and orientations are appropriate for the proposed single-family residential development and meet standards for the PDR-3 zone except average lot size, for which a waiver is requested. See Request G.

Lot Size and Shape Meet Zoning Requirements

Subsection 4.237 (.05)

H30. Review Criteria: “Lots shall meet the requirements of the zone where they are located.”

Finding: These criteria are satisfied.

Explanation of Finding: Proposed lot sizes, widths, shapes and orientations are met except as requested to be waived in Request G.

On-Site Sewage Disposal

Subsection 4.237 (.05) A.

H31. Review Criteria: “In areas that are not served by public sewer, an on-site sewage disposal permit is required from the City. If the soil structure is adverse to on-site sewage disposal, no development shall be permitted until sewer service can be provided.”

Finding: These criteria are satisfied.

Explanation of Finding: The proposed residential development will be served by public sewer.

Lot Size and Width for Planned Developments

Subsection 4.237 (.05) C.

H32. Review Criteria: “In approving an application for a Planned Development, the Development Review Board may waive the requirements of this section and lot size, shape, and density shall conform to the Planned Development conditions of approval.”

Finding: These criteria are satisfied.

Explanation of Finding: The applicant has requested a waiver to average lot size, see Request G, and the land division enables development consistent with the proposed Stage II Final Plan.

General Land Division Requirements- Access

Minimum Street Frontage Subsection 4.237 (.06)

H33. Review Criteria: “The division of land shall be such that each lot shall have a minimum frontage on a street or private drive, as specified in the standards of the relative zoning districts. This minimum frontage requirement shall apply with the following exceptions:”

Finding: These criteria are satisfied.

Explanation of Finding: Each lot has the required frontage of at least 40 feet.

Street Frontage Requirements for Curves and Cul-de-sacs Subsection 4.237 (.06) A.

H34. Review Criteria: “A lot on the outer radius of a curved street or tract with a private drive, or facing the circular end of a cul-de-sac shall have frontage of not less than twenty-five (25) feet upon a street or tract with a private drive, measured on the arc.”

Finding: These criteria are satisfied.

Explanation of Finding: The proposed lots do not have limited frontage on the outer radius of a curved street or cul-de-sac.

Waiver of Street Frontage Requirements Subsection 4.237 (.06) B.

H35. Review Criteria: “The Development Review Board may waive lot frontage requirements where in its judgment the waiver of frontage requirements will not have the effect of nullifying the intent and purpose of this regulation or if the Board determines that another standard is appropriate because of the characteristics of the overall development.”

Finding: These criteria are satisfied.

Explanation of Finding: No waiver of lot frontage requirements is requested.

General Land Division Requirements- Other

Through Lots Subsection 4.237 (.07)

H36. Review Criteria: “Through lots shall be avoided except where essential to provide separation of residential development from major traffic arteries or adjacent non-residential activity or to overcome specific disadvantages of topography and orientation.”

Finding: These criteria are satisfied.

Explanation of Finding: No lots are proposed as described in this subsection.

Lot Side Lines Subsection 4.237 (.08)

H37. Review Criteria: “The side lines of lots, as far as practicable for the purpose of the proposed development, shall run at right angles to the street or tract with a private drive upon which the lots face.”

Finding: These criteria are satisfied.

Explanation of Finding: The side lines for the parcels run at or near a right angle to the street and the front lot lines. Side lot lines for Lots 3 and 4 jog to enable to front building portion of the lots to be wider than the rear non-buildable portion of the lots.

Large Lot Divisions

Subsection 4.237 (.09)

H38. Review Criteria: “In dividing tracts which at some future time are likely to be re-divided, the location of lot lines and other details of the layout shall be such that re-division may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of buildings within future street locations shall be made a matter of record if the Development Review Board considers it necessary.”

Finding: These criteria are satisfied.

Explanation of Finding: No future divisions of the proposed lots or tracts are planned.

Building Line and Built-to Line

Subsections 4.237 (.10) and (.11)

H39. Review Criteria: The Planning Director or Development Review Board may establish special: (.10) building setbacks to allow for the future redivision or other development of the property or for other reasons specified in the findings supporting the decision. If special building setback lines are established for the land division, they shall be shown on the final plat. (.11) build-to lines for the development, as specified in the findings and conditions of approval for the decision. If special build-to lines are established for the land division, they shall be shown on the final plat.

Finding: These criteria are satisfied.

Explanation of Finding: No building lines or built-to lines are proposed or recommended.

Land for Public Purposes

Subsection 4.237 (.12)

H40. Review Criterion: “The Planning Director or Development Review Board may require property to be reserved for public acquisition, or irrevocably offered for dedication, for a specified period of time.”

Finding: This criterion is satisfied.

Explanation of Finding: No property reservation is recommended as described in this subsection.

Corner Lots

Development Review Board Panel ‘B’ Staff Report March 21, 2016

Exhibit A1

Revised April 18, 2016

14-Lot Single-Family Subdivision 28500 and 28530 SW Canyon Creek Road South

DB15-0108 through DB15-0115

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Subsection 4.237 (.13)

H41. Review Criterion: “Lots on street intersections shall have a corner radius of not less than ten (10) feet.”

Finding: This criterion is satisfied.

Explanation of Finding: All proposed corner lots meet the minimum corner radius of ten (10) feet.

Lots of Record

Defining Lots of Record

Section 4.250

H42. Review Criteria: “All lots of record that have been legally created prior to the adoption of this ordinance shall be considered to be legal lots. Tax lots created by the County Assessor are not necessarily legal lots of record.”

Finding: These criteria are satisfied.

Explanation of Finding: The existing lots are of record as part of the plat of Bridle Trail Ranchettes, and the resulting lots will be of record.

Public Improvements

Improvements-Procedures

Section 4.260

H43. Review Criteria: “In addition to other requirements, improvements installed by the developer, either as a requirement of these regulations or at the developer's own option, shall conform to the requirements of this Code and improvement standards and specifications of the City. The improvements shall be installed in accordance with the City's Public Works Standards.”

Finding: These criteria are satisfied.

Explanation of Finding: All improvements will be required to conform to the Public Works Standards. See Condition of Approval PF 1 and Exhibit C1.

Improvements-Requirements

Section 4.262

H44. Review Criteria: This section establishes requirements for a number of different improvements including curbs, sidewalks, sanitary sewers, drainage, underground utility and service facilities, streetlight standards, street signs, monuments, and water.

Finding: These criteria are satisfied.

Explanation of Finding: Conformance with these requirements will be ensured through the Engineering Division's, and Building Division's, where applicable, permit and inspection process.

Kelly S. Hossaini
kelly.hossaini@millernash.com
503.205.2332 direct line

April 13, 2016

VIA E-MAIL

Mr. Daniel Pauly, AICP
Planning Division
City of Wilsonville
29799 S.W. Town Center Loop E
Wilsonville, Oregon 97070

Subject: Case Files DB 15-0108 through DB 15-0115

Dear Dan:

We represent Samm-Miller LLC (the "Applicant") with respect to the above-referenced applications (the "Development"). The purpose of this letter is to respond to issues that have been raised about the Development during the Development Review Board ("DRB") review process.

At the outset, it is important to put the Development in context with the surrounding properties. As noted by staff in the March 21, 2016, staff report (the "March Staff Report"), the subject area was originally platted as two-acre lots. Since 2004, many of these two-acre lots have been approved for comprehensive plan map and zoning map amendments to allow an increase in density from zero-to-one dwelling units per acre to four-to-five dwelling units per acre. The Applicant is requesting the very same comprehensive plan map and zoning map designations for the two tax lots subject to this application (the "Property"). As also noted in the March Staff Report, several new subdivisions have been developed in the area surrounding the Property in the last ten years. These new subdivisions all developed under substantially the same development standards that apply to the Property. The lot size requirements are the same, as are the setback and height requirements. When finished, the Development will look and function similarly to the adjacent subdivisions. The new lots will be no more dense, and the houses no closer together or taller than the adjacent new development. The individual houses in the Development will generate the same traffic as the individual houses in the adjacent subdivisions. The residents of the Development will

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generate no greater noise and have no greater overall impacts on the surrounding area than the residents of the adjacent subdivisions.

There is one chief difference between the Development and the other new development in the area. As part of the Development, over two acres of park and open space will be provided for recreation. None of the other subdivisions provided any such space. This park space will give the area's residents and children a place to play besides their own yards.

Some residents have complained that new development in the area will make it more difficult for their children to play in the streets and that the Development will generate additional traffic. As stated before, the new houses will not generate any more vehicle trips per household than other houses currently existing in the neighborhood, and the December 9, 2015, DKS Associates transportation memorandum¹ (the "DKS Memo") has confirmed that the existing street system can safely and efficiently handle the additional traffic from 14 single-family homes. As the remaining two-acre lots in the immediate area continue to redevelop, some additional traffic is an inevitable consequence, as vehicles must use streets to travel on. It is important to understand, however, that the new residents of Canyon Creek South will be part of the existing neighborhood, and their use of the streets will be as residents. In other words, the traffic generated by the new residents is not cut-through traffic from some other part of town, but resident traffic from residents who are using the streets to leave and come back to their homes just as current residents use those streets.

Responses to Individual Issues Raised by Neighbors

Below the Applicant responds substantively to individual issues raised by neighbors. It is important to bear in mind, however, that many of the issues raised are not relevant to any applicable approval criteria. Pursuant to ORS 227.173(1), approval or denial of a discretionary permit application must be based on standards and criteria set forth in the Wilsonville Development Code (the "Code"). In other words, the Development cannot be denied based on factors that are not relevant to the approval criteria. Staff has determined through its staff report that the Development meets all of the relevant approval criteria or can meet those criteria with conditions of approval.

¹ That memorandum was updated on April 12, 2016, but the conclusions reached are the same.

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1. Alternative Site Layouts

Some commenters speculate that an alternative site layout would have produced a better design. No one provided an example of such a layout, and no applicable approval criterion requires an alternatives analysis of different site layouts for any purpose. Even so, the Applicant spent considerable time designing a layout that would respect the environment, be compatible with existing development and site constraints, and still meet Code requirements. The site layout that best accomplished all of that is the one that was submitted as part of the Development applications, which was subsequently modified in response to issues raised at the March 28, 2016, DRB hearing. This modified site layout has been submitted for the April 25, 2016, hearing.

In order to meet Code requirements, the submitted site layout must be consistent with at least the following:

- Minimum lot size of 5,000 square feet
- Minimum number of lots/density
- Minimum lot width of 40 feet
- Minimum setbacks
- Maximum height
- No more than four lots accessing from a private street
- Access/frontage on either a public or private street for all lots
- All Significant Resource Overlay Zone ("SROZ") area must be preserved
- A minimum of ¼-acre of usable park space must be provided
- City and Fire Department requirements for street widths and turnarounds
- Street and pedestrian connectivity to existing and future development
- Tree preservation

In the process of designing the Development, the Applicant paid close attention to the size, shape, lot configuration, and lot layout of the adjacent Renaissance and Crosscreek Subdivisions. The lots in the Development are similar in size and shape to those in Renaissance and Crosscreek. The street layout and ingress-egress is similar to that of Crosscreek. The fact that one of the lots in the Development takes access directly from S.W. Canyon Creek Road South is consistent with the lots in Renaissance that take direct access from S.W. Canyon Creek Road South. The idea behind the site layout for the Development, then, is to construct a development that blends in with the existing subdivisions, which the submitted site plan has achieved.

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Perhaps most significantly, from the very beginning of the first conceptual layout, it was always the intent for the usable park area to abut the SROZ area and to site the building lots around the usable park and SROZ accordingly. By necessity this included the horizontal siting of Lots 1, 2, and 3 along the north property line, as there is no other place to locate them. An argument could be made that the usable park area could be placed along the north boundary, and Lots 1, 2, and 3 could be placed where the usable park area is now located. However, that layout would defeat the Applicant's intent for this development—which is to provide a beautiful, open, unblocked view of the SROZ area upon immediate entrance into the Development. A view that will include a natural area with preserved trees, open space, and wildlife habitat. That is not possible if lots are built in front of it. Further, no one has clearly articulated a convincing reason why relocating the park somewhere else within the Development achieves an overall improvement in site layout. It would seem that the best place for a park is adjacent to a natural area, as the two uses are compatible with each other and provide a larger recreational area.

2. Proximity of New Homes to Each Other and Property Lines

Issues were raised about the proximity of new homes to each other and property lines, with the desire that the homes be spaced farther apart. The Code establishes the setback requirements for all new structures. The Development complies with all the required setbacks. The Applicant is no longer requesting any waivers to the setback requirements. A development that complies with setback requirements cannot be denied simply because neighbors disagree with those requirements and desire that they be greater. Further, the setbacks applicable to the Development are the same setbacks that were applicable to the Renaissance and Crosscreek Subdivisions.² The Development will therefore appear and function very similarly to the surrounding subdivisions.

A related concern about the proximity of new homes to each other and property lines is that the Development will generate too much noise, including from automatic garage doors opening and closing. As set forth in the March Staff Report, the Development meets all of the applicable development standards, except one, i.e., average lot size, for which a waiver is requested in order to accommodate the park and natural area. The applicable development standards for the Development are

² In fact, the Renaissance Subdivision received side yard setback waivers for some of its lots, allowing the houses to be closer to each other and their corresponding property lines. The homes in the Development will uniformly meet the City's setback standards.

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substantially the same as for the Renaissance and Crosscreek Subdivisions. There does not appear to be a noise issue with the existing development, and there is no reason to expect that the new residents or their automatic garage door openers will be any noisier than the existing residents or their automatic garage door openers. There is also no approval criterion that addresses the fear of future noise from new neighbors. To the extent noise is actually an issue in the future, the City's noise ordinance will be applicable.

3. Appearance of New Homes

Concerns have been expressed that the new homes in the Development will not be similar enough in appearance to the homes in the adjacent Renaissance and Crosscreek Subdivisions, and that garages will be too dominant. There is no approval criterion applicable to the Development that controls the design of the houses to be built. That said, it is the Applicant's intent that the new houses in the Development be similar in design and compatible with the adjacent subdivisions. Further, all houses will meet all setback, height, and lot coverage standards and will be reviewed for compliance with such standards during the building permit process.

4. Preservation of Trees

Some commenters have expressed concerns about the preservation of trees on the Property. Code Sections 4.600 through 4.640.20 contain all of the City's tree preservation and protection requirements. The Applicant has submitted an arborist's report, a Tree Preservation and Removal Plan, a Street Trees Plan, and a Park Planting Plan—all of which address and meet the requirements of Sections 4.600 through 4.640.20.

Notably, all the trees within the SROZ are being preserved and will be protected during the development of the subdivision. Additionally, all of the following existing trees are being preserved and protected:

- 24" fir along the south boundary
- 18" fir along the south boundary
- 12" fir along the south boundary
- 30" pine in the park area
- Another 30" pine in the park area
- 15" English hawthorn adjacent to the SROZ
- 10" oak adjacent to the SROZ

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- 15" pine in northeast corner
- 15" maple along the north boundary
- 8" apple tree along the north boundary
- 36" fir in the northwestern area of the site

Of the trees that are being removed, ten of them have been deemed nonviable with either terminal decline due to wood borers or trunk decay. These ten trees must be removed from the site regardless of development to protect the health and viability of the remaining trees. The viable trees that are being removed are either apple trees or are located where new streets, utilities, or homes will be constructed. The lot and street layout, as well as possible house footprints, were redesigned several times in consideration of preserving as many viable trees on the Property as possible. Additionally, there are 14 proposed lots, with a total of 20 new trees to be planted as part of this development, which is more than one tree per lot. The new trees are a combination of Red Maple, Golden Rain Tree, and Tupelo, and are all shown on the Street Trees Plan.

5. Loss of Open Space and Wildlife Habitat

Concerns have been raised over the loss of open space and wildlife habitat as a result of the Development. The Code requires preserving all of the area within the SROZ, as well as providing additional usable outdoor area for subdivisions. The Development does not decrease the amount of existing open space or wildlife habitat currently on the Property. The Property contains 2.04 acres of SROZ area, and the entire 2.04-acre SROZ will remain at 2.04 acres. Accordingly, there will be no loss of open space or wildlife habitat. No construction will be occurring in the SROZ area. A no-build conservation easement will be platted onto the rear portion of Lots 3, 4, 5, and 6 that will contain the SROZ area. Additionally, a wildlife-habitat-friendly fence will be installed on the western edge of the SROZ area on Lots 3, 4, 5, and 6 to provide additional protection and preservation of the open space and wildlife habitat.

The Applicant also notes that the proposed development is providing 0.29 acres of usable outdoor/open space area, which exceeds the 0.25-acre Code requirement for usable outdoor area.

6. Transportation Issues

Some commenters raised concerns about the increased traffic on the surrounding streets that will result from the Development. As noted at the beginning of

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this letter, the DKS Memo was prepared by a licensed professional traffic engineer, and it demonstrates that the existing street system can safely and efficiently accommodate the traffic that will be generated from an additional 14 single-family houses. The DKS Memo is substantial evidence that the transportation-related approval criteria are met. There is no expert testimony or evidence to the contrary in the record.

Code Section 4.177, Street Improvement Standards, contains the City's requirements for pedestrian, bicycle, and transit-facility improvements to public streets or within public easements. The purpose of this section is to ensure that development provides transportation facilities that are safe, convenient, and adequate in rough proportion to its impacts. As set forth in the March Staff Report, the Development complies with Section 4.177. All necessary street improvements, including sidewalks and crosswalks, will be provided as part of the Development.

With respect to the impact of the Development on the ability of children to play in the streets, there is no reason to expect that the new residents of the Development will drive any differently than the existing residents or somehow be more likely to imperil the lives of children. As noted earlier, the new residents will be part of the neighborhood, just as the existing residents are. They will not be out-of-area cut-through drivers with no regard for the neighborhood. That said, the City requires that developers provide streets so that vehicles can drive on them. Streets are not designed so that they are safe places for children to play. The more appropriate places for children to play are on lots or sidewalks, or in the park and natural area that will be provided as part of the Development.

Another transportation issue that has been raised is that the egress and ingress to the Development is too limited. As noted earlier, the DKS Memo was prepared by a licensed professional traffic engineer, and that analysis has determined that the existing street system can safely and efficiently accommodate the traffic that will be generated from the Development. The Applicant would also note that both the Renaissance and Crosscreek Subdivisions have the same ingress-egress as the Development—namely one main access into and out of the subdivision from Canyon Creek Road South.

7. Concerns About the Changing Neighborhood

Concerns were raised about the rate of residential growth and the loss of large lots in the city. There are no applicable approval criteria that would allow the City to deny the Development based on the fact that the city is growing and that increased

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residential densities are occurring city-wide. On the contrary, according to the City's 2014 Residential Land Study, which was adopted by Ordinance No. 742 as part of the Comprehensive Plan, the Property is identified on the buildable residential lands inventory map as vacant/redevelopable land that the City is relying on to meet its 20-year residential land need. The same is true of the other two-acre parcels north and south of the Property, on the east side of Canyon Creek Road South. That is why the Property and the neighboring two-acre properties are currently in a holding zone designation. That holding zone is intended to preserve the future urban level development potential for more intensive development. The Development is also consistent with numerous Comprehensive Plan goals and policies, including those identified on Attachment 1.

Although changes to a neighborhood can be disconcerting, the Development is intended to be an attractive addition to the area while meeting the City's housing needs. The Applicant intends for the new homes and landscaped areas to be attractive and compatible with the other subdivisions in the area. The Development will preserve and enhance the existing natural area and provide a park as a compatible use to the natural area. When it is completed, the Development will be a seamless addition to the Renaissance and Crosscreek Subdivisions.

8. Privacy Issues Regarding the Kochanowski Property

The property owner to the north, Mr. Kochanowski, has raised concerns that the Development will diminish the privacy his home currently enjoys. He has asked that Lot 1 not be developed and instead become a landscaped area to protect his privacy. Mr. Kochanowski has not identified an applicable approval criterion that would protect his privacy from future development. A review of the Comprehensive Plan and Code for criteria regarding privacy in the context of a single-family subdivision application did not yield any such criteria. Correspondingly, the Code does not require that a proposed development be rearranged or decrease the number of lots to afford greater privacy to adjacent properties.

The Property and the Kochanowski property are currently zoned RA-H with a minimum side-yard setback requirement of ten feet. The builder of Mr. Kochanowski's house chose to build that house at the minimum side-yard setback of ten feet rather than increase that distance to provide a larger side yard. That is an existing condition that the Applicant cannot control or be responsible for. The distance between the existing Kochanowski house and its side property line is not changing or decreasing as a result of the Development, and there will be no changes to the current

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development on the Kochanowski property as a result of the Development. Under the current zoning, the existing house on the parcel of the Property adjacent to the Kochanowski property could be demolished at any time, and a new three-story house could be built ten feet from the property line. In other words, Mr. Kochanowski's privacy is not protected even under the current zoning.

When the Development is completed, there will be 17 feet between Mr. Kochanowski's house and the nearest house in the Development. Although the Code does not require it, the Applicant would like to provide additional buffering and screening between the Development and the Kochanowski property to enhance Mr. Kochanowski's privacy. The Applicant would accept a condition of approval requiring the installation of additional landscaping in the north-side setback area of Lots 1 and 2, consisting of Blue Oat Grass, Compact Oregon Grapes, and Landscape Roses, as well as construction of a six-foot-tall sight-obscuring fence along the north and south perimeters of the Development. These items are amenities of the Development that will enhance the aesthetics of the surrounding area. They also demonstrate the Applicant's good-faith willingness to provide the Kochanowski property with additional buffering and screening, even though the Code does not require it.

9. Impact on Trees on the Kochanowski Property

Mr. Kochanowski has also raised concerns about the impact the Development will have on trees on his property. As set forth in the submitted application materials, care will be taken to protect the root system of any of the trees from the Kochanowski property that extend onto the Property to ensure their health and viability as the subdivision is developed. The Applicant has submitted an arborist's report and a Tree Preservation and Removal Plan to ensure the proper treatment of all trees affected or potentially affected by the Development. The Applicant has also requested that a condition of approval be placed on the Development pertaining to root protection requirements for the Kochanowski trees. At the March 28, 2016, DRB hearing, Mr. Pauly agreed to add such a condition.

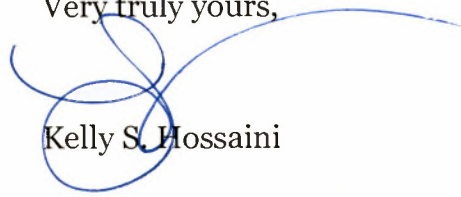
Conclusion

The Applicant is committed to constructing an attractive, high-quality development, and the Applicant believes that the Development reflects that. Scott Miller, a principal of the Applicant, is a long-time resident of Wilsonville and plans to remain a resident. In fact, Mr. Miller plans to build a house for his family and live in the Development. The Applicant, then, has a very real interest in providing an aesthetically

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pleasing development, similar to and compatible with the surrounding Renaissance and Crosscreek Subdivisions. In addition, staff has determined that the Development meets all applicable approval criteria or can meet the criteria with specified conditions of approval. We hope that this information has been helpful in the evaluation of the Development.

Very truly yours,



Kelly S. Hossaini


cc: Mr. Scott Miller


URBAN GROWTH BOUNDARIES


Consistent with the Statewide Planning Goals, and statutory mandates, Metro has established, and will periodically expand the urban growth boundary for the region. Upon a demonstration of need, the Metro Council is required to add land to the Urban Growth Boundary to meet projected growth requirements for twenty years.


Once land has been added to the Urban Growth Boundary established by Metro, the City may annex adjacent parts of the UGB into the City limits. This allows for development, subject to the City's review procedures. Only in highly unusual situations would the City annex land outside the regional UGB, and then only after coordination with Metro, the affected county, and any other affected jurisdictions.

At the City's request, Metro has added land to the UGB adjacent to Wilsonville. However, there are still substantial land areas outside the City limits that the City considers to be within its planning area for long-range urban growth. The City does not have the legal authority or responsibility to plan for areas outside the City limits unless that land has been added to the UGB or the City has an approved Urban Growth Management Agreement (i.e., intergovernmental agreement) with the affected county. Given the demand for urban development in Wilsonville, it makes sense for the City to begin planning for outward expansion into those areas and to coordinate such planning with Metro, the counties and the state.

 **GOAL: 2.1 To allow for urban growth while maintaining community livability, consistent with the economics of development, City administration, and the provision of public facilities and services.**

 **Policy 2.1.1. The City of Wilsonville shall support the development of all land within the City, other than designated open space lands, consistent with the land use designations of the Comprehensive Plan.**

 Implementation Measure 2.1.1.a. Allow development within the City where zoning has been approved and other requirements of the Comprehensive Plan have been met.

 Implementation Measure 2.1.1.b. Allow urbanization to occur to provide adequate housing to accommodate workers who are employed within the City.

Implementation Measure 2.1.1.c. Encourage a balance between residential, industrial, and commercial land use, based on the provisions of this Comprehensive Plan.

Implementation Measure 2.1.1.d. Establish and maintain revenue sources to support the City's policies for urbanization and maintain needed public services and facilities.

Implementation Measure 2.1.1.e. Allow new development to proceed concurrently with the availability of adequate public services and facilities as specified in Public Facilities and Services Section (Section C) of the Comprehensive Plan.

Implementation Measure 2.1.1.f. To insure timely, orderly and efficient use of public facilities and services, while maintaining livability within the community, the City shall establish and maintain growth management policies consistent with the City's regional growth allocation and coordinated with a Capital Improvements Plan.

1. The Planning Commission shall periodically review growth-related data, e.g., the availability of public facilities, scheduled capital improvements, need for housing, commercial development and/or industrial development, etc.; and shall, as determined necessary following a public hearing, make recommendations to the City Council regarding Growth Management Plans.
2. To maximize design quality and conformity to the Comprehensive Plan, the City shall encourage master planning of large land areas. However, as an added growth management tool, the Development Review Board may, as a condition of approval, set an annual phasing schedule coordinated with scheduled Capital Improvements, particularly streets and related transportation facilities.

Implementation Measure 2.1.1.g. To discourage speculative zoning and to provide for maximum responsiveness to new design concepts and a changing market, site plan approvals shall carry an expiration date with substantial progress towards site development required to preserve the approval.



Policy 2.2.1. The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.

Implementation Measure 2.2.1.a. Allow annexation when it is consistent with future planned public services and when a need is clearly demonstrated for immediate urban growth.



Implementation Measure 2.2.1.b The City of Wilsonville, to the best of its ability based on infrastructure provided at the local, regional, and state levels, shall do its fair share to increase the development capacity of land within the Metro UGB.

1. The City of Wilsonville shall comply with the provisions of the Metro Urban Growth Management Functional Plan, unless an exception to the requirements is granted as provided in that Functional Plan.
2. The City shall comply with the provisions of Metro's Urban Growth Management Functional Plan, as long as that compliance does not violate federal or state law, including Statewide Planning Goals.
3. The City of Wilsonville recognizes that green corridors as described in the 2040 Growth Concept are critical to interurban connectivity. If the City at some future date annexes an area that includes a Metro-designated green corridor, it will be the City's policy to do the following:
 - a. Control access to the transportation facility within the green corridor to maintain the function, capacity and level of service of the facility and to enhance safety and minimize development pressures on rural reserve areas; and

- b. Provide adequate screening and buffering to adjacent development and limit signage in such a way as to maintain the rural character of the green corridor.

[Implementation Measure 2.2.1.b(3) added per Ordinance 549, October 21, 2002.]

Implementation Measure 2.2.1.c In conjunction with Metro, Washington County, and Clackamas County, the City shall periodically review and recommend revisions to the Urban Growth Boundary containing buildable land of a quality and quantity adequate to meet urban growth needs for twenty years.

Implementation Measure 2.2.1.d The City shall review all proposed UGB and urban reserve amendments in the Wilsonville area for conformance with Wilsonville's Comprehensive Plan.

Implementation Measure 2.2.1.e Changes in the City boundary will require adherence to the annexation procedures prescribed by State law and Metro standards. Amendments to the City limits shall be based on consideration of:

1. Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or improvements are scheduled through the City's approved Capital Improvements Plan.
2. Availability of sufficient land for the various uses to insure choices in the marketplace for a 3 to 5 year period.
3. Statewide Planning Goals.
4. Applicable Metro Plans;
5. Encouragement of development within the City limits before conversion of urbanizable (UGB) areas.

Implementation Measure 2.2.1.f Washington and Clackamas Counties have agreed that no new lots shall be created outside the City and within the Urban Growth Boundary that contain less than ten acres. Development of existing lots of record and newly created lots of 10 or more acres shall be limited to single-family dwellings, agricultural activities; accessory uses which are directly related to the primary residential or agricultural use and necessary public and semi-public uses. *(Note that this Implementation Measure may need to be revised after the State has completed pending revisions to Statewide Planning Goal 14.)*

Implementation Measure 2.2.1.g Urban sanitary sewer and water service shall not be extended outside the City limits, with the following exceptions:

1. Where an immediate demonstrable threat to the public health exists, as a direct result of the lack of the service in question;
2. Where a Governmental agency is providing a vital service to the City; or
3. Where it is reasonable to assume that the subject area will be annexed to the City within a reasonable period of time.

Additionally, the City is required to periodically review its public facility capacities and plans to assure that planned public facilities can be provided to accommodate the calculated capacity within the planning period.

The City is required to calculate the increases in dwelling unit and job capacities by the year 2017 from any proposed changes to the current Comprehensive Plan and Development Code that must be adopted and add the increases to the calculation of expected capacities.

The City is required to determine the effect of each of the following on calculated capacities, and include any resulting increase or decrease in calculated capacities:

1. Required dedications for public streets, consistent with Metro's Regional Accessibility requirements;
2. Off-street parking requirements, consistent with the Metro Urban Growth Management Functional Plan;
3. Landscaping, setback, and maximum lot coverage requirements;
4. The effects of tree preservation ordinances, environmental protection ordinances, view preservation ordinances, solar access ordinances, or any other regulations that may have the effect of reducing the capacity of the land to develop at the zoned density;
5. The effects of areas dedicated to bio-swales, storm water retention, open space dedications, and other requirements of local codes that may reduce the capacity of the land to develop at the planned density.

If any of the calculated capacities are determined to be less than the City's target dwelling unit and job capacities specified by Metro, either jurisdiction-wide or in mixed-use areas, or both, then the City is required to increase calculated capacities, as needed, to comply with the calculated capacities of Metro's Urban Growth Management Functional Plan. The City is required to achieve the target capacities for both dwelling units and jobs.

As stated above, housing is a basic human need. Therefore, residential development is considered a primary element of this Plan. A priority is given to satisfying the housing Goal. In so doing, however, it is not the intent of this section to ignore other sections of the Plan. Rather, the intent is to balance conformance to other provisions of the Plan so as to best satisfy housing needs within the City. To complete the framework for evaluating residential development, the following Implementation Measures have been established.



Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

Implementation Measure 4.1.4.a The City shall encourage that at least an area of land equal to that now utilized for existing mobile home parks within the City, shall be identified within

the City for development of replacement mobile or manufactured parks or subdivisions prior to redevelopment of the existing parcels for other uses. Preservation of existing parks will be encouraged where consistent with other provisions of this Plan.

✱ Implementation Measure 4.1.4.b Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.

✱ Implementation Measure 4.1.4.c Establish residential areas that are safe, convenient, healthful, and attractive places to live while encouraging variety through the use of planned developments and clusters.

✱ Implementation Measure 4.1.4.d Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.

✱ Implementation Measure 4.1.4.e Targets are to be set in order to meet the City's Goals for housing and assure compliance with State and regional standards.

✱ Implementation Measure 4.1.4.f Accommodate the housing needs of the existing residents of the City of Wilsonville. The future status of existing mobile home dwellers within the City is a particular concern in establishing this Measure.

Implementation Measure 4.1.4.g Coordinate housing development with the social and economic needs of the community.

Implementation Measure 4.1.4.h Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.

Implementation Measure 4.1.4.i Restrict the number of housing starts to the capacities of public facilities and services.

✱ Implementation Measure 4.1.4.j The City shall have a diverse range of housing types available within its City limits.

Implementation Measure 4.1.4.k The City shall adopt specific goals for low and moderate cost housing to ensure that sufficient and affordable housing is available to households of all income levels that live or have a member working within the City of Wilsonville.



Implementation Measure 4.1.4.l The City shall work to improve the balance of jobs and housing within its jurisdictional boundaries.

Implementation Measure 4.1.4.m The City will consider the use of the following tools identified by Metro to improve availability of sufficient housing affordable to households of all income levels and manufactured housing to assure a diverse range of available housing types.

1. Donation of buildable tax-foreclosed properties to nonprofit organizations or governments for development as mixed-market affordable housing.
2. Development of permitting process incentives for housing being developed to serve people at or below 80% of area median income.
3. Provision of fee waivers and property tax exemptions for projects developed by nonprofit organizations or governments serving people at or below 60% of area median income.
4. Creation of a land-banking program to enhance the availability of appropriate sites for permanently affordable housing.
5. Adoption of replacement ordinances that would require developers of high-income housing, commercial, industrial, recreational or government projects to replace any affordable housing destroyed by these projects.
6. Creation of linkage programs that require developers of job-producing development, particularly that which receives tax incentives, to contribute to an affordable housing fund.
7. Committing locally controlled funds, such as Community Development Block Grants, Strategic Investment Program tax abatement funds, or general fund dollars, to the development of permanently affordable housing for people at or below 60% of area median income.
8. Within the limits set by State law, consider inclusionary zoning requirements, particularly in tax incentive programs, for new development in transit zones and other areas where public investment has contributed to the value and developability of land.

Implementation Measure 4.1.4.n Amend the Development Code to permit manufactured homes configured as duplexes, triplexes, fourplexes, etc. outside manufactured dwelling parks, consistent with zoning densities.



Implementation Measure 4.1.4.o The City will encourage the development of housing of various types and densities. Guided by the urbanization, public facilities, and economic elements, the City will, however, manage residential growth to ensure adequate provision of public facilities and that proposed housing satisfies local need and desires, i.e., type, price and rent levels.

✧ Implementation Measure 4.1.4.p In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.

Implementation Measure 4.1.4.q The City will continue to allow for mobile homes and manufactured dwellings, subject to development review processes that are similar to those used for other forms of housing. Individual units will continue to be allowed on individual lots, subject to design standards. Mobile home parks and subdivisions shall be subject to the same procedures as other forms of planned developments.

Implementation Measure 4.1.4.r All development, except as indicated in the lowest density districts, will coincide with the provision of adequate streets, water, and sanitary sewerage and storm drainage facilities, as specified in the Public Facilities and Services Section of the Plan. These facilities shall be (a) capable of adequately serving all intervening properties as well as the proposed development and (b) designed to meet City standards.

Implementation Measure 4.1.4.s Residential subdivisions, including mobile home subdivisions, shall be developed with paved streets, curbs and gutters, street lights and walkways, according to City standards. All utilities, other than storm water facilities, will be placed underground.

Implementation Measure 4.1.4.t Site plans will provide for adequate open space to (a) protect adjacent properties; and (b) provide ample yard space and play areas for residents. The residential character of established neighborhoods, particularly low density developments, shall also be protected as surrounding development occurs. Site development standards shall continue to be applied to ensure compatibility with adjacent land uses. High design standards will be established for signage and appearance, including the landscaping of setback areas and the designation of access points.

✧ Implementation Measure 4.1.4.u To provide variety and flexibility in site design and densities, residential lands shown on the Land Use Map of the Comprehensive Plan have been divided into districts, with different density ranges for each district. In all residential developments, other than those that are so small that it is not mathematically feasible to achieve the prescribed minimum density, the 80% minimum shall apply. The following density ranges have been prescribed for each district:


- Density: 0-1 units/acre
- 2-3 units/acre
- 4-5 units/acre
- 6-7 units/acre
- 10-12 units/acre
- 18-20 units/acre


Implementation Measure 4.1.4.v Site development standards and performance criteria have been developed for determining the approval of specific densities within each district. Densities may be increased through the Planned Development process to provide for meeting special needs (e.g., low/moderate income, elderly, or handicapped).


Implementation Measure 4.1.4.w These Implementation Measures shall not be administered in such a manner as to violate other provisions of this Plan.

Implementation Measure 4.1.4.x Apartments and mobile homes are to be located to produce an optimum living environment for the occupants and surrounding residential areas. Development criteria includes:


1. Buffering by means of landscaping, fencing, and distance from conflicting uses.
2. Compatibility of design, recognizing the architectural differences between apartment buildings and houses.
3. On-site recreation space as well as pedestrian and bicycle access to parks, schools, mass transit stops and convenience shopping.
4. The siting of buildings to minimize the visual effects of parking areas and to increase the availability of privacy and natural surveillance for security.

 Implementation Measure 4.1.4.y Housing units shall be designed, constructed, and maintained so that the community is assured of safe, sanitary, and convenient living conditions in dwellings that are sound, energy efficient, and attractive in their appearance. Conservation of housing resources shall be encouraged through code enforcement, renovation, and rehabilitation of the existing housing stock.

 Implementation Measure 4.1.4.z The City shall continue to apply a minimum density standard to all zones allowing residential use, such that all development, including subdivisions, will result in the eventual build-out of 80 percent or more of the maximum number of dwelling units per net acre permitted by the zoning designation for a given development. The minimum density requirement does not apply inside areas designated by the City as open spaces or significant resource sites. The maximum-zoned density does not include the density bonus for zones that allow them.

 Implementation Measure 4.1.4.aa The City will continue to allow partitioning or subdividing where existing lot sizes are two or more times that of the minimum lot size in the Development Code, and all other applicable requirements are met.

Implementation Measure 4.1.4.bb The City allows the construction of one accessory dwelling unit with any detached or attached single family dwelling that is permitted to be built in any zone, subject to standards in the Land Development Code or density and size standards in Neighborhood Plans, Stage II Development Plans or Final Development Plans. Regulations of such units include size, architectural design to match the primary unit on the site, and parking requirements. [Amended by Ord. 676, 3/3/10]

 Implementation Measure 4.1.4.cc In order to encourage originality, flexibility, and innovation in land development, and minimize monotonous standardized subdivisions, all subdivisions over two acres in size require Planned Development review (P.D.R.). Multi-plexes and single-family attached units may also be approved as part of a planned development.


In considering the overall character of the community, it is important to look to the past. As a community develops, it should not discard its past for the sake of the future. Historic features provide a link with the past and add character and variety to the community's design.

The Statewide Inventory of Historic Sites and Building identifies one historic site in the City, the Boones Ferry Landing Site. There is no physical evidence of this landing site, except that Boone's Ferry Road terminates at the river's edge. The site is part of a six-acre City Park and is located within the Willamette River Greenway Boundaries. Other than documentation and recognition that this landing site exists, no additional standards or measures are considered necessary to preserve its historic value.

Additional Wilsonville sites and buildings have been inventoried and the results have been included as an appendix to the Comprehensive Plan as potential historic sites and structures. The City has worked with the local Historical Society on that inventory in the past and is expected to continue to coordinate with that group in completing the Goal 5 process for historic resources in the future.

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

Implementation Measure 4.1.5.a Require the placement of utilities underground in new developments and seek means of undergrounding existing above-ground utilities, other than storm drainage facilities.

 Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary. Discourage long term agricultural uses within the urban boundary.

Implementation Measure 4.1.5.c Provide a buffer use or transition zone between urban and adjacent agricultural areas.

Implementation Measure 4.1.5.d Conserve and create open space throughout the City for specified objectives.

Implementation Measure 4.1.5.e Protect the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas and Habitat Conservation Areas identified by Metro by limiting or mitigating the impact on these areas from development activities.

Implementation Measure 4.1.5.f Ensure protection of Water Quality and Flood Management Areas and Habitat Conservation Areas pursuant to Title's 3 and 13 of the Metro Urban Growth Management Functional Plan by either:

1. Adopting the relevant provisions of the Metro Water Quality and Flood Management model ordinance and Metro Water Quality and Flood Management Conservation Area Map; or

April 14, 2016

Daniel Pauly, AICP
Planning Division
City of Wilsonville
29799 S.W. Town Center Loop E
Wilsonville, Oregon 97070

Subject: Case Files DB 15-0108 through DB 15-0115 for 14-lot subdivision on SW Canyon Creek Road. South

Dear Dan:

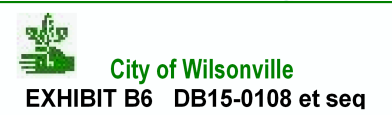
This letter of support for the referenced development is offered by Beth Boeckman and Karen & Marvin Lewallen property owners at 28500 and 28530 SW Canyon Creek Rd South in Wilsonville, respectively.

This letter is offered in support of the subject development and also as a response to testimony by our new "neighbors" at the March 28, 2016 hearing regarding this development proposal.

History of the Neighborhood - Unlike most if not all of the neighbors testifying at the recent hearing opposing the proposed development, we have lived in this neighborhood for a combined 40 years. As I'm sure staff has pointed out to members of the panel, 12 of the 19 original Bridal Trail Ranchett parcels have been developed under rules and regulations currently in place and were historically implemented by the City of Wilsonville. The proposed development is actually designed under more restrictive conditions than has been historically approved in our neighborhood (i.e., setbacks of 7' instead of 5' as approved for Renaissance Homes). The proposed development aligns with the historical development that has occurred on the other 12 lots associated with Bridle Trail Ranchetts and is not a departure from previously approved projects. To deny this development based on zoning changes or density restrictions would be changing the rules without due process. The last neighbor moving in does not get to change the rules with their addition to the neighborhood.

Development Code - The development rules in Wilsonville have not materially changed in many years. The development of our property is not a new consideration. Discussions started with the city over seven years ago regarding development. While we understand our new neighbor's concerns, the last folks moving into a neighborhood suddenly wanting to halt all future development is disingenuous at best and adverse to our own property rights as long-term property owners. We are only interested in an equivalent outcome to that our other 12 neighborhood parcels received – that is the ability to develop our property under the currently in force rules and regulations.

Traffic Impacts – Our understanding is that the traffic impacts associated with the proposed development have been professionally studied by DKS and meet all city traffic standards. While we understand concerns with increased traffic, the projected impacts are acceptable under the current



paradigm of assessing traffic impacts for developments in Wilsonville and to deny this project based on traffic impacts would not be consistent with current regulations.

A Child Playing in the Street – Our understanding is some neighbors that were concerned with the impact of the proposed development on their children’s safety while “playing in the street”. Although obvious with a bit of common sense, we are certain the public safety staff in Wilsonville can weigh in on the efficacy of letting your children “play in the street”.

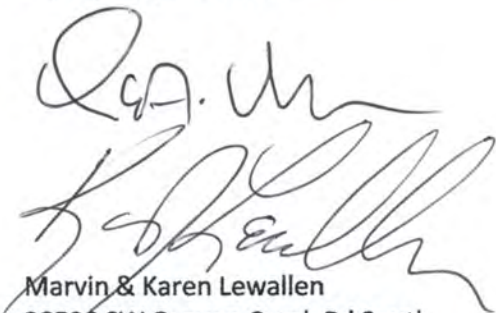
In summary, the development path for Bridle Trail Ranchetts is clear to anyone who has lived in the neighborhood for more than a year or performed even modest due diligence prior to moving into the neighborhood. To now change the rules for our proposed development is inconsistent with development projects the city has **already approved** and would impact our property rights as land owners.

We urge the panel to use the same yard stick to evaluate the proposed development as with the development on the previous 12 parcels within Bridle Veil Ranchetts. That would be the fair and also legally justified approach.

Sincerely yours,



Beth A Boeckman
28500 SW Canyon Creek Rd South
Wilsonville, OR 97070



Marvin & Karen Lewallen
28530 SW Canyon Creek Rd South
Wilsonville, OR 97070



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

MEMO
Engineering Division

DATE: April 15, 2016

TO: DRB Panel B
Mr. Woods, Mr Martens, Mr. O’Neil, Mr. Nada, Mr. Scull

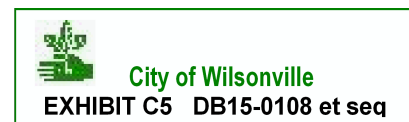
FROM: Steve R. Adams, P.E.
Development Engineering Manager

RE: *Boeckman-Lewallen Subdivision*
DB15-0111 Stage II Final Plan, Traffic Information

After attending the March 28, 2016 DRB meeting it was indicated that there was insufficient information from the traffic memo submitted with the development application to be able to make a determination on the traffic impacts to the City.

Attached please find an updated, revised Trip Generation Memorandum providing both the initial counts done on Wednesday, November 17 plus two (2) days of additional counts done on Wednesday and Thursday, March 30 and 31. While the counts show slightly higher bi-directional traffic on Daybreak Street between Canyon Creek Road and Morningside Avenue the intersection is still operating at a Level of Service (LOS) A in the major direction and LOS B in the minor direction. City code specifies that intersections shall operate at LOS D or better. Existing vehicle delay from Daybreak entering onto Canyon Creek Road during the PM Peak Hour was determined to be 11.1 seconds with anticipation that this will increase to 11.4 seconds with the 14-lot development and to 11.6 seconds when all proposed and Stage II approved development is accounted. With the counts extended to 7 PM you will also notice that traffic drops off after 6 PM. This is consistent with previous traffic counts done both here and elsewhere in the City and supports that the 4-6 PM time slot typically generates peak travel on our roadways.

As mentioned in the March 28 DRB meeting the number of evenings we choose to have traffic counts done is related to the anticipated traffic impacts of the development. Larger developments are scrutinized more intensely with more information being gathered and more roadways and intersections studied. With certain developments we have also studied the AM Peak Hour traffic and Saturday mid-day traffic.



"Serving the community with pride"

There is a large amount of traffic information that we track in the City, and is available to anyone interested, that we do not typically present to the DRB. Attached I have assembled several traffic related documents for your review. In the attachments I have included a 7-day, 24-hr traffic count done on Daybreak Street in June 2015. Note that these were done when the north end of Morningside was temporarily closed at Canyon Creek Road. The seven (7) days of the traffic counts can be summarized as follows:

- Daybreak just east of Morningside:
Average PM Peak Hour, Tue/Wed/Thur: 48.0 vehicles
Average PM Peak Hour, all 7 days: 45.3 vehicles
Average Daily Traffic, all 7 days: 504 vehicles per day

Please note that the recent Traffic Memo done for the 14-lot development counted traffic on Daybreak between Morningside and Canyon Creek Road. This memo will have higher counts because numerous cars likely turn north or south both to and from Morningside.

A concern was brought up at the DRB on having another access to this neighborhood via Canyon Creek Road South at Boeckman Road. A brief history on this intersection is that it was closed in 2005 per directive of the City Engineer after construction of the new Canyon Creek Road was completed with the Renaissance @ Canyon Creek subdivision. It was closed due to intersection spacing requirements (and not sight distance issues). Per both the 2003 and 2013 Transportation System Plans, Boeckman Road is classified as a minor arterial. Access Spacing Standards for minor arterials call for a desired spacing of 1,000 feet and a minimum spacing of 600 feet. This is to keep the traffic flowing better on a minor arterial by reducing the number of locations for cross traffic entering the roadway (it also provides for safer travel). From centerline of Canyon Creek Road to centerline of Canyon Creek Road South is approximately 260 feet.

With the partial closure last year of Morningside Avenue for exiting traffic onto Canyon Creek Road, the City and the Renaissance @ Canyon Creek HOA Board have an agreement (dated June 19, 2015) for the City to look into the feasibility of allowing reopening of Canyon Creek Road South at Boeckman Road when the Boeckman Bridge is under design. However, the understanding is that *“full access may not be possible here, with the prospect that the only workable solution would be to have a right-in / right-out restricted access. It is further understood that until additional design work can be done and reviewed that no connection at this intersection can be promised or agreed to by the City.”* In further correspondence between the City and the HOA between November 2015 and January 2016 we have agreed to look at creating a right-in/right-out connection at Canyon Creek Road South at Boeckman. Currently the City is designing this connection in-house. Once the design is completed the City will look into possible funding and options for constructing the proposed changes at the intersection.

I have also attached the Transportation Performance Modeling report, completed in January of this year. This report was initiated by Engineering so that we can better manage our transportation infrastructure and see how our transportation network is performing, create awareness of possible issues, identify gaps or shortcomings that need to be addressed, and track how well we are meeting the vision and goals set forth in the City’s Transportation System Plan. We shared this report with City Council and Planning Commission and now you have the

opportunity to review it. With traffic concerns you may find the results in Goal 3 Intersection Delay informative. It tracks how eight (8) of our key intersections have performed over the last 10 years. The data also shows how adding road connections or performing upgrades allows these intersections to handle more traffic and still perform at LOS D or better.

Many different factors both within Wilsonville and outside of Wilsonville can impact our transportation system – from companies hiring or laying staff off, new businesses opening in an existing building (without a change of use a traffic study is not required), other businesses closing or changing location, projects in other nearby areas, and traffic issues outside of the City’s jurisdiction. Our desire is to provide funding to repeat the Transportation Performance Modeling report every other year to allow us to track changes that are not captured by Traffic Memos or Transportation Impact Studies.

Another concern was brought up at this DRB meeting regarding sight distance and the safety of vehicles entering Canyon Creek Road from Daybreak. Engineering has looked at this intersection in the past and has found it to meet sight distance requirements as found in the City Public Works Standards Section 201.2.22, which are taken from accepted national guidelines found in “A policy on Geometric Design of Highways and Streets” (chapter 9), published by the American Association of State Highway and Transportation Officials.

Methodology for drivers entering a stop controlled intersection can be found in the 2016-2017 Oregon Driver’s Manual under “Intersections” (Page 33), also attached. The manual states that vehicles “*must stop before the marked stop line or crosswalk*” and further provides that “*After stopping, if you are unable to see traffic coming from your left and right, slightly pull forward and scan the area.*”

Should you have further questions or concerns regarding traffic or other issues please contact me at 503-682-4960, or via email at adams@ci.wilsonville.or.us.



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 503.391.8773
 www.dksassociates.com

MEMORANDUM

DATE: April 12, 2016
TO: Steve Adams, P.E., City of Wilsonville
FROM: Scott Mansur, P.E. *Sm*
 Jordin Ketelsen, EIT



SUBJECT: Canyon Creek Subdivision Trip Generation Memorandum

P15018-018

This memorandum documents trip generation estimates for the proposed 14 lot subdivision off of Canyon Creek Road S (parcels 28530 and 28500) opposite of SW Daybreak Road in Wilsonville, Oregon. Currently, each parcel is occupied by a single family housing unit. There is also a proposed private road which will end at the south property line and an approximately 10,000 sq. ft. park on the east side of the site area. The proposed internal street for the site would be a public street and will stub at the north end for future connectivity.

This memorandum will analyze the impact this subdivision would have on the SW Canyon Creek Road/SW Daybreak Street intersection. It will also evaluate the site plan's internal circulation for vehicle and pedestrian safety. The following sections include the existing intersection operations, surrounding traffic network impacts, site plan review, and summary of findings.

Project Trip Generation and Distribution

Trip generation is the method used to estimate the number of p.m. peak hour vehicles that are added to the surrounding traffic network from the proposed 14 lot subdivision. The trip rates utilized for this study were provided by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*,¹ and are shown below in Table 1. The results of this analysis indicate that the proposed subdivision is expected to generate 14 p.m. peak hour trips (9 in, 5 out).

Table 1: Trip Generation for Proposed Expansion

Land Use (ITE Code)	Units (DU*)	Trip Rate	P.M. Peak Hour Trips		
			In	Out	Total
Single-Family Detached Housing (210)	14 DU	1.00	9	5	14

*DU = Dwelling Unit

Trip distribution for new project traffic was calculated based on existing traffic patterns identified in the p.m. peak hour intersection counts conducted on Tuesday, November 17th (see Figure 2). Based on existing traffic

¹ *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.





patterns at the study intersection, it was assumed that 70% of the traffic leaving the subdivision would travel north along SW Canyon Creek Road and 30% would travel south. Figure 1 below displays the project trips and distribution.

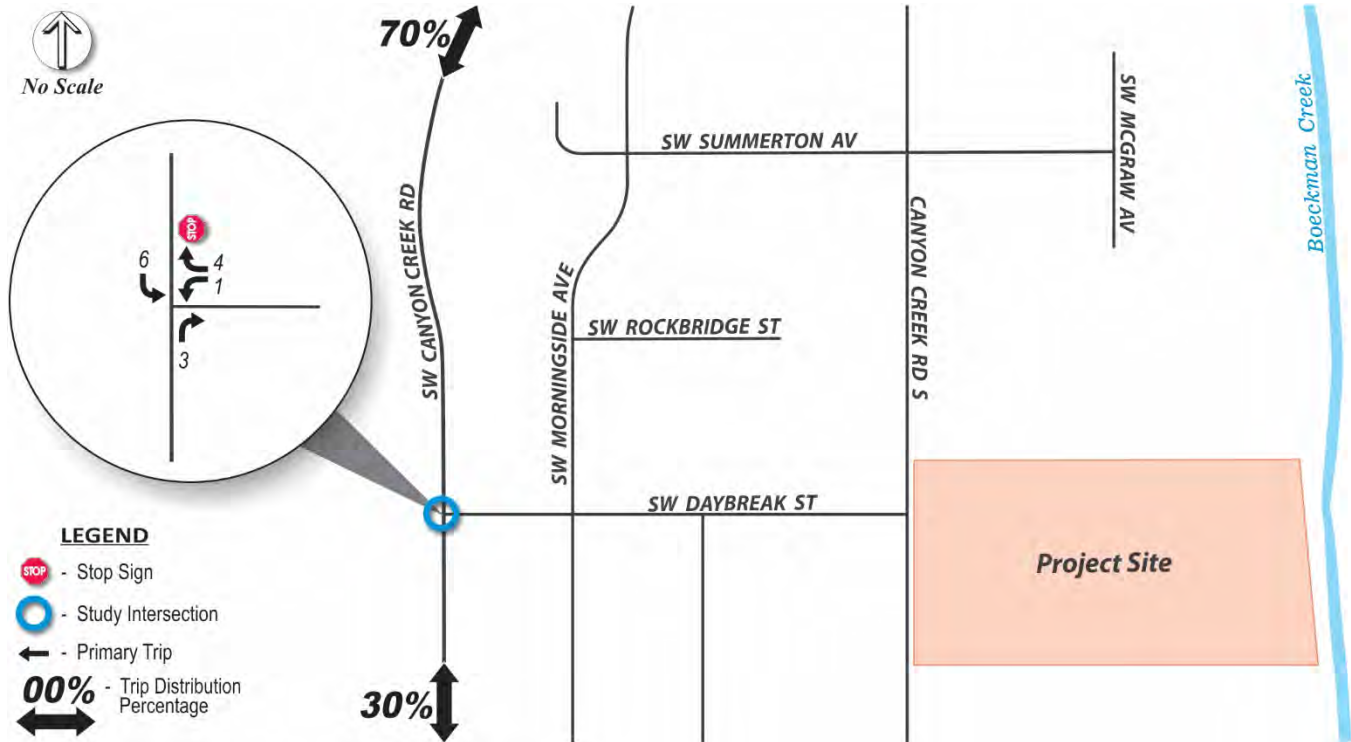


Figure 1: Project Trips and Distribution

Project Trips through City of Wilsonville Interchange Areas

The project trips through the two City of Wilsonville I-5 interchange areas were estimated based on the trip generation and distribution assumptions used in the *Renaissance Homes Transportation Impact Study*.² The proposed development is expected to generate 3 p.m. peak hour trips through the I-5/Elligsen Road interchange area and 2 p.m. peak hour trips through the I-5/Wilsonville Road interchange area.

² *Renaissance Homes Transportation Impact Study*, DKS Associates, September 2004.



Intersection Operations

Intersection operations were analyzed for the weekday p.m. peak hour (highest hour between 4:00-6:00 p.m.) at the SW Canyon Creek Road/SW Daybreak Street intersection. The existing intersection operations were analyzed based on the 2010 HCM methodology for unsignalized intersections³ for the following scenarios:

- Existing Weekday p.m. Peak Hour
- Existing + Project
- Existing + Stage II (traffic from developments that have Stage II approval or are under construction)
- Existing + Project + Stage II

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations. In addition, they are often incorporated into agency mobility standards.

- Level of service (LOS): A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity.
- Volume-to-capacity (v/c) ratio: A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

The City of Wilsonville requires all intersections of public streets to meet its minimum acceptable level of service (LOS) standard of LOS D for peak periods. For each of these analysis scenarios, the unmitigated impacts for the study area will be completed for the study intersection. Where the City’s level of service D standard cannot be maintained, improvements will be identified to mitigate operating conditions. Additional analysis will then be performed with any recommended improvements in place to determine the resulting levels of service.

Existing Intersection Operations

Existing traffic operations at the study intersections were determined for the p.m. peak hour based on the 2010 Highway Capacity Manual methodology. The estimated delay, LOS, and v/c ratio of each study intersection is shown in Table 2. As shown, the study intersection currently meets the City’s operating standards. Existing intersection volumes⁴ can be seen in Figure 2 at the top of the next page.

³ *Highway Capacity Manual 2010*, Transportation Research Board, Washington DC, 2010

⁴ Counts collected by All Traffic Data on Tuesday, November 17, 2016.



Table 2: Existing Study Intersection Operations

Intersection	Operating Standard	Existing		
		Delay	LOS	v/c
Two-Way Stop Controlled				
SW Canyon Creek Road/SW Daybreak Street	LOS D	10	A/B	0.07
<u>Unsignalized Intersections:</u> LOS = Level of Service of Major Street/Minor Street v/c = Volume-to-Capacity Ratio of Worst Movement				

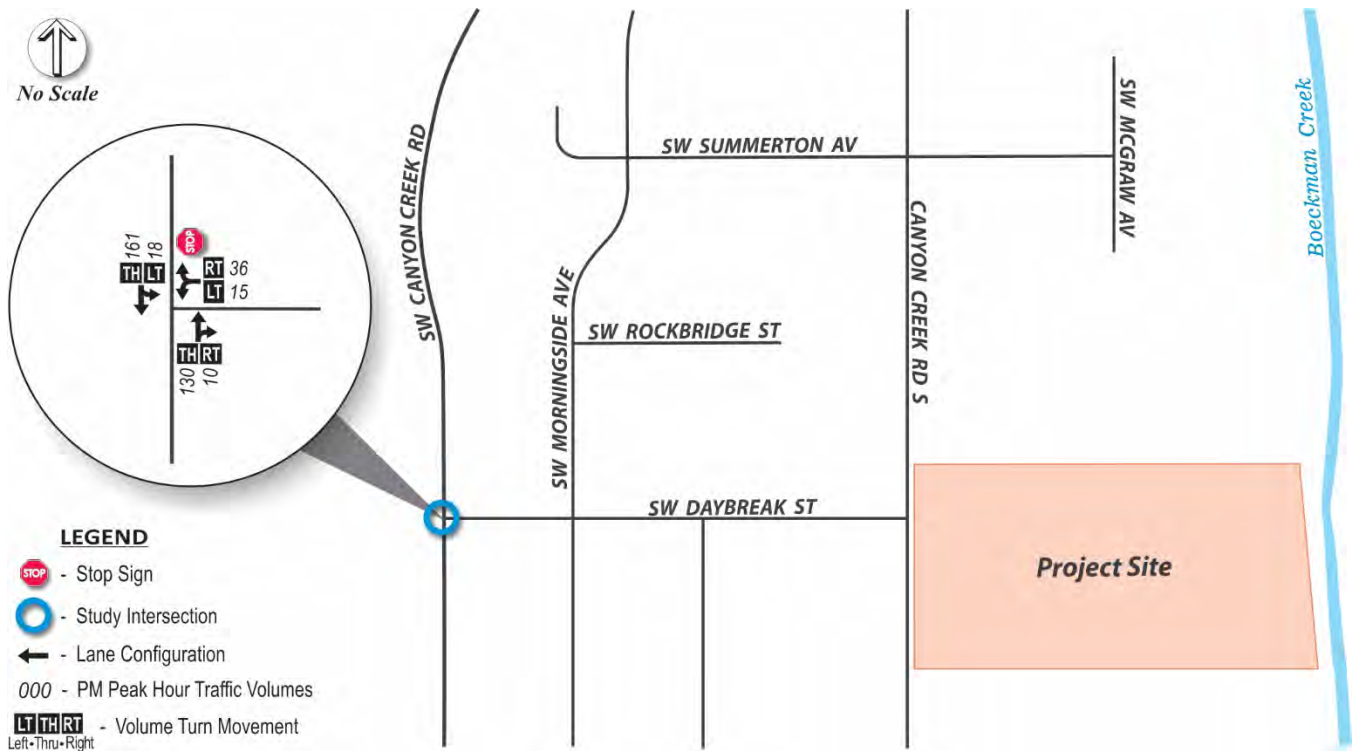


Figure 2: 2016 Existing Intersection Volumes

Future Traffic Operations

The impacts of the increased traffic of the subdivision were evaluated at the study intersection for the weekday p.m. peak hour. The impact analysis includes trip generation, trip distribution, p.m. peak hour project trips through the study intersections. The analysis also includes scenarios that account for Stage II approved developments in the area, including those under construction or built but not yet occupied. As shown in Table 3, the intersection meets the City’s operating standards for each scenario. Volumes for each scenario are included in Figure 3 at the top of the next page.



Table 3: Future Project and Stage II Intersection Operations

Intersection	Operating Standard	Existing + Project			Existing + Stage II			Existing + Stage II + Project		
		Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c
Two-Way Stop Controlled										
SW Canyon Creek Road/SW Daybreak Street	LOS D	10.1	A/B	0.08	10.2	A/B	0.08	10.2	A/B	0.09
<u>Unsignalized Intersections:</u> LOS = Level of Service of Major Street/Minor Street v/c = Volume-to-Capacity Ratio of Worst Movement										

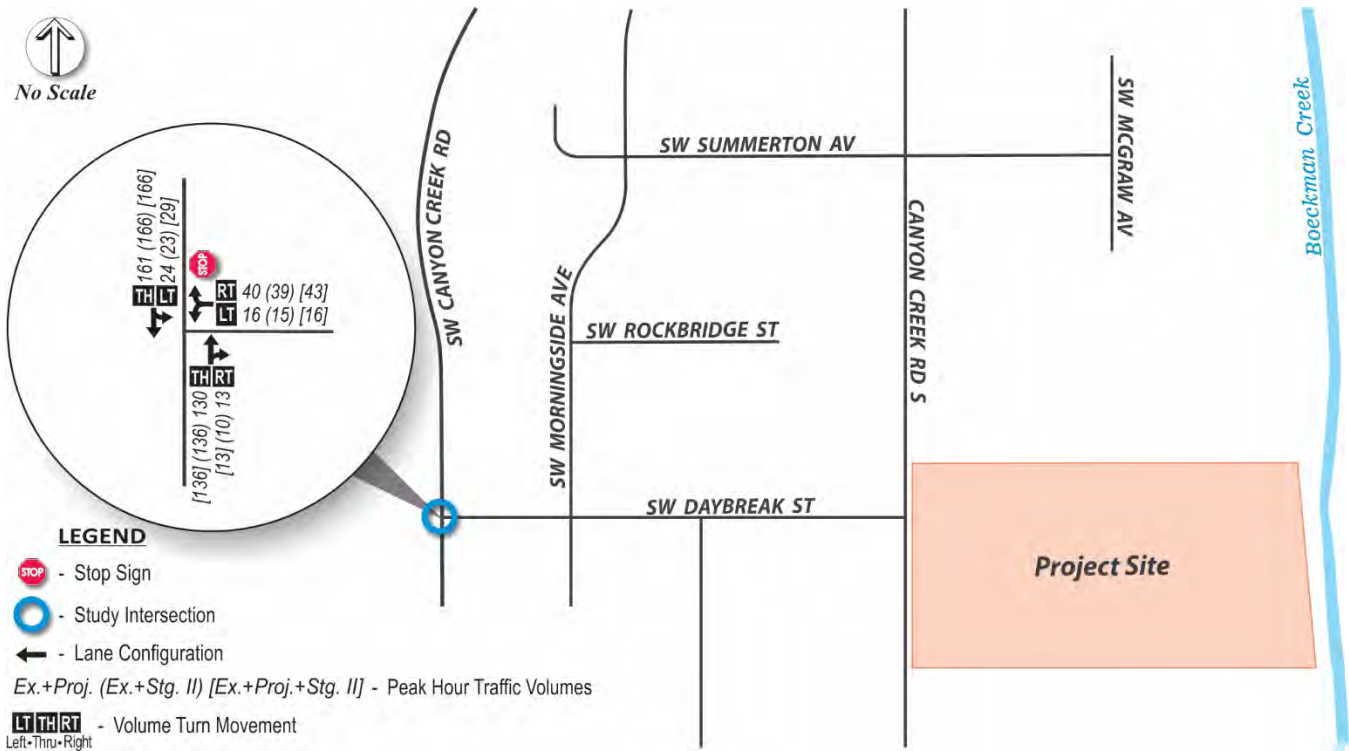


Figure 3: Future Scenario Traffic Volumes



Site Plan Review

The applicant's preliminary site plan was provided with the Traffic Study Request letter and is attached to the appendix.⁵ It was reviewed to evaluate site access and internal circulation for vehicles, as well as pedestrian and bicycle connections.

Site Access and Internal Circulation

The proposed 14 lot subdivision would utilize the existing residential streets (SW Daybreak Street and Canyon Creek Road S) that currently serve the existing residential area as well as a new proposed internal public road that will stub at the north end for future connectivity. This public road would connect to Canyon Creek Road S approximately 100 feet south of the existing Canyon Creek Road S/SW Daybreak Street intersection. The site plan also indicates a new private road will be necessary to access two of the fourteen lots. A 10,000 square foot park is also proposed on the eastern edge of the site that would provide the minimum required 2,800 square feet of recreational area for the subdivision.⁶ Based on the site plan, the proposed facility's internal roadway network provides adequate circulation into and out of the development.

Pedestrian and Bicycle Connections

The site features sidewalks along the proposed new public road. Added sidewalks are recommended along the frontage of Canyon Creek Road S as well as ADA accommodating ramps to connect to the existing sidewalk network in the Renaissance at Canyon Creek Subdivision. The existing sidewalks through the Renaissance at Canyon Creek Subdivision also connect to the Rectangular Rapid Flashing Beacon (RRFB) on the south leg of the SW Canyon Creek Road/SW Daybreak Street intersection that provides enhanced pedestrian crossing opportunities on SW Canyon Creek Road.

Additional Intersection Data and Analysis

Based on a request from City staff,⁷ updated intersection operations for the Canyon Creek Subdivision study intersection has been completed using additional weekday p.m. peak turn movement counts during two consecutive weekdays, Wednesday and Thursday, March 30 and 31, 2016.⁸ These p.m. peak hour counts were extended from 4:00 p.m. to 7:00 p.m. to ensure the peak hour period with the highest traffic volumes were utilized in the additional analysis. Figure 4 shows the total vehicle traffic at the SW Canyon Creek Road/SW Daybreak Street intersection for each hour between 4:00 p.m. to 7:00 p.m. as well as the overall p.m. peak hour traffic on Wednesday March 30, 2016 between 4:35 p.m. to 5:35 p.m. (the highest peak hour volumes of each of the three count dates). As shown, the number of vehicles entering the intersection is greatest between 4:00 and 6:00 p.m. and is considerably lower from 6:00 p.m. to 7:00 p.m.

⁵ Request for Traffic Study submitted to City of Wilsonville by Marvin and Karen Lewallen, Emerio Design, dated October 23, 2015 and forwarded to DKS by Steve Adams, City of Wilsonville, on October 23, 2015.

⁶ City of Wilsonville City Codes, Section 4.113

⁷ Phone conversation with Steve Adams, Development Engineering Manager, City of Wilsonville, March 29, 2016.

⁸ Counts collected by All Traffic Data on March 30 and March 31, 2016 between 4:00-7:00 p.m.



Total Peak Hour Traffic
SW Canyon Creek Road and SW Daybreak Street

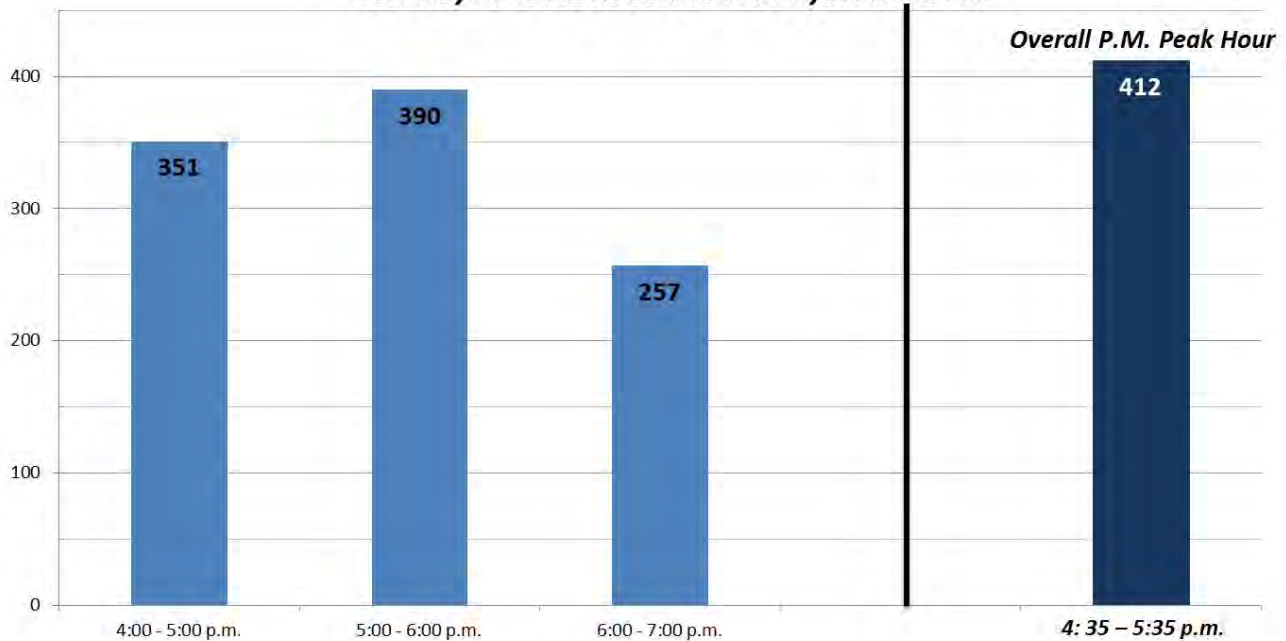


Figure 4: Total Vehicles by Hour at SW Canyon Creek Road/SW Daybreak Street

Intersection analysis with traffic volumes from the highest peak hour period was completed for the same scenarios identified in the “Intersection Operations” section of this memorandum. Table 4 is a summary of the three traffic counts taken for this project. The highest intersection total occurred on Wednesday March 30, 2016. These volumes can be seen in Figure 5 on the top of the following page.

Table 4: Summary of PM Peak Hour Traffic Counts

Date of Traffic Count	Bi-Directional Traffic on Daybreak St	Bi-Discretionary Traffic Canyon Creek Rd North of Daybreak St	Bi-Directional Traffic on Canyon Creek Road South of Daybreak St	Intersection Total Entering Vehicles
Nov. 17, 2015	79	345	316	370
March 30, 2016	93	370	361	412
March 31, 2016	96	328	318	371

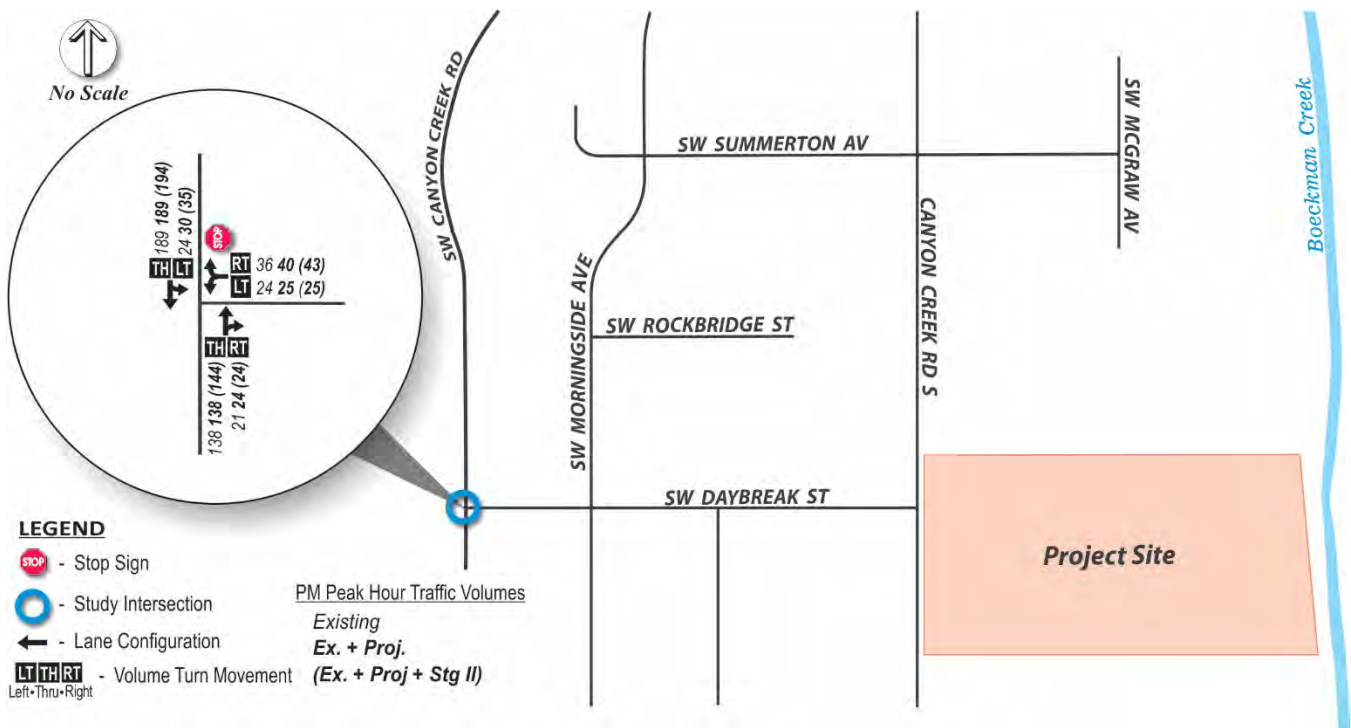


Figure 5: Updated Existing and Future Traffic Volumes

Table 5 shows that the resulting operations for the study intersection remain well below the operating standards for all scenarios. Therefore, no additional mitigations are recommended. The updated analysis intersection operations results were consistent with the previous analysis.

Table 5: Additional Existing and Future Intersection Operations

SW Canyon Creek Road/SW Daybreak Street (Two-Way Stop Controlled)	Operating Standard (LOS D)		
	Delay	LOS	v/c
Existing	11.1	A/B	0.10
Existing + Project	11.4	A/B	0.11
Existing + Stage II	11.4	A/B	0.11
Existing + Project + Stage II	11.6	A/B	0.12

Unsignalized Intersections:
 Delay = Critical Movement Approach Delay (sec.)
 LOS = Level of Service of Major Street/Minor Street
 v/c = Volume-to-Capacity Ratio of Worst Movement



Summary

Key findings for the proposed 14-lot subdivision on Canyon Creek Road S are as follows:

- The proposed expansion is expected to generate 14 p.m. peak hour trips (9 in/5 out).
- Existing, future project, and Stage II developments traffic operations for the SW Canyon Creek Road/SW Daybreak Street intersection meet the City's operating standards and therefore do not require off-site mitigations to the study area transportation network.
- The updated analysis using two additional p.m. peak hour counts resulted in operations that were consistent with prior analysis.

Please let us know if you have any questions.

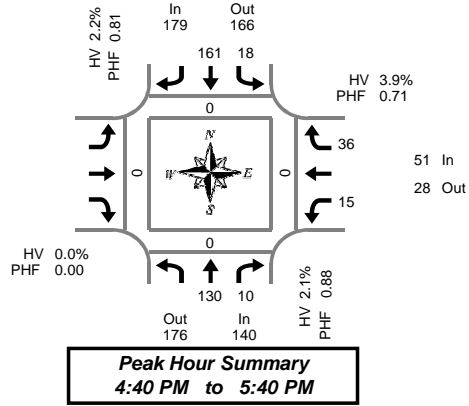
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Appendix: Existing Traffic Counts

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW Canyon Creek Rd & Daybreak St

Tuesday, November 17, 2015

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
4:00 PM	9	2	0	0	17	0			0	0	0	0	29	0	0	0	0
4:05 PM	11	1	0	1	6	0			0	1	4	0	24	0	0	2	0
4:10 PM	13	0	0	0	6	0			0	0	4	0	23	0	0	0	0
4:15 PM	12	1	0	1	5	0			0	1	1	0	21	0	0	0	0
4:20 PM	9	0	0	3	6	0			0	1	1	0	20	0	0	1	0
4:25 PM	9	2	0	2	14	0			0	0	2	0	29	0	0	0	0
4:30 PM	11	1	0	1	10	0			0	1	2	0	26	0	0	1	0
4:35 PM	7	0	0	1	9	0			0	1	2	0	20	0	0	1	0
4:40 PM	16	0	0	1	19	0			0	1	4	0	41	0	0	0	0
4:45 PM	5	1	0	1	8	0			0	3	4	0	22	0	0	0	0
4:50 PM	8	2	0	2	12	0			0	2	4	0	30	0	0	0	0
4:55 PM	14	0	0	1	8	0			0	0	1	0	24	0	0	0	0
5:00 PM	10	1	0	1	17	0			0	0	3	0	32	0	0	0	0
5:05 PM	7	2	0	2	9	1			0	2	2	0	24	0	0	0	0
5:10 PM	12	0	0	1	14	0			0	2	3	0	32	0	0	0	0
5:15 PM	9	0	0	4	16	0			0	2	1	0	32	0	0	0	0
5:20 PM	12	1	0	0	18	0			0	0	8	0	39	0	0	0	0
5:25 PM	12	1	0	2	15	0			0	0	1	0	31	0	0	0	0
5:30 PM	11	0	0	1	12	1			0	3	1	0	28	0	0	0	0
5:35 PM	14	2	0	2	13	0			0	0	4	0	35	0	0	0	0
5:40 PM	6	2	0	1	12	0			0	0	2	0	23	0	0	0	0
5:45 PM	2	0	0	1	4	0			0	0	3	0	10	0	0	0	0
5:50 PM	4	2	0	2	8	0			0	0	0	0	16	0	0	0	0
5:55 PM	6	2	0	0	8	0			0	0	2	0	18	0	0	0	0
Total Survey	229	23	0	31	266	2			0	20	60	0	629	0	0	5	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
4:00 PM	33	3	0	1	29	0			0	1	9	0	76	0	0	2	0
4:15 PM	30	3	0	6	25	0			0	2	4	0	70	0	0	1	0
4:30 PM	34	1	0	3	38	0			0	3	8	0	87	0	0	2	0
4:45 PM	27	3	0	4	28	0			0	5	9	0	76	0	0	0	0
5:00 PM	29	3	0	4	40	1			0	4	8	0	88	0	0	0	0
5:15 PM	33	2	0	6	49	0			0	2	10	0	102	0	0	0	0
5:30 PM	31	4	0	4	37	1			0	3	7	0	86	0	0	0	0
5:45 PM	12	4	0	3	20	0			0	0	5	0	44	0	0	0	0
Total Survey	229	23	0	31	266	2			0	20	60	0	629	0	0	5	0

Peak Hour Summary

4:40 PM to 5:40 PM

By Approach	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	140	176	316	0	179	166	345	2	0	0	0	0	51	28	79	0	370
%HV	2.1%			2.2%			0.0%			3.9%			2.4%				
PHF	0.88			0.81			0.00			0.71			0.90				

By Movement	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Total	
	T	R	Total	L	T	Total			Total	L	R	Total		
Volume	130	10	140	18	17	35			0	15	36	51	370	
%HV	NA	2.3%	0.0%	2.1%	0.0%	2.5%	NA	2.2%	NA	NA	NA	5.6%	3.9%	2.4%
PHF	0.88	0.83	0.88	0.64	0.82	0.81			0.00	0.63	0.75	0.71	0.90	

Rolling Hour Summary

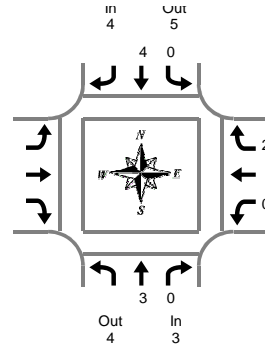
4:00 PM to 6:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
4:00 PM	124	10	0	14	120	0			0	11	30	0	309	0	0	5	0
4:15 PM	120	10	0	17	131	1			0	14	29	0	321	0	0	3	0
4:30 PM	123	9	0	17	155	1			0	14	35	0	353	0	0	2	0
4:45 PM	120	12	0	18	154	2			0	14	34	0	352	0	0	0	0
5:00 PM	105	13	0	17	146	2			0	9	30	0	320	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
4:40 PM to 5:40 PM

SW Canyon Creek Rd & Daybreak St

Tuesday, November 17, 2015

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
4:00 PM	0	0	0	0	0	0			0	0	0	0	0
4:05 PM	0	1	1	0	0	0			0	0	0	0	1
4:10 PM	1	0	1	0	0	0			0	0	2	2	3
4:15 PM	0	0	0	0	1	1			0	0	0	0	1
4:20 PM	0	0	0	0	1	1			0	0	0	0	1
4:25 PM	0	0	0	0	0	0			0	0	0	0	0
4:30 PM	0	0	0	0	0	0			0	0	0	0	0
4:35 PM	0	0	0	0	0	0			0	0	0	0	0
4:40 PM	1	0	1	0	1	1			0	0	0	0	2
4:45 PM	0	0	0	0	0	0			0	0	0	0	0
4:50 PM	0	0	0	0	0	0			0	0	0	0	0
4:55 PM	0	0	0	0	0	0			0	0	0	0	0
5:00 PM	0	0	0	0	0	0			0	0	0	0	0
5:05 PM	0	0	0	0	0	0			0	0	1	1	1
5:10 PM	1	0	1	0	1	1			0	0	0	0	2
5:15 PM	1	0	1	0	0	0			0	0	0	0	1
5:20 PM	0	0	0	0	1	1			0	0	1	1	2
5:25 PM	0	0	0	0	1	1			0	0	0	0	1
5:30 PM	0	0	0	0	0	0			0	0	0	0	0
5:35 PM	0	0	0	0	0	0			0	0	0	0	0
5:40 PM	0	0	0	0	0	0			0	0	0	0	0
5:45 PM	0	0	0	0	0	0			0	0	0	0	0
5:50 PM	0	0	0	0	0	0			0	0	0	0	0
5:55 PM	0	0	0	0	0	0			0	0	0	0	0
Total Survey	4	1	5	0	6	6			0	0	4	4	15

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
4:00 PM	1	1	2	0	0	0			0	0	2	2	4
4:15 PM	0	0	0	0	2	2			0	0	0	0	2
4:30 PM	1	0	1	0	1	1			0	0	0	0	2
4:45 PM	0	0	0	0	0	0			0	0	0	0	0
5:00 PM	1	0	1	0	1	1			0	0	1	1	3
5:15 PM	1	0	1	0	2	2			0	0	1	1	4
5:30 PM	0	0	0	0	0	0			0	0	0	0	0
5:45 PM	0	0	0	0	0	0			0	0	0	0	0
Total Survey	4	1	5	0	6	6			0	0	4	4	15

Heavy Vehicle Peak Hour Summary

4:40 PM to 5:40 PM

By Approach	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	4	7	4	5	9	0	0	0	2	0	2	9
PHF	0.38			0.50			0.00			0.50			0.45

By Movement	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	3	0	3	0	4	4			0	0	2	2	9
PHF	0.38	0.00	0.38	0.00	0.50	0.50			0.00	0.00	0.50	0.50	0.45

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound			Westbound Daybreak St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
4:00 PM	2	1	3	0	3	3			0	0	2	2	8
4:15 PM	2	0	2	0	4	4			0	0	1	1	7
4:30 PM	3	0	3	0	4	4			0	0	2	2	9
4:45 PM	2	0	2	0	3	3			0	0	2	2	7
5:00 PM	2	0	2	0	3	3			0	0	2	2	7

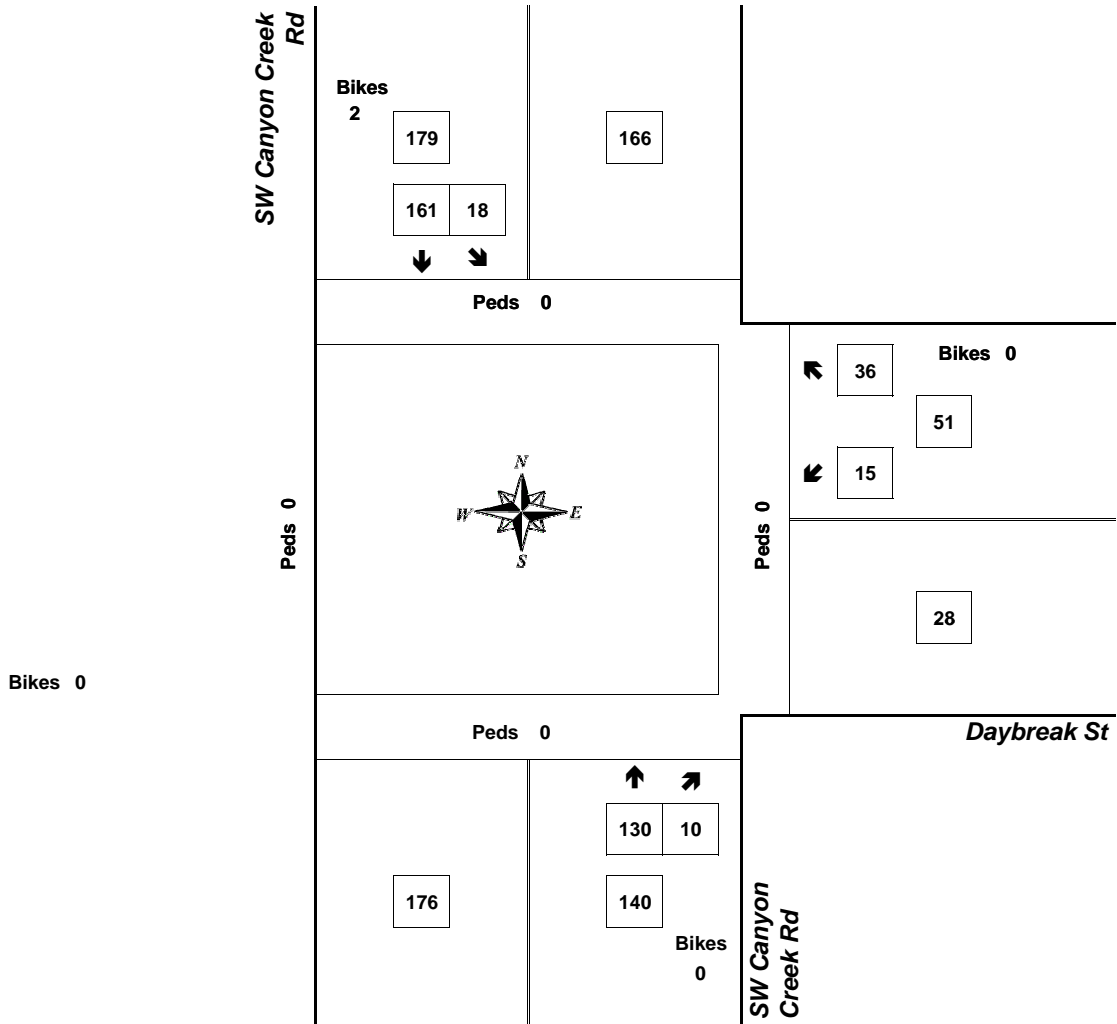
Peak Hour Summary



Clay Carney
(503) 833-2740

SW Canyon Creek Rd & Daybreak St

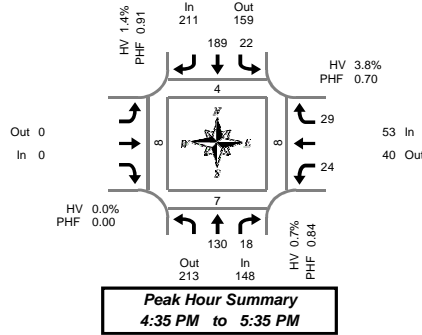
4:40 PM to 5:40 PM
Tuesday, November 17, 2015



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.71	3.9%	51
NB	0.88	2.1%	140
SB	0.81	2.2%	179
Intersection	0.90	2.4%	370

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



SW Canyon Creek Rd & Daybreak St

Wednesday, March 30, 2016

4:00 PM to 7:00 PM

5-Minute Interval Summary

4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach			Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	In	Out	Total	Bikes	L	R		Bikes	North	South	East
4:00 PM	6	1	0	0	9	0	0	0	0	5	0	21	0	0	0	0	
4:05 PM	14	1	0	1	12	0	0	2	2	2	0	32	2	1	0	2	
4:10 PM	9	0	1	0	12	0	0	1	4	0	0	26	0	0	0	4	
4:15 PM	9	1	0	0	10	0	0	4	1	0	0	25	0	0	0	0	
4:20 PM	11	3	0	1	11	0	0	1	2	0	29	0	0	0	2		
4:25 PM	7	2	0	0	14	0	0	2	5	0	30	0	0	1	0		
4:30 PM	7	1	0	1	12	0	0	2	2	0	25	0	0	2	1		
4:35 PM	11	2	0	1	14	0	0	1	3	0	32	0	0	0	0		
4:40 PM	9	1	0	1	14	0	0	1	1	0	27	0	0	0	0		
4:45 PM	8	3	0	1	22	0	0	1	2	0	37	0	0	0	0		
4:50 PM	10	0	0	2	14	0	0	1	5	0	32	0	0	0	0		
4:55 PM	9	2	0	5	12	0	0	3	4	0	35	0	3	0	0		
5:00 PM	13	0	0	1	15	0	0	3	0	0	32	0	0	0	0		
5:05 PM	14	1	0	2	16	2	0	2	2	0	37	2	0	2	2		
5:10 PM	8	3	0	2	17	0	0	1	1	0	32	0	0	2	0		
5:15 PM	9	1	0	1	17	0	0	1	4	0	33	0	0	0	1		
5:20 PM	15	3	0	2	19	0	0	4	1	0	44	0	2	1	4		
5:25 PM	12	2	0	3	12	0	0	4	5	0	38	2	2	2	2		
5:30 PM	12	0	0	1	17	0	0	2	1	0	33	0	0	1	0		
5:35 PM	14	4	1	2	10	0	0	0	2	0	32	0	0	0	0		
5:40 PM	7	1	0	2	14	1	0	1	2	0	27	0	0	1	1		
5:45 PM	4	1	0	1	12	0	0	2	2	0	22	0	3	0	1		
5:50 PM	9	2	0	1	15	0	0	1	4	0	32	0	0	1	2		
5:55 PM	10	0	0	4	12	0	0	0	2	0	28	0	0	0	1		
6:00 PM	9	3	0	1	8	0	0	1	2	0	24	0	1	1	4		
6:05 PM	12	1	1	1	12	0	0	1	2	0	29	0	0	0	0		
6:10 PM	8	1	0	4	7	0	0	3	3	0	26	0	2	1	3		
6:15 PM	3	1	0	1	14	0	0	0	2	0	21	1	0	1	2		
6:20 PM	9	0	1	1	13	0	0	0	5	0	28	0	0	1	1		
6:25 PM	4	1	0	0	6	0	0	1	1	0	13	0	2	0	3		
6:30 PM	10	1	0	2	7	0	0	0	1	0	21	0	0	2	0		
6:35 PM	9	2	0	0	6	0	0	2	3	0	22	0	0	0	1		
6:40 PM	7	1	1	2	7	0	0	0	0	0	17	2	3	4	4		
6:45 PM	4	2	0	0	12	1	0	0	0	0	18	0	1	0	0		
6:50 PM	11	0	0	0	4	0	0	0	0	0	15	2	0	2	3		
6:55 PM	8	1	1	2	10	0	0	1	1	0	23	0	2	0	2		
Total Survey	331	49	6	49	438	4	0	49	82	0	998	11	22	25	45		

15-Minute Interval Summary

4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach			Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	In	Out	Total	Bikes	L	R		Bikes	North	South	East
4:00 PM	29	2	1	1	33	0	0	3	11	0	79	2	1	0	6		
4:15 PM	27	6	0	1	35	0	0	7	8	0	84	0	0	1	2		
4:30 PM	27	4	0	3	40	0	0	4	6	0	84	0	0	2	1		
4:45 PM	27	5	0	8	48	0	0	5	11	0	104	0	3	0	0		
5:00 PM	35	4	0	5	48	2	0	6	3	0	101	2	0	4	2		
5:15 PM	36	6	0	6	48	0	0	9	10	0	115	2	4	3	6		
5:30 PM	33	5	1	5	41	1	0	3	5	0	92	0	0	2	1		
5:45 PM	23	3	0	6	39	0	0	3	8	0	82	0	3	1	4		
6:00 PM	29	5	1	6	27	0	0	5	7	0	79	0	3	2	7		
6:15 PM	16	2	1	2	33	0	0	1	8	0	62	1	2	2	6		
6:30 PM	26	4	1	4	20	0	0	2	4	0	60	2	3	6	5		
6:45 PM	23	3	1	2	26	1	0	1	1	0	56	2	3	2	5		
Total Survey	331	49	6	49	438	4	0	49	82	0	998	11	22	25	45		

Peak Hour Summary

4:35 PM to 5:35 PM

By Approach	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach			Westbound Daybreak St			Total	Pedestrians Crosswalk						
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		Bikes	North	South	East	West		
Volume	148	213	361	0	211	159	370	2	0	0	0	53	40	93	0	412	4	7	8	8
%HV	0.7%				1.4%				0.0%			3.8%		1.5%						
PHF	0.84				0.91				0.00			0.70		0.90						

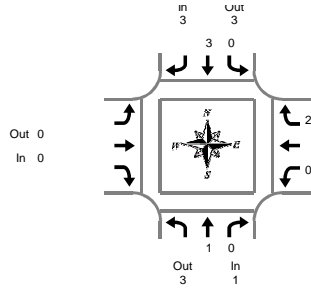
By Movement	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach			Westbound Daybreak St			Total	
	T	R	Total	L	T	Total	In	Out	Total	L	R	Total		
Volume	130	18	148	22	189	211	0	24	24	29	53	412		
%HV	NA	0.8%	0.0%	0.7%	0.0%	1.6%	NA	1.4%	NA	0.0%	3.8%	1.5%		
PHF	0.83	0.64	0.84	0.69	0.89	0.91	NA	NA	NA	0.00	0.60	0.66	0.70	0.90

Rolling Hour Summary

4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach			Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	In	Out	Total	Bikes	L	R		Bikes	North	South	East
4:00 PM	110	17	1	13	156	0	0	19	36	0	351	2	4	3	9		
4:15 PM	116	19	0	17	171	2	0	22	28	0	373	4	3	7	5		
4:30 PM	125	19	0	22	184	2	0	24	30	0	404	4	7	9	9		
4:45 PM	131	20	1	24	185	3	0	23	29	0	412	4	7	9	9		
5:00 PM	127	18	1	22	176	3	0	21	26	0	390	4	7	10	13		
5:15 PM	121	19	2	23	155	1	0	20	30	0	368	2	10	8	18		
5:30 PM	101	15	3	19	140	1	0	12	28	0	315	1	8	7	18		
5:45 PM	94	14	3	18	119	0	0	11	27	0	283	3	11	11	22		
6:00 PM	94	14	4	14	106	1	0	9	20	0	257	5	11	12	23		

Heavy Vehicle Summary



SW Canyon Creek Rd & Daybreak St

Wednesday, March 30, 2016
4:00 PM to 7:00 PM

Peak Hour Summary
4:35 PM to 5:35 PM

Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total	
	T	R	Total	L	T	Total	Total	L	R	Total			
4:00 PM	0	0	0	0	0	0			0	0	1	1	1
4:05 PM	0	1	1	0	0	0			0	0	0	0	1
4:10 PM	0	0	0	0	0	0			0	0	1	1	1
4:15 PM	0	0	0	0	0	0			0	0	0	0	0
4:20 PM	0	0	0	0	0	0			0	0	0	0	0
4:25 PM	0	0	0	0	0	0			0	0	1	1	1
4:30 PM	0	0	0	0	0	0			0	0	0	0	0
4:35 PM	0	0	0	0	1	1			0	0	0	0	1
4:40 PM	0	0	0	0	0	0			0	0	1	1	1
4:45 PM	0	0	0	0	0	0			0	0	0	0	0
4:50 PM	0	0	0	0	0	0			0	0	0	0	0
4:55 PM	0	0	0	0	1	1			0	0	1	1	2
5:00 PM	0	0	0	0	0	0			0	0	0	0	0
5:05 PM	0	0	0	0	0	0			0	0	0	0	0
5:10 PM	0	0	0	0	0	0			0	0	0	0	0
5:15 PM	0	0	0	0	0	0			0	0	0	0	0
5:20 PM	0	0	0	0	0	0			0	0	0	0	0
5:25 PM	1	0	1	0	1	1			0	0	0	0	2
5:30 PM	0	0	0	0	0	0			0	0	0	0	0
5:35 PM	0	0	0	0	0	0			0	0	0	0	0
5:40 PM	0	0	0	0	0	0			0	0	0	0	0
5:45 PM	0	0	0	0	0	0			0	0	0	0	0
5:50 PM	0	0	0	0	0	0			0	0	0	0	0
5:55 PM	0	0	0	0	1	1			0	0	0	0	1
6:00 PM	0	0	0	0	0	0			0	0	0	0	0
6:05 PM	0	0	0	0	0	0			0	0	0	0	0
6:10 PM	0	0	0	0	0	0			0	0	0	0	0
6:15 PM	0	0	0	0	0	0			0	0	0	0	0
6:20 PM	0	0	0	0	0	0			0	0	0	0	0
6:25 PM	0	0	0	0	0	0			0	0	0	0	0
6:30 PM	0	0	0	0	0	0			0	0	0	0	0
6:35 PM	0	0	0	0	0	0			0	0	0	0	0
6:40 PM	0	0	0	0	0	0			0	0	0	0	0
6:45 PM	0	0	0	0	0	0			0	0	0	0	0
6:50 PM	0	0	0	0	0	0			0	0	0	0	0
6:55 PM	0	0	0	0	0	0			0	0	0	0	0
Total Survey	1	1	2	0	4	4			0	0	5	5	11

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total	
	T	R	Total	L	T	Total	Total	L	R	Total			
4:00 PM	0	1	1	0	0	0			0	0	2	2	3
4:15 PM	0	0	0	0	0	0			0	0	1	1	1
4:30 PM	0	0	0	0	1	1			0	0	1	1	2
4:45 PM	0	0	0	0	1	1			0	0	1	1	2
5:00 PM	1	0	1	0	1	1			0	0	0	0	2
5:15 PM	0	0	0	0	0	0			0	0	0	0	0
5:30 PM	0	0	0	0	0	0			0	0	0	0	0
5:45 PM	0	0	0	0	1	1			0	0	0	0	1
6:00 PM	0	0	0	0	0	0			0	0	0	0	0
6:15 PM	0	0	0	0	0	0			0	0	0	0	0
6:30 PM	0	0	0	0	0	0			0	0	0	0	0
6:45 PM	0	0	0	0	0	0			0	0	0	0	0
Total Survey	1	1	2	0	4	4			0	0	5	5	11

Heavy Vehicle Peak Hour Summary 4:35 PM to 5:35 PM

By Approach	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach			Westbound Daybreak St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	3	4	3	3	6	0	0	0	2	0	2	6
PHF	0.25			0.75			0.00			0.50			0.75

By Movement	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Total
	T	R	Total	L	T	Total	Total	L	R	Total		
Volume	1	0	1	0	3	3			0	2	2	6
PHF	0.25	0.00	0.25	0.00	0.75	0.75			0.00	0.50	0.50	0.75

Heavy Vehicle Rolling Hour Summary 4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total	
	T	R	Total	L	T	Total	Total	L	R	Total			
4:00 PM	0	1	1	0	2	2			0	0	5	5	8
4:15 PM	0	0	0	0	2	2			0	0	3	3	5
4:30 PM	1	0	1	0	3	3			0	0	2	2	6
4:45 PM	1	0	1	0	2	2			0	0	1	1	4
5:00 PM	1	0	1	0	2	2			0	0	0	0	3
5:15 PM	1	0	1	0	2	2			0	0	0	0	3
5:30 PM	0	0	0	0	1	1			0	0	0	0	1
5:45 PM	0	0	0	0	1	1			0	0	0	0	1
6:00 PM	0	0	0	0	0	0			0	0	0	0	0

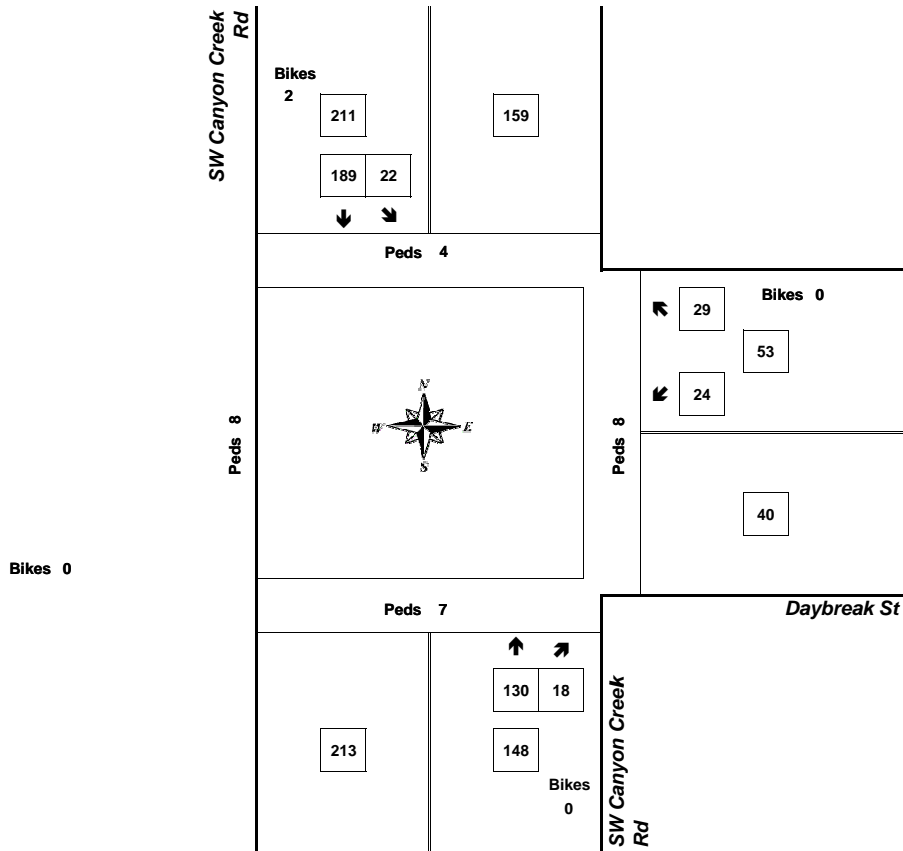
Peak Hour Summary



Clay Carney
(503) 833-2740

SW Canyon Creek Rd & Daybreak St

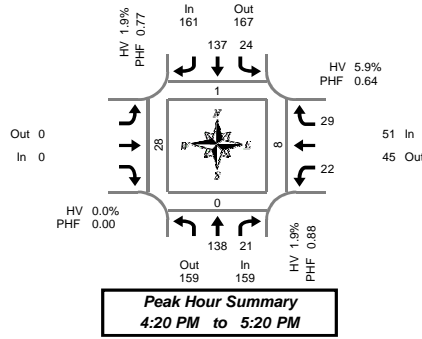
4:35 PM to 5:35 PM
Wednesday, March 30, 2016



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.70	3.8%	53
NB	0.84	0.7%	148
SB	0.91	1.4%	211
Intersection	0.90	1.5%	412

Count Period: 4:00 PM to 7:00 PM

Total Vehicle Summary



SW Canyon Creek Rd & Daybreak St

Thursday, March 31, 2016

4:00 PM to 7:00 PM

5-Minute Interval Summary 4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	Bikes	L	R	Bikes	North		South	East	West	
4:00 PM	13	1	0	2	11	0	0	1	0	0	28	0	0	0	1	
4:05 PM	6	3	0	0	10	0	0	1	2	0	22	0	0	0	3	
4:10 PM	12	1	0	2	10	1	0	1	2	0	28	0	0	0	3	
4:15 PM	12	1	0	0	9	2	0	1	5	0	28	0	0	0	1	
4:20 PM	10	0	0	2	10	0	0	2	1	0	25	0	0	1	7	
4:25 PM	14	1	0	1	9	0	0	0	2	0	27	1	0	1	6	
4:30 PM	7	2	0	4	9	0	0	2	4	0	28	0	0	0	10	
4:35 PM	14	7	0	2	9	1	0	2	1	0	35	0	0	2	1	
4:40 PM	9	3	0	3	11	0	0	2	2	0	30	0	0	1	1	
4:45 PM	9	1	0	1	12	0	0	2	3	0	28	0	0	0	0	
4:50 PM	15	1	0	1	9	0	0	2	5	0	33	0	0	0	1	
4:55 PM	12	1	0	1	17	0	0	3	5	0	39	0	0	0	0	
5:00 PM	13	3	0	2	6	0	0	1	2	0	27	0	0	3	1	
5:05 PM	9	1	0	1	7	1	0	4	2	0	24	0	0	0	0	
5:10 PM	11	0	0	5	22	0	0	1	0	0	39	0	0	0	0	
5:15 PM	15	1	0	1	16	0	0	1	2	0	38	0	0	0	1	
5:20 PM	9	1	0	1	7	1	0	0	2	0	20	1	0	1	1	
5:25 PM	6	2	0	5	6	1	0	3	2	0	24	3	1	1	3	
5:30 PM	11	2	0	1	7	0	0	4	3	0	28	0	0	0	0	
5:35 PM	11	4	0	2	8	2	0	5	4	0	34	0	0	0	0	
5:40 PM	1	2	0	1	13	0	0	1	2	0	20	0	0	0	5	
5:45 PM	7	1	0	0	12	0	0	1	2	0	23	0	0	1	1	
5:50 PM	12	3	0	1	11	0	0	3	2	0	32	0	0	2	1	
5:55 PM	8	1	0	0	14	1	0	0	1	0	24	0	0	1	1	
6:00 PM	7	1	0	2	11	0	0	2	2	0	25	0	1	0	1	
6:05 PM	10	2	0	0	9	0	0	2	2	0	25	1	2	0	0	
6:10 PM	8	1	0	1	5	0	0	3	4	0	22	1	3	0	0	
6:15 PM	4	2	0	0	6	0	0	1	3	0	16	0	1	0	0	
6:20 PM	8	5	0	0	6	0	0	1	0	0	20	0	0	1	1	
6:25 PM	12	0	0	2	9	0	0	1	3	0	27	1	1	0	3	
6:30 PM	7	2	0	0	6	0	0	1	0	0	16	2	2	0	4	
6:35 PM	2	2	0	0	6	0	0	1	1	0	12	0	0	0	0	
6:40 PM	5	2	0	3	9	0	0	1	4	1	24	1	2	2	4	
6:45 PM	4	3	0	2	8	0	0	0	2	0	19	0	0	1	3	
6:50 PM	6	1	0	0	10	0	0	1	2	0	20	0	0	1	0	
6:55 PM	8	0	1	1	8	0	0	2	2	0	21	0	3	1	0	
Total Survey	327	64	1	50	348	10	0	59	81	1	929	11	16	20	64	

15-Minute Interval Summary 4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	Bikes	L	R	Bikes	North		South	East	West	
4:00 PM	31	5	0	4	31	1	0	3	4	0	78	0	0	0	7	
4:15 PM	36	2	0	3	28	2	0	3	8	0	80	1	0	2	14	
4:30 PM	30	12	0	9	29	1	0	6	7	0	93	0	0	3	12	
4:45 PM	36	3	0	3	38	0	0	7	13	0	100	0	0	0	1	
5:00 PM	33	4	0	8	35	1	0	6	4	0	90	0	0	3	1	
5:15 PM	30	4	0	7	29	2	0	4	6	0	80	4	1	2	5	
5:30 PM	23	8	0	4	28	2	0	10	9	0	82	0	0	0	5	
5:45 PM	27	5	0	1	37	1	0	4	5	0	79	0	0	4	3	
6:00 PM	25	4	0	3	25	0	0	7	8	0	72	2	6	0	1	
6:15 PM	24	7	0	2	21	0	0	3	6	0	63	1	2	1	4	
6:30 PM	14	6	0	3	21	0	0	3	5	1	52	3	4	2	8	
6:45 PM	18	4	1	3	26	0	0	3	6	0	60	0	3	3	3	
Total Survey	327	64	1	50	348	10	0	59	81	1	929	11	16	20	64	

Peak Hour Summary 4:20 PM to 5:20 PM

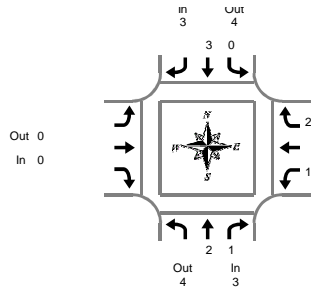
By Approach	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out		Total	North	South	East
Volume	159	159	318	0	161	167	328	2	0	0	0	51	45	96	0	371
%HV	1.9%	0.0%	1.9%	0.0%	1.9%	0.0%	1.9%	0.0%	5.9%	0.0%	5.9%	2.4%	0.0%	0.0%	0.0%	2.4%
PHF	0.88	0.77	0.88	0.67	0.76	0.77	0.77	0.00	0.69	0.56	0.64	0.93	0.64	0.64	0.64	0.93

By Movement	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Total
	T	R	Total	L	T	Total	Total	L	R	Total		
Volume	138	21	159	24	137	161	0	22	29	51	371	
%HV	NA	1.4%	4.8%	1.9%	0.0%	2.2%	NA	1.9%	NA	6.9%	5.9%	2.4%
PHF	0.86	0.44	0.88	0.67	0.76	0.77	0.00	0.69	0.56	0.64	0.93	

Rolling Hour Summary 4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	Bikes	L	R	Bikes	North		South	East	West	
4:00 PM	133	22	0	19	126	4	0	19	32	0	351	1	0	5	34	
4:15 PM	135	21	0	23	130	4	0	22	32	0	363	1	0	8	28	
4:30 PM	129	23	0	27	131	4	0	23	30	0	363	4	1	8	19	
4:45 PM	122	19	0	22	130	5	0	27	32	0	352	4	1	5	12	
5:00 PM	113	21	0	20	129	6	0	24	24	0	331	4	1	9	14	
5:15 PM	105	21	0	15	119	5	0	25	28	0	313	6	7	6	14	
5:30 PM	99	24	0	10	111	3	0	24	28	0	296	3	8	5	13	
5:45 PM	90	22	0	9	104	1	0	17	24	1	266	6	12	7	16	
6:00 PM	81	21	1	11	93	0	0	16	25	1	247	6	15	6	16	

Heavy Vehicle Summary



SW Canyon Creek Rd & Daybreak St

Thursday, March 31, 2016

4:00 PM to 7:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total
	T	R	Total	L	T	Total	Total	L	R	Total		
4:00 PM	0	0	0	0	0	0		0	0	0	0	0
4:05 PM	0	1	1	0	0	0		0	0	0	0	1
4:10 PM	0	0	0	0	0	0		0	0	1	1	1
4:15 PM	0	0	0	0	0	0		0	0	0	0	0
4:20 PM	1	0	1	0	0	0		0	0	0	0	1
4:25 PM	0	0	0	0	0	0		0	0	0	0	0
4:30 PM	0	0	0	0	0	0		0	0	0	0	0
4:35 PM	0	0	0	0	0	0		0	0	0	0	0
4:40 PM	0	0	0	0	0	0		0	0	0	0	0
4:45 PM	0	0	0	0	1	1		0	0	1	1	2
4:50 PM	0	0	0	0	0	0		0	0	0	0	0
4:55 PM	1	1	2	0	2	2		0	0	1	1	5
5:00 PM	0	0	0	0	0	0		0	1	0	1	1
5:05 PM	0	0	0	0	0	0		0	0	0	0	0
5:10 PM	0	0	0	0	0	0		0	0	0	0	0
5:15 PM	0	0	0	0	0	0		0	0	0	0	0
5:20 PM	0	0	0	0	0	0		0	0	0	0	0
5:25 PM	0	0	0	0	0	0		0	0	0	0	0
5:30 PM	1	0	1	0	0	0		0	0	0	0	1
5:35 PM	0	0	0	0	0	0		0	1	0	1	1
5:40 PM	0	0	0	0	0	0		0	0	0	0	0
5:45 PM	0	0	0	0	0	0		0	0	0	0	0
5:50 PM	1	0	1	0	0	0		0	0	0	0	1
5:55 PM	0	0	0	0	0	0		0	0	0	0	0
6:00 PM	0	0	0	0	0	0		0	0	0	0	0
6:05 PM	0	0	0	0	0	0		0	0	0	0	0
6:10 PM	0	0	0	0	0	0		0	0	0	0	0
6:15 PM	0	0	0	0	0	0		0	0	0	0	0
6:20 PM	0	0	0	0	0	0		0	0	0	0	0
6:25 PM	0	0	0	0	0	0		0	0	0	0	0
6:30 PM	0	0	0	0	0	0		0	0	0	0	0
6:35 PM	0	0	0	0	0	0		0	0	0	0	0
6:40 PM	0	0	0	0	0	0		0	0	0	0	0
6:45 PM	0	0	0	0	0	0		0	0	0	0	0
6:50 PM	0	0	0	0	0	0		0	0	0	0	0
6:55 PM	0	0	0	0	0	0		0	0	0	0	0
Total Survey	4	2	6	0	3	3		0	2	3	5	14

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total
	T	R	Total	L	T	Total	Total	L	R	Total		
4:00 PM	0	1	1	0	0	0		0	0	1	1	2
4:15 PM	1	0	1	0	0	0		0	0	0	0	1
4:30 PM	0	0	0	0	0	0		0	0	0	0	0
4:45 PM	1	1	2	0	3	3		0	0	2	2	7
5:00 PM	0	0	0	0	0	0		0	1	0	1	1
5:15 PM	0	0	0	0	0	0		0	0	0	0	0
5:30 PM	1	0	1	0	0	0		0	1	0	1	2
5:45 PM	1	0	1	0	0	0		0	0	0	0	1
6:00 PM	0	0	0	0	0	0		0	0	0	0	0
6:15 PM	0	0	0	0	0	0		0	0	0	0	0
6:30 PM	0	0	0	0	0	0		0	0	0	0	0
6:45 PM	0	0	0	0	0	0		0	0	0	0	0
Total Survey	4	2	6	0	3	3		0	2	3	5	14

Heavy Vehicle Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach			Westbound Daybreak St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	4	7	3	4	7	0	0	0	3	1	4	9
PHF	0.38			0.25			0.00			0.38			0.32

By Movement	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Total
	T	R	Total	L	T	Total	Total	L	R	Total		
Volume	2	1	3	0	3	3		0	1	2	3	9
PHF	0.50	0.25	0.38	0.00	0.25	0.25		0.00	0.25	0.25	0.38	0.32

Heavy Vehicle Rolling Hour Summary

4:00 PM to 7:00 PM

Interval Start Time	Northbound SW Canyon Creek Rd			Southbound SW Canyon Creek Rd			Eastbound Approach		Westbound Daybreak St			Interval Total
	T	R	Total	L	T	Total	Total	L	R	Total		
4:00 PM	2	2	4	0	3	3		0	0	3	3	10
4:15 PM	2	1	3	0	3	3		0	1	2	3	9
4:30 PM	1	1	2	0	3	3		0	1	2	3	8
4:45 PM	2	1	3	0	3	3		0	2	2	4	10
5:00 PM	2	0	2	0	0	0		0	2	0	2	4
5:15 PM	2	0	2	0	0	0		0	1	0	1	3
5:30 PM	2	0	2	0	0	0		0	1	0	1	3
5:45 PM	1	0	1	0	0	0		0	0	0	0	1
6:00 PM	0	0	0	0	0	0		0	0	0	0	0

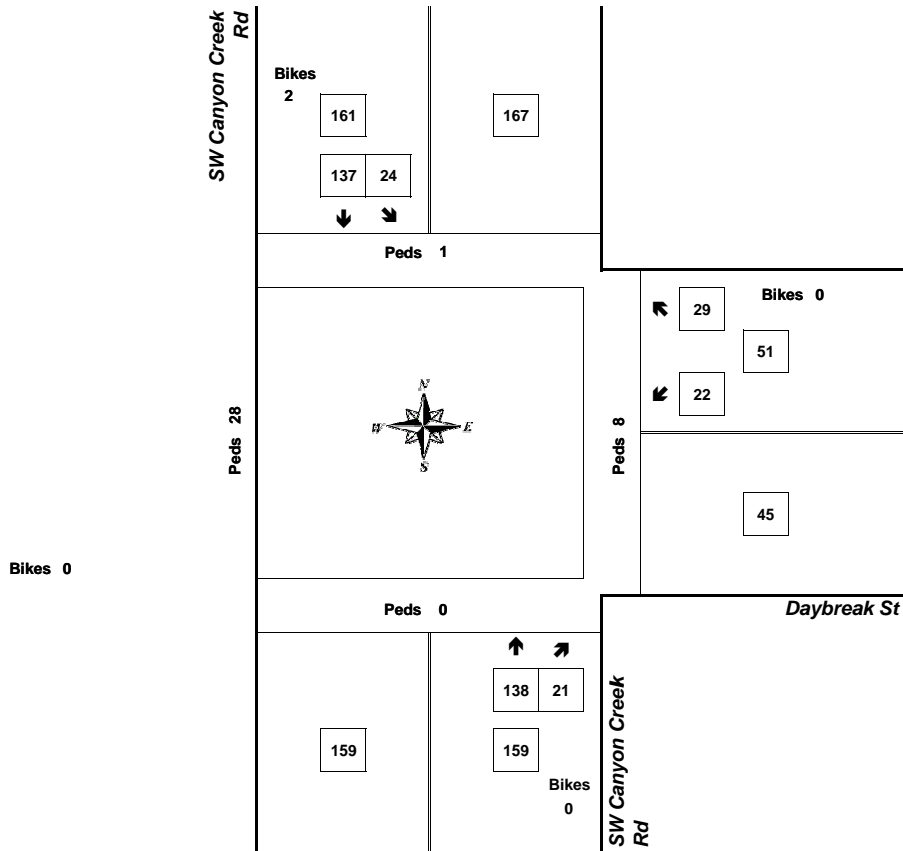
Peak Hour Summary



Clay Carney
(503) 833-2740

SW Canyon Creek Rd & Daybreak St

4:20 PM to 5:20 PM
Thursday, March 31, 2016



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.64	5.9%	51
NB	0.88	1.9%	159
SB	0.77	1.9%	161
Intersection	0.93	2.4%	371

Count Period: 4:00 PM to 7:00 PM

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

THURSDAY

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
06/18/15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	18	19
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	24	24
06:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4	23	24
07:00	6	3	3	2	0	0	0	0	0	0	0	0	0	0	14	24	28
08:00	2	4	5	0	0	0	0	0	0	0	0	0	0	0	11	23	24
09:00	3	5	5	1	0	0	0	0	0	0	0	0	0	0	14	23	26
10:00	0	5	4	1	0	0	0	0	0	0	0	0	0	0	10	24	27
11:00	4	5	4	1	0	0	0	0	0	0	0	0	0	0	14	23	26
12 PM	5	6	3	2	0	0	0	0	0	0	0	0	0	0	16	24	27
13:00	2	10	8	0	0	0	0	0	0	0	0	0	0	0	20	23	24
14:00	5	7	5	1	0	0	0	0	0	0	0	0	0	0	18	23	25
15:00	6	3	4	1	0	0	0	0	0	0	0	0	0	0	14	23	26
16:00	11	12	7	1	0	0	0	0	0	0	0	0	0	0	31	22	24
17:00	10	7	6	4	0	0	0	0	0	0	0	0	0	0	27	24	28
18:00	4	10	9	0	0	0	0	0	0	0	0	0	0	0	23	23	24
19:00	7	7	7	1	0	0	0	0	0	0	0	0	0	0	22	23	24
20:00	3	6	4	0	0	0	0	0	0	0	0	0	0	0	13	22	24
21:00	4	6	3	1	0	0	0	0	0	0	0	0	0	0	14	23	26
22:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4	27	29
23:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	21	23
Total	76	103	83	17	0	0	0	0	0	0	0	0	0	0	279		
Percent	27.2%	36.9%	29.7%	6.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	08:00	07:00											07:00		
Vol.	6	5	5	2											14		
PM Peak	16:00	16:00	18:00	17:00											16:00		
Vol.	11	12	9	4											31		

TOTALS
5 pm: 48
6 pm: 40



All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

THURSDAY

WB	Start Time	15	16	20	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	06/18/15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	19
	05:00	7	2	2	6	0	0	0	0	0	0	0	0	0	0	0	11	20	23
	06:00	3	3	6	6	4	0	0	0	0	0	0	0	0	0	0	12	23	24
	07:00	4	6	6	6	0	0	0	0	0	0	0	0	0	0	0	20	26	28
	08:00	6	9	3	1	1	0	0	0	0	0	0	0	0	0	0	17	19	25
	09:00	1	9	6	5	2	1	0	0	0	0	0	0	0	0	0	12	27	31
	10:00	3	6	2	5	1	0	0	0	0	0	0	0	0	0	0	15	23	26
	11:00	2	2	4	4	3	0	0	0	0	0	0	0	0	0	0	11	27	29
	12 PM	2	4	4	3	1	1	0	0	0	0	0	0	0	0	0	11	26	32
	13:00	2	12	6	6	0	0	0	0	0	0	0	0	0	0	0	20	22	24
	14:00	1	5	2	2	3	0	0	0	0	0	0	0	0	0	0	11	27	29
	15:00	3	7	7	2	1	0	0	0	0	0	0	0	0	0	0	13	22	26
	16:00	5	5	5	6	1	0	0	0	0	0	0	0	0	0	0	17	23	25
	17:00	2	11	7	7	1	0	0	0	0	0	0	0	0	0	0	21	23	25
	18:00	5	7	5	5	0	0	0	0	0	0	0	0	0	0	0	17	23	24
	19:00	3	4	3	3	2	0	0	0	0	0	0	0	0	0	0	12	22	24
	20:00	5	2	5	5	2	0	0	0	0	0	0	0	0	0	0	14	25	28
	21:00	2	6	6	1	0	0	0	0	0	0	0	0	0	0	0	9	24	28
	22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	19	22
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23	24
	Total	58	96	72	72	22	2	0	0	0	0	0	0	0	0	0	250	24	24
	Percent	23.2%	38.4%	28.8%	8.8%	8.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	07:00		
	AM Peak	05:00	08:00	06:00	07:00	09:00											20		
	Vol.	7	9	6	4	1											17:00		
	PM Peak	16:00	13:00	17:00	14:00	12:00											21		
	Vol.	5	12	7	3	1											24		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

EB **FRIDAY**

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	75	71	75	85th Percent	95th Percent	Total	85th Percent	95th Percent
06/19/15	1	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	23	24	2	23	24
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	0	*	*
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	0	*	*
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	1	19	19
07:00	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	22	3	22	22
08:00	4	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24	8	24	24
09:00	2	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26	26	9	26	26
10:00	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	15	23	23
11:00	5	11	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	11	22	22
12 PM	4	12	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	21	21	21	21	23
13:00	3	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	21	23	29
14:00	7	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	16	22	24
15:00	7	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	26	22	24
16:00	8	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	28	22	24
17:00	6	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	22	22	22	24
18:00	5	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	20	21	25
19:00	6	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19	19	19	22	24
20:00	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	17	23	25
21:00	5	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	11	22	24
22:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	14	19	26
23:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	22	23
Total	72	120	76	8	8	1	0	0	0	0	0	0	0	0	0	0	0	277	277	9	23	24
Percent	26.0%	43.3%	27.4%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak	11:00	11:00	09:00	08:00														11:00	11:00	21	21	21
Vol.	5	11	6	2														15:00	15:00	28	28	28
PM Peak	16:00	12:00	15:00	12:00	12:00	1												15:00	15:00	28	28	28
Vol.	8	12	10	1	1													15:00	15:00	28	28	28

TOTALS
 5 AM : 32
 6 PM : 35

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

FRIDAY

WB	Start Time	1	15	16	20	21	25	26	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent		
	06/19/15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	29		
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24		
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19		
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22	24		
	05:00	1	1	2	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24	27		
	06:00	2	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24	28		
	07:00	4	4	7	7	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24	27			
	08:00	4	6	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	24	28			
	09:00	6	7	7	7	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24	28			
	10:00	3	3	3	3	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	24	26			
	11:00	4	10	10	10	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	23	27			
	12 PM	4	7	7	7	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	23	25			
	13:00	6	6	6	6	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22	24			
	14:00	3	9	9	9	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22	24			
	15:00	2	8	8	8	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	25	28			
	16:00	5	6	6	6	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	23	25			
	17:00	4	4	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	19	21			
	18:00	2	6	6	6	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	23	25			
	19:00	4	2	2	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	24	27			
	20:00	2	5	5	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	23	27			
	21:00	4	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23	27			
	22:00	3	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21	23			
	23:00	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33	34			
	Total	65	98	83	83	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	269					
	Percent	24.2%	36.4%	30.9%	30.9%	8.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
	AM Peak	09:00	11:00	10:00	09:00																								09:00				
	Vol.	6	10	7	3																							21					
	PM Peak	13:00	14:00	12:00	15:00	23:00																						12:00					
	Vol.	6	9	8	3	1																						20					

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

SATURDAY

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
06/20/15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	22	24
01:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	22	24
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	19	19
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	23	24
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	19	19
07:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4	23	24
08:00	2	6	4	0	0	0	0	0	0	0	0	0	0	0	12	22	24
09:00	3	6	3	1	0	0	0	0	0	0	0	0	0	0	13	23	26
10:00	5	6	9	0	0	0	0	0	0	0	0	0	0	0	20	23	24
11:00	4	3	5	1	0	0	0	0	0	0	0	0	0	0	13	24	26
12 PM	5	8	3	0	0	0	0	0	0	0	0	0	0	0	16	21	23
13:00	7	8	3	0	0	0	0	0	0	0	0	0	0	0	18	20	23
14:00	4	10	5	0	0	0	0	0	0	0	0	0	0	0	19	22	24
15:00	3	4	6	1	0	0	0	0	0	0	0	0	0	0	14	24	26
16:00	4	8	7	1	0	0	0	0	0	0	0	0	0	0	20	23	25
17:00	6	10	10	0	0	0	0	0	0	0	0	0	0	0	26	23	24
18:00	2	9	3	0	0	0	0	0	0	0	0	0	0	0	14	21	23
19:00	3	2	2	1	0	0	0	0	0	0	0	0	0	0	8	24	27
20:00	3	7	1	0	0	0	0	0	0	0	0	0	0	0	11	19	22
21:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8	17	19
22:00	2	5	4	0	0	0	0	0	0	0	0	0	0	0	11	22	24
23:00	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6	25	28
Total	63	107	71	6	0	0	0	0	0	0	0	0	0	0	247		
Percent	25.5%	43.3%	28.7%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	10:00	09:00											10:00		
Vol.	5	6	9	1											20		
PM Peak	13:00	14:00	17:00	15:00											17:00		
Vol.	7	10	10	1											26		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SATURDAY

SW Daybreak St E-O SW Morningside Ave
 Site Code: 1

WB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
	06:20/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	06:00	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	07:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	08:00	1	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	09:00	3	8	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	10:00	5	10	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	2	7	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	12 PM	2	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	13:00	4	3	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	7	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	4	8	8	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	16:00	9	11	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	17:00	0	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	18:00	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	1	6	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	Total	50	91	58	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	207
	Percent	24.2%	44.0%	28.0%	3.9%	3.9%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10:00
	AM Peak	10:00	10:00	10:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	21
	Vol.	5	10	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00
	PM Peak	16:00	16:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	25

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SW Daybreak St E-O SW Morningside Ave

EB *Sunday*

Site Code: 1

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
06/21/15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	22	24
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14
08:00	1	0	4	1	0	0	0	0	0	0	0	0	0	0	6	25	28
09:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	20	23
10:00	6	4	3	0	0	0	0	0	0	0	0	0	0	0	13	21	23
11:00	3	3	3	0	0	0	0	0	0	0	0	0	0	0	10	24	27
12 PM	3	3	3	0	0	0	0	0	0	0	0	0	0	0	9	22	24
13:00	5	4	3	3	0	0	0	0	0	0	0	0	0	0	15	26	28
14:00	4	8	7	1	0	0	0	0	0	0	0	0	0	0	20	23	25
15:00	3	5	4	0	0	0	0	0	0	0	0	0	0	0	12	22	24
16:00	3	10	2	0	0	0	0	0	0	0	0	0	0	0	15	19	23
17:00	5	12	7	2	0	0	0	0	0	0	0	0	0	0	26	23	26
18:00	1	5	6	0	0	0	0	0	0	0	0	0	0	0	12	23	24
19:00	3	4	3	0	0	0	0	0	0	0	0	0	0	0	10	22	24
20:00	4	7	1	0	0	0	0	0	0	0	0	0	0	0	12	19	21
21:00	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10	19	22
22:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19
23:00	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5	26	28
Total	51	83	52	9	0	0	0	0	0	0	0	0	0	0	195		
Percent	26.2%	42.6%	26.7%	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	00:00	08:00	08:00											10:00		
Vol.	6	4	4	1											13		
PM Peak	13:00	17:00	14:00	13:00											17:00		
Vol.	5	12	7	3											26		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SW Daybreak St E-O SW Morningside Ave
 Site Code: 1

Sunday

WB	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent	
	06/21/15	0	0	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25	28		
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	24		
	05:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	14	14		
	06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19	19		
	07:00	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	22	24	24		
	08:00	1	1	1	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	24	27	27		
	09:00	2	5	5	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	19	22	22		
	10:00	7	4	7	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	22	24	24		
	11:00	4	7	7	7	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22	24	24		
	12 PM	4	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	19	22	22		
	13:00	3	5	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	23	25	24		
	14:00	2	3	4	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	23	25	28		
	15:00	6	4	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	19	19	27		
	16:00	3	5	5	5	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	23	23	24		
	17:00	4	7	7	7	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22	22	24		
	18:00	1	1	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	28	28	29		
	19:00	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	22	22	24		
	20:00	3	3	3	3	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	23	23	24		
	21:00	1	3	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	22	22	24		
	22:00	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27	27	29		
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19	19		
	Total	46	67	67	54	8	8	8	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	175						
	Percent	26.3%	38.3%	38.3%	30.9%	4.6%	4.6%	4.6%	00:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	10:00	11:00	11:00	08:00	08:00	08:00	00:00																									
	Vol.	7	7	7	6	6	6	1																				16					
	PM Peak	15:00	17:00	17:00	20:00	14:00	14:00																					17:00					
	Vol.	6	7	7	7	7	7	2																				16					

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Monday

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

Start Time	15	16	20	21	25	26	30	31	35	40	36	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	85th Percent	95th Percent	
06/22/15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25	28
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	4	5	5	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22	24
08:00	1	6	6	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	23	26
09:00	2	6	6	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	22	24
10:00	2	4	4	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	23	26
11:00	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	24	27
12 PM	5	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23	24
13:00	6	7	7	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	22	24
14:00	9	9	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22	24
15:00	9	6	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	19	23
16:00	12	10	10	10	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20	23
17:00	7	7	7	7	17	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	23	27
18:00	9	6	6	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	24	27
19:00	9	9	9	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	24
20:00	11	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	21	23
21:00	2	5	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	19	23
22:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	23	24
23:00	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22	24
Total	95	95	95	88	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	290	21	23
Percent AM Peak	32.8%	32.8%	32.8%	30.3%	4.1%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Vol.	4	6	6	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	15
PM Peak Vol.	12	10	10	17	17	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	35	35

TOTALS
5 PM : 53
6 PM : 47

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Monday

SW Daybreak St E-O SW Morningside Ave
 Site Code: 1

WB	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent								
	06/22/15	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46 <td>50</td> <td>51</td> <td>55</td> <td>56</td> <td>60</td> <td>61</td> <td>65</td> <td>70</td> <td>71</td> <td>75</td> <td>76</td> <td></td> <td></td> <td></td> <td></td> <td></td>	50	51	55	56	60	61	65	70	71	75	76													
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	05:00	1	3	3	4	5	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	06:00	6	4	4	4	5	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	07:00	0	0	13	13	7	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	08:00	5	4	4	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	09:00	3	4	4	4	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00	2	5	5	5	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00	6	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12 PM	6	5	5	5	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	13:00	5	9	9	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	14:00	9	8	8	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	15:00	8	11	11	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	16:00	11	4	4	4	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	17:00	3	8	8	8	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	18:00	7	11	11	11	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19:00	3	8	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	20:00	2	3	3	3	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	21:00	3	4	4	4	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	22:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	23:00	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	83	111	111	111	80	80	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Percent	29.5%	39.5%	39.5%	39.5%	28.5%	28.5%	2.1%	2.1%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	06:00	07:00	07:00	07:00	10:00	10:00	07:00	07:00	07:00	07:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Vol.	6	13	13	13	11	11	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM Peak	16:00	15:00	15:00	15:00	17:00	17:00	12:00	12:00	12:00	12:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Vol.	11	11	11	11	7	7	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

TUESDAY

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	7999	Total	85th Percent	95th Percent				
06/23/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*			
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
06:00	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
07:00	0	2	2	9	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	24			
08:00	1	3	5	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	26			
09:00	3	4	4	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	27		
10:00	3	2	2	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	32		
11:00	4	4	4	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	28		
12 PM	3	10	10	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	25		
13:00	3	6	6	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24	24		
14:00	3	4	4	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	28		
15:00	17	6	6	9	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	24		
16:00	14	10	10	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	24		
17:00	6	10	10	11	11	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	25		
18:00	6	5	5	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	28		
19:00	1	6	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	25		
20:00	6	7	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	24		
21:00	1	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	23		
22:00	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	23		
23:00	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	24		
Total	73	89	89	94	94	20	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21	23		
Percent	26.4%	32.1%	32.1%	33.9%	33.9%	7.2%	7.2%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	11:00	09:00	09:00	07:00	07:00	10:00	10:00	09:00	09:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Vol.	4	4	4	9	9	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	15:00	12:00	12:00	14:00	14:00	17:00	17:00	15:00	15:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Vol.	17	10	10	11	11	7	7	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
								11:00	11:00																									
								16:00	16:00																									
								34	34																									

TOTALS
 5 PM : 52
 6 PM : 35

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

T
 WEDSDAY

WB	Start Time	1	15	16	20	21	25	26	31	35	36	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	85th Percent	95th Percent	
	06/23/15	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27	29	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	04:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	19		
	05:00	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22	24		
	06:00	4	4	4	4	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	25	31		
	07:00	2	17	17	6	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	26	28		
	08:00	7	4	4	3	6	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	26	29		
	09:00	3	4	4	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	25	28		
	10:00	4	6	6	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	23	26		
	11:00	3	7	7	6	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24	27		
	12 PM	2	10	10	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22	24		
	13:00	4	8	8	7	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	23	25		
	14:00	3	4	4	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	23	27		
	15:00	2	6	6	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	23	27		
	16:00	6	9	9	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24	28		
	17:00	2	6	6	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	23	24		
	18:00	8	6	6	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22	24		
	19:00	3	5	5	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	22	24		
	20:00	1	5	5	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	22	23		
	21:00	4	4	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	19	22		
	22:00	0	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	23	24		
	23:00	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23	24		
	Total	59	111	111	73	73	73	22	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267	27	24		
	Percent	22.1%	41.6%	41.6%	27.3%	27.3%	27.3%	8.2%	0.4%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	08:00	07:00	07:00	08:00	08:00	08:00	07:00	06:00	06:00	08:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Vol.	7	17	17	6	6	6	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27	24		
	PM Peak	18:00	12:00	12:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
	Vol.	8	10	10	10	10	10	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	21	21	24		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SW Daybreak St E-O SW Morningside Ave

WEDNESDAY

Site Code: 1

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	85th Percent	95th Percent	
06/24/15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19	
01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23	24	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
06:00	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
07:00	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	23	24		
08:00	5	6	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	27	29		
09:00	4	4	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	22	24		
10:00	4	4	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	23	24		
11:00	4	4	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	23	24		
12 PM	9	9	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	21	23		
13:00	6	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22	24		
14:00	8	8	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	22	24		
15:00	7	11	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	22	24		
16:00	7	7	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	22	24		
17:00	8	9	9	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	22	24		
18:00	7	4	4	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	23	24		
19:00	3	6	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	25	28		
20:00	8	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	22	24		
21:00	6	4	4	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	17	19		
22:00	1	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	24	28		
23:00	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	23	24		
Total	88	89	83	83	9	9	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	269	23	24		
Percent	32.7%	33.1%	30.9%	30.9%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	269	23	24		
AM Peak	08:00	08:00	09:00	09:00	07:00	07:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
Vol.	5	6	6	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	15	15	15	15	
PM Peak	12:00	15:00	15:00	15:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	15:00	15:00	15:00	15:00	
Vol.	9	11	10	10	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	28	28	28	28	
Grand Total	518	686	547	547	81	81	4.4%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0	1834	23	24		
Percent	28.2%	37.4%	29.8%	29.8%	4.4%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0	1834	23	24		

TOTALS
5 PM = 52
6 PM = 27

Statistics
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 1233
 Percent in Pace : 67.2%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 17 MPH

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 SW Daybreak St E-O SW Morningside Ave

WED MESSAY

WB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent	
	06/24/15	15	20	25	30	35	40	45	50	55	60	65	70	75	999	1	24	24	
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	14
	05:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	7	23	24
	06:00	4	3	3	0	0	0	0	0	0	0	0	0	0	0	10	22	24	24
	07:00	3	8	7	2	0	0	0	0	0	0	0	0	0	0	20	24	27	27
	08:00	3	7	4	1	0	0	0	0	0	0	0	0	0	0	15	23	26	26
	09:00	2	8	6	2	0	0	0	0	0	0	0	0	0	0	18	24	27	27
	10:00	2	6	3	2	0	0	0	0	0	0	0	0	0	0	13	25	28	28
	11:00	3	4	4	2	0	0	0	0	0	0	0	0	0	0	13	25	28	28
	12 PM	2	9	3	3	0	0	0	0	0	0	0	0	0	0	17	25	28	28
	13:00	5	5	4	1	0	0	0	0	0	0	0	0	0	0	15	23	26	26
	14:00	5	4	3	1	0	0	0	0	0	0	0	0	0	0	13	23	26	26
	15:00	5	8	5	2	0	0	0	0	0	0	0	0	0	0	20	23	27	27
	16:00	4	6	4	1	0	0	0	0	0	0	0	0	0	0	15	23	26	26
	17:00	8	12	6	0	0	0	0	0	0	0	0	0	0	0	26	21	23	23
	18:00	2	1	3	2	0	0	0	0	0	0	0	0	0	0	8	27	28	28
	19:00	4	6	3	0	0	0	0	0	0	0	0	0	0	0	13	21	23	23
	20:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	27	29	29
	21:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	20	23	23
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	19	19	19
	23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	23	24	24
	Total	57	99	65	20	0	0	0	0	0	0	0	0	0	0	241			
	Percent	23.7%	41.1%	27.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	AM Peak	06:00	07:00	07:00	07:00											07:00			
	Vol.	4	8	7	2											20			
	PM Peak	17:00	17:00	17:00	12:00											17:00			
	Vol.	8	12	6	3											26			
	Grand Total	418	673	485	108	5	1	0	0	0	0	0	0	0	0	1690			
	Percent	24.7%	39.8%	28.7%	6.4%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	15th Percentile :					9 MPH													
	50th Percentile :					18 MPH													
	85th Percentile :					23 MPH													
	95th Percentile :					26 MPH													

Statistics
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 1158
 Percent in Pace : 68.5%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 18 MPH

2016 – 2017

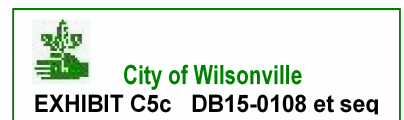
Oregon Driver Manual



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Salem, Oregon 97314

Graphics/Layout
ODOTDESIGN



Front and back cover photos:
I-84 looking west near Summit creek by Greg Westergaard

- Any location outside city limits where your vehicle cannot be seen by traffic coming from either direction within 1,000 feet.
- Any location where U-turns are prohibited by official signs or markings.

Intersections

Stop signs, yield signs, and traffic signals control the flow of traffic at busy intersections. A defensive driver never assumes a stop sign or a traffic signal will stop approaching traffic.

At an intersection with a stop sign, steady red signal or flashing red signal, you must stop before the marked stop line or crosswalk, if there is one. If there is no stop line or crosswalk, stop before the unmarked crossing area before entering the intersection (see section on Pedestrians). Always yield to pedestrians, bicycles, and traffic in the intersection when making an allowed turn. After stopping, if you are unable to see traffic coming from your left and right, slightly pull forward and scan the area. Even if you have a green light, do not enter an intersection unless there is room for your vehicle on the other side.

At intersections with stop signs in all four directions, it is common courtesy to allow the driver who stops first to go first. When in doubt, yield to the driver on your right. Never assume another driver will yield the right of way to you.

As you approach an intersection with no signs or signals, first look to the left to make sure cross traffic is yielding right of way, then look to the front and to the right. Be prepared to stop. Yield the right of way to any vehicle in the intersection or approaching from your right. As you enter the intersection, check again for unusual or unexpected actions.

If you are the driver on a road that ends at a “T” intersection with no signs or signals, you must yield to drivers on the through road.

Roundabouts

Roundabouts, rotaries, and traffic circles are all terms used for circular intersections with a center island. Traffic moves in one direction, counterclockwise, around the center island. A warning sign with arrows in a circle pattern indicates a circular intersection is ahead.





Wilsonville

Transportation System Performance January 2016 – Revised Report



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Acknowledgements

This report was prepared through the collective effort of the following people:



City of Wilsonville

Steve Adams
Miranda Bateschell
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Why a New Performance Report?

Performance management is an approach to transportation planning that has received increased national and regional attention in recent years. In the most basic sense, performance management consists of using performance data to support decisions to help achieve desired transportation policy and investment outcomes. Because desired outcomes vary from agency to agency, performance management requires a personalized approach for each agency in order to be effective.

This report is a forward step in Wilsonville's effort towards improved management and performance of its transportation system. It presents a Transportation System Performance Monitoring and Reporting Program in response to a recommendation from the 2013 Wilsonville Transportation System Plan (TSP) update.

2013 Wilsonville TSP, Chapter 7

"To be most effective, the City's transportation performance measures should provide its decision-makers with metrics that reflect what progress is being made towards Wilsonville's goals and policies. They should also include a combination of system-wide and facility-level performance measures so that incremental progress can be determined for the entire system as well as on a project-by-project basis."

The 2013 TSP outlines the City's vision and goals for its transportation system. It also provides standards, projects, and programs that, when put into action, are intended to improve the City's transportation system in a manner consistent with its vision and goals.

What does improvement mean and how can the City know whether its planning efforts are leading to desired outcomes?

The goal of performance management is to answer this question. Currently, the TSP identifies five model-based performance measures that will be revisited at each successive TSP update. However, these measures reflect future modeling assumptions rather than existing measured observations. While helpful for long-range planning, this approach leaves a gap in understanding the actual outcomes being experienced by the traveling public.

The new performance measures identified in this report closely align with both the City's transportation goals and collected traffic data. By monitoring these measures on a bi-yearly basis, the City will better track how well its planning efforts are leading to the desired outcomes. By setting a baseline at a citywide level, and re-evaluating these important questions over time, the performance measures will also help evaluate and characterize the impact of private developments.

Performance management will result in new insights that can provide additional perspective to decision-makers and help result in an improved transportation system.

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Wilsonville Location and Demographics

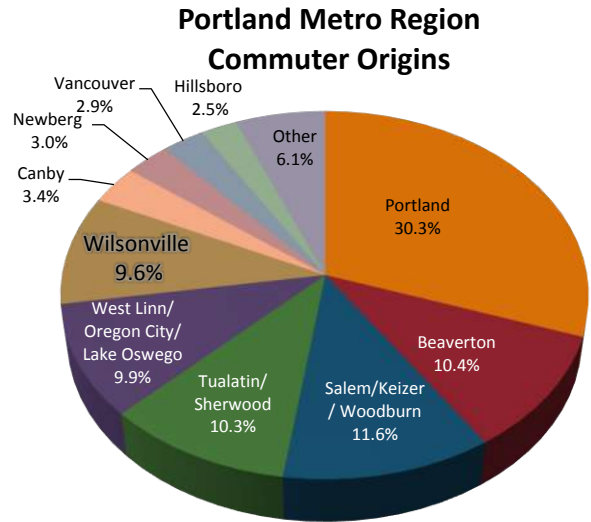
The performance measures in this report are best understood against the backdrop of Wilsonville's location and demographics. Wilsonville is located on the southern edge of the Portland Metro area along the Interstate-5 corridor. Because of the nearby I-5 bridge over the Willamette River, Wilsonville serves as the region's southern gateway and is a strategic connection between the Portland Metro Area to the north and the Mid-Willamette Valley to the south. Due to its strong employment base and central location, it attracts employees from all over the region.



Sources: MetroMap (<http://gis.oregonmetro.gov/metromap>) and Wilsonville Chamber of Commerce

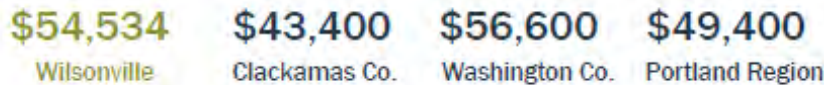


Source: Wilsonville Chamber of Commerce



AVERAGE PAY PER EMPLOYEE, 2011

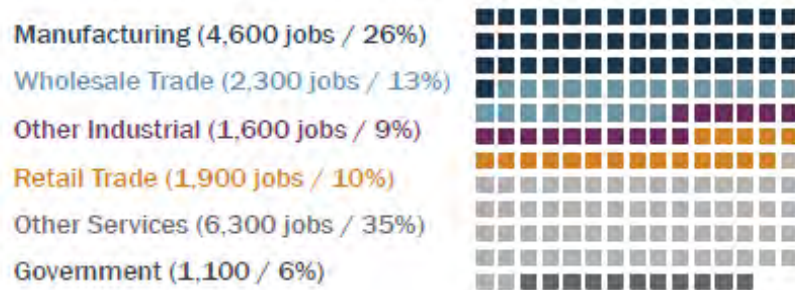
Source: Oregon Employment Department, Quarterly Census of Employment and Wages



6 out of Wilsonville's 10 largest employers are manufacturers.

WILSONVILLE JOBS BY SECTOR OF FIRM, 2011

1 square represents 100 jobs. Source: Oregon Employment Department, Quarterly Census of Employment and Wages



AVERAGE PAY PER EMPLOYEE, WILSONVILLE, 2011

Source: Oregon Employment Department, QCEW



Source: Wilsonville Chamber of Commerce

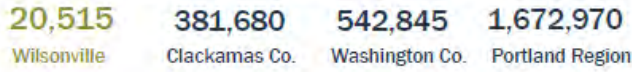
For the past 10 years, Wilsonville has been one of Oregon's fastest growing cities. With over 22,000 residents and 19,000 full- and part-time jobs, Wilsonville is an attractive place to live and work. However, with growth comes increasing transportation demands for all travel modes, and it is essential to ensure the multimodal transportation system can serve the current and future residents, employees, and visitors who frequent the city. Understanding who these users are facilitates improved transportation decisions.

AVERAGE POPULATION GROWTH PER YEAR, 2000-2012

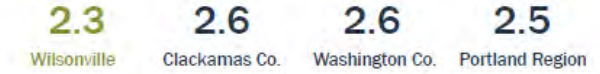


POPULATION, 2012

Source: Portland State University, Population Research Center



AVERAGE NUMBER OF PEOPLE PER HOUSEHOLD, 2010

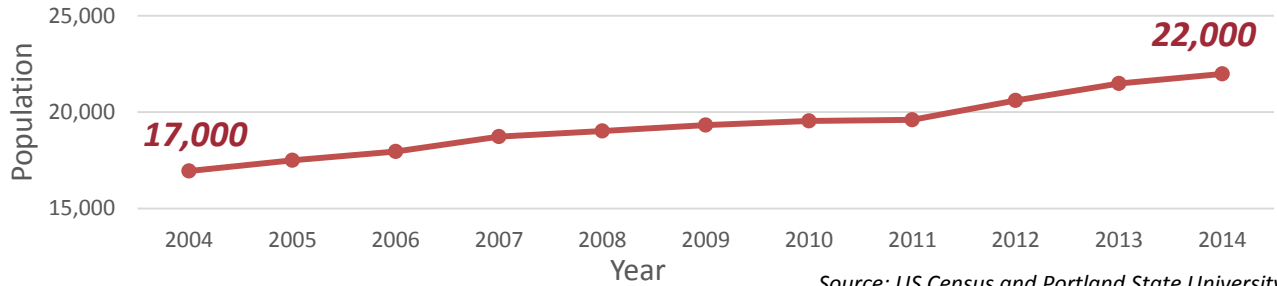


PERCENT OF HOUSEHOLDS THAT ARE SINGLE-PERSON, 2010

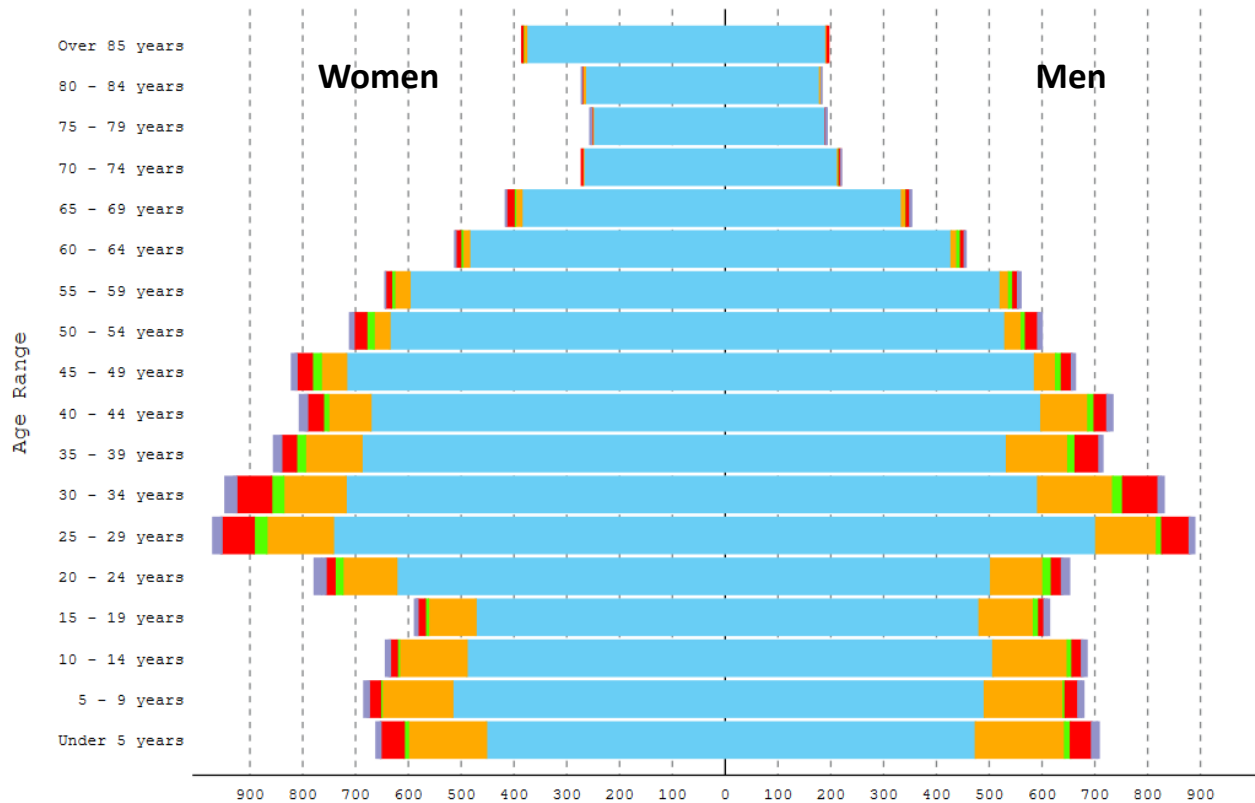


Source: Wilsonville Chamber of Commerce

Wilsonville Population



Source: US Census and Portland State University



Source: Metro



Performance Measures

Ten new transportation system performance measures have been identified for the City of Wilsonville and are listed in the table below along with corresponding objectives. The measures align with the City’s seven transportation goals and are focused on outcomes experienced by the public as they travel throughout Wilsonville. These measures are intended to be monitored on a bi-yearly basis to help City decision-makers better understand how the transportation system is performing and the impacts of their decisions. In this report, each measure is analyzed in detail for the past 5-10 years based on available data.

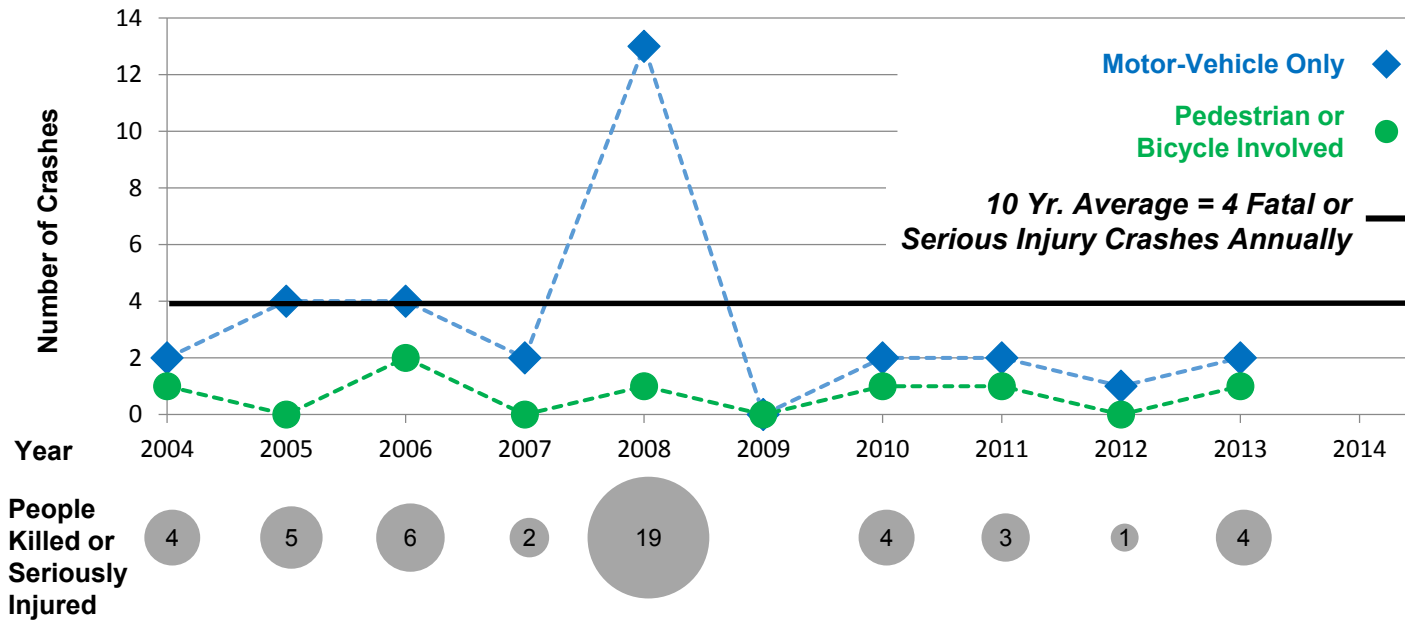
Transportation System Goals and Performance Measures

TSP Goal	Measure	Objective
1. Safe	Fatal and Serious Injury Collisions	Eliminate traffic fatalities and serious injuries (Injury “A”) on City roadways
2. Connected and Accessible	Multimodal Connectivity	Provide residents with multimodal access to parks, schools, employment centers, retail areas, and the surrounding region
3. Functional and Reliable	Intersection PM Peak Hour Delay	Maintain acceptable level of delay (less than 55 seconds average per vehicle, or maximum Level of Service D) at key intersections
	Travel Time Reliability	Maintain or improve travel time reliability on key arterials.
	Freight Travel Time Reliability	Maintain or improve freight travel time reliability on key arterials.
4. Cost Effective	Pavement Condition	Maintain good pavement conditions that help reduce more costly repair expenses in the future
5. Compatible	Cross-Section Compliance	Ensure Wilsonville’s multimodal transportation corridors include adequately designed facilities to serve all intended users
6. Robust	Transportation Mode Share	Accommodate transportation choices for drivers, pedestrians, bicyclists, and transit riders
7. Promotes Livability	Positive Citizen Survey Response	Improve or maintain citizen satisfaction with the City's transportation facilities and services
	Health Conditions/ Healthy Lifestyles	Provide transportation facilities that encourage active transportation, reduced greenhouse gasses, and improved health of residents

Goal 1: Safe

Fatal and Serious Injury Collisions

Objective: Eliminate traffic fatalities and serious injuries (Injury "A") on City roadways

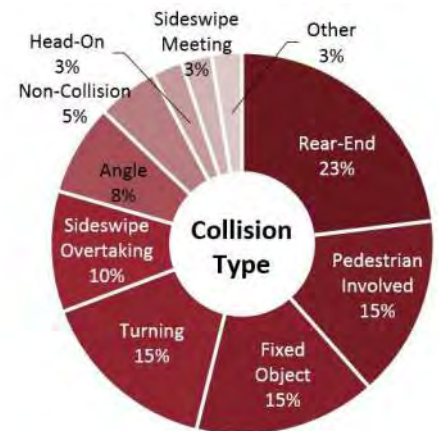


In the last 10 years, 39 crashes resulted in 48 fatalities or serious injuries. The trend is generally decreasing as desired.

Safety is Wilsonville’s first transportation system goal. It is also a national priority, and agencies across the country are participating in “Vision Zero” or “Towards Zero Deaths” campaigns with the objective of eliminating transportation-related fatalities. Serious injury collisions (referred to as Injury “A”) are also regularly included in the discussion because of their debilitating impacts on those involved.

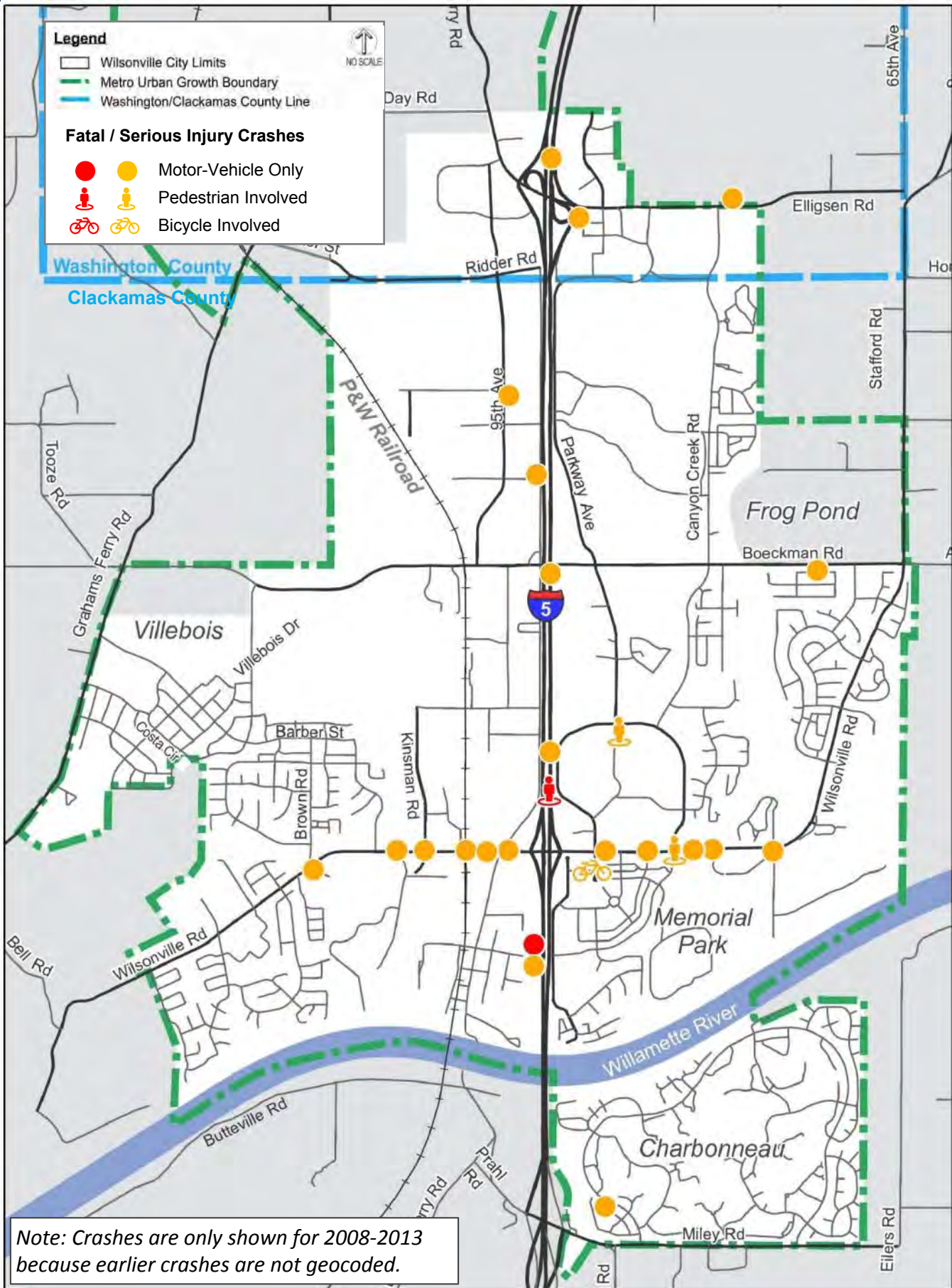
Wilsonville has a strong safety record with a 10-year average of only four annual fatal or serious injury collisions. Most crashes occurred on Wilsonville Road or at I-5 entrance and exit ramps. There was an unusually high number of crashes in 2008, but generally the number of collisions has been decreasing over time. The locations of 2008-2013 collisions are shown on the map on the next page, which identifies collision severity and travel mode.

Serious Injury (or Injury “A”) is defined by ODOT as an incapacitating injury that “prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.” Severities are based on assessment at the scene and may not reflect final medical judgements.



Source: ODOT Crash Database

Fatal and Serious Injury Collision Map



Goal 2:
Connected
& Accessible

Multimodal Connectivity

Objective: Provide residents with multimodal access to parks, schools, employment centers, retail areas, and the surrounding region

Average Number of Destinations Accessible per Tax Lot

	Walking				Biking			
	Tax Lots	Public Amenities	Private Amenities	FTE Jobs	Tax Lots	Public Amenities	Private Amenities	FTE Jobs
All Planning Areas	729	15	9	429	3456	72	82	7087
1A - Industrial North	119	1	9	2184	3022	59	82	9605
1B - Industrial South	225	5	17	1712	5452	112	114	10745
2 - Canyon Creek North	315	12	7	833	3212	66	98	10549
3 - Frog Pond	229	6	2	27	2317	53	88	8289
4 - Villebois	1404	25	4	126	4194	92	88	8169
5 - Town Center West	370	12	19	1210	4654	102	106	10006
6 - Town Center East	499	11	6	87	3045	70	97	9282
7 - River Green / Fox Chase / Morey's Landing	791	26	7	225	4090	87	84	6380
8A - Old Town East	189	3	26	1387	5327	109	99	8328
8B - Old Town West	411	15	18	1167	5077	106	94	7700
9 - Village @ Main / Daydream	353	6	26	1271	4615	104	98	7564
10 - Charbonneau	612	5	6	111	1590	18	52	2269
11 - Coffee Creek and Basalt Creek	81	0	2	339	1291	18	29	5874

* Shading indicates relative magnitude of mode + destination category score for each planning area, relative to the other planning areas.

A new geographic information system (GIS) tool was developed to assess the connectivity of Wilsonville’s multimodal network.

Network connectivity is a critical attribute of Wilsonville’s transportation system and is one of the City’s transportation system goals. Wilsonville’s elected officials and staff have stated how important it is to create a comprehensive network of safe, attractive, and direct travel options to provide residents with multimodal access to parks, schools, employment centers, and retail areas.

The new GIS multimodal connectivity tool helps the City to measure its transportation system connectivity, identify areas of needed improvement, and can track changes over time in response to land development.

The network connectivity tool also provides a platform to assess, visualize, and communicate the impacts of multimodal infrastructure gaps, deficiencies, and facility improvements. By calculating access before a project and after a project, then taking the difference, the impact of that project can be isolated and visualized.

The summary maps and tables presented here describe the number of destinations accessible from each tax lot by walking and biking. Four types of destinations are considered: all tax lots, public amenities, private amenities, and local jobs.

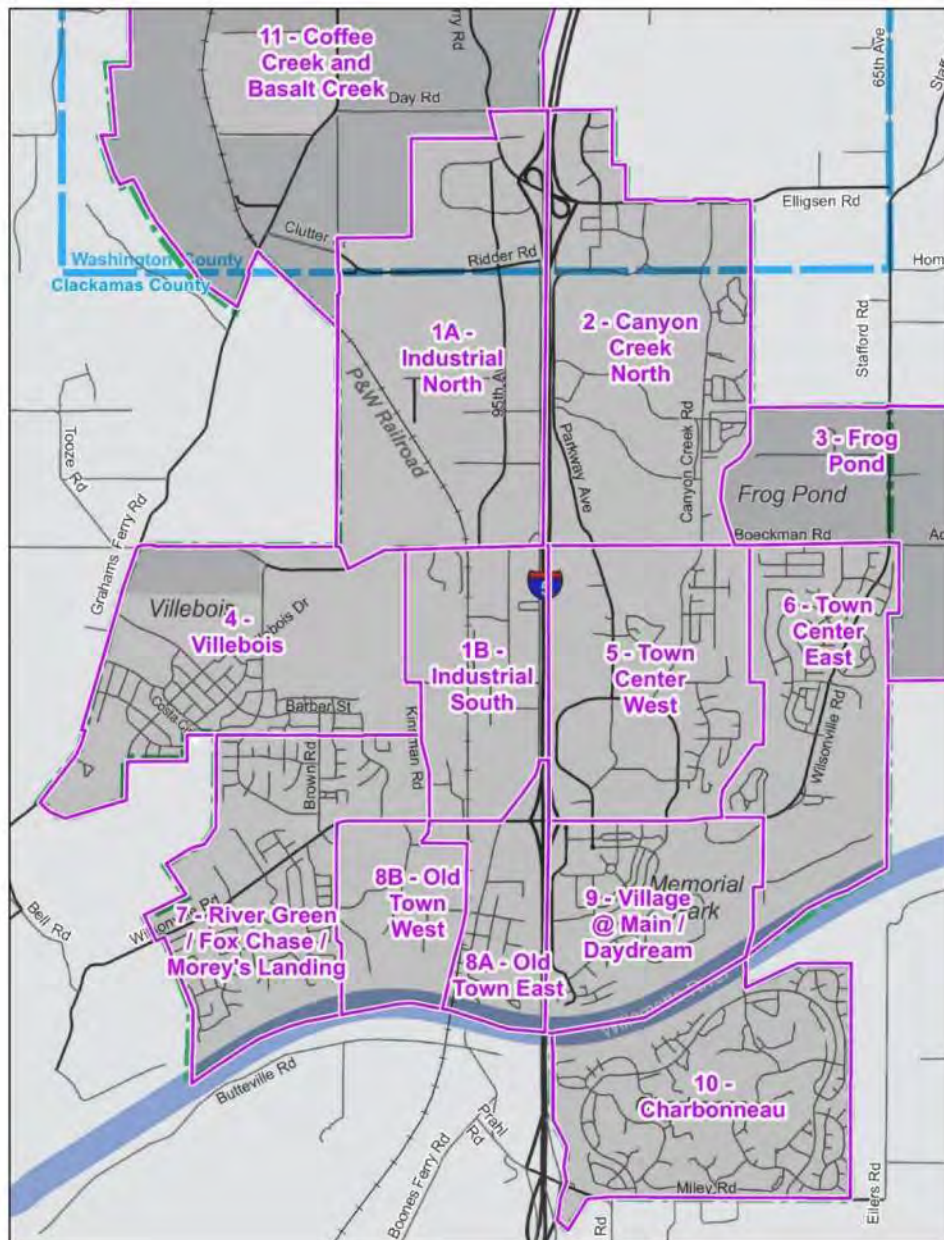
Destinations were considered accessible from a tax lot if it could be reached within 15 minutes at a typical walking or biking speed. See methodology notes on the next page for more details.

Walking access to tax lots and public amenities was highest in Villebois and other residential areas with small tax lot sizes and public parks. Walking access to private amenities was highest near the I-5 interchanges. Local job access is also clustered in the industrial and interchange areas.

Overall, biking access showed similar patterns as walking access, but with higher scores near the city center due to biking’s wider travel range.

A digital version of this tool will be provided to city staff, along with a web-based interface for exploring the results in detail.

Network Connectivity Tool - Planning Areas Map and Methodology



Methodology Notes:

Analysis included locations within Wilsonville and in active planning areas adjacent to the city. 6,833 tax lots, 123 public amenities, 128 private amenities, and 11,334 FTE jobs were included.

Walking speed was defined as 3 miles per hour, or 0.75 miles in 15 minutes. Biking speed was defined as 11 miles per hour, or 2.75 miles in 15 minutes. Both are consistent with typical transportation engineering practice. Intersection delay was not included in this calculation.

All travel paths were along the transportation facility network. Travel was permitted on non-dedicated facilities (streets without a bike lane or sidewalk, unmarked crosswalks), but travel speed along non-dedicated facilities was reduced by 50% to account for less attractive conditions. Local streets received no penalty for missing facilities.

Results for motor vehicle access and transit access are not included.

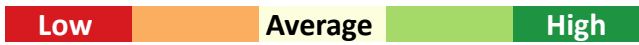
Nearly all local destinations are within a reasonable driving distance throughout Wilsonville. Motor vehicle network performance is better assessed through the delay-based measures provided for Goal 3.

Technical limitations prevented transit access from being included in this version of the GIS tool, future updates should pursue measures of transit access.

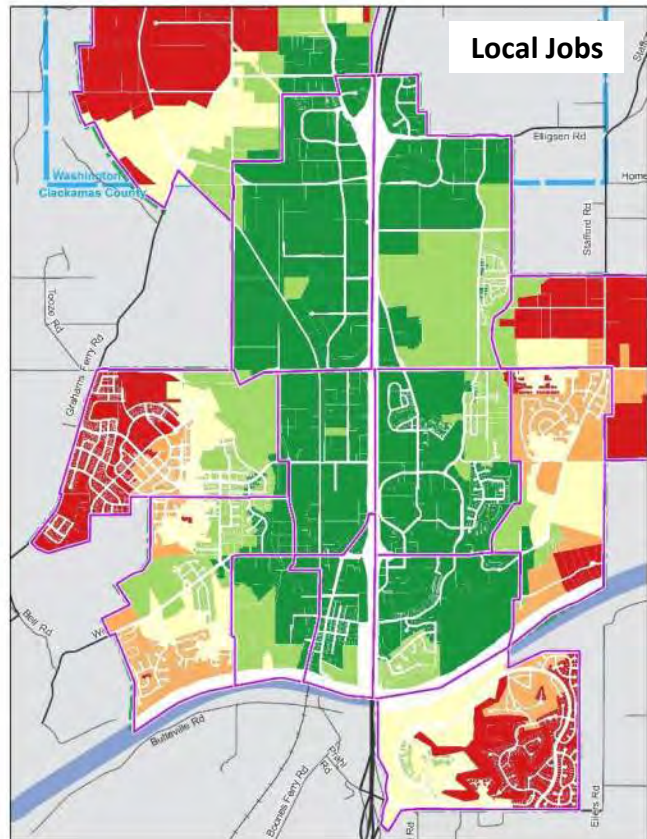
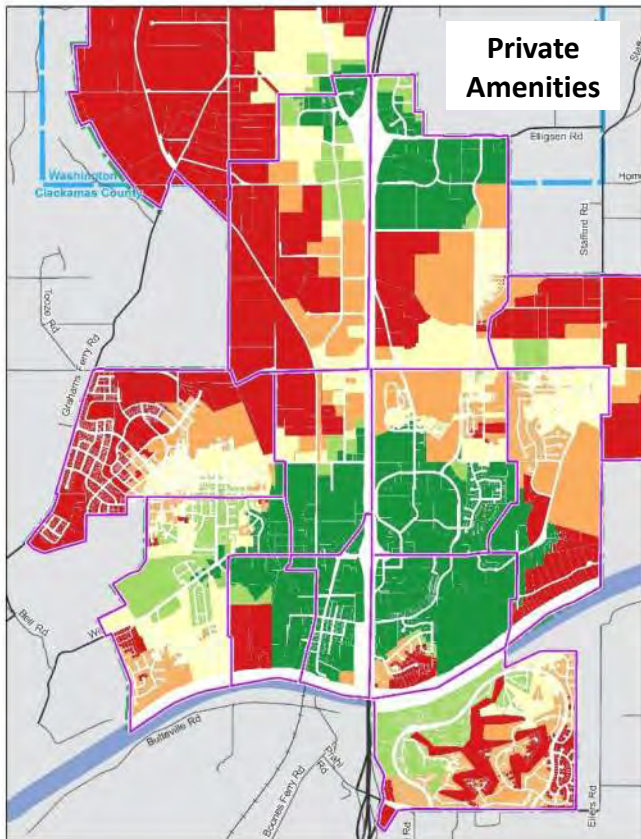
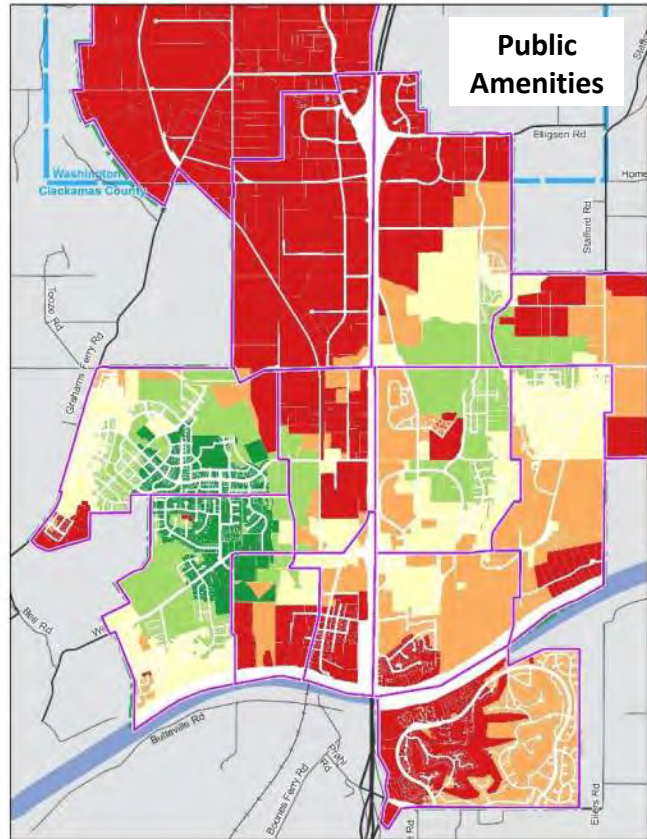
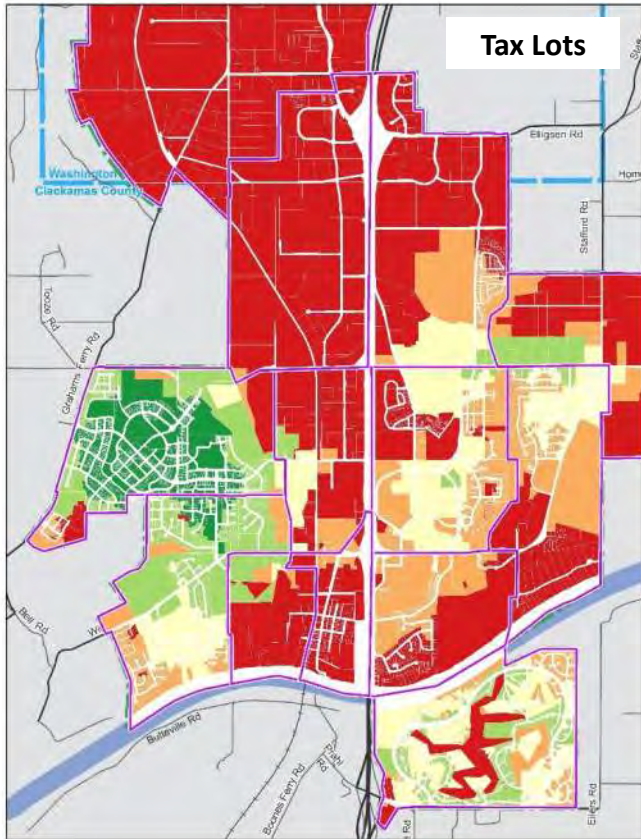
Destination sets used for the analysis included:

- **All tax lots**, which provide a baseline assessment of the transportation network and development form, but is less sensitive to land uses.
- **Public amenities**, which include key civic facilities such as libraries, schools, government buildings, fire stations, community centers, and parks and open spaces.
- **Private amenities**, which include food and beverage providers, retail and entertainment options, and other everyday services.
- **Local employment opportunities**, defined as full-time equivalent (FTE) jobs, approximated from the City's business license database. This data differs from other employment values (page 7) due to the anonymization process. It is here considered a useful proxy for jobs.

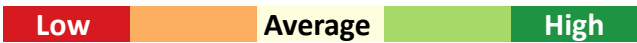
Network Connectivity Tool - Walking Accessibility Maps



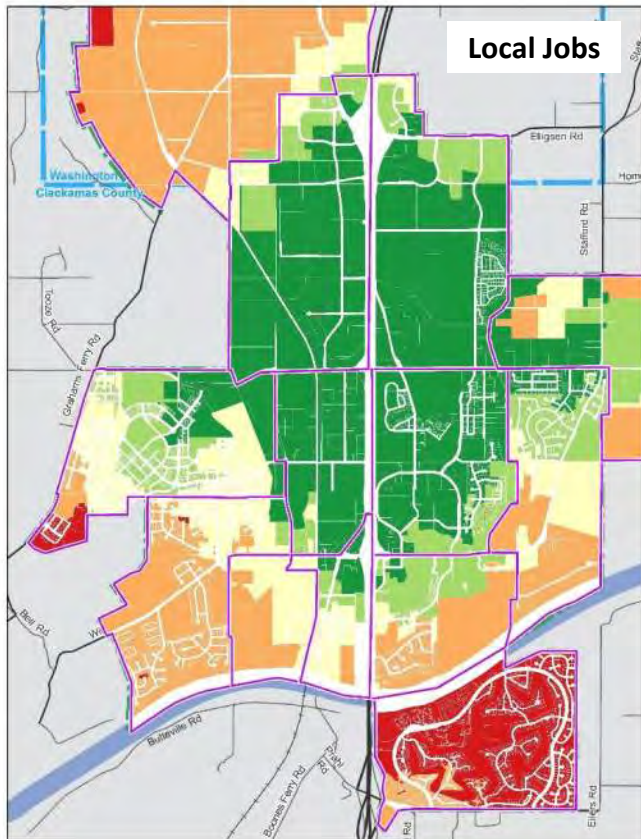
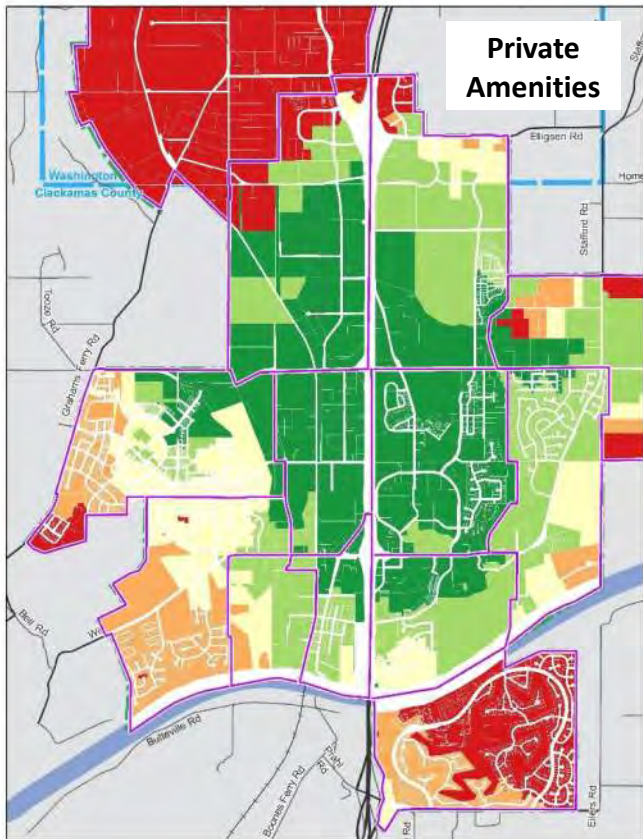
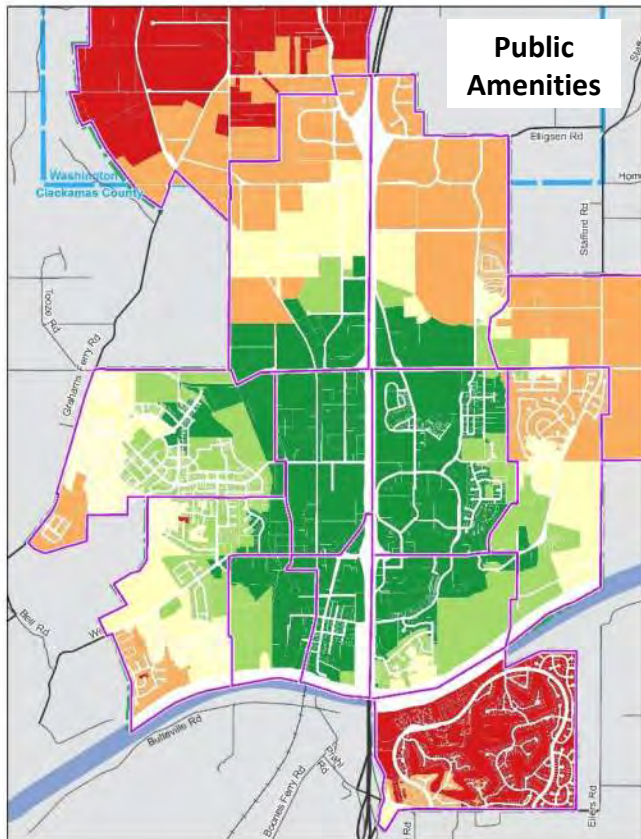
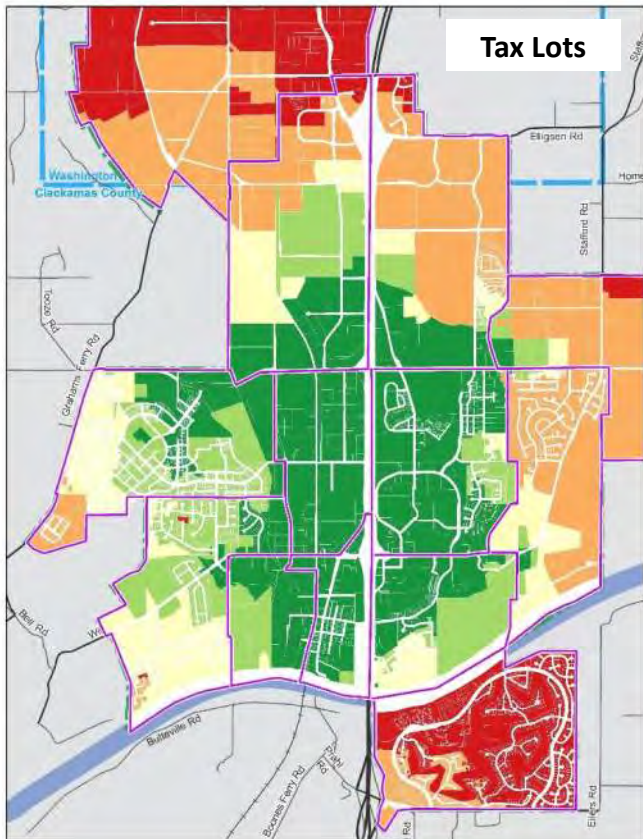
Score based on number of destinations within a 15 minute walk. Results shown with an equal number of tax lots in each color category.



Network Connectivity Tool - Biking Accessibility Maps



Score based on number of destinations within a 15 minute bike ride. Results shown with an equal number of tax lots in each color category.

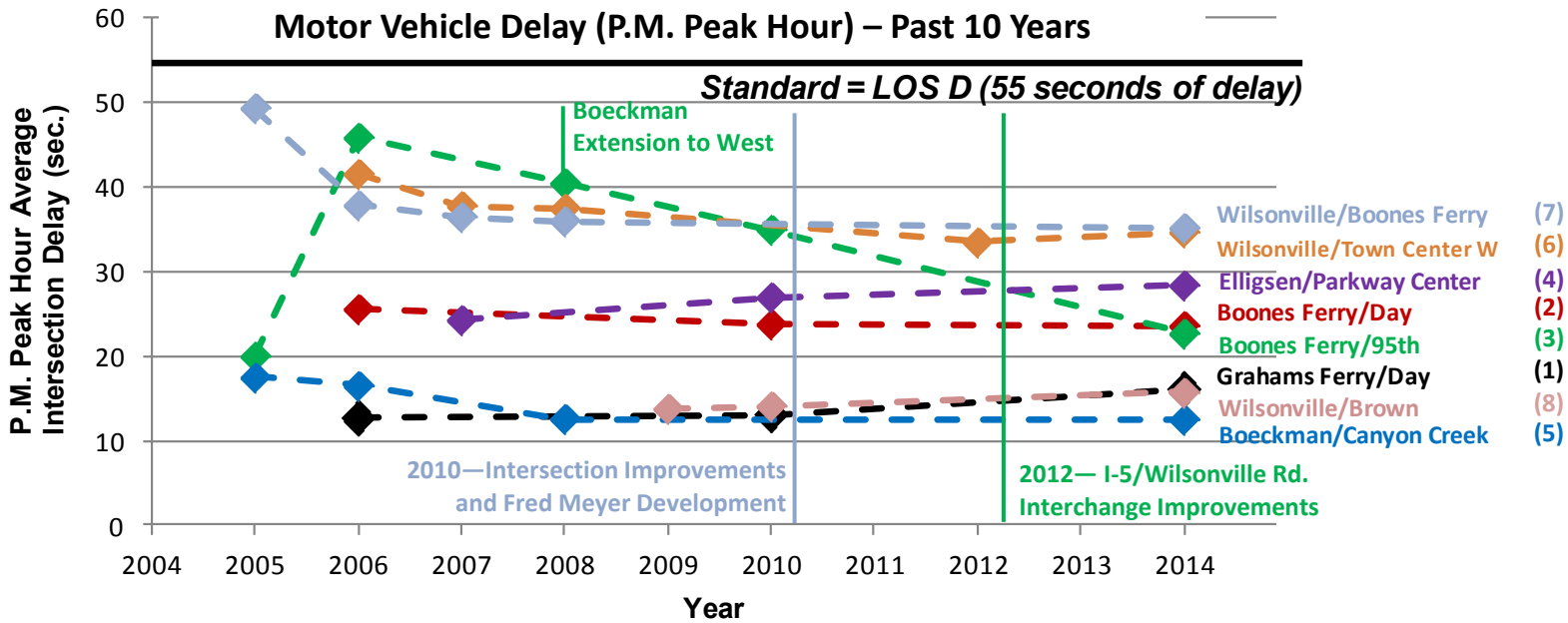


Goal 3:

Functional & Reliable

Intersection Delay

Objective: Maintain acceptable level of delay (less than 55 seconds average per vehicle, or maximum Level of Service D) at key intersections during PM Peak Hour traffic.



The eight key intersections studied throughout Wilsonville have average delays less than 55 seconds (i.e., LOS D).

To understand how congestion levels have changed around Wilsonville, motor vehicle delay was calculated for eight Wilsonville intersections for the past ten years.

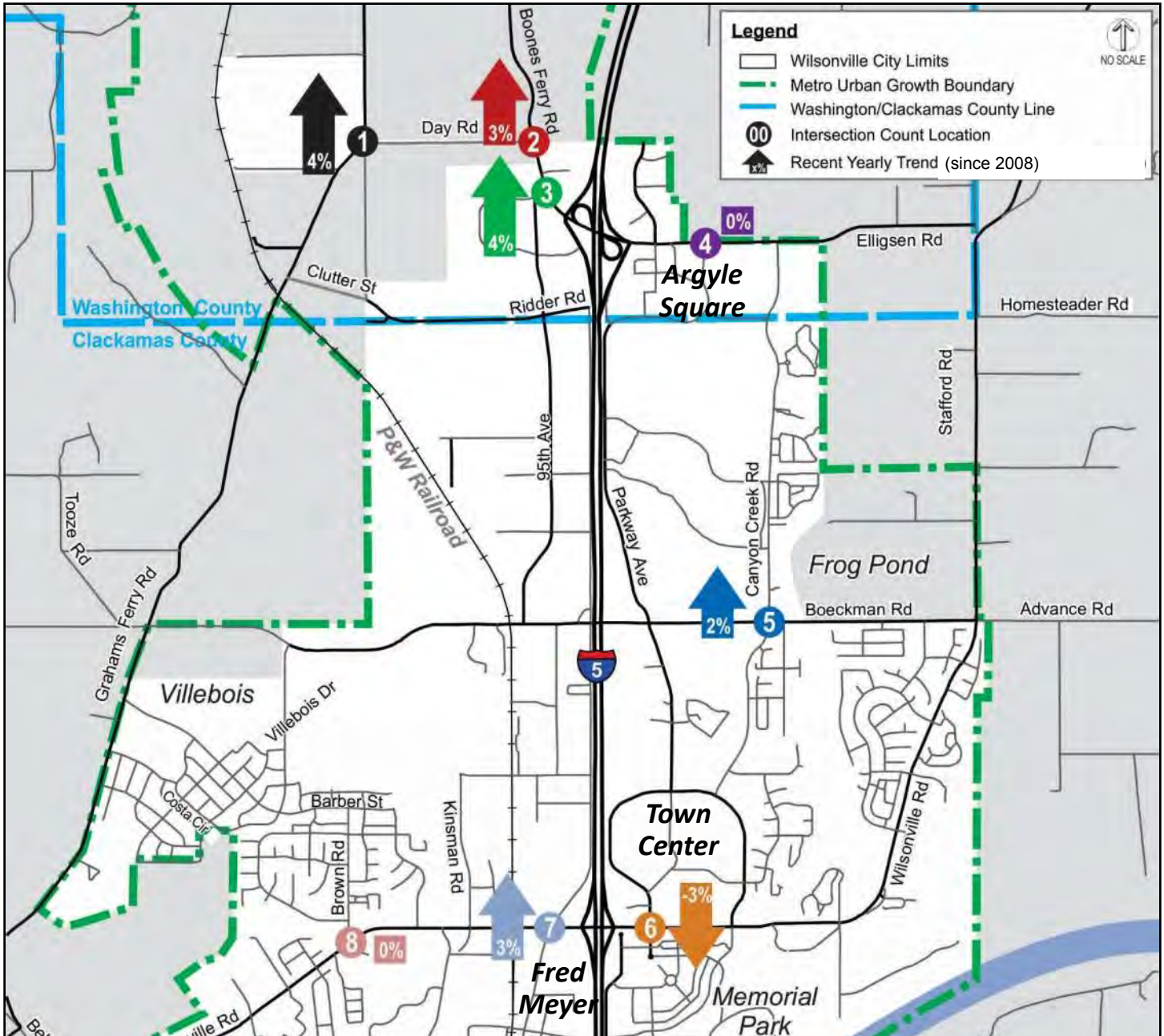
Delay at each location is shown in the chart above. Intersection p.m. peak hour delay is the most common measure of transportation network congestion, and Wilsonville policy defines a maximum acceptable delay of 55 seconds average per vehicle, equivalent to a Level of Service (LOS) of D or better. Delay is calculated using Highway Capacity Manual 2000 procedures.

Motor vehicle volumes (p.m. peak hour, total entering vehicles) for each location are shown on the map and chart on the next page. The map shows average yearly volume growth percentages since the most recent system-wide analysis was performed for the 2013 Wilsonville TSP. The chart shows ten years of traffic count volumes.

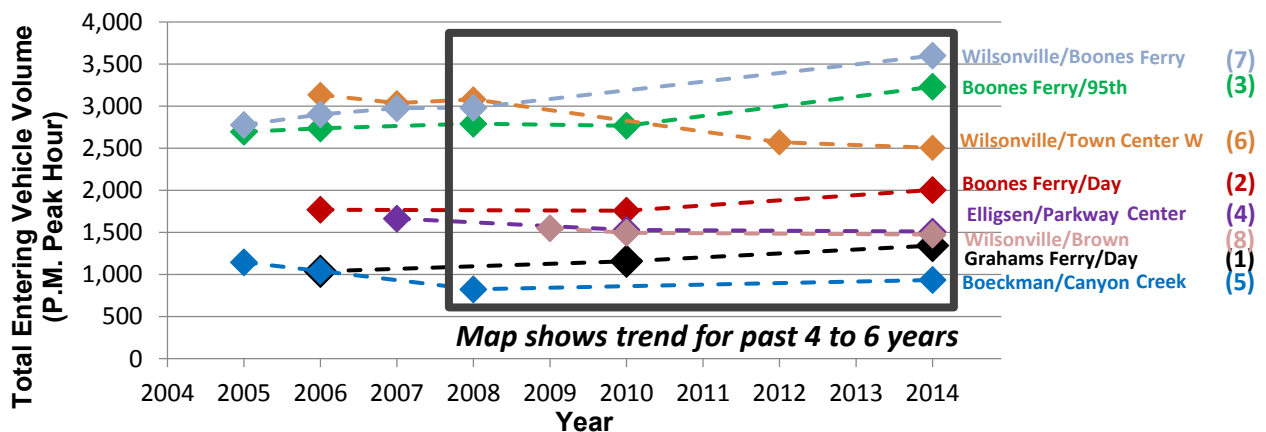
While motor vehicle volumes are generally increasing throughout Wilsonville, there is still sufficient capacity at all intersections due to recent improvements.

- The Wilsonville Road/I-5 Interchange area experiences the greatest delays. A significant increase in traffic volumes occurred at Wilsonville Road/Boones Ferry Road, primarily on the south leg near the new Fred Meyer shopping center. Because intersection improvements were also completed, average delays remain low except when queues back up from the I-5 interchange ramps.
- Since 2008, traffic volumes at Wilsonville Road/Town Center Loop West decreased by an amount comparable to the increase near Fred Meyer. This may suggest a shift in traffic between the two retail areas rather than the attraction of new traffic from outside the City.
- Traffic volumes have increased in northwest Wilsonville, primarily due to traffic between the I-5/Elligsen Road interchange and Grahams Ferry Road to the north.
- Boones Ferry Road/95th Avenue was recently expanded and can accommodate additional traffic volumes with decreased delays.

Motor Vehicle Volumes Map



Motor Vehicle Volumes (P.M. Peak Hour) – Past 10 Years



Goal 3:

Functional
& Reliable

Travel Time Reliability

Objective: Maintain travel times on key arterials within a consistent, acceptable range

Limited travel time data is currently available for Wilsonville roadways.

Installing permanent Bluetooth sensors would allow Wilsonville to collect on-going travel time data along arterials and better understand interchange area congestion, which is currently one of the most significant traffic issues affecting the city.

Within the next few years, SMART plans to outfit its buses with GPS tracking technology, which will provide Wilsonville with a new data source that can provide travel time reliability estimates on all roadways served by transit.

New data collection methods are required to assess travel time reliability in Wilsonville. Additional data in the I-5/Wilsonville Road interchange area will be particularly beneficial.

Travel time reliability measures the consistency or dependability of the travel times that travelers experience day-to-day and/or across different times of the day. It is a helpful way to understand the regularity and extent of unexpected delays, which can significantly affect a person's experience with the transportation system. When agencies monitor travel times, they are better able to manage and operate their transportation systems.

The **buffer index** is a common reliability measure, representing the extra time that travelers should add to their average travel time when planning trips to ensure 95% on-time arrivals, considering daily variability in travel times.

Because it requires ongoing data collection, travel time reliability has historically been cost prohibitive to measure. However, many new data sources have become widely available over the past few years, particularly due to the capabilities and prevalence of mobile devices among the traveling public.

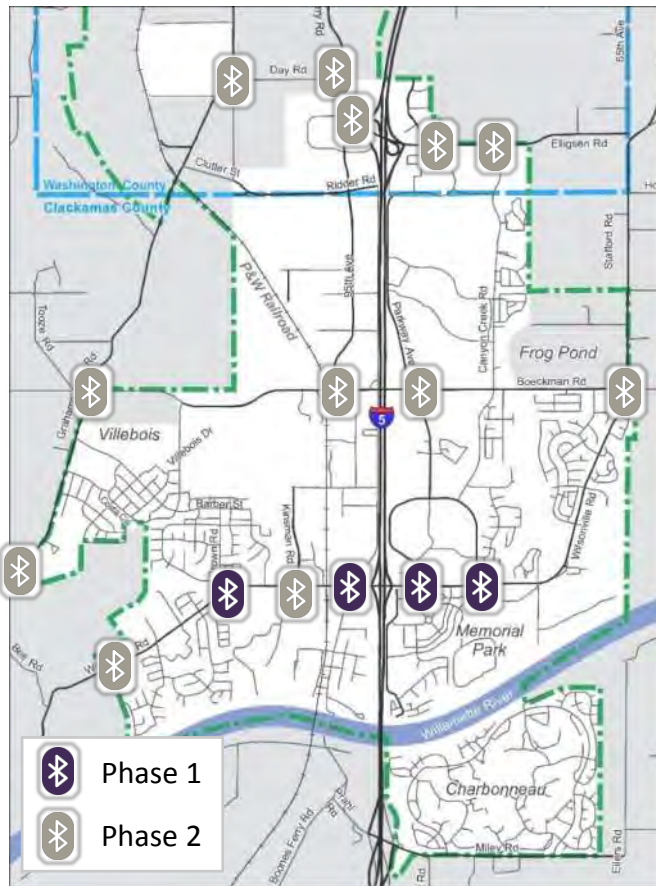
Bluetooth monitoring technology has proven to be a useful, versatile, and cost-effective source of travel time data. Sensors can be integrated into existing traffic signal poles, or can be set up on stand-alone poles with solar power. Real-time data access is recommended through cellular modems or hardwired communications, or alternatively data could be archived locally and retrieved manually in non-real time.

Spaced along an arterial road, Bluetooth sensors can provide accurate and continuous information on travel times. With an area-wide coverage of sensors, it provides further insight into origin-destination travel flows and patterns within the area. This is all possible with built-in high levels of privacy for individuals.

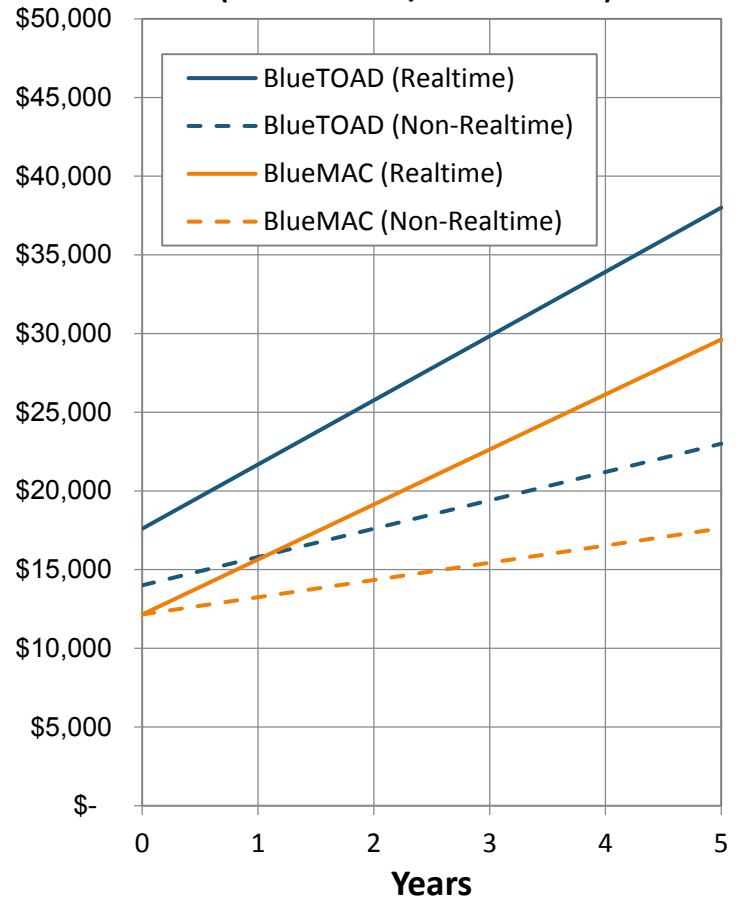
Other private providers of travel time data based on crowdsourced GPS or cellphone records are available, such as INRIX, TomTom, and Airsage. These have had limited road coverage in Wilsonville, but may improve in the future.

Bluetooth Sensor System

Approximate Placement Locations



Approximate Cost of Operations (4 Locations w/ cloud service)



Vendor Options

System	Contractor	BlueTOAD	BlueMAC (Cloud)	BlueMAC (Agency Server)
Pros	<ol style="list-style-type: none"> 1. No capital cost 2. Pay as used 3. No equipment to store, maintain, repair 4. Contractor creates report 5. Works well on project-by-project basis for short (1-week) timeframe 	<ol style="list-style-type: none"> 1. Large deployment base throughout nation 2. Deploy as needed 3. Agency staff can place devices precisely and consistently 4. No server to maintain 	<ol style="list-style-type: none"> 1. Lower long-term cost 2. Deploy as needed 3. Can place devices precisely and consistently 4. Full access to previous data sets, can customize analysis procedures. 5. No server to maintain 	<ol style="list-style-type: none"> 1. Lowest long-term cost 2. Deploy as needed 3. Can place devices precisely and consistently 4. Full access to previous data sets, can customize analysis procedures. 5. Data stored in-house and will never lose access; can utilize existing servers.
Cons	<ol style="list-style-type: none"> 1. High long-term cost for limited deployment time (approximately \$600 per week per sensor) 2. Might not have access to raw historical data 3. Must accommodate contractor schedule 4. Little control over precise sensor placement 	<ol style="list-style-type: none"> 1. Higher long-term cost than other systems 2. Agency responsible for storing and maintaining equipment 3. Rely on vendor for data hosting and analysis; vendor unwilling to provide copy of raw data 	<ol style="list-style-type: none"> 1. Agency responsible for storing and maintaining equipment 2. Rely on vendor for data hosting; ongoing cost for cloud service. 	<ol style="list-style-type: none"> 1. Higher up-front cost than cloud option 2. Agency responsible for storing and maintaining equipment 3. Agency responsible for furnishing and maintaining server

Objective: Maintain freight travel times on key arterials within a consistent, acceptable range

No freight-specific travel time data is currently available.

Additional coordination is needed with the freight community to understand whether this, or another, metric will be most helpful and practical in understanding and tracking how well Wilsonville is accommodating freight needs.

New data collection methods are required to assess freight travel time reliability (or another more meaningful freight-related metric) in Wilsonville.

Freight performance is an important consideration in Wilsonville due to the significant number of large manufacturing and distribution companies located in the city.

As described previously in the “Travel Time Reliability” section, travel time reliability measures the consistency or dependability of the travel times that travelers experience day-to-day and/or across different times of the day.

Travel time reliability along key freight routes, or for freight vehicles specifically, is a metric often used to evaluate freight system performance. A monitoring system for travel time reliability generally will also provide freight insights.

The 2013 Wilsonville Transportation System Plan established truck routes as part of an identified freight network. These routes, shown in the map on the next page, provide access to important freight destinations and focus heavy freight traffic to appropriate roads.

Wilsonville will benefit from additional outreach to the freight community to determine what new metrics and data may be available to assist the City in understanding how the transportation system accommodates and influences freight.

Motor vehicle delay data (p.m. peak hour), discussed earlier in the “Intersection Delay” section, provides relevant information on typical sources of delay along truck routes. Although this is not a reliability metric, nor is it freight-specific, it is still useful to consider.

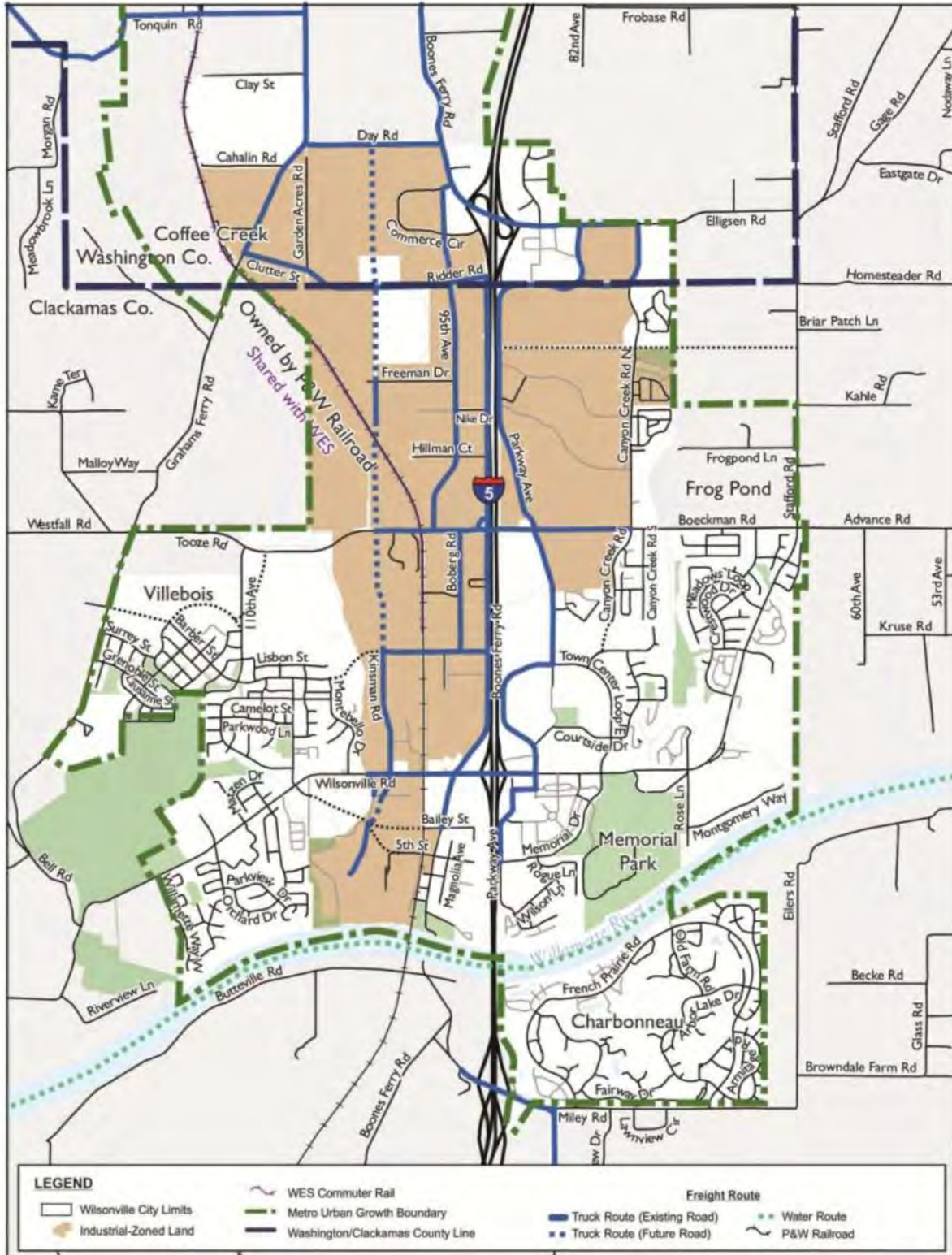
Of the eight intersections where motor vehicle volumes and delay are studied in this report, seven are on truck routes. Five of these locations are experiencing recent vehicle volume growth of over 2% annually, but delay at most of truck route intersections have been largely unchanged or reduced over the last four to six years.

Delay is highest at the Wilsonville Road/I-5 Interchange area, but remains under 35 seconds in the p.m. peak hour. Delay is increasing at Grahams Ferry Road/Day Road, but remains under 20 seconds in the p.m. peak hour.

Freight Routes Map

This page will be used in future editions of this report to show freight-related metrics, including maps and graphs as appropriate.

This freight routes map is reproduced from Figure 3-4 in the 2013 Wilsonville Transportation System Plan.

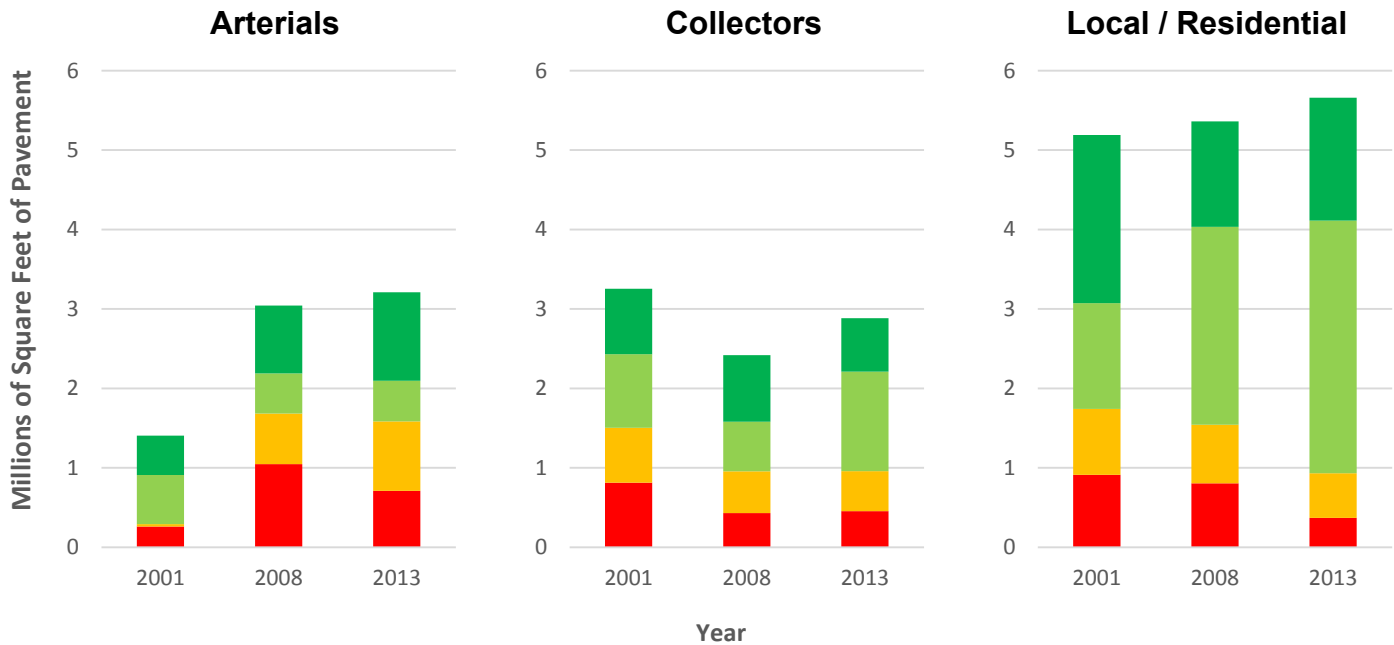


Goal 4:

Cost
Effective

Pavement Condition

Objective: Maintain good pavement conditions that help reduce more costly expenses in the future



Wilsonville is making progress in decreasing the amount of pavement in need of significant repair for all road types.

Pavement condition is a key indicator of Wilsonville’s existing and upcoming roadway maintenance needs. It is measured by performing a visual survey of the number and types of distresses in a pavement, and the results are reported using the Pavement Condition Index (PCI), which is a numerical index between 100 (best) and 0 (worst). For example, a newly constructed or overlaid street would have a PCI near 100, while a roadway in need of major repairs would have a PCI under 70.

It is critical for the City to consistently perform maintenance to existing roadways to maintain pavement conditions in the “Good” to “Fair” range (i.e., a PCI between 80 and 100). Doing so will allow the City to prolong pavement life and avoid costly reconstruction needs. In addition to financial benefits, maintaining good pavement conditions also improves the City’s livability from both a user experience and aesthetic standpoint.

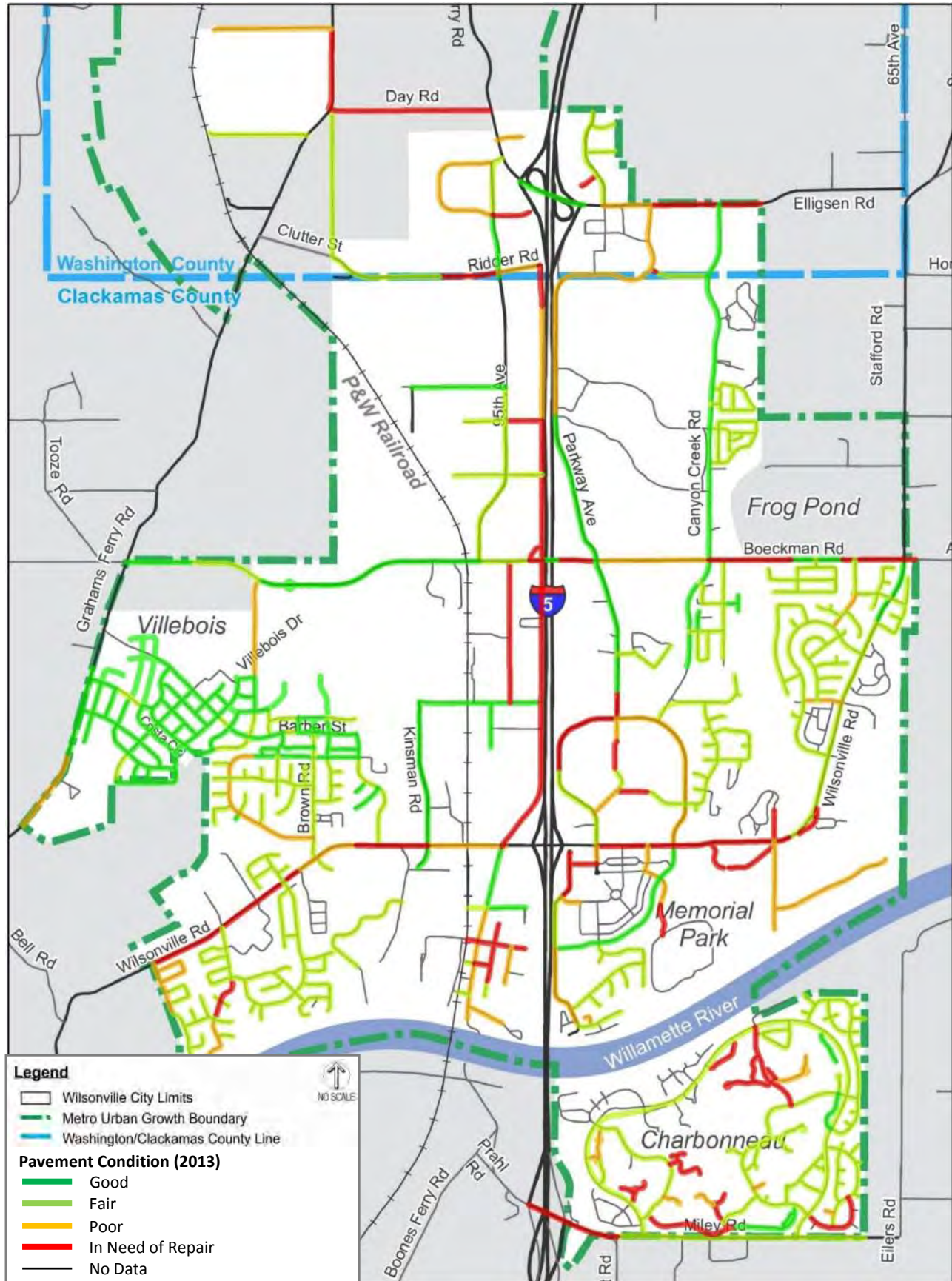
As well as in-house monitoring of conditions of city streets, Wilsonville performs independent pavement inventories every few years, with the most recent being performed in 2013. In 2013, the average overall network Pavement Condition Index (PCI) of the City’s street network was recorded at 82, which indicates that the street network is generally in ‘Good’ condition. The amount of pavement with a PCI below 70 has decreased with time.

Pavement Condition Index (PCI)

- Good (PCI > 90)
Minor Spot Maintenance as Needed
- Fair (PCI < 90)
Slurry Seal Recommended
- Poor (PCI < 80)
Overlay Recommended
- In Need of Repair (PCI < 70)
Full Reconstruction Recommended

Note: Between 2001 and 2008, some roads changed functional classification from Collector to Arterial.

Pavement Condition Map (April 2013)

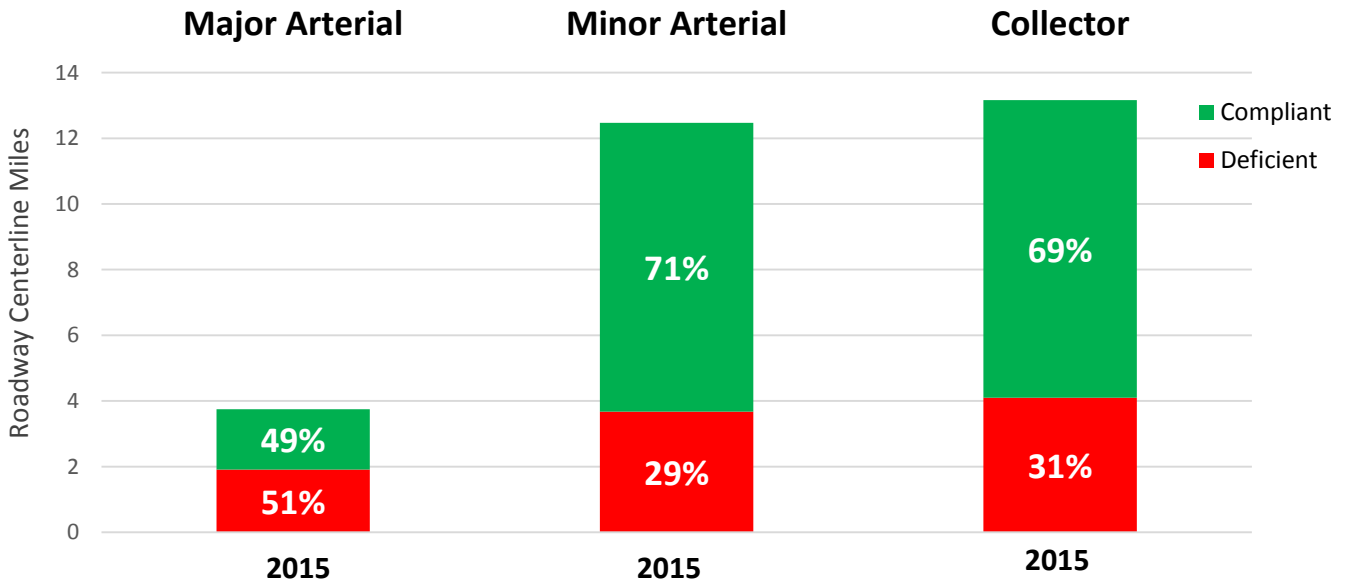


Source: Pavement Management Program Budget Options Report, Capitol Asset and Pavement Services Inc, April 2013.
 Note: Since April 2013, Street Maintenance has done work on Town Center East, Town Center West, and Wilsonville Road near the Town Center.

Goal 5:
Compatible

Cross-Section Compliance

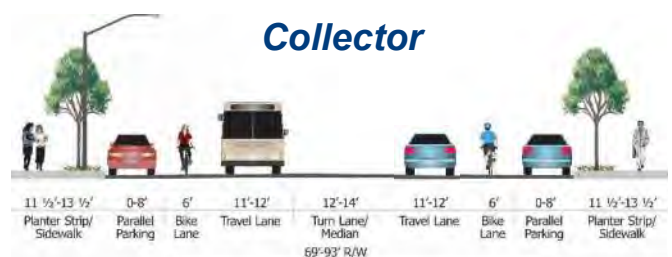
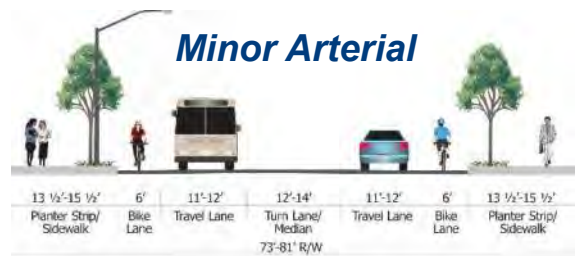
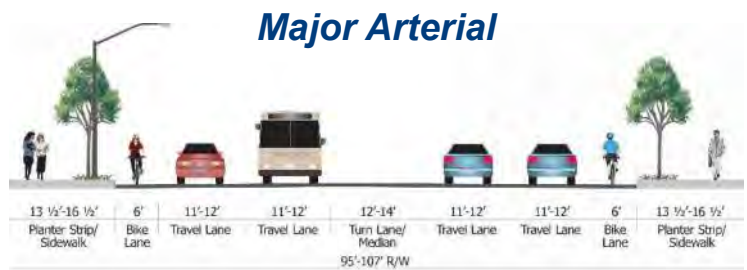
Objective: Ensure Wilsonville’s multimodal transportation corridors include adequately designed facilities to serve all intended users



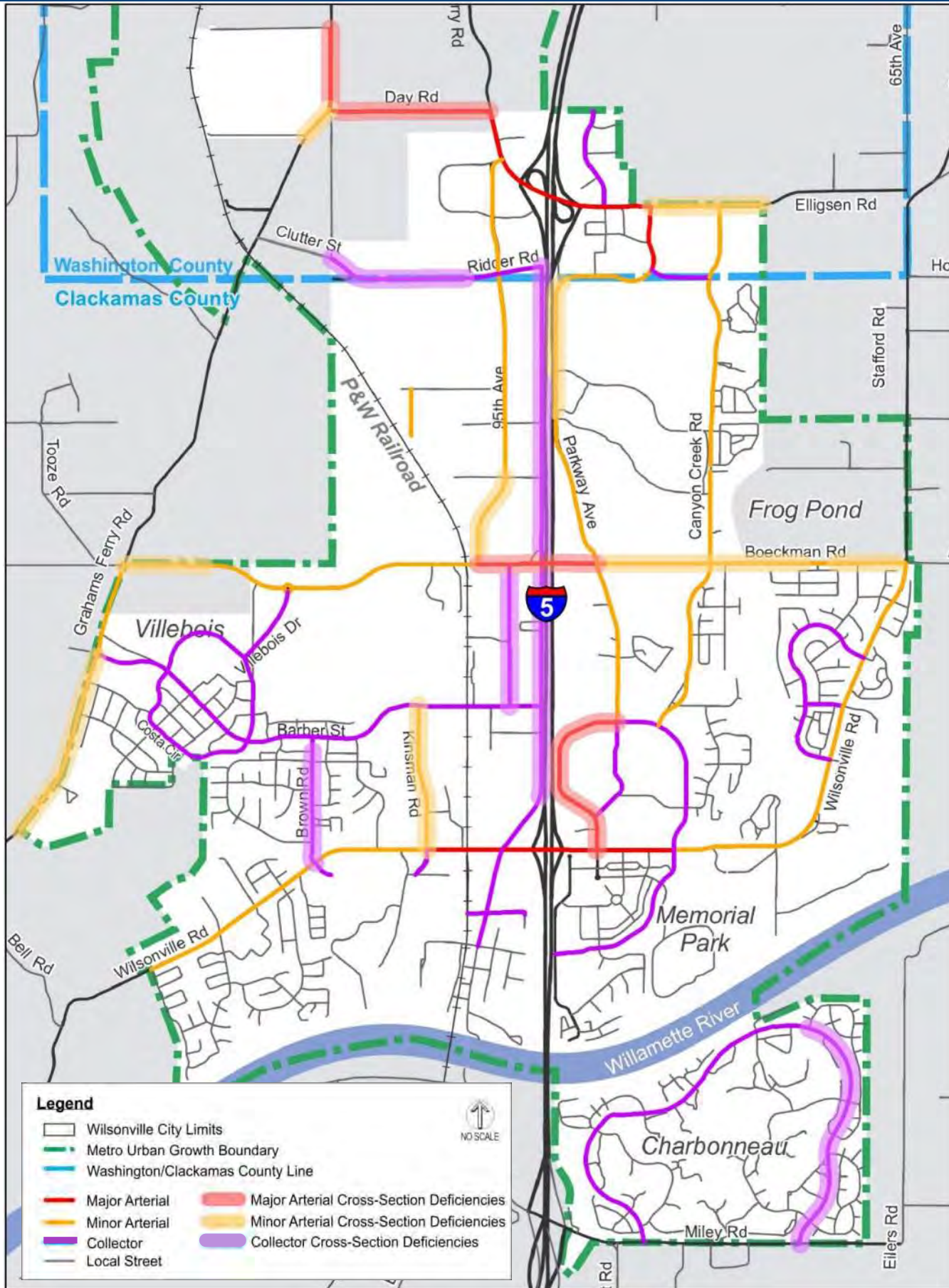
Historical data has not been previously compiled, but as Wilsonville develops, its policies ensure it will continue to improve cross-section compliance.

Cross-section compliance refers to the percentage of Wilsonville’s arterials and collectors that meet applicable cross-section standards. The City’s standards are specified in the 2013 Transportation System Plan (TSP) and differ based on the roadway’s designated functional classification, as shown to the right. Design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. The Community Development Director has the flexibility to allow modified context-sensitive designs.

Currently 49% of Major Arterials, 71% of Minor Arterials, and 69% of Collectors comply with the City’s cross-section standards. The map on the following page highlights road segments where cross-section standards are not fully met. Data was not available for Local roads. As Wilsonville develops, its policies (such as the requirement for developers to provide street improvements along their frontages) will ensure it continues to improve cross-section compliance.



Cross-Section Compliance Map



Source: 2013 TSP (Figure 4-1) with revisions based on recent projects completed by the City.

Goal 6:

Robust

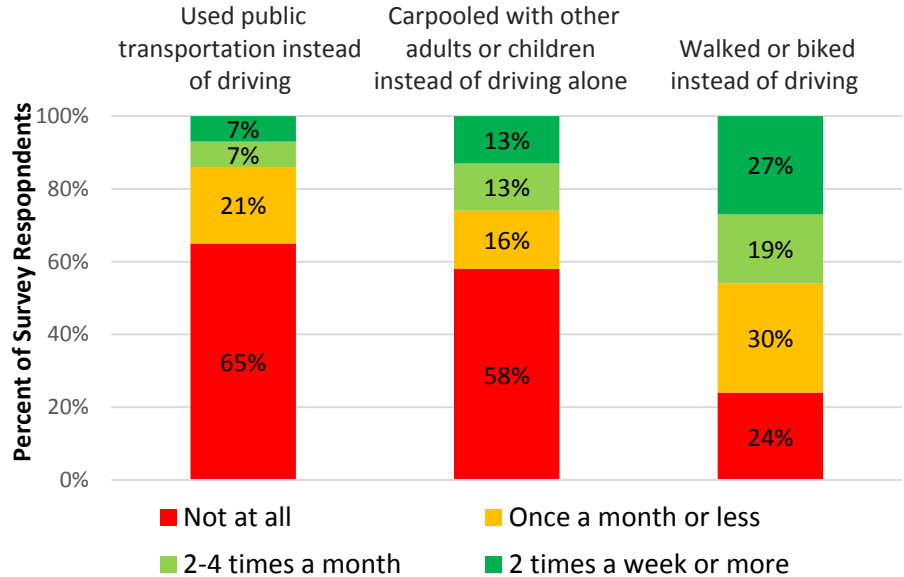
Transportation Mode Share

Objective: Accommodate transportation choices for drivers, pedestrians, bicyclists, and transit riders

No comprehensive, citywide data is currently available on the availability of choices and travel behavior in regards to mode of transportation. However, some related questions were asked in the 2014 National Citizen Survey.

Until a comprehensive method can be developed to estimate citywide mode share, various related data sources exist that can help provide a better understanding of the comparative motor vehicle, pedestrian, bicycle, and transit use. SMART plays a key role in collecting and managing much of the non-vehicular data.

2014 Wilsonville National Citizen Survey – Use of Alternative Travel Modes



New data collection methods are required to fully assess transportation mode share in Wilsonville. Survey results suggest many residents choose alternatives to driving alone.

Transportation mode share measures the relative use of transportation options in the City. These options principally include motor vehicle use, walking, biking, and public transit; though they also include skateboards and wheelchairs.

While automobile use is the predominant travel mode in Wilsonville and provides an important means for the majority of users to access local and regional destinations, it is important for Wilsonville to make other transportation options available to residents, employees, and visitors due to health, equity, and economic benefits.

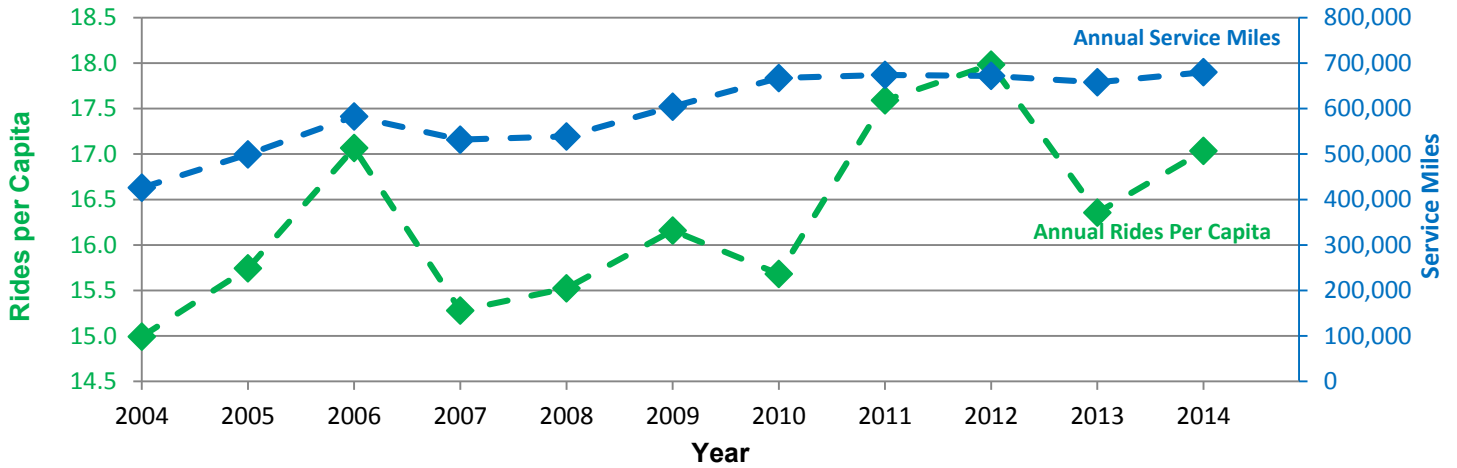
Travel options are particularly important to those who may have physical or economic limitations that prevent them from driving their own personal vehicle. In addition, active options such as walking and biking support healthy lifestyles, are economic, and can help reduce traffic congestion and greenhouse gasses - particularly around schools and in areas with higher residential and commercial density.

The graphs on the following page depict the data currently available.

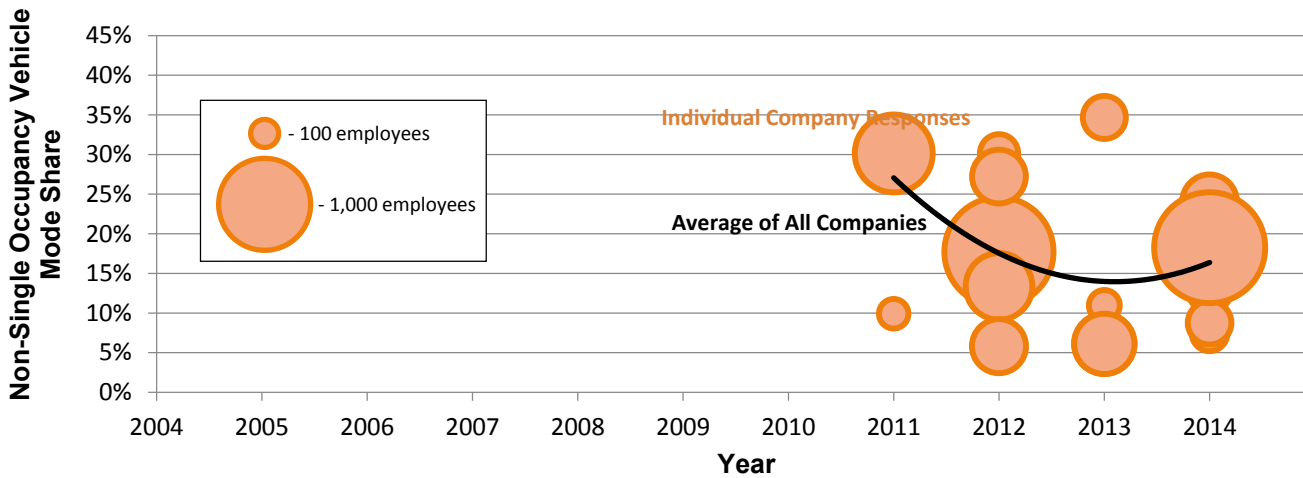
- Transit ridership data from South Metro Area Regional Transit (SMART), as rides provided per capita based on Wilsonville’s population. Ridership has steadily increased since 2004.
- Commuter mode share data for large companies from the Oregon Department of Environmental Quality (DEQ) Employee Commute Options (ECO) program, which includes an annual weekday commute survey. Non-single occupancy vehicle mode share overall has declined since 2011.
- Annual bicycle and pedestrian counts overseen by SMART staff, collected by volunteers at key locations and intersections, and supported by Metro and The National Bicycle and Pedestrian Project. Although limited, the data does show general areas in the City where there is higher pedestrian and bicyclist activity, such as Wilsonville Road near

Transportation Mode Share – Data Sources

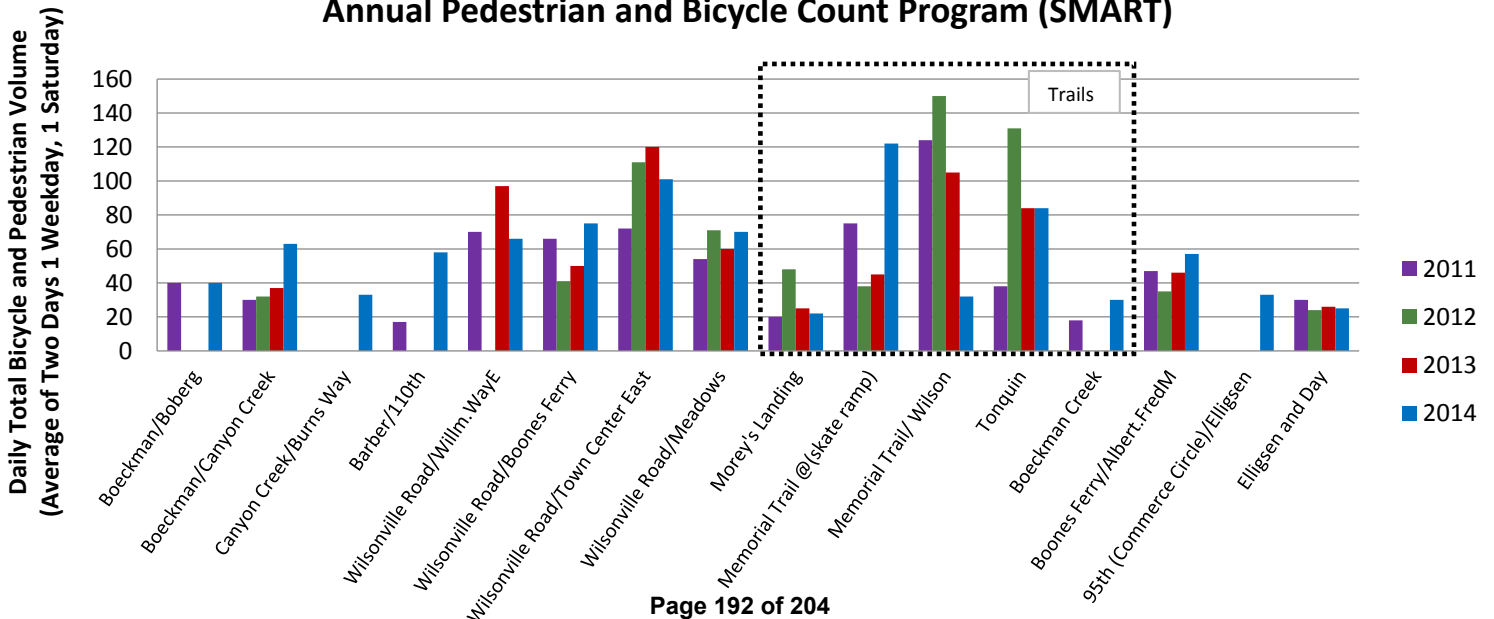
SMART Transit Ridership



Weekday Commute Mode Share for Large Companies (DEQ ECO Program)



Annual Pedestrian and Bicycle Count Program (SMART)



Goal 7:

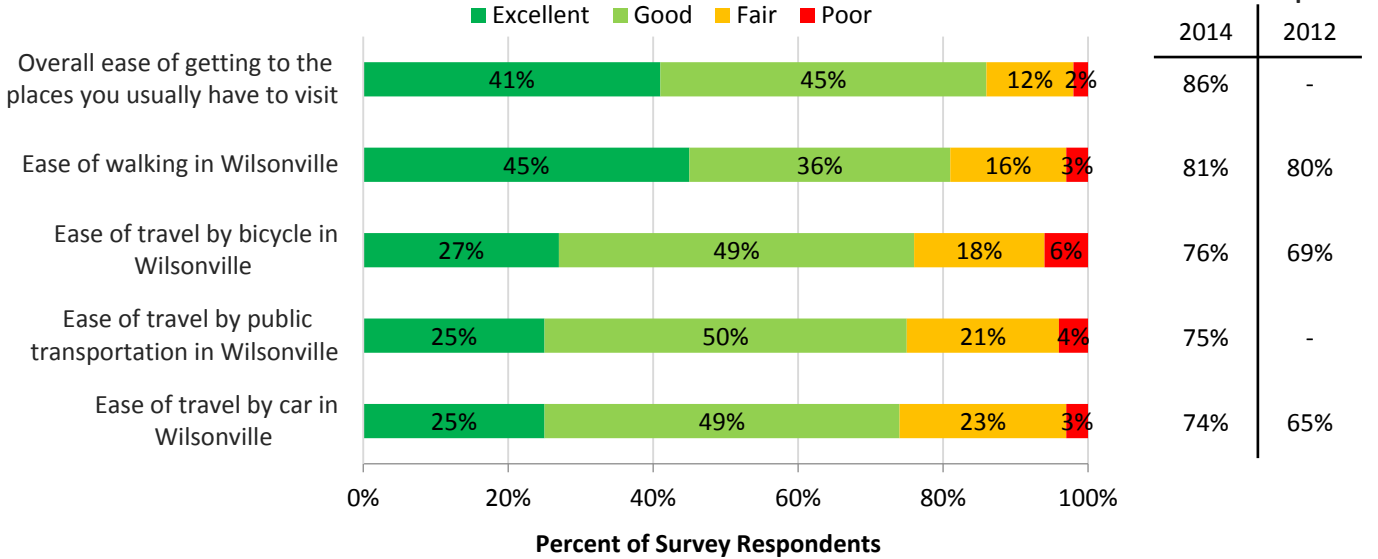
Promotes
Livability

Public Satisfaction of Facilities

Objective: Maintain positive citizen satisfaction with the City's transportation facilities and services

2014 Wilsonville National Citizen Survey – Ease of Travel

Survey Comparison of Excellent and Good Responses



Citizens generally find it easy to travel around town. The ease of walking had the most “Excellent” responses (45%), while that of bicycling had the most “Poor” responses (6%).

Citizen surveys are a helpful way to gauge public perception regarding the effectiveness of Wilsonville’s transportation system. The purpose of the transportation system is to connect residents, employees, and visitors with their desired destinations, and to do so in a safe and convenient manner. By understanding a wide range of user perspectives, the City can identify areas where improvements can be made and are likely to be most appreciated by the public.

In 2012 and 2014, the City of Wilsonville participated in the National Citizen Survey (NCS). The NCS captures residents’ opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement).

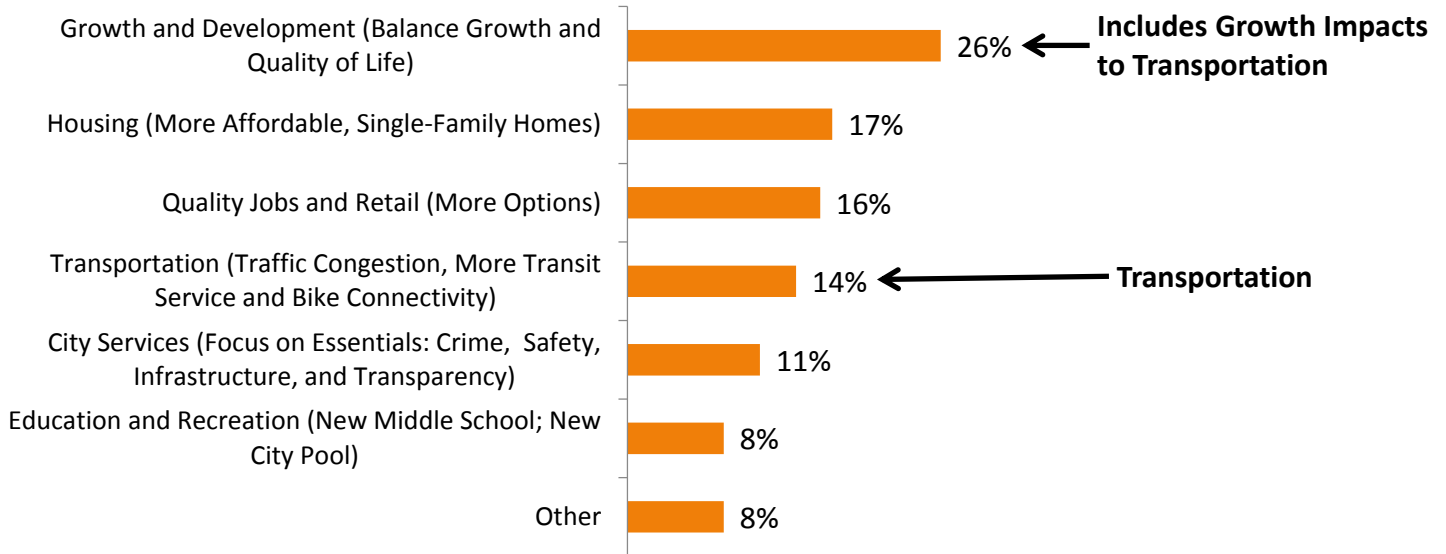
In 2014, a representative sample of 351 residents completed the survey, which has a margin of error of 5%. Respondents expressed a high overall ease of getting to the places they usually have to visit, for all modes of travel, as shown in the graph above.

The graphs on the next page show respondents felt the biggest priority facing the City is to ensure growth and development occur while also protecting quality of life. Transportation needs (including traffic congestion, more transit service, and better bicycle connectivity) was fourth on the priority list.

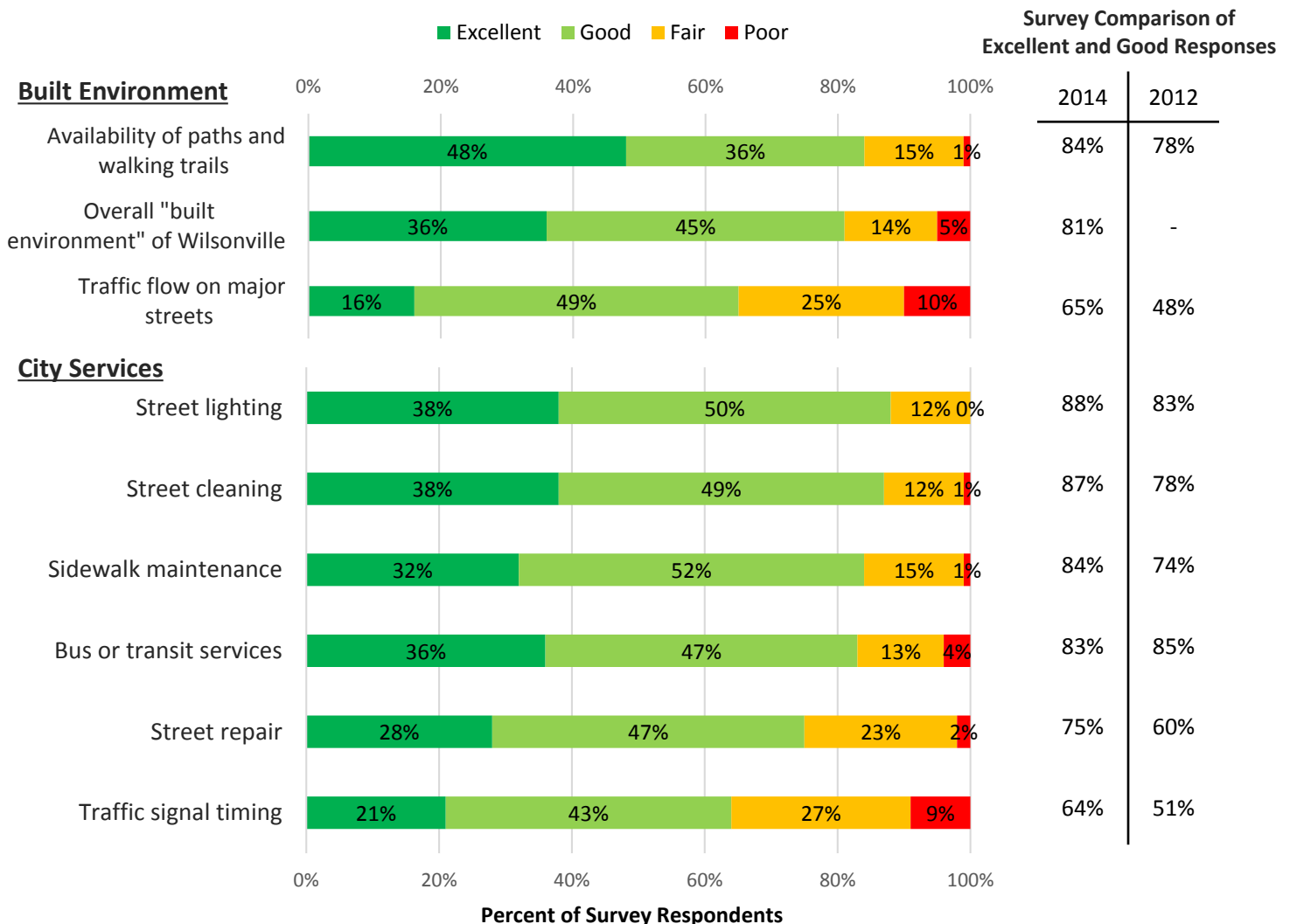
Public perception of conditions was best regarding street lighting and street cleaning. High marks were also given for sidewalk maintenance, transit services, and the availability of paths and walking trails, and the overall built environment. Lower marks were given to street repair, traffic flow on major streets, and signal timing.

Citizen Survey Results

2014 Wilsonville National Citizen Survey – Biggest Priority Facing City



2014 Wilsonville Survey Results – Perception of Conditions

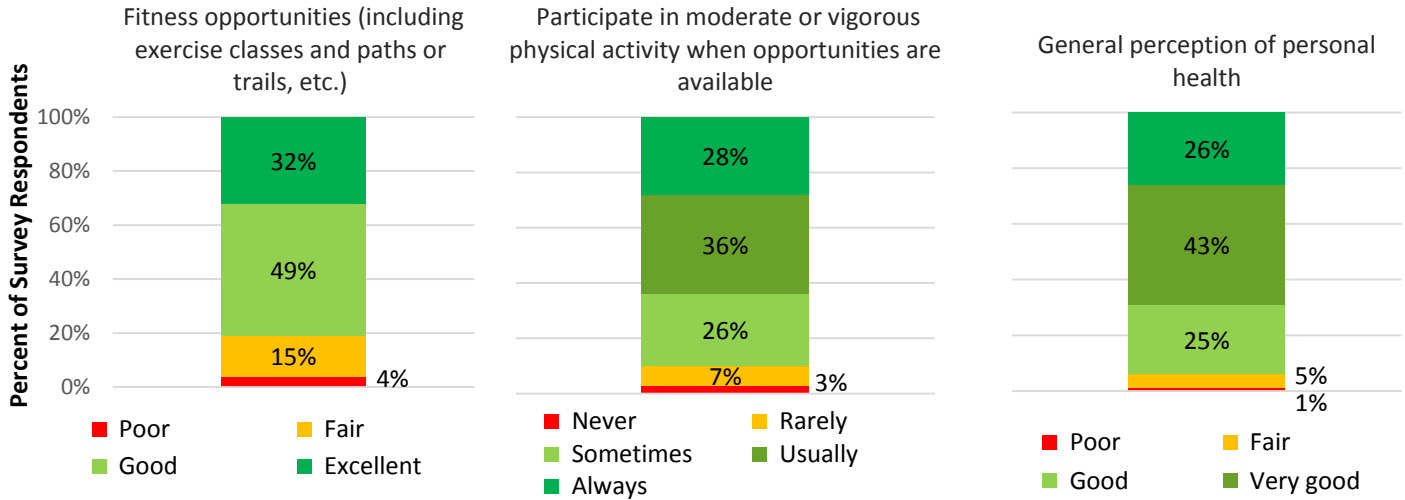


Goal 7:
Promotes
Livability

Health Conditions/Healthy Lifestyle Options

Objective: Provide transportation facilities that support improved health of residents

2014 Wilsonville National Citizen Survey – Health and Wellness



Wilsonville survey respondents generally had a very positive perception of personal health and the amount of moderate or vigorous activity in which they choose to participate.

Health conditions and healthy lifestyle choices are an essential contributor to livability and are enhanced by an individual’s built environment, including the transportation system. Families, employees, and others benefit from convenient and attractive paths and trails that support outdoor recreation, activity, and travel.

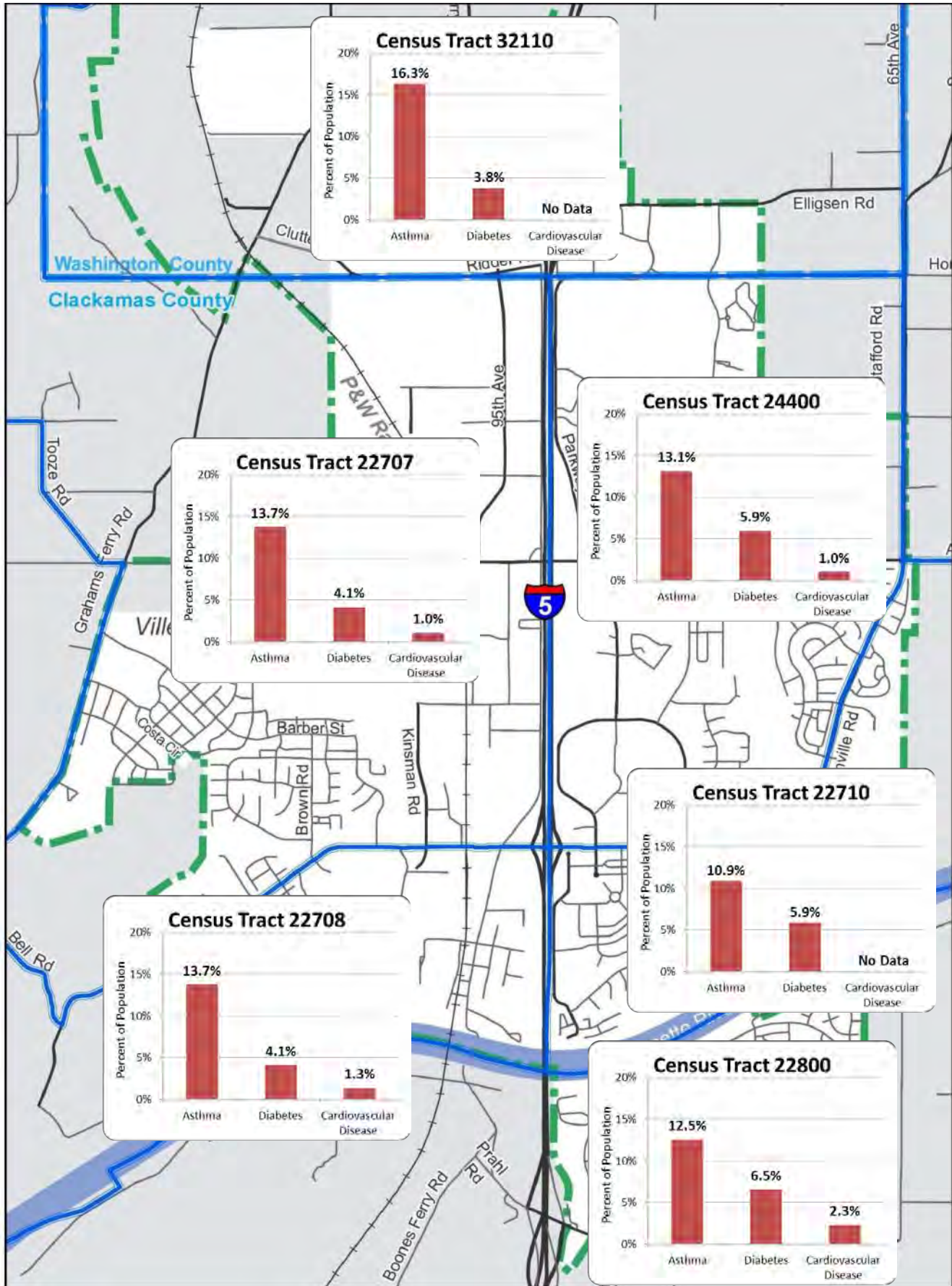
The City of Wilsonville can encourage and support resident’s healthy lifestyles by making active transportation options available. Survey results indicate over 80% of residents feel fitness opportunities such as trails and paths are good or excellent within the city.

Other sections of this report (Goals 2 and 6) measure active transportation access and use. It would be beneficial in future reports to further explore or quantify the relationships between Wilsonville’s transportation system and the health outcomes of its residents. For now, the discussion here is meant to raise awareness of the connections between the two.

The graphs on the following page provide a variety of currently available information for each of the census tracts in Wilsonville regarding health outcomes that are influenced by active lifestyle choices or the built environment, including:

- **Asthma:** Transportation-related pollutants are one of the largest contributors to unhealthy air quality, and exposure to traffic emissions has been linked to many adverse health effects, including exacerbation of asthma symptoms.
- **Diabetes:** Physical activity is an important factor in preventing and managing diabetes. Some key ways to be active include walking and moving around throughout the day.
- **Cardiovascular disease:** A sedentary lifestyle is one of the five major risk factors for cardiovascular disease, and aerobic exercise such as walking, jogging, and biking help improve heart health.

Health Outcomes by Census Tract



Source: Regional Equity Atlas, Coalition for a Livable Future, 2011 data submitted to Oregon Health Care Quality Corporation.

Recommended Actions

This performance report is one step in Wilsonville’s effort towards improved performance management of its transportation system. It presents a new Transportation System Performance Monitoring and Reporting Program that tracks system-wide performance measures which align with the City’s transportation goals.

Identifying these performance measures will help the City to make investments and decisions that promote Wilsonville’s desired transportation vision. Tracking the performance measures on a regular basis, through updated bi-yearly future reports, will allow the impact of public investments and private development to be better understood and directed more effectively. The City can continue to improve this program through the recommended actions below.

Recommended Action(s) for Each Performance Measure

TSP Goal	Measure	Recommended Action(s)
1. Safe	Fatal and Serious Injury Collisions	<ul style="list-style-type: none"> Investigate additional data sources to better understand the outcomes and contributing factors to high-severity crashes. Potential options include the Oregon Trauma Registry and local police records (including outreach and enforcement). Use Highway Safety Manual (HSM) Predictive Method techniques to better characterize and evaluate the relationship between the roadway environment and high-severity crashes.
2. Connected and Accessible	Multimodal Connectivity	<ul style="list-style-type: none"> Continue to refine the multimodal network connectivity tool to best represent local and regional accessibility. Potential options include integrating a standardized engineering assessment of facility quality (such as Multimodal Level of Service or Bicycle Level of Traffic Stress), incorporating transit access, and adding regional destinations outside of Wilsonville. Evaluate the potential for staff to use multimodal connectivity measures to inform development review, business outreach, and other local connectivity and accessibility projects.
3. Functional and Reliable	Intersection PM Peak Hour Delay	<ul style="list-style-type: none"> Continue to track PM Peak Hour delay and include analysis of AM Peak Hour delay to capture both peak periods of congestion at key locations. Investigate options for cost-effective upgrades to existing traffic signals and controllers that would allow additional automated intersection performance measures. Coordinate with Portland State University’s PORTAL program for regional data archiving of intersection performance measures.
	Travel Time Reliability	<ul style="list-style-type: none"> Install Bluetooth sensors on Wilsonville Road, Boones Ferry Road, and Elligsen Road near the I-5 interchanges to collect on-going arterial travel time data and better understand interchange area congestion. A systems engineering design process should be used to determine the exact number and location of sensor installations, as well as the vendor and software architecture. Consider a two-phase installation with a limited pilot installation, followed by data verification and an expanded second phase installation. Additional sensors along Boeckman Road would provide added coverage. Support SMART’s efforts to outfit buses with GPS tracking technology and facilitate data sharing and analysis. Coordinate with Portland State University’s PORTAL program for regional data archiving of arterial performance measures.

Recommended Action(s) for Each Performance Measure (continued)

TSP Goal	Measure	Recommended Action(s)
3. Functional and Reliable (cont.)	Freight Travel Time Reliability	<ul style="list-style-type: none"> Coordinate with Wilsonville’s freight providers to understand what data they can share with the City. Assess if travel time reliability is the most helpful and practical measure for understanding and tracking how well Wilsonville is accommodating freight needs.
	Pavement Condition	<ul style="list-style-type: none"> Coordinate with the City’s Road Maintenance program to incorporate data for in-house ongoing maintenance plans, investments, and outcomes into the performance report.
5. Compatible	Cross-Section Compliance	<ul style="list-style-type: none"> Coordinate with the City’s Community Development Director to incorporate data on specific road design elements and approved exceptions. Collect and analyze data for local classified roads. Consider adding a performance measure for Network Completeness, which evaluates what portion of the planned multimodal transportation network is built or programmed.
6. Robust	Transportation Mode Share	<ul style="list-style-type: none"> Install on-going automatic bike count data collection devices at key locations in the bike network. Use a systems engineering design process to determine technology, number, placement, and software architecture for implementation. Options include roadside tube counters or radar/LIDAR systems, roadway embedded magnetometers, and modifying/upgrading traffic signal actuation technology for counting purposes. Coordinate with SMART to explore new data collection methods that more fully assess transportation mode share and trip purpose in Wilsonville. Coordinate with Portland State University’s PORTAL program for regional data archiving of bicycle and pedestrian counts.
7. Promotes Livability	Positive Citizen Survey Response	<ul style="list-style-type: none"> Use citizen surveys, such as the National Citizen Survey (NCS), on a bi-yearly basis to track and monitor citizen’s opinions on the City’s transportation system.
	Health Conditions/ Healthy Lifestyles	<ul style="list-style-type: none"> Monitor regional, state, and national efforts to more fully consider the health implications of transportation decisions through means such as Health Impact Assessments (HIAs). Identify and apply best-practices and new data sources to analyze the relationship between Wilsonville’s transportation system and the health of its residents.

George Johnston
7897 SW Daybreak St
Wilsonville, OR 97070

Resolution No 324

14-Lot Single-Family Subdivision

Picture #1. The car is in front of cross walk. City took away the white strip which was 3 ft in front of crosswalk.

Picture 2. Car is in front of bike path.

Picture 3. Car is in the bike path.

You have to be in the bike path to have an unobstructed view of street. The speed limit is 30 mph by Daybreak, but the remainder of Canyon Creek is 35 mph.

If there is a motorcycle on Canyon Creek going North bound it would not be seen by motorists at designated stopping line. There are trees and a post.

Picture 4 & 5.

These are of Canyon Creek South onto Boeckman Rd. This is a road way with better site lines that could be opened.

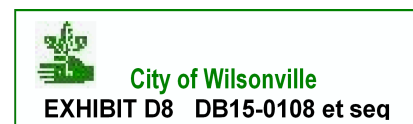
Picture 4. Canyon Creek South and Boeckman.

This looks like better site line than on Daybreak. Boeckman is coming off a stop sign also.

We need two exits out of the subdivision if there is to be more development on Canyon Creek South.

Sincerely,


George Johnston









From: Mike Lama
Sent: Sunday, April 17, 2016 10:15 PM
To: Pauly, Daniel
Subject: Public Input - Proposed Canyon Creek South - 14 Lot Subdivision . . .

Hi Dan, please be sure and forward this to each of the DRB members and the City Council for me, so they have time to review it before the next meeting. Thanks, Mike

To: Wilsonville Development Review Board & City Council
Re: Proposed Canyon Creek South - 14 Lot Subdivision

Please consider this . . .

In the last public meeting, the Planning Department stated that Republic Services trucks cannot pick up in front of lots 2, 3, 4, 5 & 6, due to the street design, requiring those 5 lots to put their garbage, recycling and yard debris cans debris cans in front of the 8 "entry" homes in the subdivision . . .

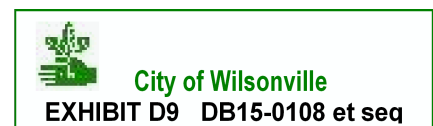
Summary

Picture your family living in one of the 8 lots on the entrance street to your new subdivision. Now picture every Sunday night 39 garbage cans lining up in front of your homes and for most people they will remain there until the homeowners return from work on Monday night. But, there's not enough space for all of them. Do you really want 39 cans lining your entire street every week, taking up every parking spot available. Do you just pretend that Republic's requirements don't matter . . .

You guys have a really challenging job, and I laud you for volunteering to do it, but please remember that you represent the people of the City first, when it comes to application of our land use requirements. When discussing giving variances to our set backs, the developer's planner said that variances should be given because "it's always been done this way." I don't believe that our requirements are that arbitrary. They are there to make our city a great place for us to live, and having been done before doesn't mean that it should be this way. Most of us living in the city want growth, because that will give us a vibrant community, but we want it done in a way that gives us the city we love to live in - not one that corners are cut so that the development will be built now. If this isn't able to be done under our existing requirements, it will get there someday - and we will be a better city because of it.

This alone shows that this subdivision should not be allowed, but when combined with a poor public / private street design forcing all commercial vehicles to back up, there is also a clear public safety issue.

The only reason this subdivision appears to work is when you give lot line variances, which then allow the developer to squeeze more homes than would normally be allowed by our codes. Then, on top of that, you allowed the developer to design a combined public & private street design that is too narrow and tight to allow the safe use of vehicles. Not just Republic's trucks, but all delivery trucks, that frequent our neighborhood daily (FedEx, UPS, Furniture, etc). They all have to back into a small private street to turn around, or back all the way out onto Canyon Creek Rd. S.



Here's the Math - there is literally not enough frontage space for 39 garbage, recycling & lawn debris cans in front of 8 homes - plus, would anyone really want them there every week ?

Given

- Each of the 13 homes has 3 wheeled cans which are approximately 36" wide (garbage, recycling & lawn debris)
- Republic Services requires that garbage, recycling and yard debris cans be placed "a minimum of 4' apart at curbside" (see FAQ link below)
- There are 8 homes on the entry portion of the street.
- These 8 homes have a combined total of 351 lineal feet of non curve street frontage
- Each of the 8 homes will have a driveway of 16', for a total of 128' of driveways.
- There are 5 homes beyond the turn that will need to wheel their cans up the street, around the corner, and put them in front of someone else's home, every Sunday night, and for a lot of people, they will stay there until Monday evening, when they return home from work.

Calculation

- The 8 entry lots, less driveways, have a total of 223' L.F. of usable frontage for garbage, recycling, lawn debris pick-up (351' frontage, less 128' of driveways = 223' of usable frontage for pick-up).
- There are 5 additional lots beyond the curve that are required to move their cans to the front 8 entry lot area each week.
- Each home needs space for 3 cans, at 3' each, spaced a minimum of 4' apart, for a total space requirement of 269 L.F. (3 cans x 3' per can x 13 homes = 117', plus; 4' space between cans x 38 spaces = 152' for spacing between cans = a total of 117' + 152' = 269 L.F. required for garbage can placement)
- The Republic cans require up to 269 lineal feet of frontage, BUT only 223 L.F. is available, and this doesn't include the blue recycling containers for glass each of us has, or for the driveway aprons.

Thanks you for your consideration . . .

- Mike

Mike Lama
28425 SW Canyon Creek Rd. S.
Wilsonville, OR 97070
(503) 849-7014 cell

Links

- Republic Services FAQ - <http://site.republicservices.com/site/albany-lebanon/en/documents/albany%20faqs.pdf>

PS - one of our neighbors mentioned that the minutes of the last meeting did not mention that the review board denied the application as it was presented. It seems to me that this is important, regardless of the final outcome, and that others (like the city council members) may want to know this sort of thing . . .

Background Information: The applicant requests approval for a zone change and comprehensive map amendment to PDR-3, along with Stage I and II Site Development Review and Planned Development approval for a 14-lot single-dwelling residential subdivision. One waiver request is included as part of this application, and that waiver is for the average lot size. The lots as presented meet the minimum lot size, but do not meet the average minimum due to almost half of the site being Significant Resource. The subject property is made up of two parcels, each with an existing house. All existing structures on the site will be removed as part of the development.

Access will take place from a new public street off of SW Canyon Creek Road South. It will extend to the northern-most edge of the site and dead-end as a stub street, as required by the City of Wilsonville (the City) for connectivity with future northern development. All of the lots will have driveways off of this new public street, with the exception of Lots 5 and 6 which will access off of a private street tract and Lot 1 which will take direct access from SW Canyon Creek Road South.

Sewer, water and storm are available from existing lines in SW Canyon Creek Road South. These lines will be extended through the new public street, with individual services provided to each lot. Storm water will be detained in LIDA planters and discharged to the creek to the east.

The site contains SROZ area on the eastern portion of the property. This area will not be disturbed or developed in any way. The site does not contain any flood plain, wetlands or fish and wildlife habitat. Care has been taken to retain all the trees in the SROZ area. Additionally, specifically four fir trees, a pine tree and a maple tree will be retained in area that is not SROZ. The adjacent property to the north has two large and healthy fir trees. The root system of these trees extends into the subject property. Throughout the development of this project, care will be taken to protect the root system of these two neighboring trees to ensure their health and viability as the subdivision is developed.

WILSONVILLE CODE (Code)
CHAPTER 4 - PLANNING AND LAND DEVELOPMENT

Section 4.008 Application Procedures – In General

Response: This application represents a request for a Stage I and Stage II Site Development Permit, Quasi-judicial zone change, Quasi-judicial change to the map of the Comprehensive Plan and a 14-lot subdivision developed as a Planned Development, with one waiver request. The subject property is 4.37 acres, which is more than 2 acres in size, and as such the requested zone is PDR- 3. The required usable and

non-usable open space is shown on Sheet 3 of the submitted plans. A traffic study was completed by DKS Associates on December 9, 2015.

Section 4.009 Who May Initiate Applications

Response: The subject site consists of two different parcels, each under separate ownership. The site addressed as 28530 SW Canyon Creek Road South is presently owned by Marvin and Karen LeWallen. The site addressed as 28500 SW Canyon Creek Road South is presently owned by Beth Boeckman. All three of the current property owners have signed the application.

Section 4.010 How To Apply

Response: Numerous contacts via emails, phone calls and two meetings have been made with the City of Wilsonville regarding this project. A pre-application conference was held on October 21, 2015 and a second pre-application conference was held on December 3, 2015. Contact has been made with Steve Adams, Kerry Rappold and Blaise Edmonds of the City of Wilsonville and Jason Arn from Tualatin Valley Fire and Rescue via emails and/or phone calls. An additional meeting with Dan Pauly was held on March 15, 2016 to discuss revisions to the layout. Phone calls and emails were exchanged between Dan Pauly and the applicant's representative between March 15 and March 18, 2016.

Phone calls and emails with the adjacent property owner to the north, Mark Kochanowski, have also been exchanged. Written letters of opposition from three property owners (Brendan and Kristen Colyer, Erin Ward, George Johnston) within the vicinity were forwarded to the applicant on March 18, 2016. As a result of public comment and additional emails, phone calls and meeting with the City staff, the originally proposed 15-lot subdivision has been reduced to 14 lots, all lots have been increased to at least 5,000 square feet in size, the waiver request for a minimum lot size reduction has been eliminated and the applicant is voluntarily increasing the minimum side setback to ten feet along the north boundary line for Lots 1 and 2.

The initial public hearing for the project was held on March 28, 2016. The Development Review Board continued the hearing to April 25, 2016 for two reasons: one, to allow Staff the opportunity to obtain from DKS two additional traffic counts from 4:00 pm to 7:00 pm at the site; and two, to allow the applicant the opportunity to revise/reduce the requested setback waiver. Staff worked with DKS to obtain the additional traffic count information. The applicant completely eliminated the side setback waiver request. All lots meet all minimum sizes and dimensions. All lots meet all minimum setbacks.

Section 4.011 *How Applications are Processed*

Response: The required filing fee is \$13,106.40. Upon initial application submittal on December 23, 2015, \$9,780.00 of that total required fee was paid. The remaining portion of the required fee totaling \$3,326.40 was paid on January 22, 2016. Staff will review the application for completeness as outlined in the Code.

Section 4.012 *Public Hearing Notices*

Response: Pursuant to Section 4.0102, City Staff will publish and mail the required notices and perform any required property postings.

Section 4.013 *Hearing Procedures*

Response: The applicant acknowledges that public hearings are necessary for this application and that the hearing body shall approve, conditionally approve or deny the application. The applicant further acknowledges that a final decision shall be made within 120 days of the application being deemed completed.

Section 4.014 *Burden of Proof*

Response: The applicant acknowledges that the burden of proving that the necessary findings of fact can be made for approval of this application rests with the applicant. The applicant feels that the materials that have been submitted as attachments to the application, along with all of the items addressed in this narrative, provide enough information that the City can make the appropriate findings to approve this application.

Section 4.015 *Findings and Conclusions*

Response: The applicant acknowledges that the Findings and Conclusions may or may not contain conditions of approval and that any graphic or written information submitted or presented shall automatically be included as requirements of any approval.

Section 4.113 *Standards Applying to Residential Developments In Any Zone*

(.01) *Outdoor Recreational Area In Residential Developments*

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

Response: The outdoor recreational area is being provided via the required open space as allowed per the subsection noted above. The preliminary site plan identifies Tract B as the open space area. Tract B is comprised of a combination of usable park area and non-usable SROZ. The usable area is 12,418.2 square feet. The usable area added to the portion of SROZ contained within Tract B totals 93,222.9 square feet. Note that there is a portion of SROZ contained within the square footages of Lots 3, 4, 5 and 6 not included in the Tract B figure. Included in the usable area is a bark path leading from the public street, through the park and through a portion of the SROZ. The portion of the bark path contained in the SROZ has been included in the calculation for usable area since the path itself will be usable even if the rest of the SROZ area is not.

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

Response: The entire developed square footage of the project is for residential use as a 14-lot single-dwelling residential subdivision. The gross acreage of the site is 4.37 acres or 190,357.20 square feet. After deducting the 21,041.8 square feet of private and public street area, the remaining net square footage of the entire site is 169,315.4 square feet. The site has 89,006.1 square feet of non-usable SROZ which equates to 52.5% of the net acreage, which is greater than the minimum 25% requirement. A usable park area outside of the SROZ is being provided in the amount of 12,418.2 square feet which exceeds the minimum ¼-acre usable park area requirement for 100 or less lots where SROZ is greater than 25% of the developable area. The entire open space area of 93,222.9 square feet includes most of the SROZ area (portions of the SROZ area are calculated into the square footages of Lots 3, 4, 5 and 6) and the usable park area which includes a bark path leading from the public sidewalk adjacent to the public street, through the usable park and through a portion of the SROZ area, ending midway through the SROZ area.

The usable park area is not intended to be a standard, generic play park with flat, lawn areas and swing sets. Rather, the intent behind the proposed park is to create an extension of the natural and native feel of the SROZ area, but in a space that can be utilized on a daily basis by residents of the subdivision for family gatherings and barbecues. The applicant proposes to provide a barbecue and table and benches in the flatter area of the park to act as a gathering area for small family events and other small neighborhood get-togethers. To preserve the native vegetation/natural feel of the park, the provided pathway extending from the public sidewalk to the pathway in the SROZ area, will be a man-made bark pathway in keeping with the pathway being provided in the SROZ area. The usable park area pathway will not be graded so as to retain the natural vegetation and natural feel of this area, as well as to provide a very small-scale "hiking trail experience" for the residents of the subdivision and their guests. There are significant grade changes in the usable park area. These are purposely being

retained, again, to provide more of a forest-type "hiking and adventure" setting for active physical activity rather than lounging on flat grass.

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

B. *For lots not exceeding 10,000 square feet:*

1. *Minimum front yard setback: Fifteen (15) feet, with open porches allowed to extend to within ten (10) feet of the property line.*

Response: The front setbacks will meet the minimum Code requirements. The fronts of the proposed houses will be a minimum of 15 feet from the front property line. Open front porches will be a minimum of ten feet from the front property line. The minimum required setbacks are reflected on the preliminary plan and will be reviewed for compliance during the building permit process.

2. *Minimum side yard setback: One story: five (5) feet; Two or more stories: seven (7) feet. In the case of a corner lot, abutting more than one street or tract with a private drive, the side yard on the street side of such lot shall be not less than ten (10) feet.*

Response: As per the requirements of the Code, one-story houses will meet the minimum of five feet from the side property lines, and houses two or more stories will meet the minimum required setback of seven feet.

Street side yard setbacks shall be a minimum of ten feet as per the requirement of the Code. The required side and street side setbacks are reflected on the Preliminary Plat. Continued compliance with the required setbacks will be verified through the building permit application process.

3. *In the case of a key lot, ...*

Response: This project does not propose any key lots.

4. *No structure shall be erected within the required setback for any future street...*

Response: This project does not propose any structures within any required setbacks for any future street areas.

5. *Minimum setback to garage door or carport entry: Twenty (20) feet. Wall above the garage door may project to within fifteen (15) of property line, provided that clearance to garage door is maintained.*

Response: All garage door and/or carport entries will be a minimum of 20 feet from the property line. Walls above the garage door will possibly project over the garage to within 15 feet of the property line, and clearance to the garage door will be maintained. The minimum setbacks are reflected on the preliminary plan and will be verified through the building permit review process.

6. Minimum rear yard setback: One story: fifteen (15) feet. Two or more stories: Twenty (20) feet. Accessory buildings on corner lots must observe the same rear setbacks as the required side yard of the abutting lot.

Response: Single-story dwellings will be at least 15 feet from the rear property line. Dwellings more than two stories will be at least 20 feet from the rear property line. No accessory buildings are proposed as part of this application. The minimum setbacks are reflected on the preliminary plan and will be verified for compliance through the building permit review process.

(.04) *Height Guidelines*

In the R-5 District: A. The permitted residential density shall be no more than five (5) units per acre and no less than four (4) units per acres, except as permitted by Section 300-2 or by 302-6.2 below; and B. A lot shall be at least fourteen thousand (14,000) square feet in area in order to be divided.

Response: The subject site does not have any scenic vistas of Mt. Hood or the Willamette River. The proposal is for a single-family residential subdivision. Multifamily dwellings are not proposed and will not be part of the development. This is not a building permit application and specific building plans have yet to be determined, but it's anticipated that the houses will be either one-story or two-story dwellings, not exceeding 35 feet in height.

(.05) *Residential uses for treatment or training*

Response: This project does not propose any Residential Homes or Residential Facilities. This section is not applicable.

(.06) *Off Street Parking*

Response: The Code requires one off-street parking space per single-residential dwelling unit. The required space will be provided via an on-site driveway on each lot which will be a minimum of 20 feet long by 12 feet wide. It is anticipated that each house will

have at least a one-car garage which will provide an additional parking space, for a total of two off-street parking spaces.

(.07) *Signs*

Response: No signage is proposed as part of this application or development.

(.08) *Fences*

Response: A three-foot tall fence is proposed along the outer western boundary separating SW Canyon Creek Road South from the subdivision lots, with the exception of Lot 1. Any fencing along the western boundary of Lot 1 will take place after the driveway and house have been constructed to make sure the fence isn't destroyed during construction and to ensure vision clearance. A six-foot tall sight-obscuring fence will be installed along the north and south outer boundary of the development. A four-foot tall open fence will be constructed on Lots 3, 4, 5 and 6 along the SROZ boundary line that is contained within these lots. No other fencing is proposed as part of this application. After construction of individual houses, lot owners may choose to erect fencing along lot lines in accordance with the rules contained in this subsection.

(.09) *Corner Vision*

Response: Proposed fencing and landscaping will meet vision clearance requirements as specified in Section 4.177.

(.10) *Prohibited Uses*

Response: This application is not for anything other than single-dwelling residential lots in a subdivision. Detached dwellings are proposed, and they are allowed in the requested zone. The proposal does not include any trailers, travel trailers or mobile coaches as residences. The development does not propose any outdoor advertising displays, advertising signs or advertising structures.

(.11) *Accessory Dwelling Units*

Response: This application is not for accessory dwelling units. None are being proposed at this time.

(.12) *Reduced Setback Agreements*

Response: Reduced setback agreements are not being proposed as part of this application. All required setbacks will be met.

(.13) *Bed and Breakfasts*

Response: This application does not include any proposals for any bed and breakfasts.

Section 4.118 Standards applying to all Planned Development Zones

(.01) *Height Guidelines: In "S" overlay zones, the solar access provisions...*

Response: The subject property is not located in an "S" overlay zone, therefore these standards are not applicable to this application.

(.02) *Underground Utilities shall be governed by Sections 4.300 to...*

Response: Sections 4.300 to 4.320 are addressed later in this narrative.

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

A. *Waive the following typical development standards:*

Response: This application only has one waiver request.

Average lot size from 7,000 square feet to 5,433.9 square feet. The proposed project meets the minimum density requirement for a total of 14 lots. Because the site has such a large eastern portion of SROZ area (2.04 acres) that has to be preserved, all of the required building lots to achieve minimum density have to be contained on the western portion of the site. To achieve the City's minimum lot density requirement, preserve the SROZ area, provide a public street for required access and provide the City's required usable park space, it is impossible to meet the average lot size requirement.

The numbers simply do not allow for the average lot size requirement to be met. This is why: from the gross area of 4.37 acres, after deducting the area for street right-of-way and the private street tract (20,976.5 sq ft), the required ¼-acre usable park space (10,890 sq ft) and the entire SROZ area (89,006.1 sq ft), there is a total of 69,484.6 net square feet (or 1.60 acres) for building area left out of the gross 4.37 acres. A portion of the SROZ area has been added back to the net square footage to the east portion of Lots 3 through 6 (even though this area is designated as a non-buildable conservation easement) to give an overall lot area figure of 76,075 square feet. Note that this figure does not match the net figure because a portion of the SROZ area has been added into the lot calculation so that Lots 3 through 6 meet the minimum lot size.

76,075 square feet divided by 14 lots proposed = 5,433.9 square foot average

76,075 square feet divided by 13 lots (if reduced lot count by one) = 5,851.9 square foot average

Even if the applicant eliminated one lot and reduced the number of lots in the project from 14 to 13 lots, the average lot size of 7,000 square feet still cannot be met. The only way to meet the average lot size would be to decrease the number of lots to ten.

However, the Code states in Section 4.118(.03)B.2. that the minimum density standards of residential zones shall not be waived by the Board. Therefore, it is impossible to meet the both minimum density requirement and the average lot size requirement given all the aforementioned Code requirements and property constraints. Essentially, then, the Code requirements present a conflict in that the minimum density requirement can't be met if the average lot size requirement is met, and the average lot size requirement can't be met if the minimum density requirement is met. Since the minimum density requirement can't be waived, as per Section 4.118(.03)B.2., the only available option is to request waiver of the average lot size requirement. It should be noted that this occurrence is specific to this project due to the large area of SROZ as well as the added requirement of ¼ acre of usable park and might not occur on other pieces of property that lack SROZ and/or if the ¼-acre usable park requirement was to be eliminated.

It should be emphasized that almost half of the subject site is SROZ (2.04 acres out of the total 4.37 acres), leaving not much area to devote to building lots once the square footages for public street right-of-way, the private street tract and the required 1/4-acre usable park area have been deducted. The applicant has taken great care in providing an aesthetically-pleasing layout with a beautiful and scenic entry viewpoint of the forest park, leading to the SROZ. The applicant has provided extra amenities and park area (as discussed below). The applicant is a resident of Wilsonville and has a vested interest in the City and its growth. The applicant desires to build a worthwhile project that will grow in value for the City and surrounding neighborhood over the years. Further, all the proposed lots meet the minimum lot size requirement of 5,000 square feet and all minimum setback requirements are being met in this proposal.

There is a definite need for detached single-family houses as evidenced by a letter from Marla Rumpf, principal broker for Windermere Real Estate, identified as Exhibit 4. Ms. Rumpf obtained information from the City indicating a current population of 21,484 and an availability of only 62 single-family houses on the market. The proposed layout has been reworked and revised several times to present a project that will be of value, worth and benefit to the City and provide single-family houses with options for varying

lot sizes and varying house sizes. Approving the project as presented with 14 lots with an average lot size of 5,433.9 square feet, each of which meet the minimum size, dimension and setback requirements, allows this project to go forward and provide lots at a size and price affordable for members of the community. View approval of this waiver, the only waiver being requested, in specific regard to the individual characteristics and specificities of this particular subject property, the layout being provided and the intent for lot-size diversity specific to this applicant.

The following are exceptions, specific to this application.

New street over 200 feet in length that dead-ends without a turn-around. The proposed public street has to be over 200 feet in length to provide connectivity with the parcel to the north for its future development. Future connectivity extensions/stub streets are required by the City. Providing a turn-around at the very end of the street would, therefore, be on the adjoining property over which the applicant has no control. The applicant did approach the adjoining northern property owner, Mark Kochanowski, regarding purchasing his parcel for inclusion in the current application. Mr. Kochanowski was not interested as he just recently purchased his property in October. Placing a turn-around at the end of the street on the subject site would result in even smaller lot sizes and a smaller lot average.

A private street for access to Lots 5 and 6 has been strategically placed, however, at the midway point of the new public street. While the project hasn't provided a turn-around at the end of the dead-end/stub street, the project has still provided a turn-around via the proposed private street tract. The turn-around happens to be located at the midway point of the public street rather than the end of the public street, but the turnaround has been provided regardless, and breaks up the length of the new public street.

The applicant feels this meets the intent of the requirement, namely providing turnaround access for emergency service vehicles and waste disposal trucks. Jason Arn at Tualatin Valley Fire and Rescue has indicated this private street is an acceptable turn-around alternative for emergency services purposes. Waste disposal trucks will not go past the curvature of the new public street. Rather, residents of Lots 2, 3 and 4 will roll their trash and recycling bins to the point of curvature. The waste disposal trucks will then empty the bins at the point of curvature and back up in the midway turn-around point provided via the private street tract.

Street offset of less than 100 feet and not in alignment with the adjacent public street.

The proposed public street is offset 94.3 feet from the existing SW Daybreak Street which is only very slightly less than the 100-foot offset requirement. Offsetting the additional 5.7

feet would make Lots 7 through 10 shorter by 5.7 feet and Lots 11-14 longer by 5.7 feet. As currently presented, these lots are similar in length. This 5.7-foot adjustment would make these lots disproportional in size. The lots as proposed, with the public street offset at 94.3 feet, are more consistent in size and aesthetically-pleasing.

Since SW Canyon Creek Road South is only a local street and ends shortly to the south of the proposed development, the City Engineer indicated a direct alignment with SW Daybreak Street would not be required. The traffic study indicates the project will generate 14 p.m. peak hour trips. With the lack of traffic being generated by the project, as well as the lack of continuing southerly traffic due to the dead-end nature of SW Canyon Creek Road South, queuing will not be a problem and thus the lack of alignment is justified. The proposed offset location provides guests and residents entering the development an immediate view of the naturally-vegetated forest-area park that abuts the SROZ area, thus providing a scenic entry that would otherwise not be available if the proposed public street had to be aligned with SW Daybreak Street and/or meet the 100-foot offset.

In return for the requested waivers and exceptions, the developer is making additional enhancements to the project. The minimum park area requirement is 10,890 square feet. The project is providing 12,418.2 square feet of park area which exceeds the minimum requirement.

A man-made bark pathway leading from the park to the SROZ area is being installed. This pathway provides connectivity from the sidewalk along the public street, to the park area and mid-way through the SROZ area. Eventually the City plans on installing a pathway system in this SROZ area. The applicant's proposed pathway, then, will give connection to the City's future pathway plans for the area. A table and bench will be provided at the end of the pathway to provide a resting place for residents of the development.

As part of the development, a four-foot tall open fence will be constructed on Lots 3, 4, 5 and 6 along the SROZ boundary line to provide protection to the SROZ area. Fencing will also be installed along the development's north and south perimeter boundary and the Canyon Creek Road South frontage (with the exception of the western boundary of Lot 1 until after the driveway and house construction is complete).

Amenities in the park include a gas-hookup barbecue unit and a picnic table under an existing stand of mature trees. These specific mature trees are being expressly retained to preserve the natural, forested area of the site and to enhance the intent of the usable park – which is to provide a very small-scale “forest” experience for residents of

the development. Screening landscaping will be planted along both the north and south property lines of the park.

It is further noted that the applicant has worked with Mark Kochanowski, the adjacent north property owner, by providing as a condition of approval root protection requirements during development of the subdivision to protect the two healthy fir trees that sit on Mr. Kochanowski's southwest property line but that have a root system extending into the proposed Lot 1. The application also proposes enhanced landscaping in the north side setback area of both Lot 1 and Lot 2, consisting of Blue Oat Grass, Compact Oregon Grapes and Landscape Roses. This landscaping, along with the previously-mentioned six-foot tall sight-obscuring fencing to be installed along the development's northern boundary, will serve as privacy, screening and buffering from the day-to-day residential activities that will occur on Lots 1 and 2.

- B. *The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:*
1. *Open space requirements in residential areas;*
 2. *Minimum density standards of residential zones;*
 3. *Minimum landscape, buffering and screening standards;*

Response: The open space requirement is being met and exceeded with approximately 12,418.2 square feet of usable park area which exceeds the minimum ¼-acre requirement. The minimum density standards of the PDR-3 zone are being met and have been addressed in detail later in this document under Section 4.124. The minimum landscape standards are all being met as shown on the Landscaping Plan.

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

Response: None of these items are being requested as waivers.

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

Response: The applicant acknowledges the Planning Director and Development Review Board will not attach conditions that will unnecessarily increase the cost of the development, and further acknowledges that conditions that are attached are done so to meet the minimum requirements of the Comprehensive Plan and Code.

(.05) *The Planning director, Development Review Board, or on appeal, the City Council, may as a condition of approval for any development for which an application is submitted, require that portions of the tract or tracts under consideration be set aside, improved, conveyed or dedicated for the following uses:*

- A. *Recreational Facilities: The Director, Board, or Council, as the case may be, may require that suitable area for parks or playgrounds be set aside, improved or permanently reserved for the owners, residents, employees or patrons of the development consistent with adopted Park standards and Parks and Recreation Master Plan.*
- B. *Open Space Area*
- C. *Easements*

Response: The proposed development does not include any recreational facilities, other than the required usable park area. The main street providing access will be a public street, dedicated to the City and under the City's jurisdiction. The required usable Open Space Area is depicted as Tract B. A public utility easement is shown on the Preliminary Plat.

(.06) *Nothing in this Code shall prevent the owner of a site that is less than two (2) acres in size from...*

Response: The subject property is more than two acres in size. This subsection is not applicable to the application.

(.07) *Density Transfers. In order to protect significant open space or resource areas, the Development Review Board may authorize the transfer of development densities from one portion of a proposed development to another. Such transfers may go to adjoining properties, provided that those properties are considered to be a part of the total development under consideration as a unit.*

Response: Because the site does contain SROZ area, a significant portion of the site is non-developable and non-buildable. This application utilizes the density transfer available pursuant to this subsection. The calculations are noted in detail later in this document under Section 4.124(.05).

(.08) *Wetland Mitigation and other mitigation for lost or damaged resources.*

Response: The subject property does not contain any wetlands. This section of the Code is therefore not applicable to this application.

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

- A. *Minimizing grading, removal of native vegetation, disturbance and removal of native soils, and impervious area;*
- B. *Minimizing adverse hydrological impacts on water resources, ...*
- C. *Minimizing impacts on wildlife corridors and fish passage, ...*
- D. *Using the practices described...*

Response: The subject property does not contain any wildlife corridors or fish passages. The site does contain SROZ area which has been deemed as non-developable and non-buildable on the submitted plan set. No vegetation will be removed from the SROZ area. Grading on the site will be limited to only that necessary to install the required site improvements and construct houses. There will not be any grading in the SROZ area. Water, sewer and storm water are available and will be designed and constructed in accordance with the Code to minimize adverse impacts on the site, surrounding properties and environment.

Section 4.120 Zones. RA-H Residential Agricultural – Holding Zone

Response: The two subject parcels are currently zoned RA-H. The purpose of this zone is to preserve the future urban level development potential of the property. The City's Code states the following: "**It is the purpose of this zone to serve as a holding zone to preserve the future urban level development potential as undeveloped property designated for more intensive development. This zone has been applied to all urbanizable properties within the City which are planned for development and which have not previously received development approval in accordance with the Comprehensive Plan.**"

It is because of the stated purpose of the RA-H zone, as stated by the City, that this application is proceeding. Part of this application requests a zone change to PDR-3 to allow development of the site as a single-dwelling residential planned development and allow it to realize its full **development potential**, pursuant to Section 4.120 of the Code. The subject property is part of the original Bridle Trail Ranchetts. A review of the tax map shows that all of the original Ranchetts lots on the west side of Canyon Creek South have been developed with the PDR-3 zone, and the Ranchetts lots on the east side of Canyon Creek South that have been developed as Crosscreek have also been

developed with the PDR-3 zone. This application is not breaking new ground, setting any precedents or seeking high density zoning. In fact, this application is seeking the same zoning that has been given to the surrounding subdivisions to the west and north, namely Renaissance and Crosscreek. Additionally, the subdivision immediately adjacent to the east of the subject parcels is, in fact, a higher density zone of PDR-4. However, the applicant did not want a high density zone for this application feeling that it would not be in keeping with the character of the surroundings – even though there is precedent to the east. As stated previously, the applicant is a resident of Wilsonville and has a vested interest in the City and its growth, thus the request for the lower density zoning in keeping with the City's desires for parcels with the RA-H designation.

Section 4.124 Standards Applying To All Planned Development Residential Zones

(.01) *Examples of principal uses that are typically permitted:*

Response: This proposal is for a 14-lot subdivision that will contain single-dwelling detached units and open space. Both of these uses are listed as examples of principal uses that are typically permitted in a planned development. The project meets this standard.

(.02) *Permitted accessory uses to single family dwellings:*

Response: This application is only for single-dwellings. Accessory uses or structures are not part of this application.

(.03) *Permitted accessory uses for multiple-family dwelling units:*

Response: This standard is not applicable to this application as the project will not contain any multiple-family dwelling units.

(.04) *Uses permitted subject to Conditional Use Permit requirements:*

Response: This application does not include any conditional use permit requests.

(.05) *Appropriate PDR zone based on Comprehensive Plan Density:*

Response: This application includes a request for a zone change to PDR-3 and a comprehensive plan density of 4-5 units per acre as per Table 1 in this subsection of the Code. The minimum and maximum densities for this project are as follows:



Total Gross Acreage: 4.37 acres
Total SROZ: 2.04 acres
Total Usable Acreage: 2.33 acres (gross – SROZ)

SROZ acres $2.04 \times 4 \text{ du/ac} = 8.16 \times .50$ (50% SROZ transfer credit) = 4.08 or **4**
SROZ acres $2.04 \times 5 \text{ du/ac} = 10.2 \times .50$ (50% SROZ transfer credit) = 5.1 or **5**

Usable acres $2.33 \times 4 \text{ du/ac} = 9.32$ or **9 minimum lots**
Usable acres $2.33 \times 5 \text{ du/ac} = 11.65$ or **11 maximum lots**

4 transfer credit lots + 9 = 13 minimum lots
5 transfer credit lots + 11 = 16 maximum lots

The project proposes 14 lots which is more just one more than the minimum, but less than the maximum by two, thus meeting the standard.

(.06) *Block and access standards:*

Response: Block 1 is approximately 208 long and is separated from Block 2 and Block 3 by a public street to the south and east. The residential lot area of Block 2 is 156 feet long, with an overall length of 341 feet, and is separated from Block 1 and Block 3 by a public street and a private street to the west. Block 3 is 214 feet long and is separated from Block 1 and Block 2 by a public street to the north and a private street to the east. The proposed public street providing access to the project is 94.3 feet south of Daybreak Street. The distance between the subdivision entrance and the private street is 214 feet. Both Blocks 1 and 3 are less than 330 feet. Block 2 is 341 feet long, but contains a pedestrian pathway providing access from the street and park to the SROZ area. Additionally, the entire eastern portion of Block 2 is non-usable SROZ that will not be developed.

(.07) *Signs*

Response: This project is not proposing any signs at this time.

(.08) *Parking*

Response: The requirements of Section 4.155 will be addressed in detail later in this narrative.

(.09) *Corner Vision Clearance*

Response: The landscaping and fencing that is proposed as part of this application will meet all requirements of Section 4.177.

Section 4.124.3 PDR-3

- (.01) Average lot size: 7,000 square feet
- (.02) Minimum lot size: 5,000 square feet
- (.03) Minimum density at build out: One unit per 8,000 square feet.

Response: The proposed project has 14 residential lots ranging in size from 5,000 square feet to 6,258 square feet. The average lot size is 5,433.9 square feet. As proposed, the project does not meet the minimum average lot size of 7,000 square feet. However, a waiver is being requested for this item and is addressed above in the comments for Section 4.118. The square footage of the site, less the SROZ area, is 101,351.1 square feet. That square footage divided by 8,000 equals 12.67 or 12, thus the minimum density at build out requirement has been met, and exceeded by two, with a total of 14 buildable lots.

- (.04) Other standards:
 - A. Minimum lot width at building line: Forty (40) feet
 - B. Minimum street frontage of lot: Forty (40) feet
 - C. Minimum lot depth: Sixty (60) feet
 - D. Setbacks: per Section 4.113(.03)
 - E. Maximum building or structure height: Thirty-five (35) feet
 - F. Maximum lot coverage: Fifty percent (50%) for lots containing less than 7000 square feet.

Response: As can be seen on the submitted preliminary plat, all of the proposed lots are at least a minimum of 40 feet wide at the building line, 40 feet at the street frontage and 60 feet deep. The setbacks are shown on the submitted preliminary plat as well. All of the required setbacks are met (15-foot front; 10-foot open front porch; 20-foot garage door; 10-foot street side; 15-foot rear for single story and 20-foot rear for two or more stories; 5-foot side for single story; 7-foot side for two or more stories). Maximum building height will be 35 feet. All of the proposed lots are less than 7,000 square feet, so the maximum lot coverage will be 50% for all the proposed lots as required by the Code and so-noted on the Preliminary Plat.

Section 4.139 Significant Resource Overlay Zone (SROZ) Ordinance

Response: The subject site has an identified SROZ area. The SROZ area is on the eastern portion of the subject property and is clearly demarcated on the submitted site plans with cross-hatching. The SROZ area consists of 89,006.1 square feet. The required 25-foot

buffer area has also been shown on the submitted plans in a hatched area. There are four lots that have SROZ and SROZ-buffer area on their eastern rear portion. This entire area on each of the four lots has been designated as a non-usable, non-buildable residential conservation easement. The developer will construct a four-foot tall open fence on these lots along the SROZ boundary line. The SROZ area will not have any development. A man-made bark path will be installed from the usable park area leading into the SROZ area. None of the existing trees in the SROZ area are being removed. Since no development can or will take place in the SROZ area, the density transfer allowed pursuant to Section 4.139.11 is included as part of this project. The calculations are given earlier in this narrative under Section 4.124(.05).

Section 4.140 *Planned Development Regulations*

- (.01) *Purpose*
- (.02) *Lot Qualification*
- (.03) *Ownership*
- (.04) *Professional Design*
- (.05) *Planned Development Permit Process*
- (.06) *Staff Report*
- (.07) *Preliminary Approval (Stage One)*

Response: The subject property is more than two acres in size and is being zoned to PDR-3 which meets the lot qualification requirements for a Planned Development. The site is currently owned by different property owners, all of whom are listed on the application and have signed the application as the property owners. Appropriate professionals consisting of a registered landscape architect (Gretchen Vadnais), a professional planner (Anne Marie Skinner), a registered engineer (Eric Evans) and a licensed land surveyor (King Phelps) are representing this project. The professional planner (Anne Marie Skinner) has been designated to be responsible for conferring with planning staff with respect to the concept and details of the proposed plan.

The applicant acknowledges that, prior to issuance of any building permit, the approvals must be obtained for the PDR-3 zone, the planned development permit and Development Review Board/City Council approval. The applicant has had a pre-application conference, as noted earlier in this narrative. This application represents the Preliminary review of the planned development. It also represents the zone change and zone boundary amendment to PDR-3 which must be approved by City Council. City staff will review this submittal for completeness and the applicant will re-submit any revised or missing materials.

The submitted application, obtained from the City Planning Department, has been signed by the property owners. The professional design team has been noted above,



with the professional planner being the designated coordinator for the project. The development will not include any mixed uses; rather, it will be solely single-dwelling structures.

The submitted Existing Conditions Map (Sheet 2) shows the boundary and topography of the property and has been stamped and signed by King Phelps, a licensed land surveyor. Sheet 3 of the submitted plan set shows the site data as follows:

Total Site Area:	190,357.2 square feet
Public/Private Street:	20,976.5 square feet
SROZ Area:	89,006.1 square feet
Tract B non-usable:	80,804.7 square feet
Tract B usable:	12,418.2 square feet

The intention is to proceed to commence construction of the project within two years after approval of the development plan. Phasing is not proposed at this time.

The one requested waiver is for the average lot size of 7,000 square feet. All other portions of the Code requirements are being met. The detailed waiver request is discussed earlier in this document under Section 4.118.

The applicant acknowledges that a public hearing will be scheduled for this approval and that the Board may approve or disapprove the application or require changes or impose conditions of approval necessary to ensure conformity to the criteria and regulations of the Code.

Section 4.154 On-site Pedestrian Access and Circulation

Response: The subject site is only 4.37 acres in size and results in a one-phase 14-lot subdivision that is fully connected via the one public street and proposed private street tract. Public sidewalks will be provided along both sides of the proposed street and along the subject property's SW Canyon Creek Road South frontage. Sidewalk will also be provided on the east side of the private street tract, but will be located on the front of the adjacent lots in sidewalk easements. All of the proposed sidewalks will provide safe pedestrian interconnectivity for all of the lots and residents throughout the development. All lots immediately front public sidewalks.

In addition, a five-foot wide bark pathway is proposed in the park area leading from the public sidewalk, through the park, to the SROZ area and ending in the SROZ area. This pathway effectively provides a safe and usable connection for residents and guests of the subdivision to walk from their houses, to the public sidewalk, then along the

public sidewalk to the park and SROZ area. By being directly connected with the proposed sidewalks, which are directly connected to street frontage in front of houses, direct pedestrian access will be available throughout the development.

With the addition of the sidewalks on both sides of the public street, the east side of the private street tract, along the subject property's SW Canyon Creek Road South frontage and the park pathway connection to the public sidewalk system, on-site pedestrian access and circulation will safely and effectively take place.

Two crosswalks are proposed as part of this application. Both are depicted on the submitted plan set. One crosswalk will be provided at the intersection of the new proposed public street with the existing SW Canyon Creek Road South. Another crosswalk will be provided across the proposed public street, from public sidewalk to public sidewalk, where the proposed bark pathway meets the public sidewalk. This crosswalk will provide a safe crossing route for residents to cross from side to side to access the park and the pathway. The proposed crosswalks shall be clearly marked with contrasting paint, as noted on the submitted plan set.

Section 4.155 General Regulations – Parking, Loading and Bicycle Parking

Response: This project is for a detached single-dwelling residential subdivision. On-street parking is not required, but is being provided anyway on one side of the proposed public street. The side of the public street that will have parking has not yet been determined. Parking structures or parking lots are not required as required off-street parking is being provided on each lot via the driveways which will be a minimum of 20 feet long by 12 feet wide to provide one off-street parking space which meets the Code requirement of one space per dwelling unit. Additionally, proposed houses will have at least a single-car garage which provides yet another parking space. For single-dwelling residential use, there are no parking maximums and no bicycle parking requirements.

Section 4.167 General Regulations – Access, Ingress and Egress

Response: This project is for a planned development. It does not contain any building permit requests at this time, nor have house designs been chosen. At the time of requesting building permits for each lot, an individual site plan will be prepared showing the location of the house and the location and dimensions of the driveway for that specific lot. The shown defined access points on future plans will meet all Code requirements for ingress and egress and will be reviewed for compliance during the building permit process.

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

Response: The site does not contain any hillside areas, flood plains or other significant landforms. There is a Significant Natural Resource Overlay zone on the eastern portion of the site which has been deemed as non-usable area in a separate tract. This area will not be disturbed at all, with the exception of native plant plantings. Topography is shown on the Existing Conditions Map, and a Preliminary Grading Plan has been included in the plan set submittal. All grading, filling and excavating done in connection with the development shall be done in accordance with the Code. The development has been designed to limit the extent of disturbance of soils. The site does not include any erosion areas, lakes, rivers, streams or fish habitats. Any wildlife habitat or wetlands are contained in the SROZ which is non-developable and non-usable. Vegetation in the SROZ will remain undisturbed. Additionally, the applicant will be added native vegetation to the SROZ area to increase the natural scenic character of the site.

The subject property does not have any slopes greater than 25%.

A Tree Preservation and Removal Plan has been included with the plan sheets showing the size, condition, location and action of all existing trees on the site as certified by an arborist. Every effort has been made to retain all trees except those that are in the way of the required frontage improvements, the new public street, the proposed private road or future dwellings. The site currently has a total of 57 existing trees. The arborist has determined that ten of those 57 existing trees are non-viable, dead, diseased or dying and, as such, should be removed. Those ten identified non-viable trees are, therefore, shown as trees being removed on the Tree Preservation and Removal Plan. All of the remaining 47 viable trees are being retained with the exception of those that will impede construction of infrastructure, street improvements, driveways and building sites. Specifically, the tree tagged as Tree #15 is a viable 26" Douglas Fir that will have to be removed. Unfortunately, there is a significant grade change between this tree and the area for the proposed street. After significant consultation with the arborist, he determined that it is not possible to protect the root zone of Tree #15 in a sufficient manner that would sustain it through the grading that will be necessary to install the public street improvements adjacent to it. Tree #14 and Tree #16 sit just far enough back that the arborist is of the opinion their root zone will be fine during the construction process and thus those two trees are being retained to enhance the natural feel of the usable "forest" park. Tree #28 and #29 are also viable trees that have to be removed because of grading. The arborist has determined, once again, that the required root zone protection area is simply not possible to maintain based upon the grading that will need to take place to construct the required street.

A Landscaping Plan has also been included with the submittal showing proposed trees and other plantings proposed for the development.

The subject property does not have any high voltage powerline easements or rights-of-way or any petroleum pipeline easements.

The site does not have any earth movement hazard areas, soil hazard areas or flood plain areas.

Section 4.175 Public Safety and Crime Prevention

Response: While this application is only a Stage I/II application, the applicant acknowledges that all addressing for future home sites and directional signage shall be done in accordance with the Code. The project does not have any parking or loading areas to trigger the need for surveillance or exterior parking lot lighting.

Section 4.176 Landscaping, Screening, and Buffering

Response: This project is a residential subdivision and does not contain any parking lots, therefore there aren't any requirements for parking lot landscaping or parking lot landscaped planter islands. The site will not contain any commercially-used waste or recycling bins, loading areas or exterior mechanical and utility equipment that will require screening from public view.

The existing SROZ area is remaining undisturbed. All existing trees and vegetation will remain to aid in conserving and protecting natural resources and any wildlife habitat that may be residing in the SROZ area.

Trees are proposed along the north and south boundaries of the usable park area to provide screening for both the houses adjacent to the park area, as well as the users of the park themselves. The usable park area will also contain a gas-hookup barbecue unit and a picnic table underneath an existing stand of mature trees. A five-foot wide bark path will be installed by hand and will lead from the public sidewalk, through the usable park area to the SROZ area ending with a table and benches.

The tree survey shown on the Tree Preservation and Removal Plan (Sheet 8) shows a total of 57 existing trees on the site. Ten of these trees are deemed non-viable and will be removed. The Street Trees plan, which is Sheet L1, shows the actual location and placement of a total of 20 street trees being added to the site in the street landscape buffer area along the site's public street area and SW Canyon Creek Road South frontage area. These trees are a combination of six Red Maple trees, nine Golden Rain

Trees and five Tupelo trees. The LIDA swale planting includes Soft Rush, Spreading Rush and Strawberry. Ground cover to be planted in the street landscape buffers will be Sand Strawberry and shrubs include Blue Oat Grass, Compact Oregon Grape and Landscape Roses. Installation, maintenance, irrigation, root barriers and tree planting details are shown on Sheet L1 and Sheet L2, with a Street Tree Planting Detail depicted on Sheet 6. The Street Tree Planting Detail notes the placement standards required by Public Works. Notes have also been placed on Sheet L1 reflecting placement requirements for the proposed street trees.

Additionally, the Preliminary Storm Water and Utilities Plan depicts the proposed location of all proposed street trees. The purpose of this depiction is to illustrate the placement of the proposed street trees in relation to proposed and existing utilities and to show the proposed placement complies with the placing requirements of the Public Works Standards. The Preliminary Plat also notes that all street tree placement shall meet the standards of Public Works Standards.

Section 4.177 *Street Improvement Standards*

Response: There will be two internal streets – one a public street accessing off of SW Canyon Creek Road South and extending to the site's northern property line and ending in a stub to provide connectivity for future development to the north; and the second, a private street Tract A. Lots 5 and 6 will access off of the private street. Lot 7 may access off of either the private street or the public street depending upon house layout. In no event shall more than four lots access off of the proposed private street tract. Sidewalk will be constructed on both sides of both the proposed public street and along the east side of the private street. On-street parking will be available on one side of the public street – which side has yet to be determined. Sidewalk will be installed along the site's SW Canyon Creek Road South frontage as well. The full length of the proposed public street exceeds the 200-foot maximum for a dead-end street. However, the project does contain a private street at the halfway point of the public street, providing an outlet and turn-around for emergency services and, while it's a dead-end street now, at some point in the future it will be a through street and its connection clear to the northern-most property line is actually required to meet the Code requirements for future connectivity.

A public street is being provided, so a multiuse pathway is not being provided. Transit improvements are not required as the site is not adjacent to a major transit street. On-street bicycle facilities shall be provided as per the requirements of the Code. The proposed residential private access drive (Tract A) provides vehicular access to no more than four lots (Lots 5 and 6; possibly Lot 7). Tract A shall be constructed to meet all of the Code requirements. Access driveway and driveway approaches shall be

designed to meet all the Code requirements and shall be reviewed for compliance during the building permit process.

It should be noted that the proposed public street off of SW Canyon Creek Road South does not align with the opposite SW Daybreak Street, and it's only offset by 94.3 feet. However, the City Engineer indicated approval of the non-alignment and non-standard offset due to the dead-end nature of SW Canyon Creek Road South and not being a through street, along with the limited traffic that will result from this 14-lot subdivision. Additionally, SW Canyon Creek Road South is a local street – not a collector or arterial. This has also been requested as a waiver as per Section 4.177(.10). The applicant feels that the proposed location of the street provides a more aesthetically-pleasing view of the subdivision as vehicles entering will have a direct view of the natural, forested park area. Alignment with SW Daybreak Street would make this view impossible as the proposed park area already exists in its natural state and the existing nature and vegetation can't be moved – thus, the entrance to the subdivision has to be moved to accommodate the existing nature and topography of the site.

Section 4.197 Zone Changes and Amendments To This Code – Procedures

(.01) *The following procedure shall be followed in applying for an amendment to the text of this Chapter:*

B. *In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:*

1. *That the application was submitted in compliance with the procedures set forth in Section 4.008; and*

Response: This application represents a request for a Site Development Permit Review, Quasi-judicial zone change, Quasi-judicial change to the map of the Comprehensive Plan and a 14-lot subdivision developed as a Planned Development, with one waiver request. The subject property is 4.37 acres, so it's over 2 acres in size and as such the requested zone is PDR- 3. The required usable and non-usable open space is shown on the site plan. A traffic study was completed by DKS Associates on December 9, 2015. Additional traffic counts were taken in March 2016 at the request of the Development Review Board.

2. *The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and*

Response: The narrative addresses how this proposed project meets all the requirements of the Code. The Code is developed as a method of achieving the goals and policies in

the Comprehensive Plan; therefore, compliance with the Code equals substantial compliance with the Comprehensive Plan.

3. *The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and*

Response: This project only proposes a map amendment to the subject property. The project does not propose changes to any of the text of the Comprehensive Plan, nor does it propose changes to any portions of the Comprehensive Plan Map other than its own designation.

4. *If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and*

Response: As per Oregon Revised Statute 197.013 implementation and enforcement of acknowledged comprehensive plans and land use regulations are matters of statewide concern. Oregon Revised Statute 197.005 states that cities are responsible for the development of local comprehensive plans. The City of Wilsonville has an adopted comprehensive plan which is in compliance with Oregon Planning and Goals and Guidelines. As outlined throughout this narrative, this project has been shown to be in compliance with Wilsonville's Comprehensive Plan when developed. Therefore, when developed, the project will also be in compliance with the Statewide Planning and Goals and Guidelines.

5. *If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.*

Response: As per Oregon Revised Statute 197.013 implementation and enforcement of acknowledged comprehensive plans and land use regulations are matters of statewide concern. Oregon Revised Statute 197.005 states that cities are responsible for the development of local comprehensive plans. The City of Wilsonville has an adopted comprehensive plan which is in compliance with Oregon Planning and Goals and Guidelines. As outlined throughout this narrative, this project has been shown to be in compliance with Wilsonville's Comprehensive Plan when developed. Therefore, when developed, the project will also be in compliance with the Statewide Planning and Goals and Guidelines.

(.02) *In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:*

- A. *That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125(.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and*

Response: As has been previously stated in this narrative, the application was submitted in accordance with the procedures set forth in Section 4.140. The portion of the narrative under Section 4.140 addresses the application submittal in detail.

- B. *That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and*

Response: The narrative addresses how this proposed project meets all the requirements of the Code. The Code is developed as a method of achieving the goals and policies in the Comprehensive Plan; therefore, compliance with the Code equals substantial compliance with the Comprehensive Plan.

- C. *In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and*

Response: Implementation Measure 4.1.4.b refers to providing a variety of housing types and that adequate public facilities and services must be available in order to building and maintain a decent, safe, and healthful living environment. The City of Wilsonville is a growing area and this development will provide 14 additional detached single-family dwellings for those families and individuals seeking detached, individual housing units rather than apartments or condominiums. Sewer, water and storm are currently available in SW Canyon Creek Road South and will be extended by the developer through the new public street. The submitted Traffic Impact Analysis has indicated no adverse impacts to traffic and that the current transportation system can adequately handle the additional trips generated through this development.

Implementation Measure 4.1.4.d encourages construction and development of diverse housing types while maintaining a balance between housing types. The City of Wilsonville has an overabundance of apartment buildings and multi-family dwellings. This project will provide detached single-family dwelling that will help equalize the current housing situation. Additionally, the range of lot sizes from 5,000 square feet to 6,258 square feet provides options for those individuals seeking a larger single-family detached dwelling with some yard or little to no yard. The smaller lots provide the "little to no yard" option.

Implementing Measure 4.1.4.e discusses targets being set in order to meet the City's Goals for housing and assure compliance with State and regional standards. The project will be providing an additional 14 single-family detached dwellings to the City to assist in meeting its housing requirements for its citizens. A portion of the Comprehensive Plan states the "prevailing vacancy rates for all types of housing as of January 1987, within the City were extremely low" and that this "indicates that the demand for housing Wilsonville exceeded the supply." A letter, identified as Exhibit 4, from Marla Rumpf has been submitted as evidence that the housing situation is probably worse than it was in 1987. Ms. Rumpf provides the following statistics obtained from the City of Wilsonville:

Current population	21,484
Available single-family homes	62

Breakdown of Types of Housing Units in Wilsonville:

Single-family homes	4,420
Apartment units	4,967
Condo units	563

Of the 9,950 housing units in the City, less than half are single-family homes. This would seemingly indicate there is a need for additional single-family homes in the City. Ms. Rumpf concludes her letter with the following: "Obviously this proves that we are in desperate need of more single family homes. Hopefully the City is working on this."

Implementing Measures 4.1.4.q and 4.1.4.x refer to mobile homes, manufactured dwellings and apartments. This proposal is for single-family detached dwellings, so these portions of the comprehensive plan aren't applicable to this project.

D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and

Response: Storm, sewer and water lines currently exist in SW Canyon Creek Road South, which is the western boundary of the subject property. Extensions will take place from the main lines in SW Canyon Creek Road South through the new public street. Individual services will then be provided to each lot from the new public street. Sidewalks will be constructed along the portion of SW Canyon Creek Road South that fronts the subject site. A new public street and a new private street tract will be constructed as part of the



development, with installation of sidewalks on both sides of the new public and private street.

- E. *That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and*

Response: The subject site does not contain any identified natural hazard or geologic hazard. The site does contain, however, a Significant Resource Overlay Zone area which has been delineated on all the submitted plan sheets. This area has been deemed as non-usable and non-buildable and will be preserved for open space area. The proposed lots that back up to the SROZ area will have a four-foot tall open fence constructed along the SROZ boundary line to prevent use of or construction in this area. Additionally, a no-build/non-usable conservation easement will be placed over the entire SROZ area.

- F. *That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and*

Response: The applicant intends to proceed with the development process well within two years of the initial approval of the zone change.

- G. *That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.*

Response: This narrative describes how the proposed development complies with all the standards of the Code, acknowledging compliance with any attached conditions of approval to ensure the development proceeds in a manner consistent with the City's standards and regulations. The applicant is requesting some waivers from required standards, but the applicant has added additional features to mitigate for those waivers, which are addressed in detail under the subsection of this document pertaining to waiver.

- H. *Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the*

property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be pursued pursuant to the requirements in Section 4.133.05.(01).

Response: The proposed development will take access from an existing local street, SW Canyon Creek Road South. From this road, a new public street will be constructed. A Traffic Impact Analysis was performed by Scott Mansur of DKS on December 9, 2015. Additional traffic counts were taken by DKS in March 2016. The original analysis has been included as part of the package submittal. The data from the additional traffic counts had not been provided to the applicant as of the writing of this revised narrative to be re-submitted for consideration at the April 25th Development Review Board meeting. The summary of December 2015 analysis concluded that traffic operations for the SW Canyon Creek Road/Daybreak Street intersection met the City's operating standards and therefore did not require off-site mitigations to the study area transportation network. The analysis recommended adding sidewalks along the frontage of Canyon Creek Road South. The Preliminary Plat shows the addition of sidewalks along this frontage, with ADA ramps at each corner of the new public street.

Section 4.198 Comprehensive Plan Changes – Adoption by the City Council

- (.01) *Proposals to amend the Comprehensive Plan, or to adopt new elements or sub-elements of the Plan, shall be subject to the procedures and criteria contained in the Comprehensive Plan. Each such amendment shall include findings in support of the following:*
- A. *That the proposed amendment meets a public need that has been identified;*

Response: The proposed project will provide 14 single-family detached houses meeting the public need for detaching housing. Each of the following exhibits provide evident relating to the need for housing.

An article from Oregon Catalyst, dated April 16, 2015 and identified as Exhibit 5, speaks to the lack of affordable housing in Oregon overall. The article states that housing stock has not kept up with demand and working families are struggling to meet their most basic needs for affordable housing.

A search on one real estate website identified only 31 homes for sale in the City of Wilsonville (included in this packet as Exhibit 6). Of those 31, ten are over \$500,000 in listing price. Of the remaining 21 listed on this particular site, seven of the homes were townhomes, condos or attached houses. One of the listing items was for bare ground.

Therefore, out of the 31 listings, that leaves 13 single-family detached houses available for sale at less than \$500,000 in listing price.

A letter, identified as Exhibit 4, from Marla Rumpf has been submitted as evidence that the housing situation needs to be addressed. Ms. Rumpf provides the following statistics obtained from the City of Wilsonville:

Current population	21,484
Available single-family homes	62

Breakdown of Types of Housing Units in Wilsonville:

Single-family homes	4,420
Apartment units	4,967
Condo units	563

Of the 9,950 housing units in the City, less than half are single-family homes. This would seemingly indicate there is a need for additional single-family homes in the City. Ms. Rumpf concludes her letter with the following: "Obviously this proves that we are in desperate need of more single family homes. Hopefully the City is working on this."

B. That the proposed amendment meets the identified public need at least as well as any other amendment or change that could reasonably be made;

Response: This application seeks a zone and comprehensive plan map amendment that would allow a minimum density of 13 lots and a maximum density of 16 lots on the subject property. Single-family detached houses will be built on each of the proposed 14 lots. The identified public need, as previously addressed, is for single-family detached housing. The requested amendment serves to satisfy this need better than requesting an amendment for a commercial or industrial designation – neither of which would address single-family housing. It is better than a high density designation which would result in attached or multi-family housing, which would not meet the identified need of single-family detached houses. It is better than the lowest density designation as the lowest density designation would provide fewer lots available for single-family detached housing, and thus not address the need as well as the requested designation.

C. That the proposed amendment supports applicable Statewide Planning Goals, or a Goal exception has been found to be appropriate; and

Response: Goal 10 of Oregon's Statewide Planning Goals is to provide for the housing needs of citizens of the State. This project addresses that goal.

D. That the proposed change will not result in conflicts with any portion of the Comprehensive Plan that is not being amended.

Response: The City of Wilsonville is a growing city with the general public seeking individual housing units rather than attached housing, apartments, condominiums or multi-family dwelling units. This project proposes to help meet the City's housing needs for single-dwelling structures at a higher density than would be allowed by the property's current Plan Map designation of RA-H – which only allows for one house. The proposed change will not result in conflict with any portion of the Plan as both the Comprehensive Plan and the Zoning Map are being changed as part of this request. Additionally, the City's Comprehensive Plan asked that the following factors are addressed in the proposed amendment:

- Suitability of the various areas for particular land uses and improvements – The subject property is surrounded by properties that have either had plan map and zoning designation changes or are designated as RA-H and are therefore slated for future higher density development. The subject property, then, is very suitable for the proposed use given the surrounding uses and zones.
- The land uses and improvements in the area – Again, the subject property is surrounded by housing, some at lower density and some at higher density. The proposed use of 14 lots for single-family detached housing blends with the development on both the east and west of the property and future development slated for the properties to the north and south given their current designation of RA-H.
- Trends in land development – As has been demonstrated previously in this document, there is a need for single-family detached housing units. This application addresses the trend in developing properties for use as detached houses rather than multi-family, attached townhomes or condo units.
- Density of development – As stated previously in this narrative, the proposed development meets the minimum, and does not exceed the maximum, density requirements with 14 lots. The intent is to provide a variety of lot sizes in the development, while not overwhelming with site with too many of a small size or too many of a large size.
- Property values – Housing plans have not yet been chosen for the development, but it's assumed most of the houses will be two-story homes with attached one- or two-car garages. The design of the subdivision with the proposed amenities, along with the houses that will eventually be selected, is aimed at increasing the property values of the surrounding properties by providing a quality development.
- The needs of economic enterprises in the future development of the area – As commerce and industry grow in Wilsonville, the number of employed people will increase resulting in a need for more housing in Wilsonville. This project seeks to

accommodate the anticipated economic growth by providing housing to individuals employed in Wilsonville and thus enable them to live, work and play in the same community – that community being Wilsonville.

- Transportation access – The proposed project will be installing a new public street off of the existing SW Canyon Creek Road South. There will also be a private street tract. Sidewalks are being provided on both sides of the public street and the east side of the private street. A pedestrian pathway has been included for connection with the City's future pathway plan.
- Natural resources – Most of the eastern half of the entire property is SROZ area. All of the SROZ area will remain undisturbed. The vegetation and existing trees in the SROZ area are remaining and will be protected during construction. Care has been taken to route the storm drain line around any existing trees.
- The public need for healthful, safe and aesthetic surroundings and conditions – The need for single-family detached houses has been addressed throughout this narrative. The proposed project provides sidewalks, pedestrian pathways and crosswalks. The SROZ area is remaining undisturbed and will have additional native vegetative plantings to enhance the existing vegetation. A usable park area is being provided with a small, slightly sloped pathway for a "mini" hiking opportunity within the community. The existing apple trees in the northwest corner are being retained and that area is being designated as an orchard/fruit park for the development. The location of the new street has been specifically designed such that the first view of the subdivision is the wooded park and SROZ area beyond that. The entire project, then, has been designed to provide opportunities for active recreating, while still maintaining the existing wooded, natural vegetation.

The City's Comprehensive Plan asks for certain factors to be adequately addressed in the proposed amendment. Each of these factors has been addressed above and throughout this document. Accordingly, since the applicable factors of the City's Comprehensive Plan have been adequately addressed, it stands to reason that the requested project does not conflict with any portion of the Comprehensive Plan – as applicable portions have been addressed.

Section 4.199 *Outdoor Lighting*

Response: This portion of the Code is applicable to lighting in public facilities, commercial, industrial and multi-family housing projects with common areas or to major additions or modifications to existing exterior lighting systems in public facilities, commercial, industrial and multi-family housing projects with common areas. The proposed project is not a public facility, a commercial project, an industrial project or a multi-family housing project; rather, the proposed development is for single-dwelling

structures in a 15-lot subdivision. Section 4.199 is, therefore, not applicable to this development.

LAND DIVISIONS

Section 4.210 Application Procedure

Response: As has been previously noted earlier in this narrative, two pre-application conferences have been held for this project. A licensed land surveyor, King Phelps, has signed and stamped the Existing Conditions Map. A professional engineer, Eric Evans, has certified the Preliminary Plat and other plan sheets – with the exception of the tree plan prepared by a certified arborist and the landscaping plan prepared by a registered landscape architect.

The City provided the application form which has been completed and also contains the signatures of the property owners. The application fee has been submitted with the application, along with the appropriate number of copies of the plans. The applicant has not yet selected a name for the subdivision. When one is selected, it will not duplicate or resemble the name of any other subdivision in Clackamas or Washington County. Items 1 through 26 under Section 4.210(.01)B have been included as part of the submission package, are included on the plan sheets and/or have been addressed in the narrative.

Section 4.236 General Requirements - Streets

Response: The development proposes one public street and one private street, both of which meet the standards in Section 4.177 as addressed previously in this narrative. The public street is a 47-foot wide right-of-way area with parking on one side – the parking side as yet undetermined. The private street is 24.4 feet wide. Sidewalks are provided on both sides of both the public street, and the east side of the private street. The public street extends to the north boundary line, and dead-ends, to provide connectivity for future development. As per the Code, a turn-around has not been provided pursuant to Section 4.236(.07) which states “the resulting dead-end street may be approved without a turn-around.” At the time of development, the appropriate notification will be posted at the north end of the stub street alerting people that the street is planned for future extension. Neither the public nor the private street have yet been named; when names are chosen, they will not duplicate the names of existing streets.

Section 4.237 General Requirements – Other

Response: Blocks – The proposed development is made up of three blocks. Block 1 is approximately 208 feet long from west to east. Block 3 is approximately 214.30 feet long

from west to east. Block 2 slightly exceeds the 330-foot long maximum; however, a bark pedestrian pathway is being provided from the park area to the SROZ area, and Block 2 also contains the SROZ area as its eastern half, which is non-developable.

Easements - Proposed public utility easements are shown on the Preliminary Grading Plan and the Preliminary Storm Water and Utilities Plan. The site does not contain any water courses.

Pedestrian and bicycle pathways – A bark pathway has been provided leading from the proposed public sidewalk, through the park area and into the SROZ area in Block 2.

Tree Planting – The trees to be planted as part of this development are shown on the submitted Street Trees Plan and Park Planting Plan, Sheet L1 and Sheet L2, respectively.

Lot Size and Shape – The proposed lots meet the minimum lot width, depth and size standards, as well as the minimum street frontage.

Access – All of the proposed lots meet the minimum frontage requirement of 40 feet at the street.

Through Lots – The proposal does not have any through lots.

Lot side lines – All of the side lot lines run at right angles to the street or private street tract.

Large lot land divisions – The subject property is being divided to its maximum. No re-division is possible due to the proposed lot sizes and the non-developable SROZ area.

Building line – All of the minimum building setbacks are being met in the proposed development with the exception of the side yard setback for houses that are two or more stories. A waiver has been requested for this setback and has been addressed earlier in this narrative.

Build-to line – The applicant is unaware of, or proposing, any build-to lines. The applicant is proposing adherence to the Code with the exception of the aforementioned side yard setback waiver.

Land for public purposes – The development proposes a public street to be dedicated to the public as shown on the submitted plans.

Corner lots – All of the corner lots in the proposed development have a corner radius of over ten feet as shown on the submitted preliminary plat.

UNDERGROUND UTILITIES

Section 4.300 General

Response: All utilities serving this development shall be installed underground. A note will be placed on all engineering and construction drawings and the final plat indicating installation of underground utilities shall take place in accordance with the Code requirements.

SITE DESIGN REVIEW

Section 4.421 Criteria and Application of Design Standards

Response: Preservation of Landscape – The subject site has a large SROZ area of over one acre. This entire area is being preserved as non-usable, non-developable open space. A conservation easement is being placed on the rear of Lots 3, 4, 5 and 6 to preserve the non-usable area of those lots. The landscaping in the SROZ area will not be disturbed. The viable trees on the site that can remain, will be remaining.

Relation of Proposed Buildings to Environment – This application does not include proposals for any structures. Future structures will be single-unit dwellings which will meet the standards set forth in the Code and the conditions of approval for this development. Adherence to these standards will be reviewed during the building permit process.

Drives, Parking and Circulation – This project does not propose any commercial uses, buildings or parking lots/structures. A public street is proposed which will dead-end at the north boundary to provide connectivity for future development. Individual driveways and driveway approaches for future houses will be reviewed for compliance with the Code during the building permit process. Off-street parking requirements have been met via driveways and garages. The City does not have any on-street parking requirements, but the developer is providing parking on one side of the public street regardless.

Surface Water Drainage – A preliminary storm water plan and calculations have been submitted as part of this application package. LIDA planters are proposed and are shown on the preliminary storm water plan.

Utility Service – As has been stated previously, required public utility easements are shown on the submitted plans. Additionally, utilities for the development will be installed underground and in compliance with this Code.

Advertising Features – The project does not include any advertising features.

Special Features – The project does not include any special features.

Section 4.440 Procedure

Response: The current application is for a planned development preliminary plat, zone change and comprehensive plan map amendment. House designs, elevations and floor plans are not part of the application and have not yet been chosen or determined. A preliminary plat has been submitted with this package. A Landscape Plan has also been included as part of the submission. A Street Trees planting plan has been provided, which is Sheet L1, and shows the actual placement location of a proposed 20 street trees, being a combination of red maple, golden rain tree and tupelo. The project is not proposing any signage. Architectural drawings and a Color Board are not applicable as this application does not include any structures.

TREE PRESERVATION AND PROTECTION

Section 4.600.50 Application For Tree Removal Permit

Response: Section 4.600.50(.02) states that where a site is proposed for development necessitating plat review, application for a Tree Removal Permit shall be made as part of the site development application. Pursuant to this requirement, this application submittal includes the non-refundable application fee and the completed application for a Tree Removal Permit. The current application is for a planned development preliminary plat, zone change and comprehensive plan map amendment. House designs, elevations and floor plans are not part of the application and have not yet been chosen or determined. A preliminary plat has been submitted with this package. A Landscape Plan has also been included as part of the submission. The project is not proposing any signage. Architectural drawings and a Color Board are not applicable as this application does not include any structures.

Section 4.610.10 Standards For Tree Removal, Relocation Or Replacement

(.01) *Except where an application is exempt, or where otherwise noted, the following standards shall govern the review of an application for a Type A, B, C or D Tree Removal Permit:*

A. *Standard for the Significant Resource Overlay Zone.*

Response: There aren't any existing trees being removed from the Significant Resource Overlay Zone area.

B. *Preservation and Conservation.*

Response: The proposed development limits tree removal to only those that are non-viable or are immediately in the way of street construction, street frontage improvements or house pad sites. All trees in the SROZ area are being retained.

C. *Developmental Alternatives.*

Response: The proposed development limits tree removal to only those that are non-viable or are immediately in the way of street construction, street frontage improvements or house pad site. All trees in the SROZ area are being retained.

D. *Land Clearing.*

Response: As shown on Sheet 8, the Tree Preservation and Removal Plan, the only trees being removed in relation to land clearing are those in area of street rights-of-way, proposed building sites and other site improvements. Additionally, those trees identified as non-viable trees are being removed.

E. *Residential Development.*

Response: This is an application for a residential subdivision. The remaining trees have been left to provide the applicable lots with shade and tree canopy coverage.

F. *Compliance With Statutes and Ordinances.*

Response: The applicant acknowledges that all activity pertaining to trees will be in compliance with the applicable statutes and ordinances.

G. *Relocation or Replacement.*

Response: Tree replacement and protection of the remaining trees has been addressed in detail in comments for Section 4.620.00.

H. *Limitation.*

Response: A tree survey has been performed by a certified arborist and is part of Sheet 8, the Tree Preservation and Removal Plan. The applicant and arborist have limited tree removal to only those trees that have been identified as non-viable or those that are immediately in the way of site improvements or future building sites and, as such, will not survive grading. Care has been taken to preserve two out of three existing evergreen trees in the park area. One of these three, identified as Tree #15, is developed to the point that the roots extend to the area where grading will take place for the new public street and sidewalk. The arborist determined there wasn't any viable way to preserve this Tree #15, that it wouldn't survive the grading necessary for the required improvements. The street would have to be moved to the west, and thus, would not have the northern alignment required for connectivity with the existing street to the north. The other two, however, identified as Tree #14 and Tree #16, are just far enough to the east that, with the installation of a wall, Tree #14 and Tree #16 will be able to be preserved. Tree #7, #8, #11 and #30 are viable evergreen trees and are all being preserved with the appropriate root protection zone area depicted on the Tree Preservation and Removal Plan. There are two viable evergreen trees that are unable to be preserved due to grading necessary for the street. These are Tree #28 and Tree #29. The root protection zone area necessary to preserve these two trees is of such a size that it will be impossible to perform the required grading to install the street and stay outside of that protection zone.

It should also be noted that the neighboring property to the north has two health, viable fir trees along its southwest property line. While the trees themselves are not on the subject property, the roots of these two trees extend into the northwest property line of Lot 1. As such, protection will be provided around the root protection zone area of these two trees during the development of the subdivision.

1. Additional Standards for Type C Permits.

1. Tree survey.

Response: A tree survey has been provided on Sheet 8 of the submitted site plan drawings.

2. Platted Subdivisions.

Response: Sheet 8 of the submitted plan drawing set is the required Tree Removal and Preservation Plan which includes all required criteria for tree protection during construction.

3. Utilities.

Response: Only those trees that are non-viable or in the way of site improvements or future building sites are being removed. A tree survey has been performed by a

certified arborist and is part of Sheet 8, the Tree Preservation and Removal Plan. The applicant and arborist have limited tree removal to only those trees that have been identified as non-viable or those that are immediately in the way of site improvements or future building sites and, as such, will not survive grading. Care has been taken to preserve two out of three existing evergreen trees in the park area. One of these three, identified as Tree #15, is developed to the point that the roots extend to the area where grading will take place for the new public street and sidewalk. The arborist determined there wasn't any viable way to preserve this Tree #15, that it wouldn't survive the grading necessary for the required improvements. The street would have to be moved to the west, and thus, would not have the northern alignment required for connectivity with the existing street to the north. The other two, however, identified as Tree #14 and Tree #16, are just far enough to the east that, with the installation of a wall, Tree #14 and Tree #16 will be able to be preserved. Tree #7, #8, #11 and #30 are viable evergreen trees and are all being preserved with the appropriate root protection zone area depicted on the Tree Preservation and Removal Plan. There are two viable evergreen trees that are unable to be preserved due to grading necessary for the street. These are Tree #28 and Tree #29. The root protection zone area necessary to preserve these two trees is of such a size that it will be impossible to perform the required grading to install the street and stay outside of that protection zone.

Section 4.610.40 Type C Permit

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

Response: A Type C Tree Removal Permit has been included with this application. No trees shall be removed until after approval of this application.

(.02) The applicant must provide ten copies of a Tree Maintenance and Protection Plan completed by an arborist that contains the following information:

- A. A plan, including a topographical survey bearing the stamp and signature of a qualified, registered professional containing all the following information:
1. Property Dimensions. The shape and dimensions of the property, and the location of any existing and proposed structure or improvement.
 2. Tree survey. The survey must include:...
 3. Tree Protection.
 4. Easements and Setbacks.
 5. Grade Changes.
 6. Cost of Replacement.
 7. Tree Identification.

Response: Sheet 8 of the submitted plans is identified as the Tree Removal and Preservation Plan. Property shape and dimensions are included on the plan, as well as the site's topography, the tree survey, a statement regarding tree protection, easements and setbacks, contours and a statement regarding tree identification. New trees being planted are shown on Sheets L1 and L2. There is an estimated cost of \$350 per tree for each tree to be planted.

Section 4.620.00 Tree Relocation, Mitigation, Or Replacement

Response: Tree planting will take place within one year of tree removal. There are a total of 57 trees currently existing on the site. All trees identified by the arborist as non-viable, diseased or dying are being removed to preserve the health of the viable trees that will remain. Any viable trees that are proposed to be removed are being removed because their existing location impedes installation of new streets, house pad sites or street frontage improvements. A tree survey has been performed by a certified arborist and is part of Sheet 8, the Tree Preservation and Removal Plan. The applicant and arborist have limited tree removal to only those trees that have been identified as non-viable or those that are immediately in the way of site improvements or future building sites and, as such, will not survive grading. Care has been taken to preserve two out of three existing evergreen trees in the park area. One of these three, identified as Tree #15, is developed to the point that the roots extend to the area where grading will take place for the new public street and sidewalk. The arborist determined there wasn't any viable way to preserve this Tree #15, that it wouldn't survive the grading necessary for the required improvements. The street would have to be moved to the west, and thus, would not have the northern alignment required for connectivity with the existing street to the north. The other two, however, identified as Tree #14 and Tree #16, are just far enough to the east that, with the installation of a wall, Tree #14 and Tree #16 will be able to be preserved. Tree #7, #8, #11 and #30 are viable evergreen trees and are all

being preserved with the appropriate root protection zone area depicted on the Tree Preservation and Removal Plan. There are two viable evergreen trees that are unable to be preserved due to grading necessary for the street. These are Tree #28 and Tree #29. The root protection zone area necessary to preserve these two trees is of such a size that it will be impossible to perform the required grading to install the street and stay outside of that protection zone.

The Street Trees plan, which is Sheet L1, shows 20 trees that are 2" or more in diameter being planted as street tree replacements for the trees being removed. The narrative submitted by the certified arborist as Exhibit 1 references the fact that all trees will be nursery stock meeting requirements of the American Association of Nurserymen American Standards for Nursery Stock for top grade. New tree planting locations are indicated on the submitted Sheet L1 and Sheet L2. As can be seen on Sheet L2, there are 16 trees being planted around the park area – ten trees along the north border of the park consisting of eight Weeping Alaska Cedars and two Douglas Firs, and seven trees along the south border of the park consisting of four Weeping Alaska Cedars and three Douglas Firs. Two existing Ponderosa Pine trees will remain in the park area to provide shade to the barbecue unit and picnic table.

Section 4.620.10 Tree Protection During Construction

Response: Refer to Sheet 8 of the submitted site plans for notes contained therein stating that all trees being retained will be identified by numbered metal tags with the numbers identified in the site's tree survey and that they will be clearly identified on all construction documents. Remaining trees will be protected during construction through use of a six-foot high chain link fence secured to the ground with eight-foot metal posts driven into the ground.

It should also be noted that the neighboring property to the north has two health, viable fir trees along its southwest property line. While the trees themselves are not on the subject property, the roots of these two trees extend into the northwest property line of Lot 1. As such, protection will be provided around the root protection zone area of these two trees during the development of the subdivision. The following measures shall be taken for preservation and protection of retaining trees, including the two trees overhanging Lot 1 from the property to the north.

- Landscaping and irrigation beneath the dripline of preserved trees shall be compatible with the trees. Turf grass and other water intensive plantings are typically not appropriate.
- All privacy fence installation within the drip line of the trees shall be hand dug under the supervision of a certified arborist. If tree roots are encountered, adjust

the location of post holes to avoid root impacts. Mix concrete away from tree protection area and transport using buckets or a wheel barrow. Boards shall be stockpiled outside of protected tree driplines.

- Encroachment of home foundations and walls within tree driplines is only allowed under the guidance of a certified arborist. Any necessary root and canopy pruning shall follow accepted professional practices under supervision of a certified arborist and shall not damage the overall health of the trees. Particularly for the trees overhanging Lot 1 from the property to the north, special care shall be taken in canopy pruning to maintain a symmetrical canopy.

CANYON CREEK SOUTH 14-LOT SUBDIVISION

14 LOT SUBDIVISION
NW 1/4 SECTION 13, T. 3S, R. 1W, W.M.
CITY OF WILSONVILLE, OREGON

LEGEND

	LANDSCAPE HEDGE
	FLOW LINE
	FENCE
	EXISTING MAJOR CONTOUR LINE
	EXISTING MINOR CONTOUR LINE
	PROPOSED MAJOR CONTOUR LINE
	PROPOSED MINOR CONTOUR LINE
	SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ)
	SANITARY SEWER LINE
	STORM DRAIN LINE
	GAS LINE
	WATER LINE
	OVERHEAD UTILITIES LINE
	UNDERGROUND UTILITIES LINE
	COMMUNICATIONS LINE
	ELECTRIC LINE
	FIRE HYDRANT
	AIR RELEASE
	WATER BLOWOFF
	WATER METER/SERVICE
	WATER VAULT
	IRRIGATION SPRINKLER HEAD
	CULVERT / OUTFALL
	STORM DRAIN MANHOLE
	CATCH BASIN / AREA DRAIN
	SANITARY SEWER MANHOLE
	UTILITY MANHOLE
	UTILITY CLEAN OUT
	UTILITY VALVE
	UTILITY POLE
	UTILITY GUY POLE
	UTILITY GUY WIRE
	UTILITY/LIGHT POLE
	LIGHT POLE
	LIGHT POLE WITH ARM
	LIGHT SIGNAL JUNCTION BOX
	JUNCTION BOX
	ELECTRIC METER/SERVICE
	ELECTRIC PEDESTAL
	ELECTRIC VAULT
	TELEPHONE MANHOLE
	COMMUNICATIONS PEDESTAL
	COMMUNICATIONS VAULT
	GAS METER/SERVICE
	GAS PEDESTAL
	DECIDUOUS TREE
	EVERGREEN TREE
	SIGN POST
	MAILBOX
	SIDEWALK TO BE INSTALLED AT TIME OF STREET CONSTRUCTION

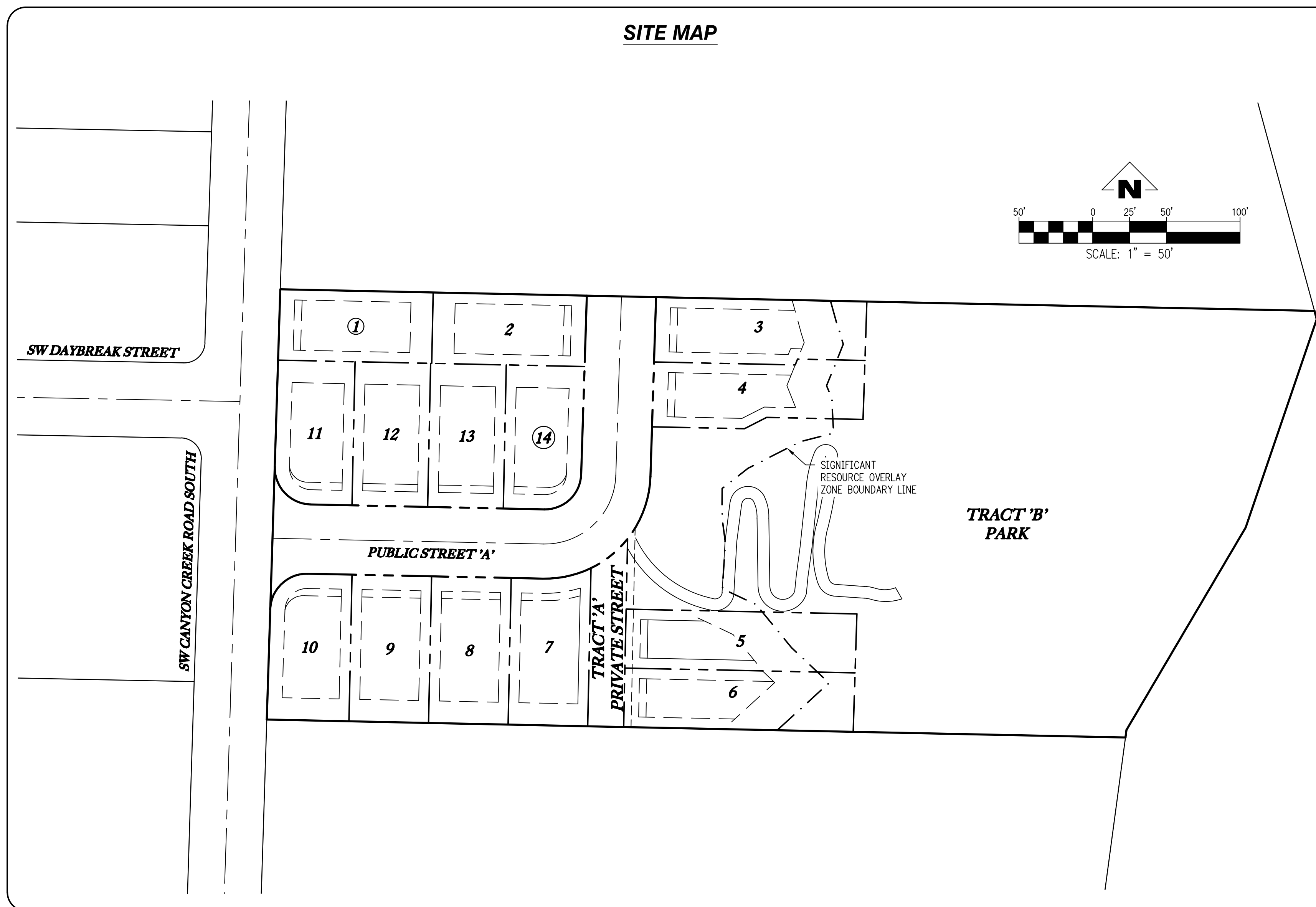
ENGINEER'S NOTE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS.

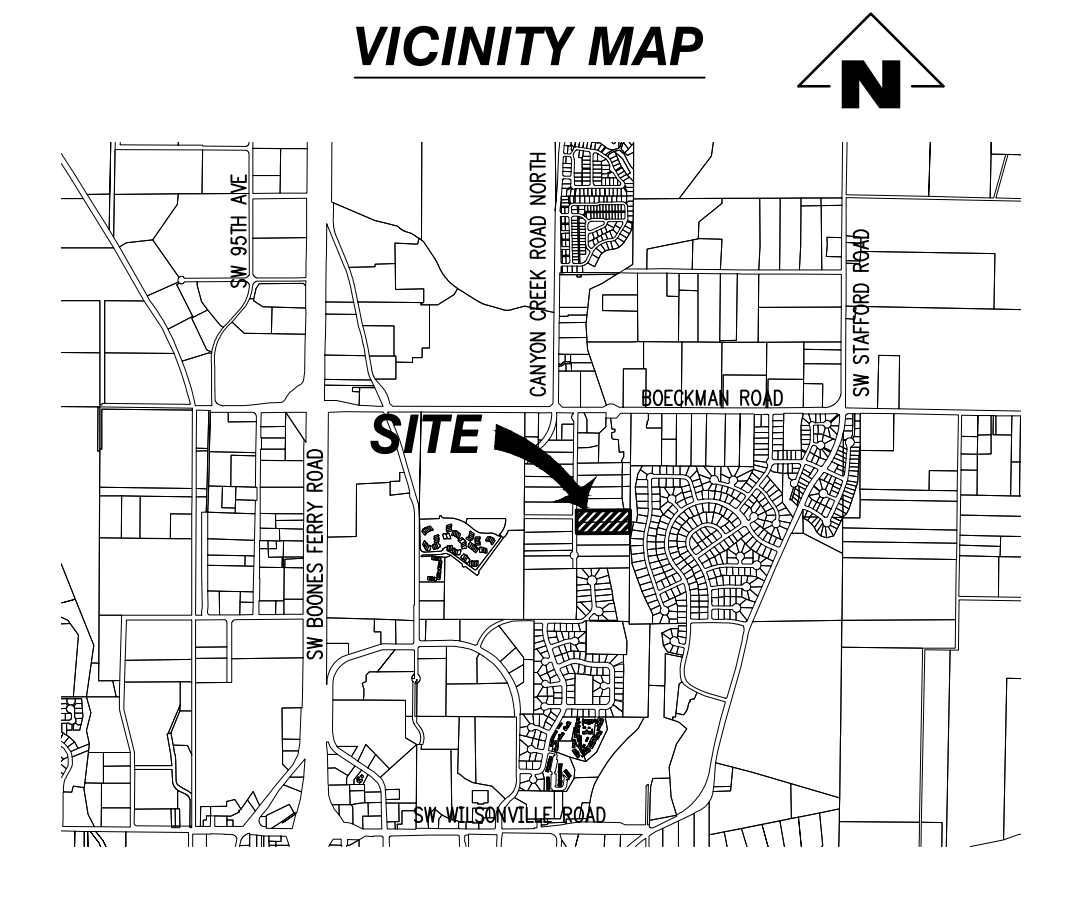
THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

SITE MAP



VICINITY MAP



DRAWING INDEX

Sheet Number	Sheet Title
1	COVER SHEET
2	EXISTING CONDITIONS MAP
3	PRELIMINARY PLAT
4	PRELIMINARY GRADING PLAN
5	STREET 'A' PLAN AND PROFILE
6	PRIVATE STREET PLAN AND PROFILE
7	PRELIMINARY STORM WATER AND UTILITIES PLAN
8	TREE PRESERVATION AND REMOVAL PLAN
L1	STREET TREES
L2	PARK PLANTING

PROJECT CONTACTS

APPLICANT:

SAMM-MILLER LLC
10211 SW BARBER ST.
WILSONVILLE, OR 97008

LAND USE, CIVIL ENGINEER AND SURVEYOR:

EMERIO DESIGN, LLC
8285 SW NIMBUS AVE, STE. 180
BEAVERTON, OR 97008

OWNERS:

BETH ANN BOECKMAN
28500 SW CANYON CREEK RD S
WILSONVILLE, OR 97070
AND
MARVIN AND KAREN LEWALLEN
28530 SW CANYON CREEK RD S
WILSONVILLE, OR 97070

LAND USE CONTACT: ANNE MARIE SKINNER
ENGINEER CONTACT: ERIC EVANS
SURVEYOR CONTACT: KING PHELPS
(503) 746-8812 (P)
(503) 639-9592 (F)

BENCHMARK INFORMATION

VERTICAL DATUM IS BASED ON NAVD 88 (GEOID 2012A) BASED ON (RTK) CORRECTIONS FROM THE OREGON STATE REFERENCE NETWORK.

DATUM = NAVD 88

NOTICE TO EXCAVATORS:

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.
(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS

Dig Safely.

Call the Oregon One-Call Center
DIAL 811 or 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS	503-226-4211 Ext.4313
M-F 7am-6pm	503-226-4211
AFTER HOURS	503-464-7777
PGE	503-464-7777
CENTURY LINK	1-800-491-0118
FRONTIER	1-800-921-8101
CLEAN WATER SERVICES	503-681-3600
CITY OF TIGARD PUBLIC WORKS	503-718-2591

THIS DESIGN COMPLIES WITH ORS 92.044 (7) IN THAT NO UTILITY INFRASTRUCTURE IS DESIGNED TO BE WITHIN ONE (1) FOOT OF A SURVEY MONUMENT LOCATION SHOWN ON A SUBDIVISION OR PARTITION PLAT. NO DESIGN EXCEPTIONS NOT FINAL FIELD LOCATION CHANGES SHALL BE PERMITTED IF THAT CHANGE WOULD CAUSE ANY UTILITY INFRASTRUCTURE TO BE PLACED WITHIN THE PROHIBITED AREA.

SITE DATA

AREA:	4.37 Ac.
PROPOSED ZONING:	PDR-3
TAX MAP:	31W13B
TAX LOTS:	09000 AND 01000
NO. OF LOTS:	14

COVER SHEET

NO.	DATE	DESCRIPTION
1	1/26/16	REVISIONS FROM INCOMPLETE LETTER DATED 1/21/16
2	3/18/16	REDUCED NUMBER OF LOTS FROM 15 TO 14
3	3/30/16	SETBACK LINE ADJUSTMENTS

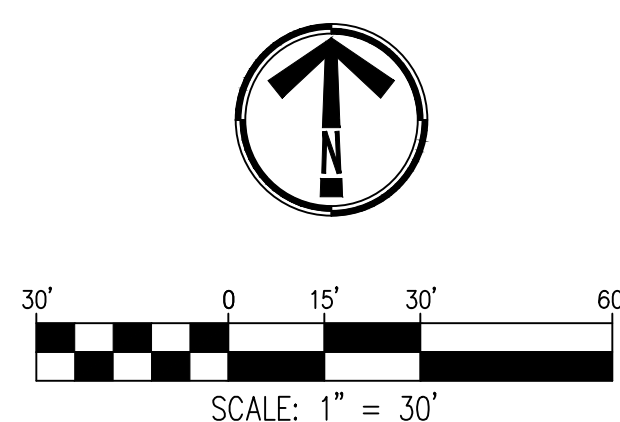
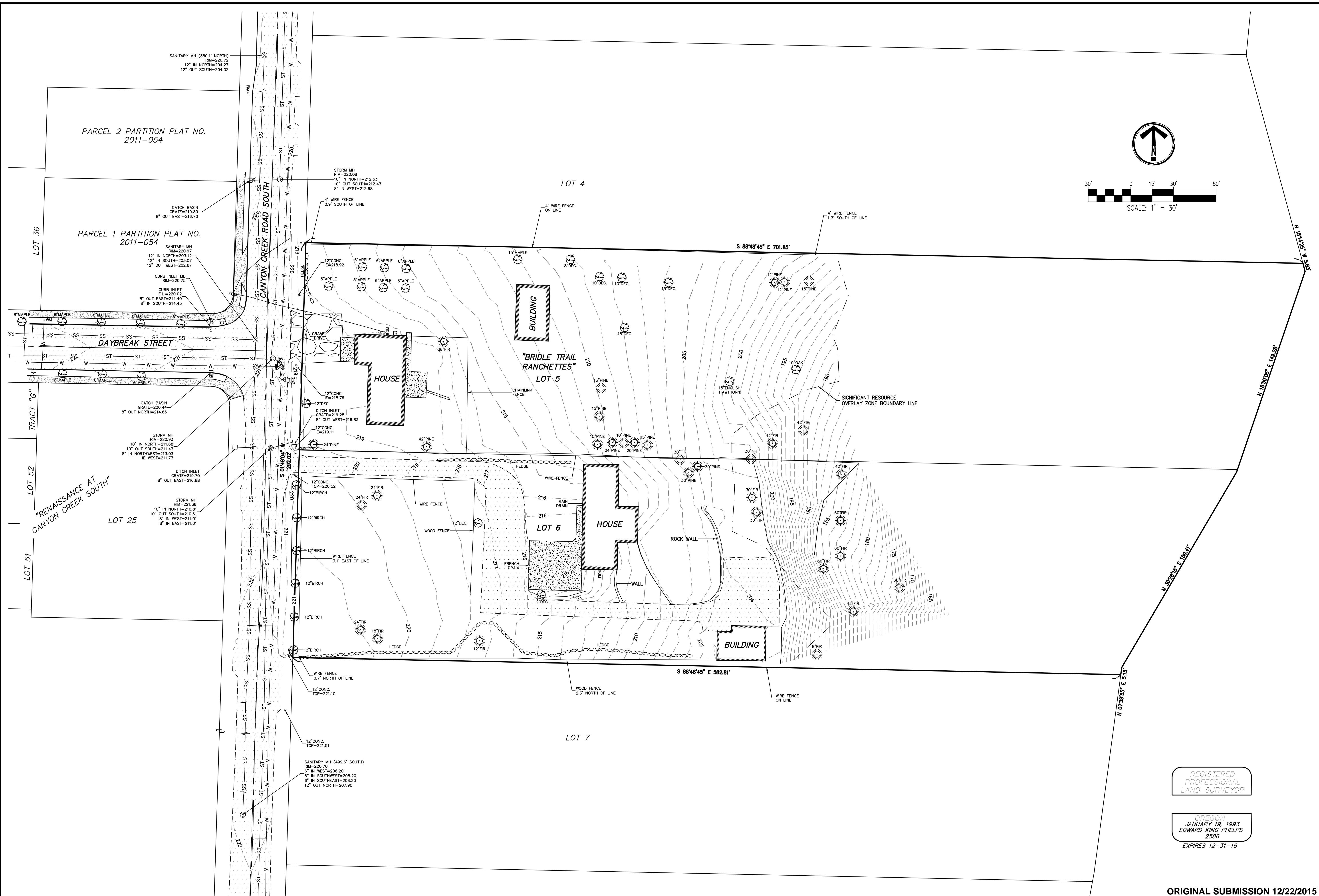
EMERIO Design
8285 SW NIMBUS AVE, SUITE 180
BEAVERTON, OREGON 97008
PHONE: (503) 639-9592
FAX: (503) 639-9592
www.emeriodesign.com

PRELIMINARY
NOT FOR
CONSTRUCTION

SHEET
1
OF
8

CANYON CREEK SUBDIVISION
TAX LOTS 0900 AND 01000
TAX MAP 31W13B
NW 1/4 OF SEC. 13, T.3S R.1W W.M.
WILSONVILLE, OREGON

CANYON CREEK ROAD SOUTH SUBDIVISION 800-015



CANYON CREEK SUBDIVISION
 TAX LOTS 0900 AND 01000
 TAX MAP 31W13B
 NW 1/4 OF SEC. 13, T.3S R.1W W.M.
 WILSONVILLE, OREGON

**EXISTING CONDITIONS
 MAP**

NO.	DATE	DESCRIPTION
1	1/26/16	REVISIONS FROM INCOMPLETE LETTER DATED 1/21/16
2	3/18/16	REDUCED NUMBER OF LOTS FROM 15 TO 14
3	3/30/16	SETBACK LINE ADJUSTMENTS

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REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

OREGON
 JANUARY 19, 1993
 EDWARD KING PHELPS
 2586
 EXPIRES 12-31-16

SHEET
2
 OF
8

ORIGINAL SUBMISSION 12/22/2015

FILE: P:\500-015 Canyon Creek South Long Term\500-015_02\topo, Layout: 2 EXISTING CONDITIONS MAP, Plot Date: 4/6/2016 1:46 PM, by: Doug Thomas

PRELIMINARY PLAT

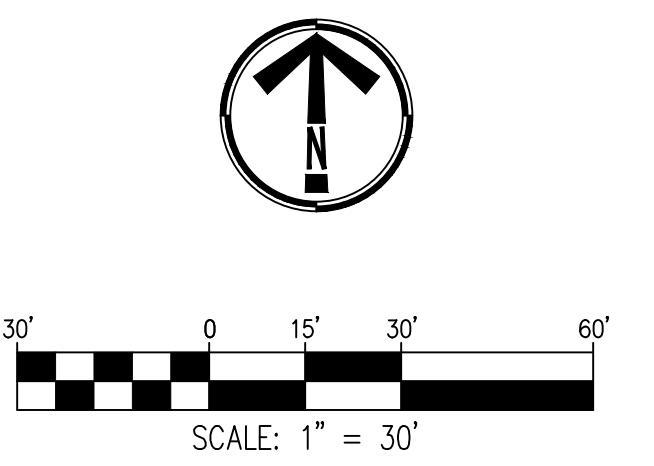
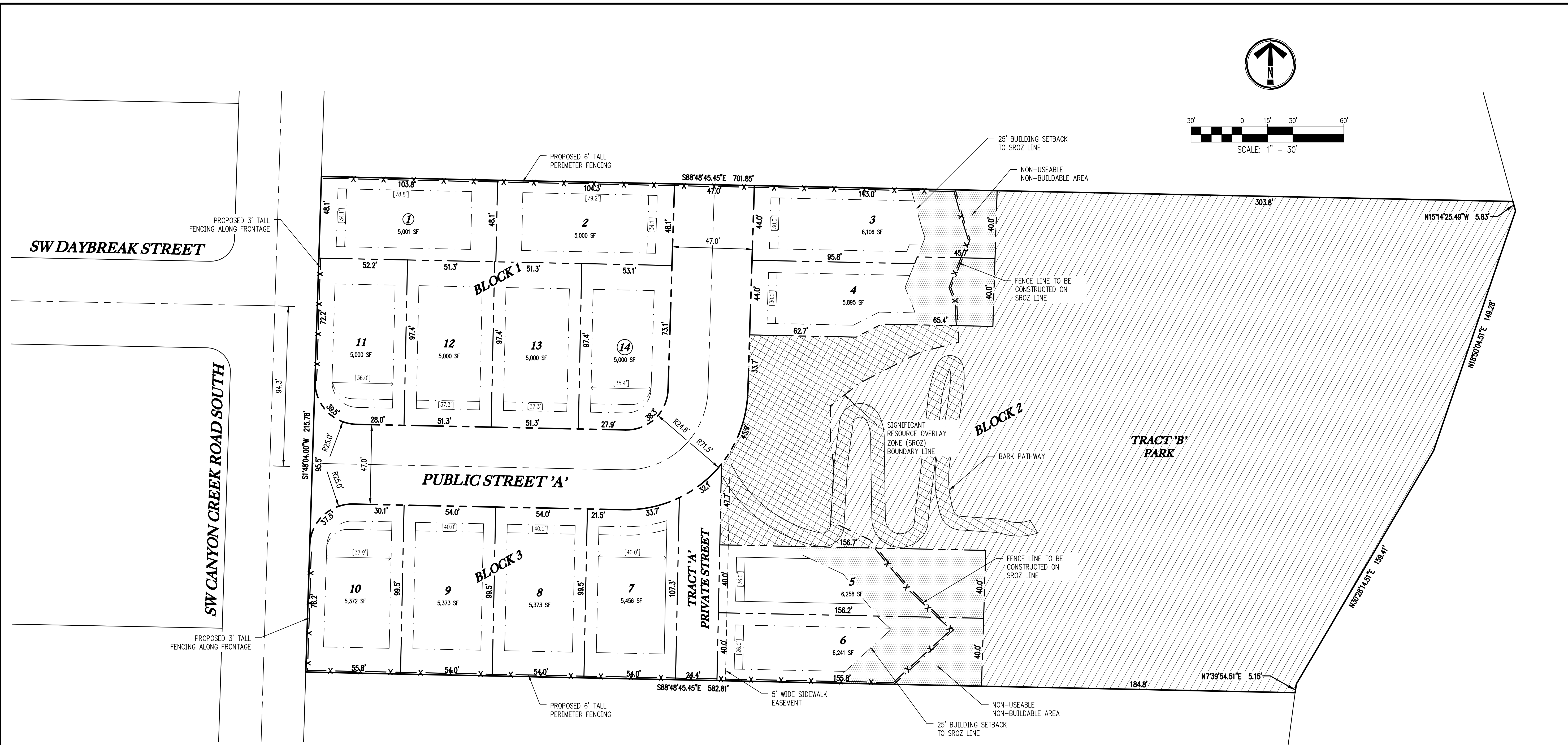
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1	1/26/16	REVISIONS FROM INCOMPLETE LETTER DATED 1/21/16
2	3/18/16	REDUCED NUMBER OF LOTS FROM 15 TO 14
3	3/30/16	SETBACK LINE ADJUSTMENTS

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PRELIMINARY
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 CONSTRUCTION

FILE P:\500-015 Canyon Creek South Long Plat\500-015_03plot Layout: 3 PRELIMINARY PLAT, Plot Date: 4/6/2016 1:46 PM, by: Doug Thomas



LEGEND

- RESIDENTIAL CONSERVATION EASEMENT ON LOTS 3, 4, 5 AND 6
- NON-USABLE AREA
- USABLE AREA
- 7' SIDE SETBACK LINES
- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- PROPOSED FENCE

TRACT 'B' DATA

USABLE AREA: 0.29 ACRES (12,418.2 SQ. FT.)
 NON-USABLE AREA: 1.86 ACRES (80,804.7 SQ. FT.)

PARCEL DATA

AREA: 4.37 Ac.
 PROPOSED ZONING: PDR-3
 TAX MAP: 31W13B
 TAX LOTS: 09000 AND 01000
 NO. OF LOTS: 14

MINIMUM SETBACKS

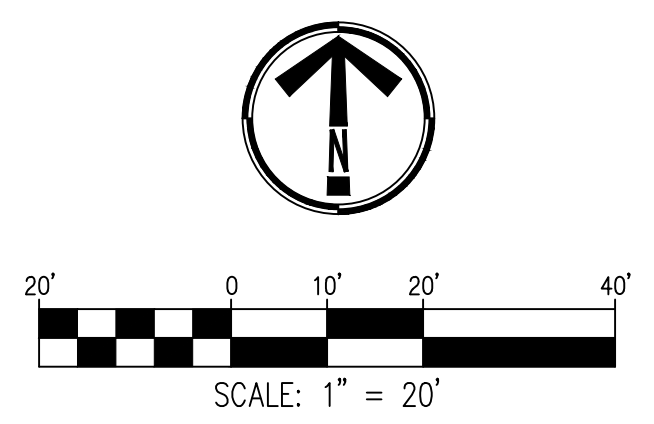
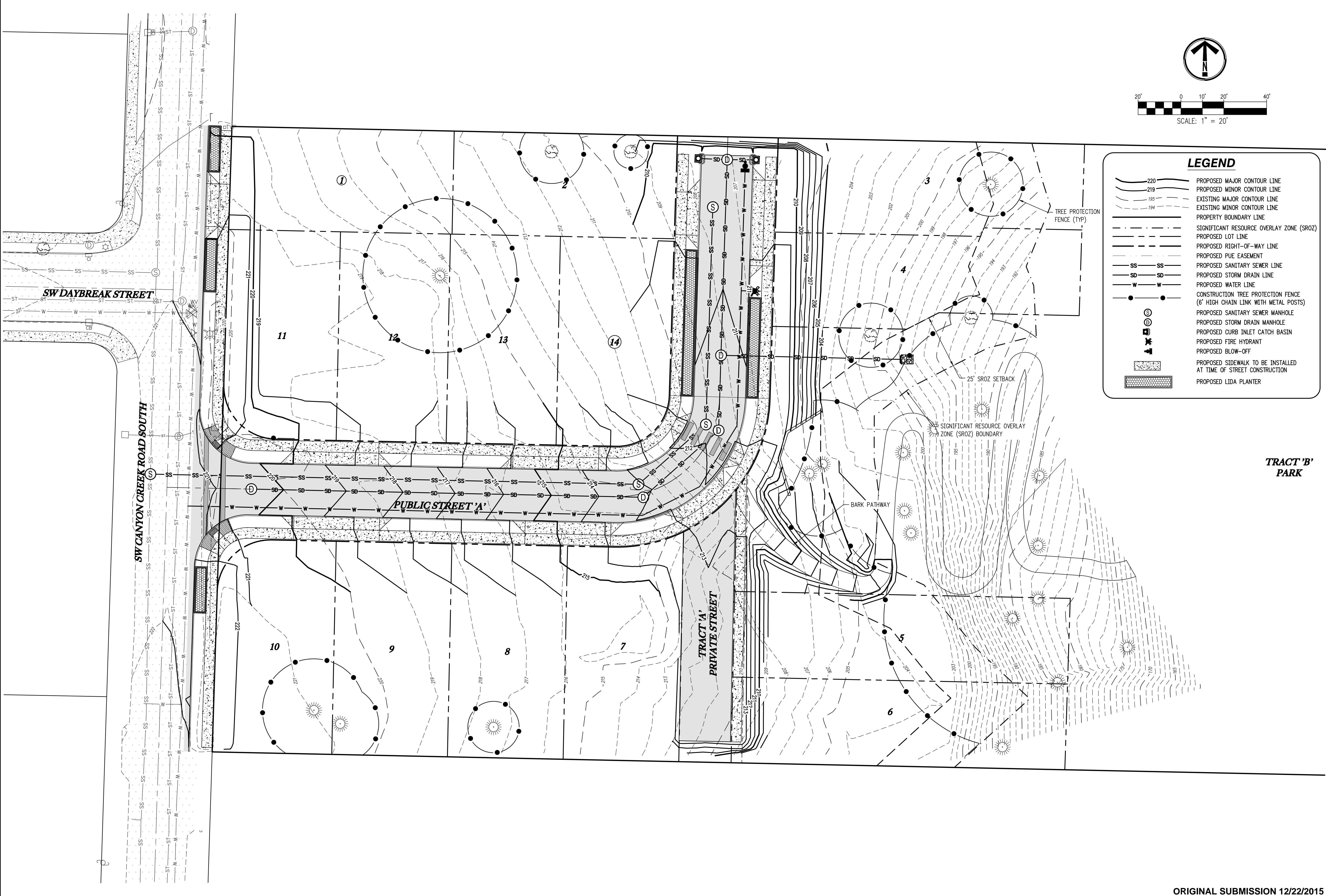
FRONT: 15'
 OPEN FRONT PORCH: 10'
 SIDE: 5' FOR 1 STORY
 7' FOR TWO OR MORE STORIES
 STREET SIDE: 10'
 GARAGE DOOR: 20'
 REAR: 15' SINGLE STORY
 20' TWO OR MORE STORIES
 MAX HEIGHT: 35'
 MAX LOT COVERAGE: 50%

SITE DATA

ZONE: PDR-3
 TOTAL SITE AREA: 4.37 ACRES (190,357.2 SQ. FT.)
 PUBLIC/PRIVATE STREET SROZ AREA: 0.48 ACRES (20,976.5 SQ. FT.)
 SROZ AREA: 2.04 ACRES (89,006.1 SQ. FT.)
 14 LOTS
 MINIMUM LOT SIZE: 5,000 SQ. FT.
 MAXIMUM LOT SIZE: 6,258 SQ. FT.
 AVG. LOT SIZE: 5,433.9 SQ. FT.

NOTES:

- SW CANYON CREEK ROAD SOUTH AND SW DAYBREAK STREET ARE PUBLIC STREETS UNDER THE JURISDICTION OF THE CITY OF WILSONVILLE. THE PROPOSED PUBLIC STREET 'A' WILL ALSO BE UNDER WILSONVILLE'S JURISDICTION.
- FOLLOWING PLANNING APPROVAL AND PREPARATION AND APPROVAL OF REQUIRED CONSTRUCTION DRAWINGS THE FOLLOWING IMPROVEMENTS WILL BE INSTALLED: PUBLIC STREET 'A', PRIVATE STREET, SIDEWALKS ALONG ALL STREET FRONTAGES, TREE PLANTINGS AND LANDSCAPING SHOWN ON THE LANDSCAPING PLAN, AMENITIES IN PARK AS SHOWN ON LANDSCAPING PLAN AND BARK PATHWAY, ASSOCIATED UTILITIES.
- UNDERGROUND INSTALLATION OF UTILITIES SHALL TAKE PLACE IN ACCORDANCE WITH WILSONVILLE'S CODE REQUIREMENTS.
- CROSSWALKS (WHERE A PATHWAY CROSSES A PARKING AREA OR DRIVEWAY) SHALL BE CLEARLY MARKED WITH CONTRASTING PAINT OR PAVING MATERIALS (e.g. PAVERS, LIGHT-COLOR CONCRETE INLAY BETWEEN ASPHALT, OR SIMILAR CONTRAST).
- ALL STREET TREE PLACEMENT SHALL MEET THE STANDARDS OF PUBLIC WORKS STANDARDS.



LEGEND

	220	PROPOSED MAJOR CONTOUR LINE
	219	PROPOSED MINOR CONTOUR LINE
	195	EXISTING MAJOR CONTOUR LINE
	194	EXISTING MINOR CONTOUR LINE
		PROPERTY BOUNDARY LINE
		SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ)
		PROPOSED LOT LINE
		PROPOSED RIGHT-OF-WAY LINE
		PROPOSED PUE EASEMENT
	SS	PROPOSED SANITARY SEWER LINE
	SD	PROPOSED STORM DRAIN LINE
	W	PROPOSED WATER LINE
		CONSTRUCTION TREE PROTECTION FENCE (6' HIGH CHAIN LINK WITH METAL POSTS)
		PROPOSED SANITARY SEWER MANHOLE
		PROPOSED STORM DRAIN MANHOLE
		PROPOSED CURB INLET CATCH BASIN
		PROPOSED FIRE HYDRANT
		PROPOSED BLOW-OFF
		PROPOSED SIDEWALK TO BE INSTALLED AT TIME OF STREET CONSTRUCTION
		PROPOSED LIDA PLANTER

CANYON CREEK SUBDIVISION
 TAX LOTS 0900 AND 01000
 TAX MAP 31W13B
 NW 1/4 OF SEC. 13, T.3S R.1W W.M.
 WILSONVILLE, OREGON

PRELIMINARY GRADING PLAN

REVISIONS

NO.	DATE	DESCRIPTION
1	1/26/16	REVISIONS FROM INCOMPLETE LETTER DATED 1/21/16
2	3/18/16	REDUCED NUMBER OF LOTS FROM 15 TO 14
3	3/30/16	SETBACK LINE ADJUSTMENTS

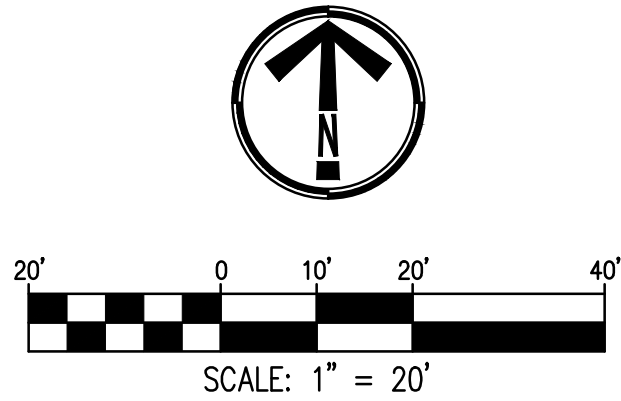
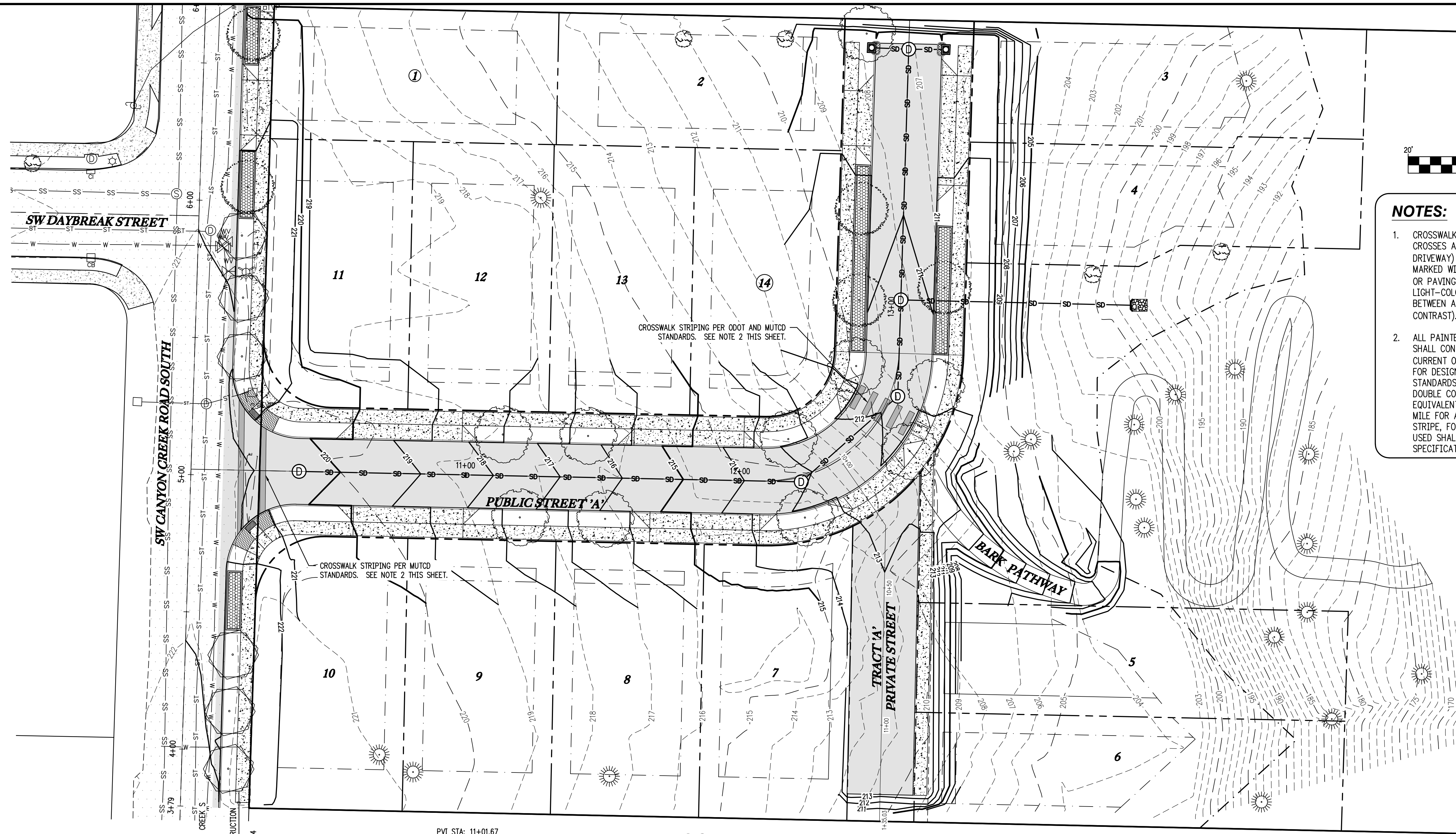
TRACT 'B' PARK

EMERIO Design
 8285 SW NIMBUS AVE, SUITE 180
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 PHONE: (503) 639-9992
 FAX: (503) 639-9992
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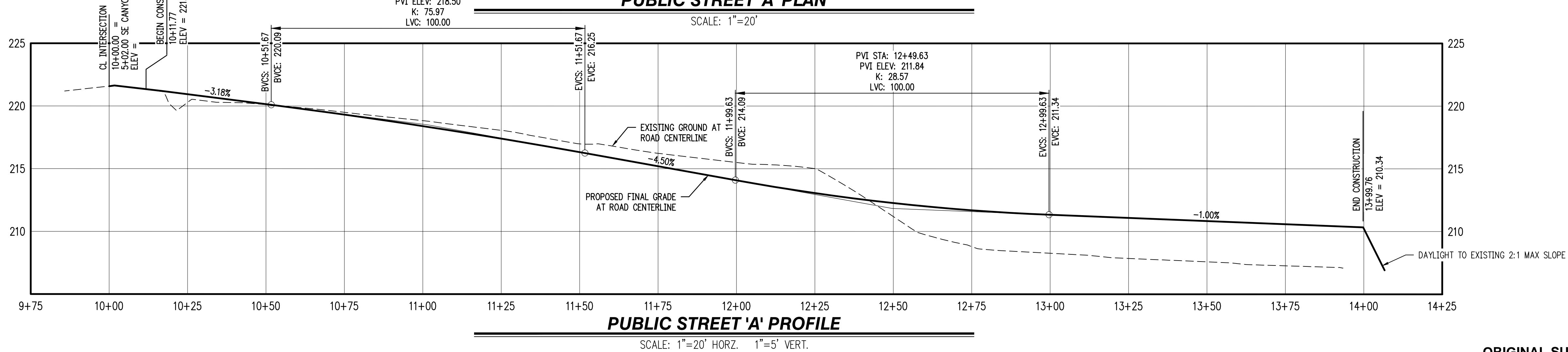
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 OF
8

FILE: P:\500-015 Canyon Creek South Long Term\500-015_04grad_Layout_4 PRELIMINARY GRADING PLAN.dwg, Plot Date: 4/16/2016 1:46 PM, by: Doug Thomas



- NOTES:**
- CROSSWALKS (WHERE A PATHWAY CROSSES A PARKING AREA OR DRIVEWAY) SHALL BE CLEARLY MARKED WITH CONTRASTING PAINT OR PAVING MATERIALS (e.g. PAVERS, LIGHT-COLOR CONCRETE INLAY BETWEEN ASPHALT, OR SIMILAR CONTRAST).
 - ALL PAINTED PAVEMENT MARKINGS SHALL CONFORM TO THE MOST CURRENT ODOT/APWA STANDARDS FOR DESIGN AND CONSTRUCTION STANDARDS. ALL PAINT SHALL BE DOUBLE COATED AT 15-MILS WET, EQUIVALENT TO 17-GALLONS PER MILE FOR A 4-INCH WIDE SOLID STRIPE, FOR EACH COAT. PAINT USED SHALL MEET ODOT STANDARD SPECIFICATION 00865.

PUBLIC STREET 'A' PLAN
SCALE: 1"=20'



PUBLIC STREET 'A' PROFILE
SCALE: 1"=20' HORZ. 1"=5' VERT.

CANYON CREEK SUBDIVISION
TAX LOTS 0900 AND 01000
TAX MAP 31W13B
NW 1/4 OF SEC. 13, T.3S R.1W W.M.
WILSONVILLE, OREGON
CANYON CREEK ROAD SOUTH SUBDIVISION 800-015

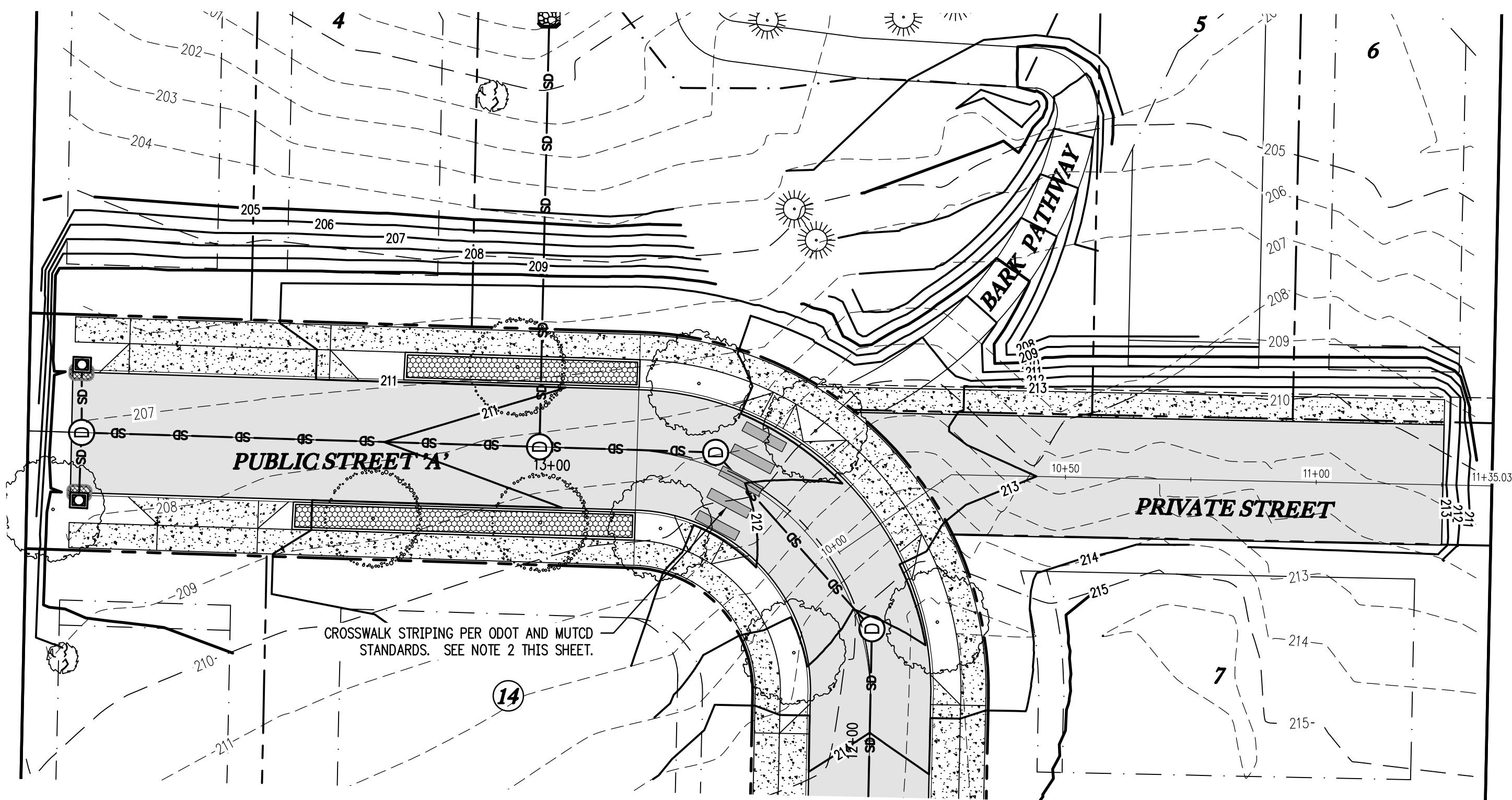
STREET 'A' PLAN AND PROFILE

REVISIONS	
NO.	DESCRIPTION
1	REVISIONS FROM INCOMPLETE LETTER DATED 1/21/16
2	REDUCED NUMBER OF LOTS FROM 15 TO 14
3	SETBACK LINE ADJUSTMENTS

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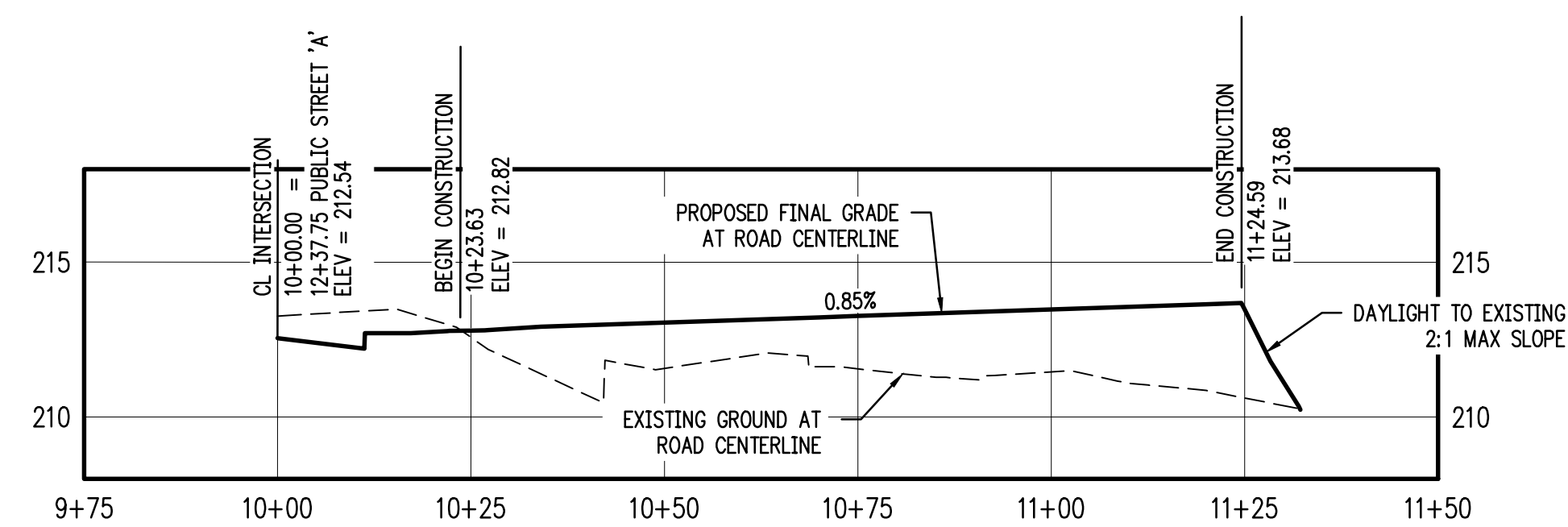
PRELIMINARY NOT FOR CONSTRUCTION

FILE: P:\500-015 Canyon Creek South Long Term\1500-015_05street, Layout: 5 STREET 'A' PLAN AND PROFILE, Plot Date: 4/6/2016 1:47 PM, by: Doug Thomas



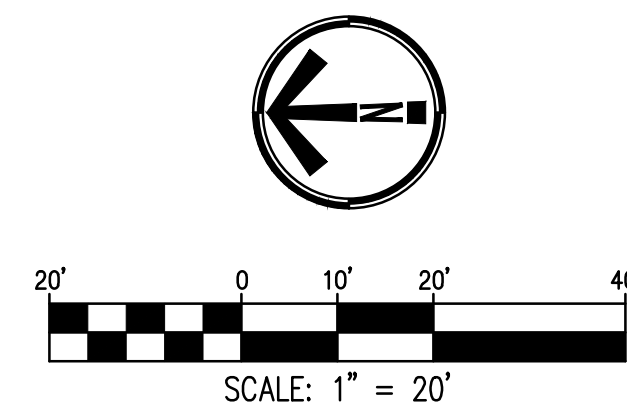
PRIVATE STREET PLAN

SCALE: 1"=20'



PRIVATE STREET PROFILE

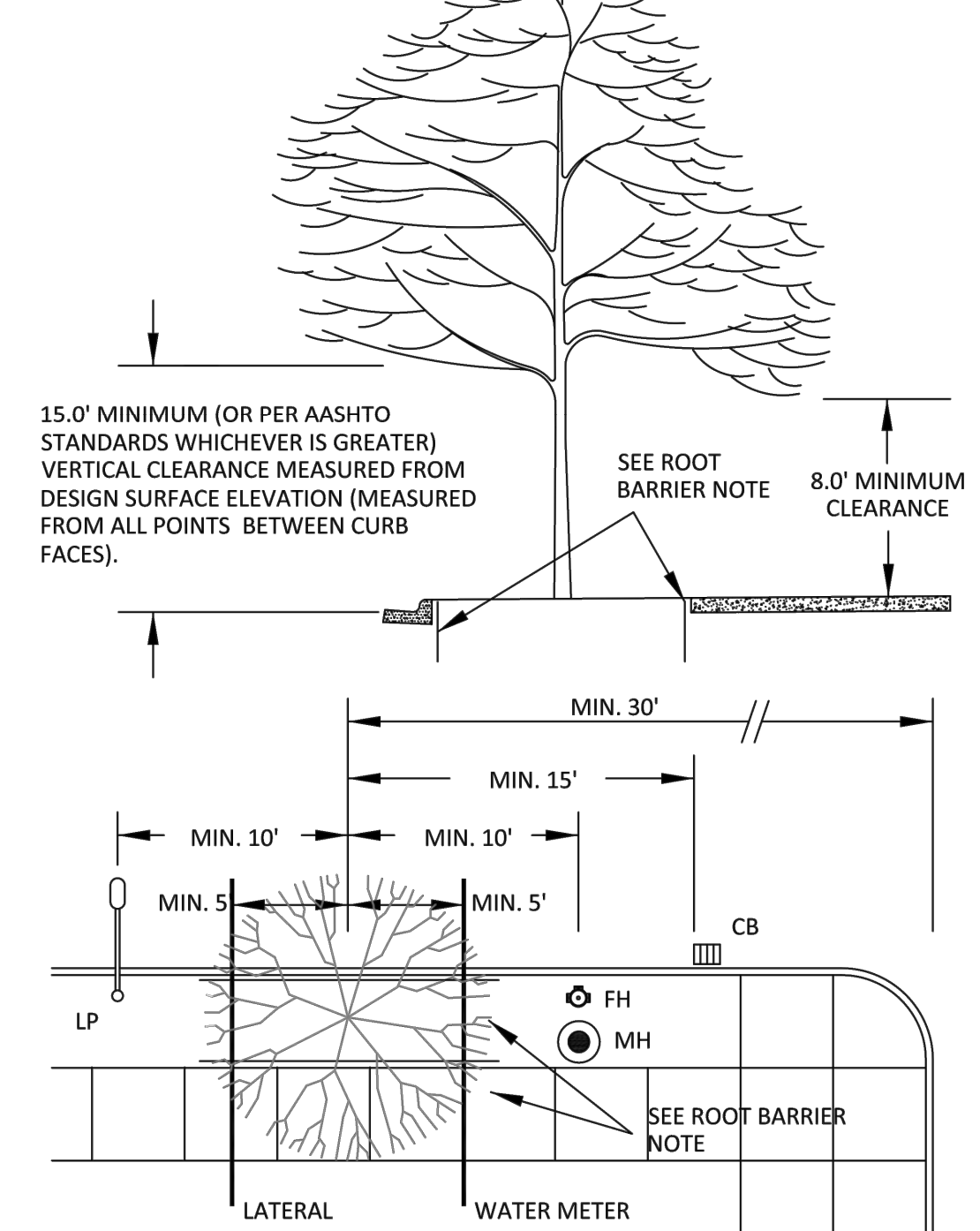
SCALE: 1"=20' HORZ. 1"=5' VERT.



NOTES:

- CROSSWALKS (WHERE A PATHWAY CROSSES A PARKING AREA OR DRIVEWAY) SHALL BE CLEARLY MARKED WITH CONTRASTING PAINT OR PAVING MATERIALS (e.g. PAVERS, LIGHT-COLOR CONCRETE INLAY BETWEEN ASPHALT, OR SIMILAR CONTRAST).
- ALL PAINTED PAVEMENT MARKINGS SHALL CONFORM TO THE MOST CURRENT ODOT/APWA STANDARDS FOR DESIGN AND CONSTRUCTION STANDARDS. ALL PAINT SHALL BE DOUBLE COATED AT 15-MILS WET, EQUIVALENT TO 17-GALLONS PER MILE FOR A 4-INCH WIDE SOLID STRIPE, FOR EACH COAT. PAINT USED SHALL MEET ODOT STANDARD SPECIFICATION 00865.

This Detail Drawing may not be altered or changed in any manner except by the City Engineer. It is the responsibility of the user to acquire the most current version.



- NOTES:**
- 5' MINIMUM CLEARANCE FROM UNDERGROUND UTILITIES AND LATERALS. LANDSCAPE DESIGN OF TREES AND ENGINEERING DESIGN OF UNDERGROUND SERVICES SHALL BE COORDINATED.
 - TREES SHALL BE CENTERED BETWEEN CURB AND SIDEWALK.
 - CITY APPROVED ROOT BARRIER METHOD TO BE USED FOR ALL STREET TREES LOCATED WITHIN 8 FEET OF ALL CURBS AND SIDEWALKS. ROOT BARRIER SHALL EXTEND TO A DISTANCE OF 20" CENTERED WITH THE TREE BASE. BARRIER SHALL BE 2"-4" FROM CURB OR SIDEWALK AND EXTEND A MINIMUM OF 24" IN DEPTH.
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 - PARALLEL PARKING: LOCATE TREE BETWEEN ON-STREET PARKING SPACES. THIS LOCATION PRECLUDES DOORS OPENING ONTO TREES AND PASSENGERS EXITING IN CONFLICT WITH TREE PLACEMENT.
 - DIAGONAL PARKING: LOCATE TREE MINIMUM 3' AWAY FROM LEFT STALL LINE TOWARD THE CENTER OF THE PARKING SPACE. THIS LOCATION ATTEMPTS TO AVOID THE FRONT END OF THE PARKED CAR OVERHANGING THE CURB.

Street Tree Location and Clearances			CITY OF WILSONVILLE PUBLIC WORKS STANDARDS
DRAWING NUMBER: RD-1240	DRAWN BY: SR	SCALE: N.T.S.	
FILE NAME: RD-1240.DWG	APPROVED BY: NK	DATE: 12/31/14	

CANYON CREEK SUBDIVISION
TAX LOTS 0900 AND 01000
TAX MAP 31W13B
NW 1/4 OF SEC. 13, T.3S R.1W W.M.
WILSONVILLE, OREGON

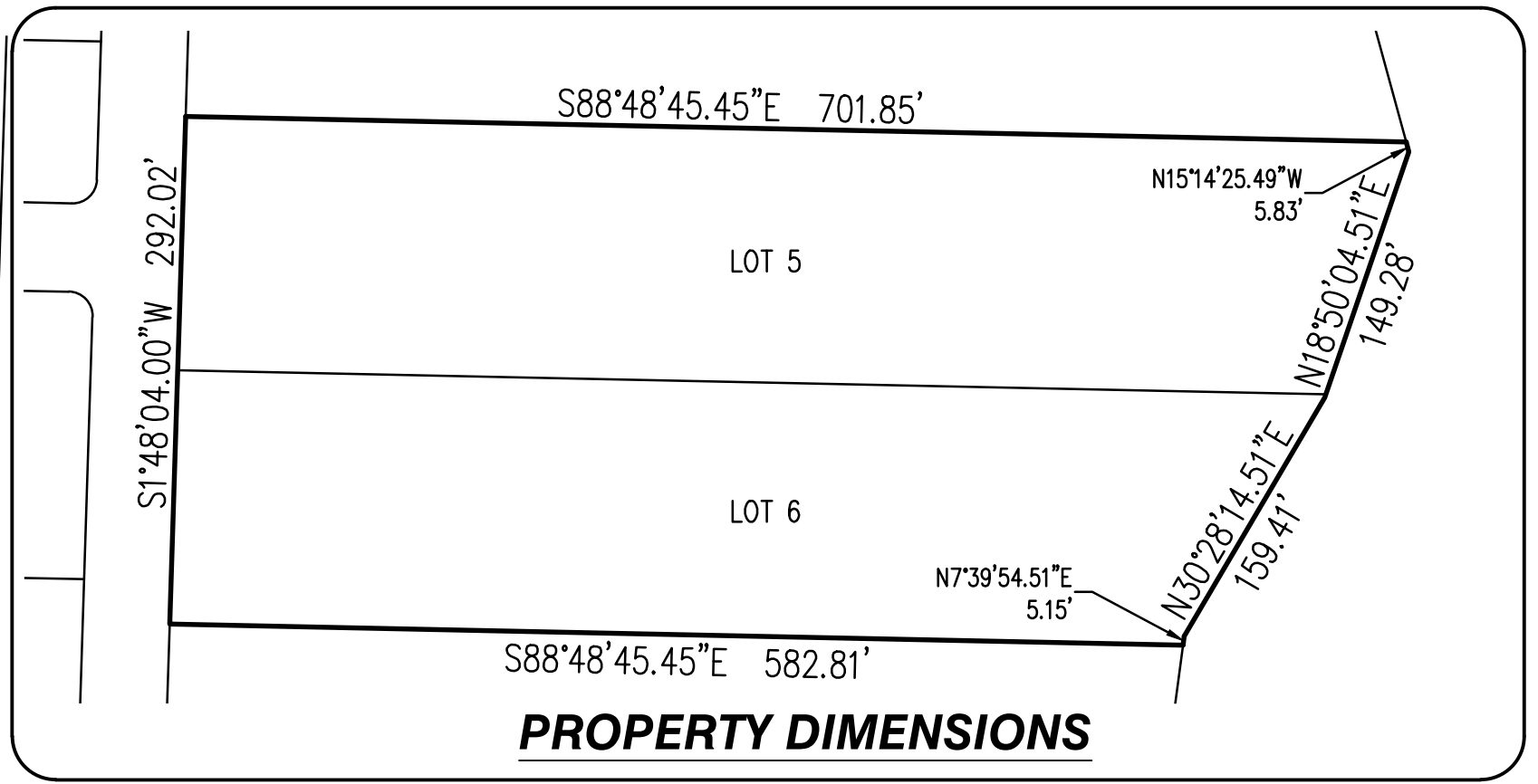
PRIVATE STREET PLAN AND PROFILE

REVISIONS	
NO.	DESCRIPTION
1	DATE 1/26/16 REVISIONS FROM INCOMPLETE LETTER DATED 1/21/16
2	REDUCED NUMBER OF LOTS FROM 15 TO 14
3	SETBACK LINE ADJUSTMENTS

EMERIO Design
8285 SW NIMBUS AVE, SUITE 180
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PRELIMINARY NOT FOR CONSTRUCTION

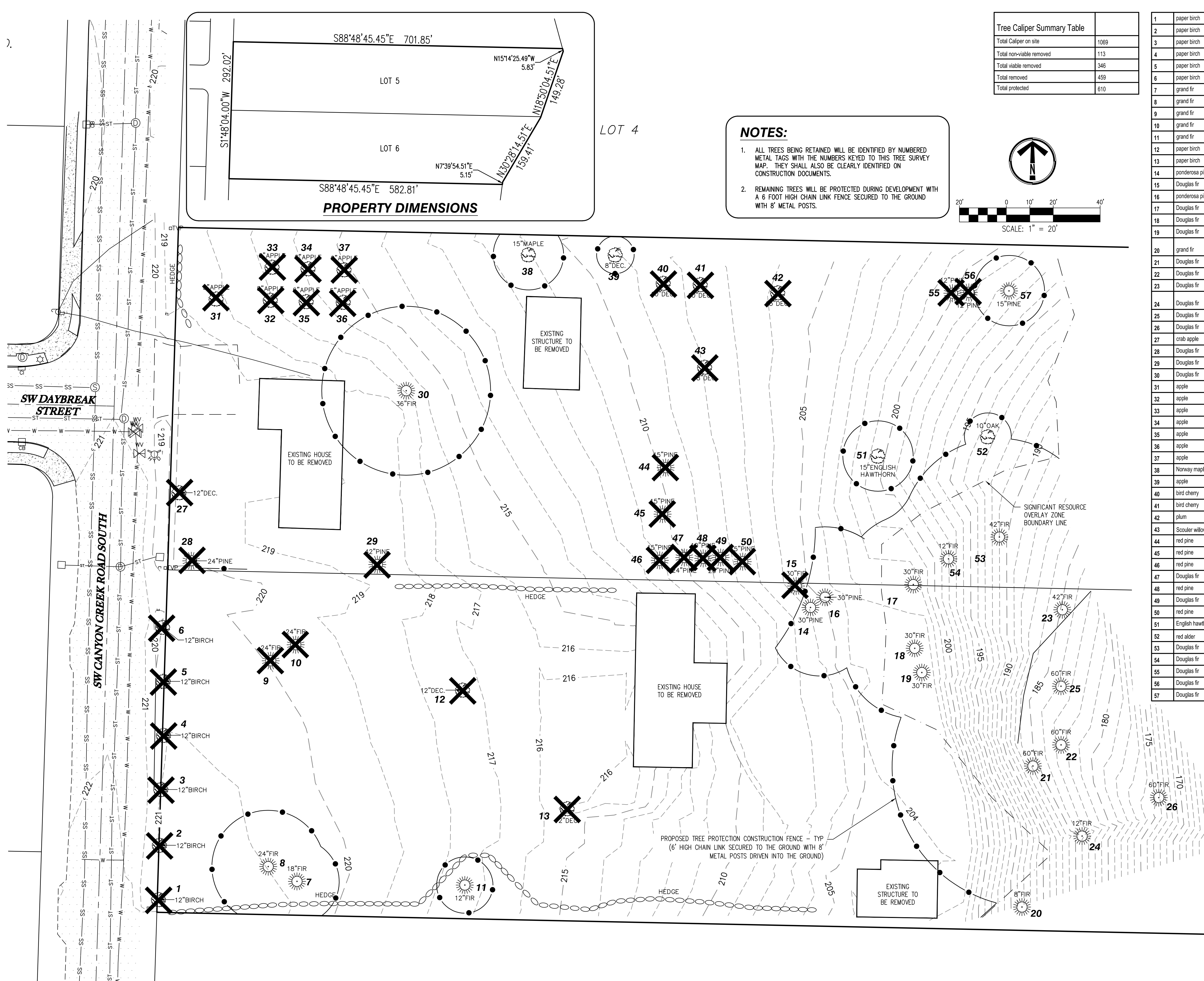
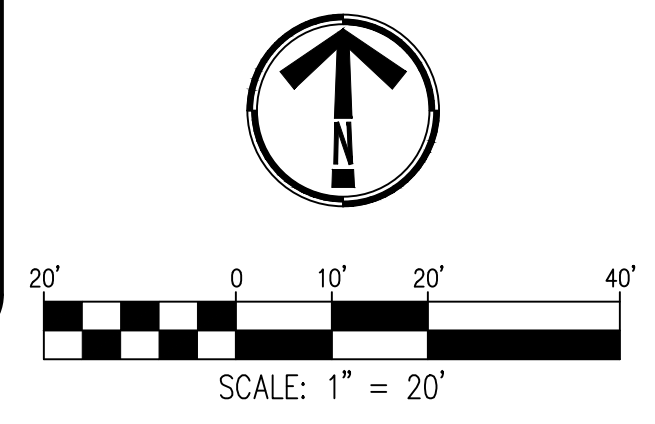
SHEET **6** OF **8**



NOTES:

- ALL TREES BEING RETAINED WILL BE IDENTIFIED BY NUMBERED METAL TAGS WITH THE NUMBERS KEYED TO THIS TREE SURVEY MAP. THEY SHALL ALSO BE CLEARLY IDENTIFIED ON CONSTRUCTION DOCUMENTS.
- REMAINING TREES WILL BE PROTECTED DURING DEVELOPMENT WITH A 6 FOOT HIGH CHAIN LINK FENCE SECURED TO THE GROUND WITH 8\"/>

Tree Caliper Summary Table	
Total Caliper on site	1069
Total non-viable removed	113
Total viable removed	346
Total removed	459
Total protected	610



1	paper birch	14	20	terminal decline due to wood borers	remove
2	paper birch	12	20	terminal decline due to wood borers	remove
3	paper birch	11	22	terminal decline due to wood borers	remove
4	paper birch	12	20	terminal decline due to wood borers	remove
5	paper birch	11	16	terminal decline due to wood borers	remove
6	paper birch	13	18	terminal decline due to wood borers	remove
7	grand fir	12	30	viable	
8	grand fir	14	30	viable	
9	grand fir	15	22	viable	remove
10	grand fir	15	24	viable	remove
11	grand fir	13	30	viable	
12	paper birch	11	16	terminal decline due to wood borers	remove
13	paper birch	11	18	terminal decline due to wood borers	remove
14	ponderosa pine	37	70	viable	
15	Douglas fir	26	70	viable	remove
16	ponderosa pine	25	70	viable	
17	Douglas fir	27	75	viable	
18	Douglas fir	22	60	viable	
19	Douglas fir	30	75	viable	
20	grand fir	8	40	viable; size estimated; no tag; blackberries at base	
21	Douglas fir	51	130	viable	
22	Douglas fir	48	120	viable	
23	Douglas fir	64	140	viable	
24	Douglas fir	14	45	viable; size estimated; no tag; blackberries at base	
25	Douglas fir	40	130	viable	
26	Douglas fir	58	150	viable	
27	crab apple	11	15	viable	remove
28	Douglas fir	20	45	viable	remove
29	Douglas fir	42	60	viable	remove
30	Douglas fir	36	70	viable	
31	apple	6	12	viable, topped	remove
32	apple	5	12	viable, topped	remove
33	apple	5	12	viable, topped	remove
34	apple	6	12	viable, topped	remove
35	apple	7	12	viable, topped	remove
36	apple	7	12	viable, topped	remove
37	apple	5	12	viable, topped	remove
38	Norway maple	15	18	viable	
39	apple	7	16	viable, topped	
40	bird cherry	9	16	trunk decay	remove
41	bird cherry	9	18	trunk decay	remove
42	plum	6	14	viable	remove
43	Scouler willow	28	26	viable	remove
44	red pine	19	44	viable	remove
45	red pine	19	36	viable	remove
46	red pine	16	28	viable	remove
47	Douglas fir	24	50	viable	remove
48	red pine	9	30	viable	remove
49	Douglas fir	18	50	viable	remove
50	red pine	16	42	viable	remove
51	English hawthorn	9	18	viable	
52	red alder	10	18	viable	
53	Douglas fir	46	90	viable	
54	Douglas fir	12	36	viable; added to map	
55	Douglas fir	11	20	viable	remove
56	Douglas fir	10	22	viable	remove
57	Douglas fir	12	22	viable	

**CANYON CREEK SUBDIVISION
TAX LOTS 0900 AND 01000
TAX MAP 31W13B
NW 1/4 OF SEC. 13, T.3S R.1W W.M.
WILSONVILLE, OREGON**

**TREE PRESERVATION AND
REMOVAL PLAN**

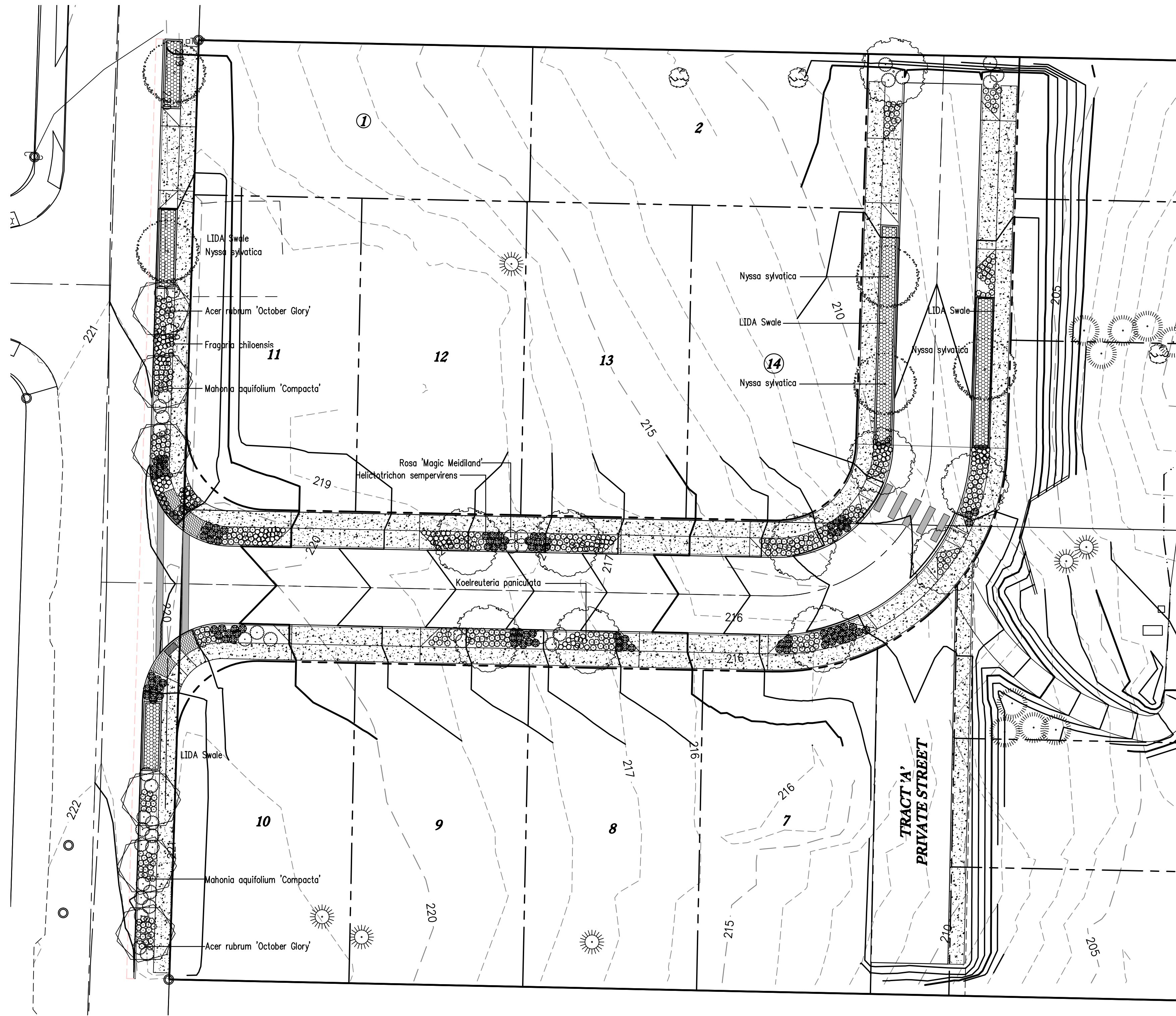
REVISIONS		
NO.	DATE	DESCRIPTION
1	1/26/16	REVISIONS FROM INCOMPLETE LETTER DATED 1/21/16
2	3/18/16	REDUCED NUMBER OF LOTS FROM 15 TO 14
3	3/30/16	SETBACK LINE ADJUSTMENTS

**EMERIO
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FILE P: \\500-015 Canyon Creek South Long Term\500-015_08trees_Layout: 8 TREE PRESERVATION AND REMOVAL PLAN, Plot Date: 4/6/2016 1:47 PM, by: Doug Thomas

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STREET TREES LOCATION NOTES

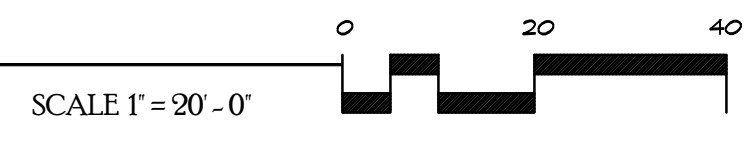
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- NOTES:**
- SEE CIVIL SHEET 6 FOR STREET TREE PLANTING DETAIL.
 - TRACT 'A' WILL BE PLANTED WITH BLUE OAT GRASS, COMPACT OREGON GRAPES AND LANDSCAPE ROSES ALONG ITS NORTH, SOUTH AND EAST BOUNDARY. ADDITIONAL APPLE TREES WILL BE PLANTED AS SPACING ALLOWS.

STREET TREES

SYMBOL	(QUANTITY) SIZE	SCIENTIFIC NAME COMMON NAME
TREES		
	2" (6) Caliper	<i>Acer rubrum 'October Glory'</i> "O.G." Red Maple
	2" (9) Caliper	<i>Koelreuteria paniculata</i> Golden Rain Tree
	2" (5) Caliper	<i>Nyssa sylvatica</i> Tupelo
SHRUBS		
	(110) 1 gallon	<i>Helictotrichon sempervirens</i> Blue Oat Grass
	(395) 1 gallon	<i>Mahonia aquifolium 'Compacta'</i> Compact Oregon Grape
	(42) 1 gallon	<i>Rosa 'Magic Meidiland'</i> 'M.M.' Landscape Rose
GROUNDCOVER		
	(200) 1 gallon	<i>Fragaria chiloensis</i> Sand Strawberry
LIDA SWALE PLANTING		
	(350) 1 gallon	<i>Juncus effusus</i> Soft Rush
	(350) 1 gallon	<i>Juncus patens</i> Spreading Rush
	(145) 1 gallon	<i>Fragaria chiloensis</i> Strawberry

NOTE:
ALL STREET TREE PLACEMENT SHALL MEET THE STANDARDS OF PUBLIC WORKS STANDARDS.



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landscape architects,
I.L.C.
12115 nw old quarry rd

portland, or 97232
503.646.3517

December 21, 2015
ORIGINAL SUBMISSION 12/22/2015

CANYON CREEK SUBDIVISION
TAX LOTS 0900 AND 01000
TAX MAP 31W13B
NW 1/4 OF SEC. 13, T.3S R.1W W.M.
WILSONVILLE, OREGON
CANYON CREEK ROAD SOUTH SUBDIVISION 500-015

STREET TREES

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SHEET
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PARK PLANTING

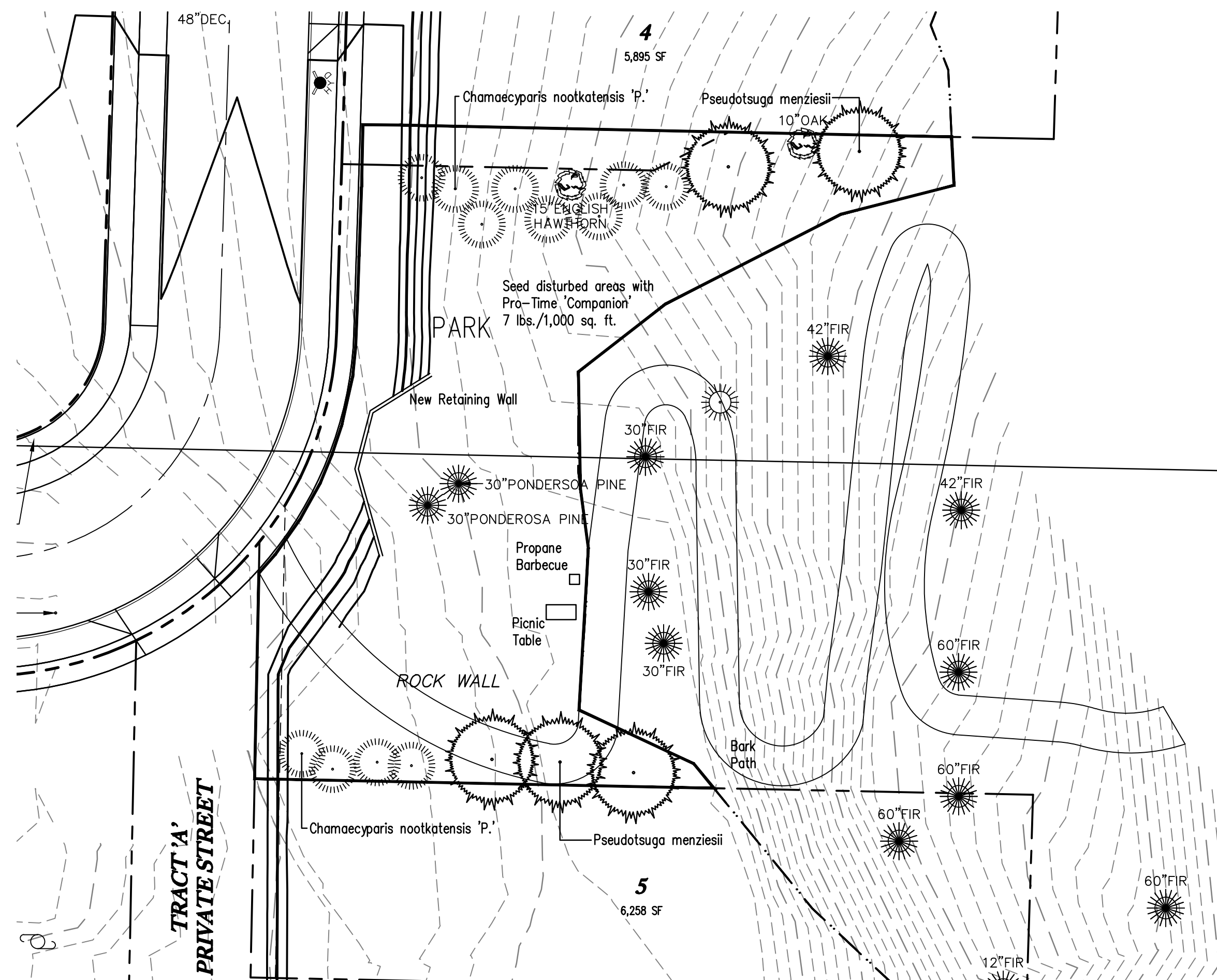
SYMBOL	(QUANTITY) SIZE	SCIENTIFIC NAME COMMON NAME
TREES		
	(11) 8"	<i>Chamaecyparis nootkatensis 'Pendula'</i> Weeping Alaska Cedar
	(5) 2" Caliper	<i>Pseudotsuga menziesii</i> Douglas-fir
SEEDING		
Pro Time Companion in disturbed areas 7 lbs. per 1,000 sq. ft.		



MITIGATION PLANTING

Areas disturbed by the construction of the bark path are to be mitigation in accordance with section 4.139.07 of the Development Code for the City of Wilsonville. No trees will be removed. Shrubs removed shall be replaced at a rate of 25 shrubs per 500 square feet of disturbance. Shrubs to be 1 gallon in size and a minimum of 12" in height.

Shrubs to be: *Symphoricarpos albus* (Snowberry), *Rubus parvifolia* (Thimbleberry) and *Gaultheria shallon* (Salal).



SCALE 1" = 20' - 0"

PLANTING NOTES

Final rough grades will be established by the General Contractor, fine finish grades by the Landscape Contractor. Top of mulch at all planting beds to be 1" below top of curbs or adjacent paving.

Plant material: All plant material shall be nursery grown under climatic conditions similar to or harder than those at the site. All plants shall be of normal habit of growth, healthy, vigorous, and free of disease, insects, insect eggs and larvae.

Trees: All trees shall be healthy grown nursery stock, be a minimum of 1-1/2" caliper at 6 inches above ground level, and be at least 8-10 feet high conforming in size and grade with the standard for nursery stock ANSI Z60.1-1990 1990 ed. All trees shall have a single straight trunk, a well developed leader with tops and roots characteristic of the species, cultivar or variety. All trees must be free of insects, diseases, mechanical injury, and other objectionable features when planted. Bare root stock shall leave a root system sufficient to insure survival and healthy growth. Balled and burlap (B&B) stock shall leave a natural sound ball sufficient to insure survival and healthy growth. All trees which are grafted are to be grafted at a minimum height of 7 feet above ground level.

Topsoil: Backfill for planting holes to be 2/3 topsoil, 1/3 textural soil amendment. Shrub beds to have 6" of topsoil and 2" of textural soil amendment. Lawn areas to have minimum 4" topsoil. Any imported topsoil used is to be fertile, friable, and free of noxious weeds and debris. Textural soil amendments may be well rotted manure or commercial compost. Landscape architect shall field inspect prepared topsoil prior to any planting being done.

Fertilizer: 10-15-10 slow release on shrubs, trees, and groundcovers. All plants to receive applications of fertilizer according to manufacturer's recommendation.

Mulch: Minimum 2" medium grind, well-rotted bark mulch or commercial compost.

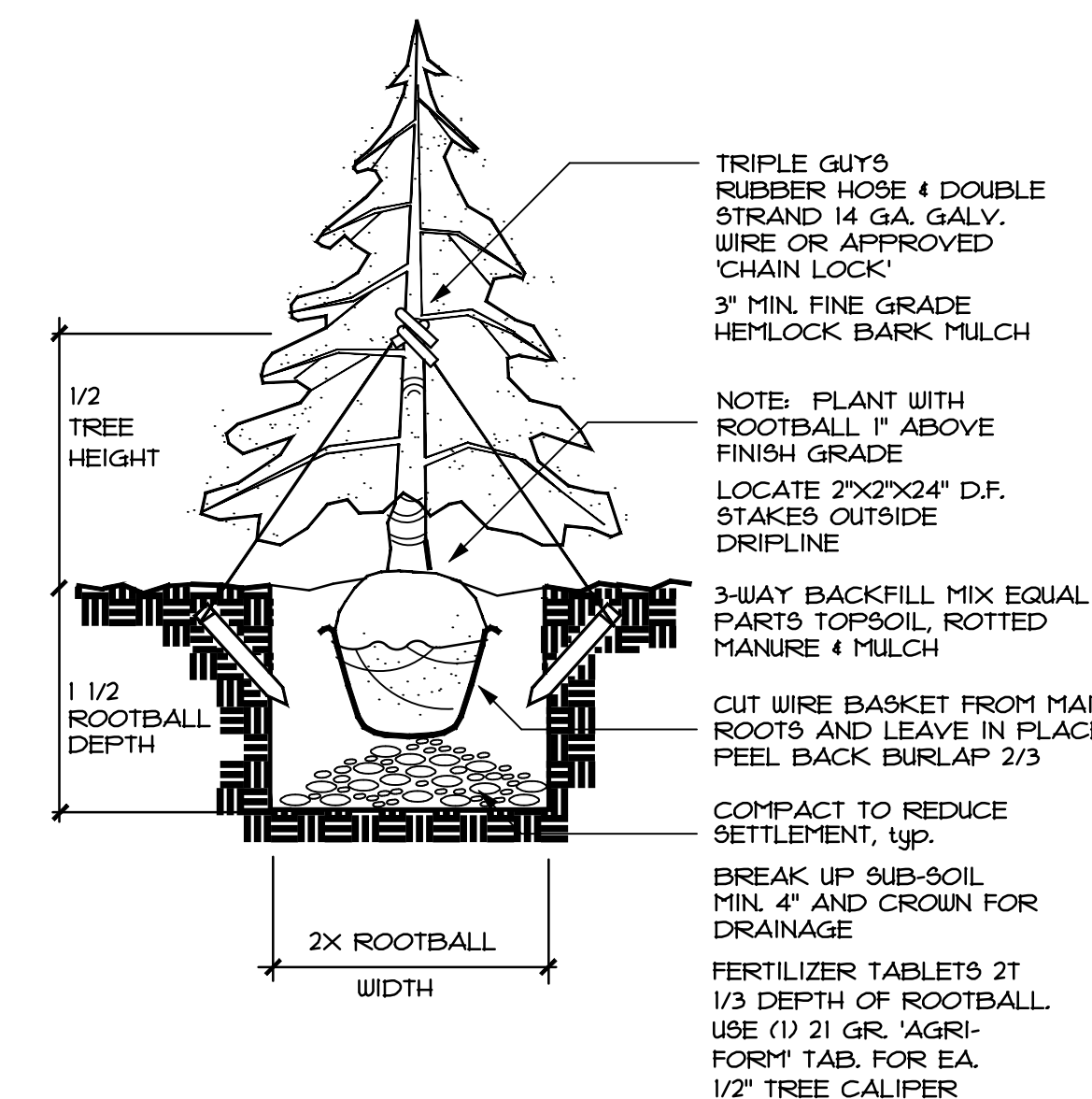
Planting: Stones, mortar, rubbish, and any material harmful to plant life are all to be removed from all planting areas.
 - All planting areas to be raked smooth prior to planting. Lawn areas to be raked smooth and rolled prior to planting.
 - Sod areas to be watered prior to placement of sod.
 - All planting holes are to be twice the diameter of the plant root ball or system. Sides and bottom of holes are to be broken up.
 - All plants to be watered in when the planting holes have been half filled with soil. The irrigation system is not to be used to water plants in.
 - Apply fertilizer when the planting hole is 3/4 full.
 - Finished planting level of plants to be at or slightly above level grown in nursery.
 - Landscape Architect shall inspect all planting and give written approval before owner will accept the landscaping work (from the general contractor) as being complete.

Maintenance: Begin maintenance immediately after each shrub and tree is planted. Protect and maintain plantings for a period of 60 days after acceptance. Water, weed, cultivate, maintain mulch, and reset plants to proper grades and upright positions as required.

Guarantee: Guarantee all plant material after final acceptance for duration of two full growing seasons or for two years, whichever is longer. Replace plant materials not surviving or in poor condition: except only loss or damage due to freezing, vandalism, or acts and neglects on the part of others.

IRRIGATION NOTES

Irrigation to be by watering truck through the guarantee period.



1 EVERGREEN TREE PLANTING DETAIL SECTION N.T.S.

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PARK PLANTING

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EMERIO Design
REGISTERED LANDSCAPE ARCHITECT
138
Gretchen Vadnais
OREGON 6/16/82
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December 21, 2015
ORIGINAL SUBMISSION 12/22/2015

SHEET
L2 OF 2

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, APRIL 25, 2016

6:30 PM

VIII. Board Member Communications:

**A. Results of the April 11, 2016 DRB Panel A
meeting**

City of Wilsonville

Development Review Board Panel A Meeting Meeting Results

DATE: APRIL 11, 2016		TIME END: 7:17 P.M.
LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR		
TIME START: 6:30 P.M.		

ATTENDANCE LOG

BOARD MEMBERS	STAFF
Mary Fierros Bower, Chair	Chris Neamtzu
Kristin Akervall, Vice-Chair	Barbara Jacobson
James Frinell	Steve Adams
Ronald Heberlein	Daniel Pauly
Fred Ruby	Connie Randall

AGENDA RESULTS

AGENDA	ACTIONS
CITIZENS' INPUT	None.
ELECTION OF 2016 CHAIR AND VICE-CHAIR	
• Chair	Mary Fierros Bower unanimously elected as 2016 DRB-A Chair
• Vice Chair	Kristin Akervall unanimously elected as 2016 DRB-A Vice Chair
CONSENT AGENDA	
A. Approval of minutes of February 8, 2016 DRB Panel A meeting	A. Approved as corrected.
PUBLIC HEARING	
A. Resolution No. 325. Coca Cola Warehouse Expansion: Coca Cola Refreshments – Owner. Monte Pershall, Trecore Construction Management LLC - Applicant. The applicant is requesting approval of Stage I Preliminary Plan Revision, a Stage II Final Plan Revision and Site Design Review for a 35,120 Sq Ft warehouse addition, new automobile and bicycle parking spaces, landscaping and upgraded exterior lighting. The site is located at 9750 SW Barber Street on Tax Lot 103 of Section 14C, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Connie Randall. Case Files: DB16-0001 – Stage I Preliminary Plan Revision DB16-0002 – Stage II Final Plan Revision DB16-0003 – Site Design Review	A. Resolution No 325 was unanimously approved as presented.
BOARD MEMBER COMUNICATIONS	
A. Results of the March 28, 2016 DRB Panel B meeting	A. Staff discussed several details of the hearing.
STAFF COMMUNICATIONS	