

TABLE OF CONTENTS

- application
- proof of ownership
- property owner labels
- narrative
- traffic report
- storm water report
- geotechnical report
- arborist report
- franchise hauler letter
- material board (*scan*)
- lighting information
- drawing package (*reduced scale*)
- supplemental information
 - lot line adjustment
 - replat documents (for reference only)
 - driveway waiver request
 - TVF&R letter (for reference only)
 - wash bay recirculation system
 - existing streetlight photometric



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.226.1285
FAX: 503.226.1670
WWW.CIDAINC.COM



City of Wilsonville
Exhibit B1 DB20-0002 et seq

PROJECT #180146.03



Planning Division
Development Permit Application

Final action on development application or zone change is required within 120 days in accordance with provisions of ORS 227.175

A pre application conference is normally required prior to submittal of an application. Please visit the City's website for submittal requirements

Pre-Application Meeting Date: 09/19/19

Incomplete applications will not be scheduled for public hearing until all of the required materials are submitted.

29799 SW Town Center Loop E, Wilsonville, OR 97070
Phone: 503.682.4960 Fax: 503.682.7025
Web: www.ci.wilsonville.or.us

Applicant:

Name: Gavin Russell
Company: CIDA
Mailing Address: 15895 SW 72nd Ave., Suite 200
City, State, Zip: Portland, OR, 97224
Phone: 503-226-1285 Fax: 503-226-1670
E-mail: gavirr@cidainc.com

Authorized Representative:

Name:
Company:
Mailing Address:
City, State, Zip:
Phone: Fax:
E-mail:

Property Owner:

Name: Dave Nicoli
Company: Nicoli Pacific LLC.
Mailing Address: P.O. Box 2401
City, State, Zip: Lake Oswego, OR, 97035
Phone: 503-209-6970 Fax:
E-mail: dnicoli@dpnicoli

Property Owner's Signature:

Signature: [Handwritten Signature]
Printed Name: DAVID P NICOLI Date: 1-10-2020

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

Signature: [Handwritten Signature]
Printed Name: GAVIN RUSSELL Date: 1-10-2020

Site Location and Description:

Project Address if Available: N/A Suite/Unit N/A
Project Location: South of Boakman Rd. on SW Boberg Rd.
Tax Map #(s): 14A Tax Lot #(s): 500 County: Washington Clackamas

Request:

New 11,400 sf metal building with an approximately 52,700 sf open storage yard.

Project Type: Class I Commercial Class III

Residential Commercial Industrial Other:

Application Type(s):

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

RECORDING REQUESTED BY:



5665 SW Meadows Rd., Ste 100
Lake Oswego, OR 97035

Clackamas County Official Records
Sherry Hall, County Clerk

2018-074607

12/12/2018 02:47:00 PM

D-D Cnt=1 Stn=74 LESLIE
\$15.00 \$16.00 \$10.00 \$20.00 \$62.00

\$123.00

GRANTOR'S NAME:

Lee H. and Marion B. Thompson Foundation, an Oregon non profit
foundation

GRANTEE'S NAME:

Nicoli Pacific, L.L.C

AFTER RECORDING RETURN TO:

Order No.: 36261803916-GS
David Nicoli
Nicoli Pacific, L.L.C
PO Box 241
Lake Oswego, OR 97035

SEND TAX STATEMENTS TO:

Nicoli Pacific, L.L.C
PO Box 241
Lake Oswego, OR 97035

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Lee H. and Marion B. Thompson Foundation, an Oregon non profit foundation, Grantor, conveys and warrants to Nicoli Pacific, L.L.C, an Oregon limited liability company, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Clackamas, State of Oregon:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS FIVE MILLION TWO HUNDRED THOUSAND AND NO/100 DOLLARS (\$5,200,000.00). (See ORS 93.030).

Subject to:

The herein described Land has no rights of ingress and egress to the thoroughfare named below, except across that portion of the boundary line herein after set forth, such rights having been:

Relinquished by a deed to the State of Oregon

Recording Date: November 5, 1951

Recording No: Book 450, Page 376 and Deed recorded March 4, 1953 in Book 466, Page 188

Street name: West Portland-Hubbard Hwy (Pacific Highway I-5)

Affects: Parcel I

Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

Entitled: Street construction and public utility easement, including the terms and provisions thereof,

In favor of: City of Wilsonville, Oregon

Purpose: Public utilities

Recording Date: June 2, 1986

Recording No: 86-019645

Affects: Strip along SW Boberg Road (Parcel II)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

36261803916
Recorded by TICOR TITLE

STATUTORY WARRANTY DEED
(continued)

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below.

Dated 12/12/18; if a corporate grantor, it has caused its name to be signed by order of its board of directors

Lee H. and Marion B. Thompson Foundation, an Oregon non profit foundation

BY: Catherine A. Snyder
Catherine A. Snyder
President

State of Oregon
County of Clatsop

This instrument was acknowledged before me on 12/12/18 by Catherine A. Snyder as President of the Lee H. and Marion B. Thompson Foundation, an Oregon non profit foundation.

Nanette Jean Estey
Notary Public - State of Oregon
My Commission Expires: 7/11/20



EXHIBIT "A"
Legal Description

Parcel I:

Lot 4, BOBERG, in the City of Wilsonville, County of Clackamas and State of Oregon.

EXCEPTING THEREFROM that portion conveyed to Clackamas County for road purposes by deed recorded March 12, 1914, in Book 134, page 423, Deed Records; and EXCEPTING THEREFROM those portions conveyed to the State of Oregon for highway purposes by deeds recorded November 5, 1951, in Book 450, page 376, Deed Records, and March 4, 1953 in Book 466, page 188, Deed Records, Clackamas County, Oregon.

ALSO EXCEPTION THEREFROM that portion conveyed to the State of Oregon, by and through its State Highway Commission by deed recorded March 26, 1969 as No. 69-4949

Parcel II:

Lot 5, BOBERG, in the City of Wilsonville, County of Clackamas and State of Oregon.

EXCEPTING THEREFROM that certain tract of land conveyed to the State of Oregon by deed recorded June 29, 1951 in Book 446, page 64, Deed Records of Clackamas County, Oregon.

TABLE OF CONTENTS

- **summary of proposal**
- **background information**
- **key issues**
- **anticipated waivers**
- **code criteria**
 - 4.001 – definitions
 - Area of Special Concern (Area E)
 - Section 4.137.5 Screening & Buffering (SB) Overlay Zone
 - 4.117 / 4.135 / 4.135.5 – planned development industrial zones
 - 4.118 – standards for all PD zones
 - 4.140 – planned development regulations
 - 4.154 – on-site pedestrian access and circulation*
 - 4.155 – parking, loading, and bicycle parking
 - 4.156.01 – 4.156.11 – signs
 - 4.171 – protection of natural features and other resources
 - 4.175 – public safety and crime prevention*
 - 4.176 – landscaping, screening, and buffering
 - 4.177 – street improvement standards
 - 4.179 – mixed solid waste and recycling
 - 4.199 – 4.199.60 – outdoor lighting*
 - 4.300 – 4.320 – underground utilities*
 - 4.400 – 4.450 – site design review
 - 4.600 – 4.640 – tree code sections*

*section not revised.

PROJECT SUMMARY

The Stage-1 master plan (DB190004 and 0005) associated with these two lots will be modified from the original submittal. Lots 300 & 500 will remain as a phased development. However, the order in which they were previously proposed has been revised due to unanticipated site grading limitations and economic obstacles. Refer to the new Master Plan diagram for further clarification.

The following are the proposed phases:

Phase-1

The proposed Phase -1 development is located on undeveloped lot 500 (31W14A 00500) in Wilsonville, OR. The site, adjusted after the replat, is approximately 2.35 acres. The lot is zoned PDI (Planned Development Industrial). The project will include (1) single story 11,400 sf metal building with an 1,800 sf storage mezzanine (mezzanine is not counted toward building area or number of stories). The building uses include 2,024 sf of office and 11,176 sf of warehouse (warehouse square footage includes accessory wash bay, repair areas and storage mezzanine). The site will have an approximately 52,700 sf paved open storage yard, with required landscape screening. Required parking, landscaping and trash/recycling enclosure are provide onsite.

In addition to onsite improvements, this Phase-1 development requires half street improvements along SW Boberg Road. The half street improvements include new road paving, curbing, landscaping, potentially new streetlighting, sidewalk and stormwater retention area. A 3.5 foot landscape dedication and an 8 foot utility easement will be needed in order to accommodate these public improvements.

Phase-2:

Phase-2 includes the construction of an approximately 53,000 square foot industrial/flex building on lot 300. In addition, the development will contain new landscaping, parking stalls, trash/recycling enclosure and one access driveway off SW Boones Ferry Road.

Phase-3

Phase-3 includes the construction of an approximately 19,000 square foot industrial/flex building on lot 300. In addition, the development will contain new landscaping, parking stalls and trash/recycling enclosure.

PROJECT SUMMARY & INTRODUCTION

In addition to the development phase revisions, a Partition Plat has been requested to alter the property line that separates lot 500 & 300. The Final Partition Plat documents are to be submitted to the City of Wilsonville under a separate permit by 02/14/2020. Refer to section 4.135 (Area of Special Concern E) in the narrative for additional information. Replat and Lot Line Adjustment documents can be found in the supplemental information portion of the folder.

BACKGROUND INFORMATION

DP Nicoli Shoring Solutions provides rentable shoring equipment to the construction industry and has been a part of the greater Portland area since 1982. Their current location in Tualatin is inadequate for the needs of their growing business. Wilsonville and this site are an ideal location for DP Nicoli Shoring Solution's operation due to its excellent access off Interstate 5 and the cities' allowance of outdoor storage, which is a necessity for their operation.

Industrial operations on site include loading/unloading of shoring equipment, equipment washing and equipment repair. Standard hours of operation are from 7:00 am -5:00 pm, Monday through Friday. On rare occasions, the site will be open for emergency services if requested by surrounding municipalities. All industrial functions occurring during afterhours operation are performed more than a 100 feet from the adjacent residential area.

The objective for this development is to provide an efficient and functional facility that fits the surrounding industrial context and respects the sensitivity of the adjacent residential area. We are looking forward to partnering with the city and moving forward with this project.

KEY ISSUES

Access Driveways:

Lot 500 has no existing access driveways. Two driveways are proposed to be located on SW Boberg Road. City of Wilsonville Public Works Standards recommend a minimum separation distance of 100 and a desired 300 feet between access driveways. The proposed north driveway on SW Boberg Road is 132 feet from an existing driveway on the neighboring property and 115 from the other proposed driveway. Based on the DKS Transportation Impact Analysis and subsequent discussions with the City of Wilsonville we are currently in the process of obtaining a Public Works waiver to allow the minimum 100 foot separation distance.

Walnut Mobile Home Park:

Due to the proximity to an existing residential mobile home park, this site falls under the SB Overlay Zone and Area of Special Concern E. Specific landscape screening and buffering standards are required on this site. Open communication with the residents and the owner has been encouraged. We held an onsite forum to review the initial development. We are aware of traffic and parking concerns, which have been addressed in the proposed project.

ANTICIPATED WAIVERS

No anticipated waiver for the City of Wilsonville Development Code. A waiver for access driveway spacing for the City of Wilsonville Public Works Standards has been proposed, see key issues for additional information.

DEVELOPMENT SCHEDULE

Phase-1:

- Planning Review: January – April 2020
 - o Stage 1 Master Plan Modification
 - o Stage 2 Final Plan
 - o Site Design Review
- Building Review (submitted concurrently): April – May 2020
- Construction: May 2020

Phase-2: Construction estimated to begin June 2024

Phase-3: Construction estimated to begin June 2029

Section 4.001 Definitions.

In addition to the definitions set forth in Section 4.001, below, for the purpose of this Chapter, the following terms are hereby defined. The word "occupy" includes premises designed or intended to be occupied. The word "shall" is always mandatory. All other words shall have the following respective meanings, unless the context otherwise requires:

1. Abutting: See Adjoining.
2. Access, Vehicular: The designed location of ingress and egress, where vehicles enter or leave property.
3. Access, Pedestrian: The designed location of ingress and egress, where pedestrians enter or leave property.
4. Access Control Restriction: A type of access restriction that involves establishing a reserve area adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half. [Amended by Ord. #719, 6/17/13]
5. Access Drive: A private travel lane primarily used as a means of approach for vehicles.
6. Accessory Building or Use: A subordinate building or use, the function of which is clearly incidental to that of the main building or use on the same lot. An accessory use may be located on a lot adjoining that of the main use if approved for this purpose through the Administrative Review procedures of Section 4.030.
7. Accessory Dwelling Unit: A dwelling unit of not more than 800 square feet on the same lot as a single family dwelling, and being of substantially the same exterior design as that single family dwelling, whether attached or detached. [Amended by Ord. 677, 3/1/10]
8. Address Overlay Zone: Distinct areas within the Villebois Village Center where additional information is provided for the definition of architectural character and community elements. [Added by Ord. No. 595, 12/5/05.]
9. Adjacent: See adjoining.
10. Adjoining: Contiguous or abutting exclusive of street width. It shall include the terms adjacent, abutting or contiguous.
11. Agriculture: The use of land larger than one acre for the primary purpose of deriving income from growing plants on land including, but not limited to, land used principally for the production of crops, land used for orchards or production of fruit, but not including land used primarily for another use and incidentally for growing plants, crops, or fruit.
12. Alley: A public or private way which includes a roadway used to provide vehicular ingress and egress to the back or side of properties otherwise abutting on a street,

- private drive, or shared common area. An alley typically has a width of no more than twenty (20) feet.
13. Alteration, Structural: Any change or repair which would tend to prolong the life of the supporting members of a building or structure, such as bearing walls, columns, beams or girders.
 14. Ancillary Telecommunication Facilities: The structures and equipment required for operation of the telecommunication equipment, including but not limited to antennae, repeaters, equipment housing structure, footings and foundations, and ventilation or other electrical or mechanical equipment. [Added by Ord. #479, 5/19/97]
 15. Antenna(e): Any exterior, apparatus, electrical conductor or group of electrical conductors, the surface of which is designed for telephonic, radio or television communications by sending and/or receiving radio-frequency or electromagnetic waves, including those sent and/or received by wireless communication facilities. Antennae include the following types:
 - A. Directional or Parabolic (“panel” or “disk”) antenna, which receives and transmits signals in a directional pattern typically encompassing an arc of 120 degrees.
 - B. Omni-direction (“whip”) antenna, which receives and transmits signals in a 360-degree pattern.
 - C. Other, which means all other transmitting or receiving equipment not specifically described herein. Other antennae shall be regulated in conformity with the type of antenna described herein which most closely resembles such equipment. For purposes of this ordinance, the term antenna shall not include ancillary antennae, which are antennae less than 12 inches in their largest dimension and are not directly used to provide personal wireless communication services. [Added by Ord. #479, 5/19/97]
 - D. Satellite Dish antenna, which receives signals from satellites.
 16. Apartment: A type of multi-family dwelling.
 17. Appeal: Means a request for a review of any land use decision or interpretation of any provision of this ordinance.
 18. Appropriate Potential Tree Height: The Appropriate Potential Tree Height (APTH) is used to delineate certain areas adjacent to the riparian corridor. The APTH is the mature average height of the appropriate tree species that does or could potentially grow on the site. The term “appropriate” is meant to limit the potential tree species to those species that provide critical riparian functions, and are appropriate and acceptable on the specific site based on such factors as public safety, property protection, zoning and other factors. The minimum APTH is fifty feet.
 19. Arborist: An arborist who is a member of the American Society of Consulting Arborists (ASCA) or is certified by the International Society of Arboriculture, or an ornamental horticulturist or urban forester who possesses equivalent credentials and experience, and who is approved by the City Planning Director.

20. Architectural Character: The distinctive qualities of the form, features, details, color and ornamentation that comprise a style of building.
21. Area of Limited Conflicting Uses: See Section 4.139.00
22. Area of Shallow Flooding: Means a designated AO or AH Zone on the Flood Insurance Rate Map (FIRM). The base flood depths range from one to three feet; a clearly defined channel does not exist; the path of flooding is unpredictable and indeterminate; and, velocity flow may be evident. AO is characterized as sheet flow and AH indicates ponding.
23. Area of Special Flood Hazard: Means the land in the flood plain within a community subject to a one percent or greater chance of flooding in any given year. This is the area subject to a base flood event. Designation on FIRM maps always includes the letters A or V.
24. Artificial Sky Glow. The brightening of the night sky attributable to human made sources of light. [Added by Ord. 649, 6/2/08]
25. Attached Family Dwelling Units: A building or structure designed to house two (2) or more families, whether related to each other or not.
26. Attached Wireless Communication Facility: A wireless communication facility that is affixed to an existing structure, (e.g., an existing building wall or roof, mechanical equipment, or alternative tower structure. [Added by Ord. #479, 5/19/97]
27. Attachment: An antenna or other piece of related equipment affixed to a transmission tower. [Added by Ord. #479, 5/19/97]
28. Accessory Dwelling Unit: A dwelling unit of not more than 600 square feet on the same lot as a single family dwelling, and being of substantially the same exterior design as that single family dwelling, whether attached or detached.
29. Base Flood: Means the flood having a one percent chance of being equaled or exceeded in any given year. Also referred to as the "100-year flood". Designation on FIRM maps always includes the letters A or V.
30. Basement: A portion of a building which has less than one-half (1/2) of its height measured from finished floor to finished ceiling above the average elevation of the adjoining grade. For areas located in a Special Flood Hazard Area, the definition of basement is any area of the building having its floor subgrade (below ground level) on all sides.
31. Bed and Breakfast Home or Boarding House: A building or premises used for the provision of lodging and meals, where not more than five (5) rooms are available for rent.
32. Bikeway: Bikeway is a general term used to describe any type of transportation facility that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following:
 - A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

- B. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.
 - C. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.
 - D. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.
 - E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.
 - F. See also: Multipurpose Pathway or Path.
[Amended by Ord. #719, 6/17/13.]
- 33. Block: A tract of land bounded by streets, or bounded by such features as the City limits or barriers such as bodies of water or steep slopes.
 - 34. Block Complex: An assemblage of buildings bounded entirely by intersecting streets so as to form a single, comprehensive group.
 - 35. Block Perimeter: The outer boundary of a block.
 - 36. Board: The Development Review Board established pursuant to Chapter 2 of the Wilsonville Code.
 - 37. Buffers or Buffering: Distance, landscaping, walls, berms, or other measures used to separate one land use from another, and to mitigate or minimize the adverse effects of one land use on another.
 - 38. Build-To Line: A line shown on a final plat or other development plan indicating that buildings are required to be built to it, rather than set back from it.
 - 39. Building: Any structure built for the support, shelter or enclosure of any persons, animals, chattels, or property of any kind which requires location on the ground or is attached to something having a location on the ground.
 - 40. Building Façade: The exterior elevation(s) of a building; usually set parallel to the front lot line, often distinguished by elaboration of architectural characteristics.
 - 41. Building Façade, Primary: The main exterior elevation of a building; usually associated with its primary entrance and/or street address.
 - 42. Building Frontage Width, Minimum: A Development Standard that controls the degree of spatial definition of public open space. Described as a percentage, the Minimum Building Frontage Width is calculated as the ratio of the length of the primary building façade(s) to its corresponding lot line length, exclusive of required setbacks.
 - 43. Building Line: A line that is adjacent to the front side of a main building parallel to the front lot line.

44. Building Official. The person holding the position of Building Official of the City of Wilsonville. [Added by Ord. 649, 6/2/08]
45. Building or Structure Height: The term 'height of building or structure' shall be deemed to mean the perpendicular distance from the average elevation of the adjoining ground to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the middle height gable between the eaves and ridge of a pitch or hip roof. If a building is divided into units by means of masonry division walls, each unit shall be considered separately in calculation for height of building.
46. Candela. The unit of luminous intensity of a lighting source emitted in a given direction. [Added by Ord. 649, 6/2/08]
47. Canopy. A roof-like covering over an area, in or under which a lighting fixture is mounted. [Added by Ord. 649, 6/2/08]
48. Category of Use: Type of use. See Mixed Use.
49. Change of Use: Within the Willamette River Greenway means making a different use of the land or water than that which existed on December 6, 1975. It includes a change which requires construction, alterations of the land, water or other areas outside of the existing buildings or structures and which substantially alters or affects the land or water. It does not include a change of use of a building or other structure which does not substantially alter or affect the land or water upon which it is situated. The sale of property is not in itself considered to be a change of use. An existing open storage area shall be considered to be the same as a building. Landscaping, construction of driveways, modifications of existing structures, or the construction or placement of such subsidiary structures or facilities as are usual and necessary to the use and enjoyment of existing improvements shall not be considered a change of use for the purposes of Sections 4.500.
50. Civic: Relating to, or derived from, a city or citizen.
51. Civic Building or Place: A building or place that functions communally, such as religious, cultural, environmental or educational institutions.
52. Clear Vision Area: A standard for sight lines at intersections of streets, railways, and driveways. See section 4.125.09, Street Improvement Standards.
53. Cluster Housing: Small lot detached single-family dwellings arranged in groups, with a courtyard(s) containing shared green space and a public access sidewalk easement.
54. Commercial: Development having to do with retail, service, commercial recreation, and/or office uses.
55. Common Residential Areas.
 - Areas shared in common by residents of buildings with three or more dwelling units, (i.e. common open space, play areas, trash receptacle areas, “common property” under a subdivision or partition declaration); and
 - Three or more open off-street stripped parking spaces, either abutting or within 10 feet of each other and not separated by a wall or other physical

barrier between the two parking spaces, designated or set aside for use by the three or more dwelling units, regardless of whether the parking space is assigned for exclusive use of each dwelling unit or non-exclusively used by three or more dwelling units, and are either commonly owned or were developed for the purpose of serving the parking needs of “multiple dwellings” or multiple attached single-family dwellings, as defined in the Development Code. [Added by Ord. 649, 6/2/08]

56. Community Center: A structure for the social, cultural, and educational activities of an entire neighborhood or group of people having common rights, privileges, or interests, or living in the same place under the same laws and regulations.
57. Community Elements Book: A plan which is used to establish the type and location of community elements within the Village zone. Community elements may include lighting, site furniture, , bollards, trash receptacles, recycling receptacles, benches, bicycle racks, , and playground equipment. The Community Elements Book also includes a Street Tree Master Plan and Lighting Master Plan.
58. Community Housing: Dwellings developed as defined by ORS 426.502(2).
59. Collocation: The use or placement of two or more antenna systems or platforms by separate FCC license holders on a single support structure, transmission tower or building. [Added by Ord. #479, 5/19/97]
60. Commercial Nursery or Tree Farm. A plant or tree nursery or tree farm where trees are planted and grown on the premises for sale in the ordinary course of business, but not including commercial woodlots, or land that is designated or assessed as forest land for tax deferral purposes or managed for timber production.
61. Commercial Recreation: A planned development commercial center or complex of recreational and complimentary uses. Typical uses include miniature golf courses, bowling alleys, theaters, tennis and racquetball clubs, health spas, swim centers, pool halls and sports complexes. Appropriate complimentary uses would include restaurants and sporting goods stores.
62. Commercial Woodlot. A site of at least 30,000 square feet on which trees are grown for the purpose of harvesting, and which is assessed as forest land for tax deferral purposes, and which is not a part of the approved open space or landscaping of a previously approved development.
63. Commission: The Planning Commission of the City established in Chapter 2 of the Wilsonville Code.
64. Comprehensive Plan: The City of Wilsonville Comprehensive Plan (effective date June 7, 2000).
65. Conditional Use: A use allowable if processed in accordance with the procedures listed in Section 4.512 and 4.184.
66. Conference Center: A facility where the primary function is the formal gathering of large groups of people.
67. Contiguous: See Adjoining.

68. Convenience Store: A retail business that provides for the purchase of limited food and household sundries.
69. Critical Facility: Facilities for which even a slight chance of flooding might be too great. Critical facilities include, but are not limited to schools, nursing homes, hospitals, police, fire and emergency response installations, installations which produce, use or store hazardous materials or hazardous waste. [Added by Ord. # 647, 4/21/08]
70. Crown Cover: The area within the drip line or perimeter of the foliage of a tree.
71. Curb Line: The line indicating the edge of the roadway within the overall right-of-way.
72. Curfew. A time each night after which certain electric illumination must be turned off or reduced in intensity. [Added by Ord. 649, 6/2/08]
73. DATELUP: An acronym for the Dammasch Area Transportation-Efficient Land Use Plan, which is the City of Wilsonville’s 1997 adopted land-use plan within the Comprehensive Plan Area of Special Concern “B”.
74. Design: The conceptualization of the built environment in response to specific sets of human needs and desires.
75. Design Standards ,Village Center: Criteria applicable to the design and construction of development within the Village Center, to guide the selection and arrangement of building elements to achieve a minimum level of quality and consistency in the finished product.
76. Design Principles, Village Zone: The fundamental concepts that support the objectives of the Master Plan and guide the intrinsic qualities of the built environment within the Residential Village Plan District. Design Principles are implemented through conformance with the Design Standards.
77. Design Standards, Village Zone: Criteria applicable to the design and construction of development within the Village zone, to guide the selection and arrangement of building elements to achieve a minimum level of quality and consistency in the finished product.
78. Density: The number of residential units per acre of land.
79. Development: Any human-caused change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations located or storage of equipment or materials located within the area of special flood hazard. [Amended by Ord. # 647, 4/21/08]
80. Development Standards: Criteria established for initial planning of any change to improved or unimproved real estate that determines the relative size and arrangement of common building elements in order to achieve a certain level of quality and consistency in the built environment.

81. Diameter Breast Height (d.b.h.): A tree's diameter in inches measured by diameter tape at four and one-half (4-1/2) feet above grade. On multi-stem trees, the largest diameter stem shall be measured.
82. Director: The Planning Director as established in Section 2.190 of the Wilsonville Code. As used in this Chapter, the term "Planning Director" also applies to other staff persons or consultants specifically assigned to act on behalf of the Director.
83. Drip Line: An imaginary vertical line extending downward from the outermost tips of the tree branches to the ground; when delineating the drip line on the ground, it will appear as an irregularly shaped circle defining the canopy's perimeter. [Amended by Ord. # 674 11/16/09]
84. Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way. [Added by Ord. #719, 6/17/13.]
85. Duplex: Two dwelling units on a single lot, neither of which meets the definition of an accessory dwelling unit.
86. Dwelling: A building, mobile home, or manufactured home, designed for residential occupancy, but not a house trailer or recreational vehicle.
87. Dwelling, Multiple Family: Three or more attached dwelling units located on a single tax lot. In the Village zone, such use also includes stacked flats or townhouses.
88. Dwelling, Single Family: A dwelling unit designed for occupancy by one family. A single-family dwelling may be detached or attached, provided that each such unit is located on its own tax lot. A single-family dwelling may also include an accessory dwelling unit, if approved for that use as specified in this Code.
89. Dwelling Unit: A building or portion thereof providing complete housekeeping facilities for one family, including a kitchen and bathroom, but not a trailer house or other recreational vehicle.
90. Encroachment Area: See Section 4.139.00
91. Equipment Enclosures: A small structure, shelter, cabinet or vault used to house and protect the electronic equipment necessary for processing wireless communication signals. Associated equipment may include air conditioning and emergency generators. [Added by Ord. #479, 5/19/97]
92. Essential Government Services. Services and facilities provided by a governmental unit, that are basis and inherent to the public health and welfare including, but not limited to, fire, police, water, sewer, transportation, emergency communication, and education, and governmental services and facilities in support thereof. [Added by Ord. 545, 8/19/02]
93. Exempt tree or vegetation: As used in the solar access provisions of this Code, the terms "exempt tree or exempt vegetation" refer to the full height and breadth of vegetation that has been identified by the City as "solar friendly," and any vegetation listed as exempt on a plat, a document recorded with the plat, or a solar access permit.

94. Existing Manufactured Home Park or Subdivision: A manufactured home park subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the adopted floodplain management regulations. [Added by Ord. # 647, 4/21/08]
95. Exterior Display: The outdoor exhibit of merchandise by a retail merchant.
96. Facade. The exterior wall or elevation of a building. [Added by Ord. 649, 6/2/08]
97. Family: One or two persons with or without their direct descendants and adopted children (and including domestic employees thereof) together with not more than five (5) persons not so related, living together in a room or rooms comprising a single housekeeping unit. Every additional group of five (5) or fewer persons living in such housekeeping unit shall be considered a separate family. For housing developed to implement ORS 426.508 or under the Fair Housing Amendments Act of 1988, family shall mean all persons living in a dwelling unit, regardless of relationship.
98. Feasible: Able to be accomplished, considering all aspects of preservation and proposed site development, including the cost of mitigation and relocation.
99. Fill: Any act by which earth, sand, gravel, rock, structures or any similar material is deposited, erected, placed, pulled or transported, including the conditions resulting therefrom, whether within the limits of the 100-year flood plain or not.
100. Final Development Plan: A plan that includes a final map and other writing containing all the descriptions, locations, specifications, dedications, provisions and information concerning a land development, in the form required by Section 4.125(.18).
101. Flag Lot: A flag-shaped lot located behind another lot where the frontage on the street is only wide enough for its vehicular and pedestrian access; often found at the end of a street or adjacent to the outside corner of an L-shaped block.
102. Flood or Flooding: General and temporary condition of partial or complete inundation of normally dry land areas from the overflow of inland waters, and/or the unusual and rapid accumulation of runoff of surface waters from any source.
103. Flood Insurance Rate Map (FIRM): The official map prepared for the City of Wilsonville on which the Federal Insurance Administration has delineated both the flood plain and the risk premium zones applicable to the community.
104. Flood Insurance Study: The official report prepared for the City of Wilsonville by the Federal Insurance Administration that includes flood profiles, the Flood Boundary-Floodway Map, and the water surface elevation of the base flood.
105. Flood Plain: Flood-prone areas as identified on the FIRM.
106. 100-Year Flood Plain: Land adjacent to a floodway that has a one percent chance of flooding in any given year, and as identified within the "A" zones of the FIRM.

107. Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.
108. Floodway Fringe: That portion of the flood plain not contained in the floodway.
109. Floor Area: The area of the building, exclusive of porches and exterior stairs which shall extend to the exterior faces of all walls. Floor area shall include all levels within a structure, including mezzanines and additional stories above the first floor. Within a residential structure, floor area does not include garages or carports.
110. Foot Candle. The unit of density of luminous flux (lumens) incident at a point on a surface having an area of one square foot. [Added by Ord. 649, 6/2/08; amended by Ord. 688, 11/15/10]
111. Front lot line: For purposes of the solar access regulations, a lot line abutting a street. For corner lots the front lot line is that with the narrowest frontage. When the lot line abutting a street is curved, the front lot line is the chord or straight line connecting the ends of the curve. For a flag lot, the front lot line is the shortest lot line adjoining the pole portion of the lot, excluding the unbuildable portion of the pole (see Figure 2: Front Line Lot).
112. Garage: Enclosure for the storage of vehicles.
113. Garage, private: An accessory building or portion of a main building used for the parking or temporary storage of vehicles owned or used by occupants of the main building.
114. Glare. Light that causes visual discomfort or disability, and the wattage and/or light distribution is excessive for the purposes for which the illumination is necessary. [Added by Ord. 649, 6/2/08]
115. Grocery Store: A retail business that sells food and household sundries.
116. Grocery Store, Specialty: A retail business that sells specialty food and specialty household sundries.
117. Habitable floor: Any floor usable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof. A floor used only for storage purposes is not a "habitable floor".
118. Habitat-Friendly Development: A method of developing property that protects our natural resources as we grow and focuses on land development and site design that mimic natural processes. Examples include clustering development to avoid habitat, minimizing tree removal and root disturbance, managing storm water on-site to help filter rainwater and recharge groundwater sources, and, where feasible, reducing the amount of impervious surface created by development. [Added by Ord. # 674 11/16/09]
119. Hardscape Permanent improvements to a site, including but not limited to, parking lots, driveways, streets, plazas, sidewalks, walkways, bikeways, abutments, stairs, ramps, and architectural features, such as fountains and sculptures. [Added by Ord. 649, 6/2/08]

120. Hearing Body: The City Council, the Development Review Board, or the Planning Commission having the authority to review an application assigned by Section 4.031, Section 4.032, and Section 4.033.
121. Heritage Tree: A tree that, due to age, size, species, quality or historic association, is considered of landmark importance to the community and has been designated as such by the City Council.
122. Home Business: A business operating from a dwelling unit that does not meet the definition of a "Home Occupation" listed below, and for which a conditional use permit has been issued by the City.
123. Home Occupation: "Home Occupation" means an occupation, profession, or craft, which is customarily incidental to or carried on in a dwelling place or premises and not one in which the use of the premises as a dwelling place is largely incidental to the business use. A home occupation is carried on by an immediate member of the family residing within the dwelling place. A home occupation shall require no structural alteration or changes to the exterior of the dwelling, and shall include no display of merchandise on the premises which can be seen from the exterior of the dwelling. Any instruction shall be limited to one pupil at a time. Noise, odor, smoke, gases, fallout, vibration, heat or glare resulting from the use shall not be of the intensity as to be detected outside of the containing structure. Traffic and parking are to be such as to give no outward appearance that a business is being conducted on the premises.
124. Hospital: A building or premises providing in-patient services that is used for human medical or surgical treatment.
125. Hospital, Animal: A building or premises for the medical or surgical treatment of domestic animals or pets, including dog, cat and veterinary hospitals.
126. Hotel, Motel, or Overnight Lodging Facility: A building which is designed or used to offer lodging, with or without meals, for compensation, for six (6) or more people.
127. House Side Shield. For fully shielded luminaires only, an internal shield designed and installed by the luminaire manufacturer that significantly attenuates candlepower in the back photometric hemisphere at all angles greater than 30 degrees relative to nadir. [Added by Ord. 649, 6/2/08]
128. Human Occupancy: For purposes of Section 4.172(.02)(C.)(4.), any structure usable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof, is considered to be for human occupancy. A structure used only for storage purposes is not for "human occupancy." [Added by Ordinance No. 538, 2/21/02.]
129. IESNA. The Illuminating Engineering Society of North America (see www.iesna.com). [Added by Ord. 649, 6/2/08]
130. Impact Area: See Section 4.139.00
131. Impervious Area: An area with minimal infiltration of surface water into the underlying soil and shall include pavement (including but not limited to concrete or asphaltic concrete surfaces), gravel roads, structures, roadways, and roofs.

132. Intensification of Use: Within the Willamette River Greenway means any additions which increase or expand the area or amount of an existing use, or the level of activity. Remodeling of the exterior of a structure not excluded below is an intensification when it will substantially alter the appearance of the structure. Maintenance and repair usual and necessary for the continuance of an existing use is not an intensification of use. Reasonable emergency procedures necessary for the safety or the protection of property are not an intensification of use. Residential use of land within the Greenway includes the practices and activities customarily related to the use and enjoyment of one's home. Landscaping, construction of driveways, modification of existing structures or construction or placement of such subsidiary structures or facilities adjacent to the residence as are usual and necessary to such use and enjoyment shall not be considered an intensification for the purposes of this Code. Seasonal increases in gravel operations shall not be considered an intensification of use.
133. Kenel: Any lot or premises on which four (4) or more dogs, more than four (4) months of age, are kept for boarding, breeding or sales.
134. Landscaping: The term "landscaping" includes trees, grass, shrubs, flowers, water features, and garden areas, and the arrangement of paths, walkways, fountains, patios, decks, fencing, street furniture and ornamental concrete or stonework areas, earth forms such as grading, mounding and contours. The use of pervious materials is encouraged. Both native and non-native vegetation may constitute landscaping materials. This definition pertains to complete site modifications rather than just buildings. [Amended by Ord. # 674 11/16/09]
135. Landscape Lighting. Luminaires attached to structures, mounted on poles or otherwise, or at grade (luminaire not to exceed 3 feet above grade) and used solely for landscape rather than area lighting. [Added by Ord. 649, 6/2/08]
136. Legislative process: A process that leads to the adoption of rules or policies that have broad implications for a large geographic area or for the community overall.
137. Light Manufacturing: Low- to moderate-impact industrial, manufacturing, processing, and assembly uses that exhibit benign external characteristics compatible with the character and overall design of a Residential Village environment.
138. Light Source (or Lamp): The actual bulb or lamp that emits the light. [Added by Ord. 649, 6/2/08]
139. Light Trespass. Spill light that because of quantitative, directional, or spectral content causes light level at the property line that is greater than as provided on Table 4 of this Code. [Added by Ord. 649, 6/2/08]
140. Lighting Master Plan: A plan that indicates the criteria for, and general location of exterior lighting within the Village zone. See also Community Elements Book.
141. Lighting System. One or more luminaires, together with associated wires, conduits and poles that constitute the illumination system on the parcel. [Added by Ord. 649, 6/2/08]

142. Lighting Zones. Specific allowances and limitations for lighting systems and fixtures as specified in this Ordinance. [Added by Ord. 649, 6/2/08]
143. Lot: A unit of land owned by or under the lawful control and in the lawful possession of one distinct ownership, or separated from other land by a drawing on a recorded subdivision or partition plat, for separate individual use or development.
144. Lot Area: The total horizontal area within the lot lines of a lot, excluding the driveway portion of a flag lot.
145. Lot Coverage: The area of a lot covered by all of the buildings on that lot, expressed as a percentage of the total lot area.
146. Lot Depth: The lot depth is the mean average distance between the front lot line and rear lot line of a lot measured within the lot boundaries.
147. Lot, Front: The boundary line of a lot abutting a street, other than a boundary line along a side or rear yard. If the lot does not abut a street, the narrowest boundary line shall be considered to be the front.
148. Lot, Key: A lot, the side line of which abuts the rear line of one or more adjoining lots.
149. Lot Line, Front: The boundary line of a lot abutting a street or private drive, other than a boundary line along a side or rear yard. If the lot does not abut a street or private drive, the narrowest boundary line shall be considered to be the front. In the Village zone: the case of an interior lot, the lot line separating the lot from the public space, street or private drive, other than an alley. In the case of a corner lot, the shortest lot line along a public space, street or private drive, other than an alley. The boundary line of a lot abutting a street or private drive, other than a boundary line along a side or rear yard. If the lot does not abut a street or private drive, the narrowest boundary line shall be considered to be the front. A private drive bounded on two sides by a single lot shall not be considered in determining if a lot is a through lot.
150. Lot Line, Rear: Any boundary line opposite and most distant from a front line and not intersecting a front lot line, except in the case of a corner lot.
151. Lot Line, Side: Any boundary line not a front or rear lot line.
152. Lot, Through: Any lot, except a corner lot, that abuts two or more streets or private drives other than a freeway. Private drives which are bounded by two sides by a single lot shall not be considered in determining if a lot is a through lot.
153. Lot, Width: The 'lot width' is the mean horizontal distance between the side lot lines of a lot measured within the lot boundaries.
154. Lowest floor: Means the lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of this ordinance.

155. Lumen. The unit of luminous flux: a measure of the amount of light emitted by a lamp. [Added by Ord. 649, 6/2/08]
156. Luminaire (or "Light Fixture"). A complete lighting unit consisting of one or more electric lamps, the lamp holder, reflector, lens, ballast, and/or other components and accessories. [Added by Ord. 649, 6/2/08]
157. Luminance. The amount of light emitted in a given direction from a surface by the light source or by reflection from a surface. The unit is candela per square meter. [Added by Ord. 649, 6/2/08]
158. Luminous Flux. A measure of the total light output from a source, the unit being the lumen. [Added by Ord. 649, 6/2/08]
159. Major Alteration: Any change, enlargement or modification to existing site improvements or structures, or use thereof or any which substantially alters the exterior appearance or function of the site or building or increases the previous floor area by an amount equal to or greater than one-third.
160. Major Transit Stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations. [Added by Ord. #719, 6/17/13.]
161. Major Transit Street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors. [Added by Ord. #719, 6/17/13.]
162. Manufactured Dwelling: Includes residential trailer, mobile home, mobile house, trailer and manufactured home. This definition does not include any building or structure subject to the structural specialty code adopted pursuant to ORS 455.100 to 455.450 or any unit identified as a recreational vehicle by the manufacturer.
163. Manufactured Home: A structure built on a permanent chassis and designed for use with or without a permanent foundation when attached to the required utilities, for movement on the public highways, that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, and was constructed in accordance with Federal Manufactured Housing Construction and Safety Standards regulations in effect at the time of construction. [Amended, Ord. #317, 11/4/87]. For flood plain management purposes, the term "manufactured home" also includes park trailers, travel trailers, and other similar vehicles placed on a site for greater than 180 consecutive days. For flood insurance purposes, and City zoning standards, the term "manufactured home" does not include park trailers, travel trailers and other similar vehicles. [Amended by Ord. # 647, 4/21/08]
164. Manufactured Home or Mobile Home Park: Means a parcel (or contiguous parcels) of land divided into two or more spaces that are rented or leased for the placement of manufactured or mobile homes.
165. Manufactured Home or Mobile Home Subdivision: Means a group of three (3) or more separate lots intended for the location of manufactured or mobile homes, and which lots may be rented or sold.

166. Master Plan: See “Villebois Village Master Plan”.
167. Master Planner: A professional team selected by the City of Wilsonville and the State of Oregon in accordance with ORS 426.508 to master plan the area prescribed in DATELUP.
168. Master Signage and Wayfinding Plan: A plan that describes the design principles and standards of public and private signage and wayfinding elements within the Village zone.
169. Mixed Solid Waste: Solid Waste that contains recoverable or recyclable materials and materials that are not capable of being recycled or recovered for further use. [Amended by Ord. # 426 - April 4, 1994]
170. Mixed Use: A development in which a site or building provides more than one type of use, such as commercial and residential
171. Mobile Home: A structure constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, that is intended for human occupancy, and that was constructed between January 1, 1962, and June 15, 1976, and met the construction requirements of the Oregon mobile home law in effect at the time of construction. [Amended by Ord. #317, 11/4/87]
172. Modular Home: A structure intended for residential use that has sleeping, cooking and plumbing facilities and is constructed off-site in compliance with the Uniform Building Code (Oregon State Structural Specialty Code) and designed to be transported to a site for installation and/or assembly of modular components to form a permanent structure. [Amended by Ord. #317, 11/4/87].
173. Multiuse Pathway or Path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes. [Added by Ord. #719, 6/17/13.]
174. Native: As applied to any tree or plant, this term means indigenous to the northern Willamette Valley.
175. Neighborhood: An urban sector of multiple uses served by a network of pedestrian-friendly streets and alleys within approximately ¼ mile in radius. Neighborhoods are defined by arterial or collector streets and/or open space at their edges and include a Neighborhood Commons at their center.
176. Mounting Height. The vertical distance between the lowest part of the luminaire and the ground surface directly below the luminaire. [Added by Ord. 649, 6/2/08]
177. Multi-family housing. Buildings or structures that contains three or more dwelling units used, intended, or designed to be built, used, rented, leased, let or hired out to be occupied, or that are occupied for living purposes, apartment houses, condominiums, congregate residences, townhouses and similar non-transient dwellings. [Added by Ord. 649, 6/2/08, amended by Ord. 682 9/9/10]
178. Nadir. The downward direction; exactly vertical, directly below a luminaire. [Added by Ord. 649, 6/2/08]

179. Neighborhood Center: An area of mixed-use buildings at or near the center of a neighborhood, providing nearby residents with convenient access to goods and services.
180. Neighborhood Commons: A site within a neighborhood, for use by local residents, which may include a transit shelter and waiting place for transit riders, and public space, providing a social gathering place.
181. Neighborhood Commercial: A planned development commercial center or complex of commercial uses to provide for the daily convenience, goods and services of nearby residential areas. Typical uses include grocery, hardware, and drug stores; barber and beauty stores; banks; laundry and dry cleaning; and professional offices, but exclude service stations.
182. New Construction: For purposed of flood plain management, structures for which the "start of construction" commenced on or after June 17, 2008. [Added by Ord. # 647, 4/21/08]
183. New Facility: The installation of a new transmission tower. New attachments are not new facilities. [Added by Ord. #479, 5/19/97]
184. Non-Conforming Lot: A legally created lot or parcel that does not conform in terms of area, width, depth, or other dimensions with the standards of the zone in which it is located.
185. Non-Conforming Site Conditions: A legally established site that does not conform with the landscaping, parking or other site development standards of the zone in which it is located. A site may be rendered non-conforming to development standards through a change in zoning requirements or through the acquisition of some portion of the property by a public agency. For purposes of this Code, a site for which Stage II Planned Development approval has been granted by the City, and which approval remains in effect, shall not be deemed non-conforming. [Amended by Ordinance No. 538, 2/21/02.]
186. Non-Conforming Structure: A legally established building or other structure that does not conform with the height, setback, area, lot coverage, or other standards for structures of the zone in which it is located. A structure may be rendered non-conforming through a change in zoning requirements or through the acquisition of some portion of the property by a public agency. For purposes of this Code, a structure for which Stage II Planned Development approval has been granted by the City, and which approval remains in effect, shall not be deemed non-conforming. [Amended by Ordinance No. 538, 2/21/02.]
187. Non-Conforming Use: A legally established use, which was established prior to the adoption of the zoning use requirements for the site with which it does not conform. For purposes of this Code, a use for which or Stage II Planned Development approval has been granted by the City, and which approval remains in effect, shall not be deemed non-conforming. [Amended by Ordinance No. 538, 2/21/02.]
188. Northern lot line: The lot line that is the smallest angle from a line drawn east-west and intersecting the northernmost point of the lot, excluding the pole portion of a

flag lot. If the north line adjoins an undevelopable area other than a required yard area, the northern lot line shall be at the northern edge of such undevelopable area. If two lot lines have an identical angle relative to a line drawn east-west, or if the northern lot lines is less than 35 feet, then the northern lot line shall be a line 35 feet in length within the lot parallel with and at a maximum distance from the front lot line (see Figure 3: Northern Lot Line in Section 4.137).

189. North-south dimension: The length of a line beginning at the mid-point of the northern lot line and extending in a southerly direction perpendicular to the northern lot line until it reaches a property boundary (see Figure 4: North-South Dimension of the Lot in Section 4.137).
190. Office: A use category designating buildings commonly used as a workplace for professional or government functions.
191. Office Complex: A planned development commercial center or complex of administrative, professional and general office uses. Typical uses include governmental, financial, architectural, medical, dental, legal, real estate, accounting, insurance and general business offices.
192. Obtrusive Light. Glare and light trespass. [Added by Ord. 649, 6/2/08]
193. Office Complex - Technology. Applies to office uses in an industrial, typically high-technology, setting, including research and development, software or hardware development, telecommunication or data manipulation operations.

Typically in an industrial campus setting, Technology-Office Complexes are expected to generate less traffic than general office uses.

Technology-Office Complex is not intended to apply to general office uses such as medical offices, real estate sales offices, or similar operations that are more appropriately the predominate uses in non-industrial areas.
194. Official Map: The map established by the City Council on which the plan locations, particularly of streets, are indicated with detail and exactness so as to furnish the basis for property acquisition, building restrictions, building permits, zoning or other uses, the original -of which is on file in the office of the City Recorder.
195. Open Space: Land that is not covered by buildings, paving , or other hard surfaces, unless such hard surfaces are part of an approved landscape plan.
196. Open Space Area: A specific measurement. See Section 4.125(.08), Open Space.
197. Ornamentation: The details of shape, texture, and color that are deliberately added to a structure for decorative effect.
198. Outdoor Dining Area: A space designated for commercial dining, partially bounded by building walls, screening or property lines, but open to the sky, and open on at least one side to a street or public space.
199. Outdoor Living Area: Outdoor recreational area intended for the use of the residents of the development. In order to be considered “outdoor living area” it must be usable and accessible by the residents of the development.

200. Ornamental or Accent Lighting. Outdoor lighting that is installed mainly or entirely for its decorative effect or to accent an object or a feature, rather than as an aid to visibility. [Added by Ord. 649, 6/2/08]
201. Parking Facility, Commercial: A surface lot or parking structure that is operated as a business and is not integral to a specific use or uses within Villebois.
202. Parking Space: A permanently surfaced and marked area not less than nine (9) feet wide and eighteen (18) feet long, excluding paved area necessary for access, for the parking of a motor vehicle.
203. Parking Space, Accessible: A permanently surfaced and marked area meeting the standards established by ORS 447.233. Such spaces shall be appropriately reserved and signed for use by the disabled and shall be subject to any additional standards of the Americans with Disabilities Act (ADA) or other applicable provisions of local, state or federal law.
204. Parking Space, Compact: A permanently surfaced and marked area not less than seven (7) feet, six (6) inches wide and fifteen (15) feet long, excluding paved area necessary for access, for the parking of a compact motor vehicle. In order to be considered a compact parking space, it must be clearly labeled as such. [Amended by Ord. # 674 11/16/09]
205. Parking Space, Handicapped: Be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces, provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000. [Amended by Ordinance No. 538, 2/21/02.]
206. Parking Space, Motorcycle: A permanently surfaced and marked area not less than four (4) feet wide and eight (8) feet long, excluding paved area necessary for access, for the parking of a compact motor vehicle. In order to be considered a motorcycle parking space, it must be clearly labeled as such.
207. Partition:
 - A. "Partition" means either an act of partitioning land or an area or tract of land partitioned under the provisions of Section 4.200. As used in this Code, a land partition may be either a "major" or "minor" partition, as those terms are commonly used.
 - B. "Partition land" means to divide an area or tract of land into two or three parcels when such area or tract of land exists as a unit or contiguous units of land under single ownership. "Partition land" does not include divisions of land resulting from lien foreclosures, and divisions of land made pursuant to a court order, including but not limited to court orders in proceedings involving testate or intestate succession; and "partition land" does not include any adjustment of a lot line by the relocation of a common boundary where an additional parcel is not created and where the existing parcel reduced in size by the adjustment is not reduced below the minimum lot size established by any applicable zoning ordinance.

208. Pathway: A pathway is a pedestrian facility that is entirely separate from the roadway and generally serves as an on-site pedestrian system for multi-family, commercial and industrial developments. The Americans with Disabilities Act defines a pathway as an "Exterior Accessible Route."
209. Pattern Book: An illustrative document that depicts the architectural character of a proposed development, in compliance with the Design Principles and Design Standards. See Section 4.125.15, Pattern Book.
210. Pedestrian Access: A path of travel to approach and enter a building , or open space on foot.
211. Permit (Tree cutting): Approval to remove trees according to the following categories:
- A. Type A - Permits removal of one to three trees within a twelve (12) month period on any property.
 - B. Type B - Permits removal of four or more trees on any property (a) not subject to site development review, or b) previously approved for site development, and is c) not in a commercial woodlot.
 - C. Type C - Permits removal of trees on property under a site development application.
 - D. Type D - Permits removal of trees on a commercial woodlot.
212. Permit Grantee: Any person, including the person's successors-in-interest, whose application for a Permit has been approved, or who is acting on the permit grantee's behalf with the grantee's consent.
213. Person: Any individual or legal entity.
214. Phasing: To plan and then carry out development in stages over time. The length of time will be determined by several factors, including response to market conditions, availability and capacity of existing utilities and infrastructure, and timing of road improvement approval and funding.
215. Planning Commission: The Planning Commission of the City of Wilsonville established in Chapter 2 of the Wilsonville Code.
216. Planning Director: The Planning Director as established in Section 2.190 of the Wilsonville Code. As used in this Chapter, the term "Planning Director" also applies to other staff persons or consultants specifically assigned to act on behalf of the Planning Director.
217. Photometric Test Report. A report by an independent testing laboratory or one certified by the National Institute of Standards and Technology (NIST) describing the candela distribution, shielding type, luminance, and other characteristics of a specific luminaire. [Added by Ord. 649, 6/2/08]
218. Plat: A map, diagram, drawing, replat or other writing containing all of the descriptions, locations, specifications, dedications, provisions and information concerning a subdivision, condominium division or land partition. A tentative plat is one that is prepared for review and consideration by the City. A final plat is one that

- is prepared for recordation with the County after the City has approved the tentative plat.
219. Plaza: A public space at the intersection of important streets, as illustrated and described in the Villebois Village Master Plan, for civic purposes and commercial activity.
 220. Porch: An open-air room appended to the mass of a building, with floor and roof.
 221. Pre-existing Towers and Pre-existing Antennae: Any tower or antennae for which a building permit has been properly issued prior to the effective date of this ordinance. [Added by Ord. 479, 5/19/97]
 222. Preliminary Development Plan: A conceptual and quantitatively accurate representation of a defined area within an approved Specific Area Plan, in the form required by Section 4.125(.18).
 223. Premises: A site with or without buildings.
 224. Private Drive: A private way, other than an alley, that includes a roadway.
 - A. Private Access/Circulation Drive - Industrial/Commercial/Multi-family/Mixed Use: A private drive in an industrial, commercial, multi-family (including mobile home parks), or mixed-use development providing vehicular ingress and egress to the development and/or internal circulation.
 - B. Residential Private Access Drive: A private drive in a non-multi-family residential development providing primary vehicle access to no more than four (4) dwelling units, excluding accessory dwelling units. A residential private access drive provides for no through vehicle access and is not extendable. This definition does not include private alleys.
 - C. Residential Private Drive - Pre-existing: A private drive in a non-multi-family residential development approved prior to (effective date of ordinance) including those that provides vehicular access to more than four (4) dwelling units.
 225. Private Way: A private area dedicated to circulation, including roadways, bikeways, paths, or utilities.
 226. Professional-Type Services: A “professional-type service” shall include activities such as those offered by a physician, surgeon, dentist, lawyer, architect, engineer, accountant, artist, teacher, real estate and insurance sales.
 227. Protected solar building line: A line on a plat or map recorded with the plat that identifies the location on a lot where a point two feet above may not be shaded by structures or non-exempt trees (see Figure 11: Soar Lot Option 2: Protected Solar Building Line in Section 4.137).
 228. Protected Outdoor Space: An outdoor space that is partially protected from direct exposure to the weather by a roof, building walls, and/or other enclosures.
 229. Private Way: A private area dedicated to circulation, including the roadway for private streets, bikeways, paths or utilities.

230. Public Space: An area without buildings, reserved for public use, whether owned and maintained by a public or private organization, including but not limited to, plazas, parks, natural preserves, and trails.
231. Public Way: A public area dedicated to circulation, including the roadway or street, bikeways, paths and public utilities.
232. Quasi-judicial process: A process that leads to a decision on a land use or development application involving a single property or small group of properties. (Please see the definition of Legislative Process, above.)
233. Rainwater Management Program: Infrastructure and procedures for the collection, filtration, and conveyance of rainwater.
234. Rainwater Management System: The physical components of the Rainwater Management Program.
235. Rainwater Path: The route of movement of rainwater from building roofs and paved surfaces to the Rainwater Management System.
236. Recreational Vehicle: Means a vehicle which is:
 - A. Built on a single chassis;
 - B. 400 square feet or less, when measured at the largest horizontal projection;
 - C. designed to be self-propelled or permanently towable by a light-duty truck; and
 - D. designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.
237. Religious Institution: A building or structure, or groups of buildings or structures, such as a church, synagogue, temple or mosque, that is used for conducting organized religious services, including ceremonies, rituals, and education pertaining to a particular system of beliefs.
238. Remove or Removal: The act of removing a tree by topping, digging up or cutting down, effecting removal through damage, or causing to be removed, transplanted or destroyed.
239. Replacement Area: the mitigation area required to compensate for an encroachment into the SROZ when allowed in accordance within Section 4.139.00
240. Research and Development: Commercial and non-profit establishments primarily engaged in performing laboratory or other physical or biological, primary, basic, or applied research, development and testing. Does not include Light Manufacturing.
241. Residential Facility: As used in ORS 197, a residential facility is a residential treatment or training facility, licensed by the State of Oregon, which provides care, treatment or training for six (6) to fifteen (15) individuals, and which may also provide housing for staff persons who provide services to those individuals. For the purposes of this Code, unless inhabited by a single family, a residential facility is considered to be a form of multiple family residential development.
242. Residential Home: As used in ORS 197, a residential home is a residential treatment or training home, or adult foster home, licensed by the State of Oregon, which

provides care, treatment or training for five (5) or fewer individuals, and which may also provide housing for staff persons who provide services to those individuals. For the purposes of this Code, a residential home is considered to be a form of single-family dwelling unit.

243. Residential Trailer: A structure constructed for movement on the public highways, that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, is being used for residential purposes and was constructed before January 1, 1962. [Amended by Ordinance 317, 11/4/87].
244. Residential Village Comprehensive Plan Designation: The area within which the Village zone applies, as illustrated on the Comprehensive Plan Map.
245. Row House: One of a series of houses, often of similar or identical design, situated side by side, with or without an accessory dwelling unit or building. Within the Villebois Village Center Boundary, row houses may be attached or detached in accordance with the Village Center Architectural Standards. [Amended by Ord. # 667 8/17/09]
246. Right-of-way: The area between boundary lines of a public way.
247. Riparian Corridor: See Section 4.139.00.
248. Riparian Corridor Cross Sections: See Section 4.139.00.
249. Riparian Impact Area: See Section 4.139.00.
250. Road: Same as “Street”.
251. Roadway: The portion of a public way or street or private way developed for use by vehicular traffic.
252. Roadway, Shared: a roadway that is designed to be shared by additional users besides motor vehicles, especially bicycles.
253. School: An educational facility.
254. School, Commercial: A school operated as a commercial enterprise. See Section 4.125(.04), Conditional Uses.
255. School, Private: Schools, including kindergartens, nurseries, children’s or adult day care facilities, play schools, and other such facilities, operated primarily through private funding sources. See Section 4.125(.04), Conditional Uses.
256. School, Public: A school endowed and/or supported by taxation. See Section 4.125(.04), Conditional Uses.
257. Screening: Any construction whose essential function is to visually conceal, as in sight-obscuring fencing or sight-obscuring planting. See Section 4.176.
258. Setback: The distance between a reference line (usually a property line) and the nearest point of a building, or portion thereof. In the Village Zone, see Section 4.125.06, Standards Applying to all Developments.
259. Service Center: A planned development commercial center or complex of uses related to serve the motoring public and located at or near the freeway interchanges.

Typical uses include restaurants, motels, automobile and truck service stations and centers.

260. Shade point: The part of a structure or non-exempt tree that casts the longest shadow onto the adjacent northern lot(s) when the sun is at an altitude of 21.3 degrees and an azimuth ranging from 22.7 degrees east and west of true south; except a shadow caused by a narrow object such as a mast or whip antenna, a dish antenna with a diameter of 3 feet or less, a chimney, utility pole, or wire. The height of the shade point shall be measured from the shade point to either the average elevation at the front lot line or the elevation at the midpoint of the front lot line. If the shade point is located at the northern end of a ridgeline of a structure oriented within 45 degrees of a true north-south line, the shade point height computed according to the preceding sentence may be reduced by 3 feet. If a structure has a roof oriented within 45 degrees of a true east-west line with a pitch that is flatter than 5 feet (vertical) in 12 feet (horizontal) the shade point will be the eave of the roof. If such a roof has a pitch that is 5 feet in 12 feet or steeper, the shade point will be the peak of the roof (see Figures 5: Height of the Shade Point of the Structure and Figure 6: Shade Point Height in Section 4.137).
261. Shade reduction line: A line drawn parallel to the northern lot line that intersects the shade point (see Figure 7: Shade Reduction Line in Section 4.137).
262. Shade: As used in the solar access provisions of this Code, a shadow cast by the shade point of a structure or vegetation when the sun is at an altitude of 21.3 degrees and an azimuth ranging from 22.7 degrees east and west of true south.
263. Shadow pattern: A graphic representation of an area that would be shaded by the shade point of a structure or vegetation when the sun is at an altitude of 21.3 degrees and an azimuth ranging between 22.7 degrees east and west of true south (see Figure 13: Shadow Pattern in Section 4.137).
264. Shielding.
- Directional. A luminaire designed to be aimed or pointed.
 - Fully Shielded. A luminaire emitting no more than 0.5 percent of its luminous flux above the horizontal plane, including any luminaire rated “full cut off” according to IESNA RP-8-01.
 - Partly Shielded. A luminaire emitting no more than 10 percent of its total luminous flux above the horizontal plane, including any luminaire rated “semi-cutoff” according to IESNA RP-8-01.
 - Shielded. A luminaire emitting no more than 2 percent of its total luminous flux above the horizontal plane, including any luminaire rated “cutoff” according to IESNA RP-8-01.
 - Unshielded. A luminaire that may emit its flux in any direction. [Added by Ord. 649, 6/2/08]
265. Sidewalk: A walkway, within or adjacent to a street right-of-way, paved to City standards.

266. Sight-Obscuring Planting: A dense perennial evergreen planting with sufficient foliage to obscure vision as specified in Section 4.176 and which will reach a height of at least six (6) feet within thirty (30) months after planting.
267. Sign: A device or display used or intended to be used for advertising purposes or used or intended to be used to inform or attract the attention of the public. "Sign" includes, where applicable, the structure, display surface, or other component parts of the device or display. Examples include, but are not limited to, advertising sign, banner, outdoor advertising sign, on-premises sign, temporary sign, window sign, message, light (other than a device used primarily to illuminate a building and/or premise), emblem, figure or, painting, mural, drawing, placard, or poster. The display of merchandise that is offered on the premises shall not be considered to be a sign unless it is attached to any exterior surface or structure of the building including, but not limited to, roofs, walls, marquees, monuments, or poles. The scope of the term "sign" does not depend on the content of the message or image conveyed. A sign does not include architectural or landscape features that may attract attention but do not convey a message or image considered speech, or trademark, protected under federal or state law.
- A. Addressing Signs: Signs indicating, at a minimum, the numerical address of the building.
 - B. Baseline: The invisible line on which text or other characters sit, the bottom extent of the cap height of a typeface.
 - C. Bowl: In a font or typeface, an open or closed circular line that creates an interior space, such as in the letters "d" and "c."
 - D. Cap Height: In a font or typeface, the distance from the baseline to the top of uppercase letters like "H" and "J."
 - E. Changing image sign. Any sign which, through the use of moving structural elements, flashing or sequential lights, lighting elements, prisms, or other method, results in movement, the appearance of movement, or change of sign image or text except changeable copy signs defined below.
 - F. Changeable copy sign. Any sign, digital or manual, which is designed to have the copy changed routinely and where the frequency of copy change does not exceed once every fifteen (15) minutes, except in emergency situations as requested by the City Manager or designee.
 - G. Descender: In a font or typeface, the part of a letter extending below the baseline including lower portion of the lowercase letters "g," "j," "p," "q," and "y."
 - H. Directional signs: Signs on private property that provide directions for the traveling public and are deemed necessary for the safe traverse of the public.
 - I. Flashing Sign: Any illuminated sign on which the artificial light is not maintained stationary or constant in intensity or color at all times when such sign is in use. For the purpose of this Code, any moving illuminated sign shall be considered a flashing sign.

- J. Freestanding Sign: A sign erected and maintained on a freestanding frame, mast, or pole not attached to any building, and not including ground-mounted signs.
- K. Ground-mounted Sign: A non-temporary sign which extends from the ground, or has support which places the bottom of the sign less than two (2) feet from the ground, including monument signs.
- L. Inflatable Sign: Any device that depends on a differential between internal and external air pressure to maintain its size, form or shape regardless of whether it is tied, tethered, mounted or connected to a pole, building, or ground.
- M. Institutional Signs: Signs that identify public buildings, churches, public and private schools and other such structures used for public gathering or to serve the general public. The Planning Director shall determine the nature of such signs if there is a question. Institutional signage shall comply with all applicable provisions of this Code.
- N. Integral Sign: A sign carved into stone, concrete or similar material or made of bronze, aluminum or other permanent type construction indicating names of buildings, date of erection, monumental citations, commemorative tablets and the like when made an integral a part of the structures.
- O. Lawn Sign. A temporary freestanding sign commonly made of corrugated plastic, greyboard, or similar type of material, constructed and maintained to prevent being moved or heavily damaged by typical exposure to natural elements. Lawn signs in the rights-of-way under W.C. 4.156.10 may be constructed to be portable.
- P. Marquee Sign: A canopy or covering structure bearing a signboard or graphics projecting from, and attached to, a building.
- Q. Permanent Sign: Any sign that does not meet the definition of a temporary sign, below.
- R. Portable Sign: A sign that is not permanently affixed to a building, structure, or the ground; a sign designed to be moved from place to place. These signs include, but are not limited to movable A-frame signs, sandwich board signs, signs on vehicles or trailers, and signs attached to wood or metal frames designed to be self-supporting and movable, including trailer reader boards.
- S. Projecting Sign: A sign, other than a wall sign which projects from and is supported by a wall of a building or structure. Projecting Signs are differentiated from Wall Flat Signs as defined below.
 - 1. Blade Sign: A sign hanging, perpendicular to a building façade, from a canopy, building projection, or mounting bracket intended to aid pedestrians in wayfinding.
- T. Rigid Sign: A temporary freestanding sign designed and constructed with materials of a grade and quality to withstand strong winds, rains, and harsh weather conditions, and maintained as a potentially year-long temporary sign to ensure that degradation or weathering does not present aesthetic and public safety concerns and the sign retains substantially the same quality throughout

the year. Such signs may not be constructed of cardboard, poster board, or other similar lightweight paper products.

- U. Roof Sign: A sign located on or above the roof of any building, not including a false mansard roof, canopy or other fascia.
- V. Selling Slogans: A brief striking phrase used in advertising or promotion. The hours of operation of a business shall be considered to be a selling slogan.
- W. Serif: In fonts and typefaces, the extra stroke at the end of a letter or character.
- X. Shoulder: In fonts and typefaces, the curve at the beginning of a leg of a character such as the upper curved portion of the lowercase letters “m” and “n.”
- Y. Sign Area: The display surface or face of the sign calculated as prescribed in Section 4.156.04
- Z. Temporary Sign: A sign not permanently affixed to a building, structure, or the ground, intended to be displayed for a limited period of time.
- AA. Video Sign: Moving visual messages projected on any surface.
- BB. Wall Flat Sign: A sign affixed directly to or painted on or otherwise inscribed on an exterior wall and confined within the limits of any building and which projects from that surface not more than twelve (12) inches at all points.
- CC. Wayfinding Sign: The term way finding sign has two different contextual meanings. First, it is used as a general description of one of the basic purposes or functions of signs, which is to assist in directing the general public to specific destinations within the community, so that they find their way. In this context almost all signs provide some degree of way finding information. Second, the term is used to describe a specific type of sign, such as local directional signs and district wayfinding signs, that provides specific identity and/or direction to particular businesses, facilities, or places of interest, such as parks, tourist attractions, public buildings, schools, special districts, or other locations to which the public commonly asks for directions.

[Sign definitions revised by Ord. 675, 3/1/10.] [Sign definitions revised by Ord. No. 704, 6/18/12].

- 268. Significant Resource Impact Report (SRIR): See Section 4.139.00
- 269. Significant Resource Overlay Zone (SROZ): See Section 4.139.00
- 270. Site Area, Net: The area of a development site, excepting all areas in streets or private drives, driveways, and parking spaces.
- 271. Site Development: Any human-caused change to improved or unimproved property -, including, but not limited to, land surface mining, grading, filling, excavation, tree cutting, clearing, construction, installation or alteration of a building or other structure, establishment or termination of an access or outdoor storage on the land.
- 272. Solar access height limit: A series of contour line establishing the maximum permitted height for non-exempt vegetation on lots affected by a Solar Access Permit (see Figure 12: Solar Access Height Limit in Section 4.137).

273. Solar access permit: A document issued by the city that describes the maximum height that non-exempt vegetation is allowed to grow on lots to which a solar access permit applies.
274. Solar feature: A device or combination of devices or elements that does or will use direct sunlight as a source of energy for such purposes as heating or cooling of a structure, heating or pumping of water, and generating electricity. Examples of a solar feature include a window or windows that contain(s) at least 20 square feet of glazing oriented within 45 degrees east and west of true south, a solar greenhouse, or a solar hot water heater. A solar feature may be used for purposes in addition to collecting solar energy, including but not limited to serving as a structural member or part of a roof, wall, or window. A south-facing wall without windows and without other features that use solar energy is not a solar feature for purposes of this Section.
275. Solar gain line: A line parallel to the northern property line(s) of the lot(s) south of and adjoining a given lot, including lots separated only by a street, that intersects the solar feature on that lot (see Figure 8: Solar Gain Line in Section 4.137).
276. Source Separated Recyclables: Recyclable materials designated “principle recyclable materials” by the Oregon Environmental Quality Commission under ORS 495A.025 with the exception of yard debris, as well as other source-separated recyclables that may be designated by local ordinance or regulation. [Amended by Ord. #426 – 4/1/94]
277. South or South facing: True south, or 20 degrees east of magnetic south.
278. Special Flood Hazard Area: Means an area having special flood, mudslide (i.e., mudflow), and/or flood-related erosion hazards, and shown on an FHBM or FIRM as zone A, AO, AE, AH, VE, or V. [Amended by Ord. # 647, 4/21/08; Ord. 686, 11/1/10]
279. Specific Area Plan (SAP): A plan with a series of detailed components covering one of the five distinct areas of the Villebois Village Master Plan. These plans provide a higher level of analysis and detail than the Villebois Village Master Plan.
280. Stacked Flats: Two or more single-level dwelling units, the second arranged above the first, etc.
281. Start of Construction: Includes substantial improvement, and means the date the building permit was issued provided the actual start of construction, repair, reconstruction, placement or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration

- affects the external dimensions of the building. [Added by Ord. # 647, 4/21/08; amended by Ord. 686, 11/1/10]
282. Stoop: A small uncovered platform or porch at the entrance to a dwelling, usually up several steps from the sidewalk.
283. Storage Area for Solid Waste or Recyclables: The space necessary to store mixed solid waste and source separated recyclables that accumulate between collection days. [Amended by Ord. #426 – 4/1/94]
284. Story: That portion of a building included between a floor and the ceiling next above it, exclusive of a basement.
285. Street: The entire right-of-way of a dedicated public way, which provides vehicular and pedestrian access to adjacent properties. Except in the Village zone, a right-of-way less than twenty (20) feet in width shall not be recognized as a street.
286. Street, Arterial: A street used primarily for through traffic.
287. Street, Collector: A street used to some extent for through traffic and to some extent for access to abutting properties.
288. Street, Frontage: A minor street parallel to and adjacent to a major street providing access to abutting properties and protection from through traffic.
289. Street, Half: A portion of the width of a street, usually along the edge of a development where the remaining portion of the street could be provided in another adjacent development. In the Village Zone, see Section 4.125(.09), Street Improvement Standards.
290. Street, Private: Same as Private Drive.
291. Street Tree Master Plan: A plan that denotes the species, spacing, minimum size and location of all street trees.
292. Street, Local: A street used exclusively for access to abutting properties.
293. Structure: Anything built which requires location on the ground or is attached to something having a location on the ground. For floodplain management purposes a structure is a walled and roofed building including a gas or liquid storage tank that is principally above ground. [Amended by Ord. # 647, 4/21/08; Ord. 686, 11/1/10]
294. Structured Parking: Enclosure for the storage of four or more vehicles.
295. Subdivide: To effect a subdivision of land, as defined below.
296. Subdivider: Any owner commencing proceedings under Sections 4.200 to 4.290 to effect a subdivision of land.
297. Subdivision: Either an act of subdividing land, or an area or tract of land subdivided as defined in this Code. A subdivision means the division of land into more than three (3) lots.
298. Substantial Damage: Damage of any origin sustained by a structure whereby the cost of restoring the structure to it's before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. [Added by Ord. # 647, 4/21/08]

299. Substantial Development: Receipt of a valid public works permit or building permit for construction activities, other than a grading permit, is deemed to constitute “substantial development.”
300. Substantial Improvement: Means any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds fifty percent (50 percent) of the market value of the structure, as determined by the City's Building Official, either:
- A. Before the improvement or repair is started, or
 - B. If the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term is not used in the same manner as the term “substantial development” and does not include either:
 - (1) Any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions, or
 - (2) Any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.
301. Sunchart: One or more photographs that plot the position of the sun between 10:30 am and 1:30 pm on January 21, prepared pursuant to guidelines issued by the Planning Director. The sunchart shall show the southern skyline through a transparent grid on which is imposed solar altitude for a 45-degree and 30-minute northern latitude in 10-degree increments and solar azimuth from true south in 15-degree increments.
302. Support Structure (Telecommunication): The structure to which wireless communication antennae and other necessary hardware are mounted. For purposes of this ordinance the terms “support structure,” “tower,” and “transmission tower” shall be interchangeable. Support structures include, but are not limited to:
- A. Guyed Tower: A tower which is supported, in whole or in part, but the use of cables (guy wires) and ground anchors.
 - B. Lattice tower: A freestanding support structure which consists of an open framework of crossed metal braces on three or four sides which stabilize the tower and which is built without guy wires and ground anchors.
 - C. Monopole: A freestanding support structure consisting of a single upright pole sunk into the ground and/or attached to a foundation and engineered to be self-supporting without guy wires or ground anchors.
303. Terrace: A raised space or platform adjoining a building, paved or planted, especially one used for leisure enjoyment.
304. Temporary Lighting. Lighting installed with temporary wiring and operated for less than 120 days in any calendar year. [Added by Ord. 649, 6/2/08]
305. Theater: A building or outdoor structure providing facilities for the presentation of performances.

306. Through Zone: The width of unobstructed space on a sidewalk or pedestrian pathway. [Added by Ord. #719, 6/17/13.]
307. Tower Footprint: The area described at the base of a transmission tower as the perimeter of the transmission tower including the transmission tower foundation and any attached or overhanging equipment, attachments or structural members but excluding ancillary facilities and guy wires and anchors. [Added by Ord. #479, 5/19/97]
308. Tower Height: The distance measured vertically from the highest point when positioned for operation to the lowest point, which is defined as the bottom of the base of the structure being measured at either roof level for a roof-mounted structure or at ground level for a freestanding structure. The height of a tower shall include the height of any antennae positioned for operation attached or which may be attached to the highest point on the tower. [Added by Ord. #479, 5/19/97]
309. Tower Pad: The area encompassing the tower footprint, ancillary facilities, fencing and screening. [Added by Ord. #479, 5/19/97]
310. Town Center: That part of the community that is generally bounded by, or adjoining, Town Center Loop Road.
311. Townhouse: A configuration of a Multiple Family Dwelling where multi-story units are attached in an unbroken row sharing common walls, and each having a separate entrance.
312. Trailers, Travel Trailers, Mobile Coaches: A vehicle or structure constructed for movement on the public highways, that has sleeping, cooking or plumbing facilities and is intended for temporary residential and/or recreational uses. Trailers, travel trailers, and mobile coaches do not meet the standards to be considered mobile homes or manufactured dwellings noted above.
313. Transit Stop: A designated location along or near a transit street for pick-up and drop-off of transit users.
314. Transit Station: A facility at a major transit stop accommodating multiple types of transportation, including the seating, sheltering, pick-up, and drop-off of transit users; bicycle storage; automobile drop-off lanes; and other uses compatible with transit use.
315. Transit Street: A designated transit route with one or more transit stops serving TRI-MET or South Metro Area Rapid Transit (SMART) riders.
316. Tree: Any living, standing woody plant having a trunk six inches or more d.b.h. at four and one-half (4-1/2) feet above grade.
317. Tree Cutting: The falling or removal of a tree, or any procedure the natural result of which is to cause the death or substantial destruction of a tree, including topping and severe cutting back of limbs to such a degree as to destroy or adversely affect the normal growth pattern of the tree. Cutting does not include routine pruning or trimming.

318. Tree Preservation and Protection Plan: A plan that indicates the locations of existing trees to be preserved and the methods to be employed to do so. See the City of Wilsonville Tree Preservation Code, Section 4.600 for additional information.
319. Tree Pruning: Reduction of a tree to achieve a better shape and more fruitful growth, using common practices of the arboriculture industry, including the International Society of Arboriculture, the Oregon Department of Forestry (Urban Forestry), or other professional arboriculture industry organizations.
320. Tree Survey: Information provided by an arborist which describes size, species, health, and condition, and an accurate map that locates the trees on the property and descriptive text. Tree surveys shall be provided in keeping with WC 4.610.30 and 4.610.40.
321. Tree Topping: The severe cutting of the top or limbs within the tree's crown to such a degree so as to remove the natural canopy or disfigure the tree.
322. TRP: Tree Removal Permit.
323. Undevelopable area: As used in the solar access provisions of this Code, an area that cannot be used practicably for a habitable structure, because of natural conditions, such as slopes exceeding 20% in a direction greater than 45 degrees east or west of true south, severe topographic relief, water bodies, or conditions that isolate one portion of a property from another portion so that access is not practicable to the unbuildable portion; or man-made conditions, such as existing development which isolates a portion of the site and prevents its further development; setbacks or development restrictions that prohibit development of a given area of a lot by law or private agreement; or existence or absence of easements or access rights that prevent development of a given area.
324. Urban Growth Management Function Plan (UGMFP): Regulatory requirements imposed on local governments by Metro.
325. Use: The purpose for which land or a building is arranged, designed or intended, or for which either land or a building is or may be occupied.
326. Utilities: Any water, gas, sewer, storm drainage, electrical, telephone, or communication service and all persons, companies, and agencies supplying the same.
327. Value: Current market value or replacement cost as determined by a licensed or certified professional in the tree, nursery, or landscape field.
328. Variance: Means a grant of relief from the requirements of this ordinance which permits construction in a manner that would otherwise be prohibited by this ordinance. A Variance does not allow a use that is prohibited by this Chapter.
329. View Corridor: As located and defined in the Master Plan, a view corridor is a panorama or line-of-site that, for aesthetic or cultural reasons, is to remain free of noncontributing elements.
330. Village Center: An area illustrated and described in the Villebois Village Master Plan, providing a mixture of residential and commercial uses, at the intersection of

three neighborhoods. The Village Center is the focal point of civic and commercial activity.

331. Village Center Architectural Standards: A document that includes standards for all buildings within the Village Center. [Definition amended by Ord. No. 595, 12/5/05.]
332. Village Zone: The zoning district that is applied to areas designated Residential Village on the Wilsonville Comprehensive Plan Map. The Village zone implements the Residential-Village designation and the Villebois Village Master Plan. Also known as the V zone.
333. Villebois Village Master Plan: The approved document depicting the general organizational structure of the Villebois Village Concept Plan, implemented by the Residential-Village Comprehensive Plan designation, and the Village (V) zone, including but not limited to the form and location of public open spaces, types and alignment of the utilities and various thoroughfares, and land use types and locations.
334. Violation: The division or use of land or structures, or the construction of, addition to, or alteration of, structures in a manner that does not fully comply with the provisions of Chapter 4. Structures located in flood hazard areas without adequate elevation certificates or other satisfactory proof of compliance with the provisions of Section 4.172 will be presumed to be in violation until such time as the necessary information has been provided to the Community Development Director.
335. Wall: An upright construction having a length greater than the thickness and presenting a continuous surface except where pierced by doors, windows, etc., used for shelter, protection, or privacy.
336. Water-Dependent: A use or activity which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for water-borne transportation, recreation, energy production or source of water.
337. Water-Related: Uses which are not directly dependent upon access to a water body, but which provide goods or services that are directly associated with water-dependent land or waterway use, and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered. Except as necessary for water-dependent or water-related uses or facilities, residences, parking lots, spoil and dump sites, roads and highways, restaurants, businesses, factories; and trailer parks are not generally considered dependent on or related to water location needs.
338. Wayfinding Plan: See Master Signage and Wayfinding Plan.
339. Wetlands: Existing wetlands include jurisdictional wetlands as determined by the Division of State Lands (DSL) and/or the US Army Corps of Engineers (COE). "Wetlands" are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Created wetlands are mitigation wetlands as defined by the Division of State Lands or US Army Corps of Engineers. For the purpose of this ordinance, wetlands shall not include these constructed facilities:

- A. stormwater treatment ponds or swales;
 - B. stormwater treatment wetlands;
 - C. detention ponds;
 - D. a 25-foot buffer adjacent to the wetland;
 - E. an off-stream recreational lake, lagoon, fire pond or reservoir; and
 - F. ditches that are not mapped within the Significant Resources Overlay Zone and are constructed solely for the purpose of draining roads, lots, and outfalls of storm drains.
340. Wildlife Habitat: A Goal 5 resource defined as an area upon which wildlife depend in order to meet their requirements for food, water, shelter and reproduction. Wildlife habitat in the *City of Wilsonville Natural Resource Inventory and Goal 5, Title 3, Endangered Species Act Compliance and Protection Plan* refers to upland, forested areas of at least one-acre size. Hazelnut orchards, small clumps of trees and areas with only a few scattered trees are not included as wildlife habitat.
341. Wireless Communication Facilities (WCF): An unstaffed facility for the transmission and reception of radio or microwave signals used for commercial communications. WCFs are composed of two or more of the following components: (1) antenna: (2) support structure: (3) equipment enclosures; and (4) security barrier. [Added by Ord. #479, 5/19/97]
342. Yard: The open space, other than a court, on a lot, unoccupied and unobstructed other than by landscaping or permitted fences from the ground upward, between a structure or structures and any lot line. The minimum horizontal distance between any point on a lot line and the nearest part of any structure or building is the yard depth.
343. Yard, Front: Any yard abutting a street or private drive, unless one side is determined to meet the definition of a side yard, below. Private drives which are bounded on two sides by a single lot shall not be considered in determining if a yard is a front yard.
344. Yard, Rear: Any yard abutting a rear lot line.
345. Yard, Side: Any yard abutting a side lot line and, for corner lots, the side with the longest frontage along a street or private drive. Where a corner lot has an existing building with a primary entrance, the side along a street or private drive without the entrance shall be deemed the side yard. Where a corner lot has the same amount of frontage on both streets or private drives, and no primary building entrance facing either street or private drive, the Planning Director may designate the side yard in order to determine required setbacks. Private drives which are bounded on two sides by a single lot shall not be considered in determining if a yard is a side yard.

[Definitions amended by Ord. 557, 9/5/03; Ord. 682, 9/9/10; Ord. 686, 11/1/10]

AREA OF SPECIAL CONCERN E (AREA E)

The development is in Wilsonville Comprehensive Plan Area of Special Concern E (Area E), Design Objectives 1,2 and 3 are applicable. Ongoing effort has been taken to ensure the design addresses the city’s concerns and takes the adjacent residential neighborhood into consideration.

- i. Encourage Consolidation of smaller lots to allow for master planning of large areas.

Response:

Lots 300 & 500 are not being consolidated; however, a lot line adjustment was requested (AR19-0059). The intent of this adjustment was to better utilize the existing topography to provide more easily developable lots for proposed construction and potential sale. 1.76 acres is to be transferred from lot 500 to lot 300. Lot 300 will increase from 2.09 acres to 3.85 acres and retains access to SW Boones Ferry Rd. Lot 500 will decrease from 4.06 acres to 2.35 acres and retains access to SW Boberg Road. Both lots continue to meet required lot size standards.

The initial lot line adjustment (AR19-0059) was approved by the City of Wilsonville with conditions to get the adjustment recorded by the Clackamas County Surveyor’s Office. Subsequently, the county determined the property line change would be processed as a replat. The county replat application and required plat documents are currently submitted into Clackamas County’s workflow. A Final Plat application with replat documents will be submitted concurrently to the City of Wilsonville for final review and approval under a separate permit.

- ii. Provide buffer adjacent to the mobile home park e.g., increased landscaped setback or complimentary uses.

Response:

It is the intent of this development to improve the landscaping buffer and provide necessary screening. The proposed buffer will meet SB overlay standards. A 30-foot setback has been established along the southern property line and a High Screen Standard for landscaping has been applied. The 6-foot-high chain-link fence with slats and required landscape provide a visual/noise barrier. Existing trees along the property will be preserved as much as possible. However, many of the trees are in poor or fair condition (see tree survey) and these trees as well as overgrowth on the property will be removed and replaced with plantings that meet city standards. See provide landscape plan for further information.

- iii. Minimize traffic (truck) conflicts with residential activities, including pedestrian.

Response:

Traffic circulation into and out of the development will limit conflicts with the abutting properties residential activities and promote a pedestrian friendly environment. The development provides two access driveways on SW Boberg Road. The primary residential driveways into the Walnut Mobile Home Park are located over 300 feet away from the development's access driveways. 300 feet is the desired access spacing per City of Wilsonville Public Works Standards and provides adequate distance to limit traffic conflicts. In addition, this development will provide a sidewalk along SW Boberg Road that will enhance the pedestrian walkability and safety of this area.

SECTION 4.137.5 SCREENING & BUFFERING (SB) OVERLAY ZONE

(.01) Purpose. The Screening and Buffering Overlay Zone is intended to be used with any underlying base zone to specify appropriate screening and buffering standards for areas where residential and nonresidential uses abut. The “SB” Overlay Zone is used to assure that there is adequate separation and screening between potentially conflicting land uses. The buffering is achieved by restricting access, increasing setbacks, requiring additional landscaping, restricting signs, and, in some cases, by requiring additional information and proof of mitigation for uses that may otherwise cause off-site impacts or nuisances.

Response:

The SB Overlay Zone has been applied to the Industrial Development site. Care has been taken in the design to mitigate potential disturbances with the adjacent mobile home park. The full length of the south property has a 6’ chain link fence with privacy slats. Beyond the fence is a 30 foot planting area that meets the L-3 landscape standard (High Screen Landscaping). This landscape buffer with fencing dampens sound transmittance and blocks visual connection to the industrial site. Access into the landscaped buffer area is for maintenance purposes only.

(.02) Where the “SB” Overlay Zone is to be Applied. The Screening and Buffering Overlay Zone is to be applied primarily along the edge of nonresidential zones abutting, or located directly across the street from, residential zones. As with any zoning, the “SB” Overlay Zone is only applied where established by action of the City Council.

Response:

The adjacent lot to the south contains a mobile home park is an RA-H zone. SB overlay standards will be applied.

(.03) Landscaped Areas. The following landscape requirements apply to the “SB” Overlay Zone. Structures, exterior storage and exterior display of merchandise are prohibited in these landscaped areas.

A. Commercial Properties. For land zoned PDC, a ten (10) foot deep area landscaped to at least the L-3 standard, specified in Section 4.176, must be provided along all street frontages across from properties zoned or designated in the Comprehensive Plan for residential use. (See Figure 23: High Screen Landscaping.) A ten (10) foot deep landscaped area shall also be provided at any point where the property adjoins a property that is planned or zoned for residential use.

CHAPTER 4 – PLANNING & LAND DEVELOPMENT ZONING

B. Industrial Properties. For land zoned PDI, a twenty (20) foot deep area landscaped to at least the L-3 standard, or a ten (10) foot deep area landscaped to at least the L-4 standard, shall be provided along all property lines where the “SB” Overlay Zone is applied. (See Figures 23: High Screen Landscaping and Figure 24: High Wall Landscaping.)

Response:

This site zoned PDI. A minimum (20) foot setback and (L-3) landscape Standards have been applied along the southern property line. No storage, structures or displays of merchandise will be in this buffer area.

(.04) Ingress and Egress. Motor vehicle access shall be limited through any landscaped area required in the “SB” Overlay Zone. The Development Review Board may impose additional landscape requirements to minimize the visual impacts of any vehicle access points that are approved.

Response:

No vehicle access is proposed in landscape buffer.

(.05) Exterior Work. No exterior manufacturing, storage, sales, or other similar work shall be performed within the “SB” Overlay Zone.

Response:

No work will be performed in the buffer.

(.06) Signs. No signs, other than approved monument signs, shall be permitted within the “SB” Overlay Zone.

Response:

No signage is proposed in the buffer.

(.07) Performance Standards and Off-Site Impacts. Many of Wilsonville’s base zones contain performance standards to limit impacts on surrounding properties and the overall community. Developers shall be encouraged to utilize the standards of the “SB” Overlay Zone to help assure compliance with the performance standards.

Response:

All base zone standards will be applied and complied with.

CHAPTER 4 – PLANNING & LAND DEVELOPMENT ZONING

Section 4.117. Standards Applying To Industrial Developments In Any Zone.

- (.01) All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4. 135 (.05) (PDI Zone).

[Response: The proposed development for DP Nicoli \(formerly Industrial Focus\) will meet the performance standards specified in 4.135\(.05\) per responses below.](#)

Section 4.135. PDI- Planned Development Industrial Zone.

- (.01) Purpose: The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.

[Response: The proposed development uses are permitted in the PDI zone.](#)

- (.02) The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

[Response: See response to Section 4.140 for specific responses.](#)

- (.03) Uses that are typically permitted:

- A. Warehouses and other buildings for storage of wholesale goods, including cold storage plants.
- B. Storage and wholesale distribution of agricultural and other bulk products, provided that dust and odors are effectively contained within the site.
- C. Assembly and packing of products for wholesale shipment
- D. Manufacturing and processing
- E. Motor vehicle services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations
- F. Manufacturing and processing of electronics, technical instrumentation components and health care equipment.
- G. Fabrication
- H. Office complexes - Technology
- I. Corporate headquarters
- J. Call centers
- K. Research and development
- L. Laboratories
- M. Repair, finishing and testing of product types manufactured or fabricated within the zone.

- N. Industrial services
- O. Any use allowed in a PDC Zone, subject to the following limitations:
 - 1. Service Commercial uses (defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices) not to exceed 5000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.
 - 2. Office Complex Use (as defined in Section 4.001) shall not exceed 30% of total floor area within a project site.
 - 3. Retail uses, not to exceed 5000 square feet of indoor and outdoor sales, service or inventory storage area for a single building and 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.
 - 4. Combined uses under Subsections 4.135(.03)(O.)(1.) and (3.) shall not exceed a total of 5000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.
- P. Training facilities whose primary purpose is to provide training to meet industrial needs.
- Q. Public facilities.
- R. Accessory uses, buildings and structures customarily incidental to any permitted uses.
- S. Temporary buildings or structures for uses incidental to construction work. Such structures to be removed within 30 days of completion or abandonment of the construction work.
- T. Other similar uses, which in the judgment of the Planning Director, are consistent with the purpose of the PDI Zone.

[Response: The proposed uses include Office Complex, Warehousing and Manufacturing.](#)

- (.04) Block and access standards:
The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).

[Response: The proposed development will provide adequate pedestrian and vehicle connectivity along SW Boberg Rd.](#)

- (.05) Performance Standards. The following performance standards apply to all industrial properties and sites within the PDI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.

- A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.

Response: All uses for the proposed development are proposed to be within the building.

- B. Vibration: Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property on which the use is located.

Response: The proposed use does not generate any equipment vibration.

- C. Emission of odorous gases or other odorous matter in quantities as detectable at any point on any boundary line of the property on which the use is located shall be prohibited.

Response: The proposed use does not use odorous gases or other matters and therefore will not emit these odors.

- D. Any open storage shall comply with the provisions of Section 4.176, and this Section.

Response: The proposed development contains a 52,700 sf storage yard for shoring equipment and material. The yard will be properly screened with fencing and landscaping. Additional information is provided in section 4.176.

- E. No building customarily used for night operation, such as a baker or bottling and distribution station, shall have any opening, other than stationary windows or required fire exits, within one hundred (100) feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within one hundred (100) feet of any residential district.

Response: The proposed building is not intended for night operation. On rare occasions emergency services may be requested beyond normal operating hours from municipalities in need of shoring equipment. If such an emergency occurs, truck circulation would be directed through the north drive aisle. All work performed would be on the north side of the building which is greater than (100) feet from the residential mobile home park.

- F. Heat and Glare:

1. Operations producing heat or glare shall be conducted entirely within an enclosed building.
2. Exterior lighting on private property shall be screened, baffled, or directed away from adjacent residential properties. This is not intended to apply to street lighting.

Response: The proposed building operation will not produce heat or glare.

All exterior lighting will be limited to pole mounted light locations, mounted light locations and new canopy and building mounted lights. All lights are noted with directional throw and/or cutoffs to not produce light off the property.

- F. Dangerous Substances: Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.

Response: The proposed use does not involve the use or handling of the materials noted.

- H. Liquid and Solid Wastes:

1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.
2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.
3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.
4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.
5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.
6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.

Response: The proposed development does not include the storage of liquid and solid wastes beyond typical materials recycling and garbage collection which will be stored within the noted enclosure on the site plan. This enclosure location and layout will be reviewed with Republic Services. Additional information is provided in section 4.176

- I. Noise: Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations. [Amended by Ord. 631, 7/16/07]

Response: The development will not produce excessive noise as defined by W.C. 6.204. Primary functions take place during city noted allowed hours. Cleaning

functions, deliveries etc. may take place in the overnight hours as allowed by the code.

- J. Electrical Disturbances. Except for electrical facilities wherein the City is preempted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.

Response: The development proposes no function or construction methods etc. which would interfere with electrical systems. Any construction activity which may require temporary electrical disruption for safety or connection reasons will be limited to the project site and coordinated by the contractor and electrical subcontractor with the appropriate utilities.

- K. Discharge Standards: There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.

Response: The proposed use does not produce emissions of the noted air pollutants. Construction activities will be monitored for air pollutants and use Best Management Practices for control of dust and other forms of pollutants including those methods depicted within the civil documents for construction entrances and wash downs.

- L. Open burning is prohibited.

Response: Open burning is not proposed with the development's use.

- M. Storage:

1. Outdoor storage must be maintained in an orderly manner at all times.
2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.
3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six (6) feet in height.

Response: The storage area will be maintained and organized. The proposed development storage yard is an asphalt surface. The storage will be screened by a 6' high fence with slats and plantings in front of the fence that will grow to 6' in height.

N. Landscaping:

1. Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.

Response: The site (lot 500) will be 100% developed with either building, parking and circulation (pedestrian and vehicle) or landscaping. All areas not used for building or parking are noted as developed landscaped areas with various trees and shrubs as depicted on the landscape plans.

2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.

Response: The property (lot 500) has no contiguous unused areas within its property boundaries, therefore this section does not apply.

3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.

Response: As noted above the areas of the site not developed with building or paved development will be landscaped therefore there will be no property left unused.

(.06) Other Standards:

- A. Minimum Individual Lot Size: No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

Response: The proposed development is on existing lot (lot 500) with no modification to the existing size.

- B. Maximum Lot Coverage: No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

Response: The proposed development meets standard.

- C. Front Yard Setback: Thirty (30) feet. Structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.

Response: The proposed buildings are set back more than 30' on East and West sides.

E=63'9" & W=94'9".

- D. Rear and Side Yard Setback: Thirty (30) feet. Structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.

Response: The proposed buildings are set back more than 30' on North and South sides.

N=192'2" & S=65'0"

- E. No setback is required when side or rear yards abut on a railroad siding.

Response: N/A, The property does not abut a railroad.

- F. Corner Vision: Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.

Response: N/A, The property is not a corner lot.

- G. Off-Street Parking and Loading: As provided in Section 4.155.

Response: The parking lot requirements are in compliance with Section 4.155 as noted within this section.

- H. Signs: As provided in Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]

Response: The proposed development will include building mounted signs. Further information on signage will be submitted with planning drawing package.

[Section 4.135 amended by Ordinance No. 574, 11/1/04.]

Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

- (.01) Purpose. The purpose of the PDI-RSIA Zone is to provide opportunities for regionally significant industrial operations along with a limited and appropriate range of related and compatible uses; to provide the flexibility to accommodate the changing nature of industrial employment centers, to protect industrially zoned lands for industrial uses, primarily in those areas near significant transportation facilities for the movement of freight and to facilitate the redevelopment of under-utilized industrial sites.

Response: The proposed development is not located within a PDI-RSIA zone. Section 4.125.5 and subsections below are not applicable.

- (.02) The PDI-RSIA Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.
- (.03) Uses that are typically permitted:
- A. Wholesale houses, storage units, and warehouses.
 - B. Laboratories, storage buildings, warehouses, and cold storage plants.
 - C. Assembly of electrical equipment, including the manufacture of small parts.
 - D. The light manufacturing, simple compounding or processing packaging, assembling and/or treatment of products, cosmetics, drugs, and food products, unless such use is inconsistent with air pollution, excess noise, or water pollution standards.
 - E. Office Complexes-Technology (as defined in Section 4.001).
 - F. Experimental, film or testing laboratories.
 - G. Storage and distribution of grain, livestock feed, provided dust and smell is effectively controlled.
 - H. Motor vehicle service facilities complementary or incidental to permitted uses.
 - I. Any use allowed in a PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use and is planned and developed in a manner consistent with the purposes and objectives of Sections 4.130 to 4.140 and is subject to the following criteria:
 - 1. Service Commercial (defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices) shall not exceed 3000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.
 - 2. Office Use (as defined in Section 4.001) shall not exceed 20% of total floor area within a project site.
 - 3. Retail uses not to exceed 3000 square feet of indoor and outdoor sales, service, or inventory storage area for a single building or 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.
 - 4. Combined uses under I.1 and 3. above shall not exceed a total of 3000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.
 - J. Residential uses shall not exceed 10% of total floor area.
 - K. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses.

- L. Temporary buildings or structures for uses incidental to construction work, which buildings or structures shall be removed upon completion or abandonment of the construction work.
- M. Expansion of a building, structure or use approved prior to October 25, 2004 of up to 20% additional floor area and/or 10% additional land area.
- N. Other similar uses which in the judgment of the Planning Director are consistent with the purpose of the PDI-RSIA Zone.

(.04) Prohibited uses.

- A. Retail operations exceeding 3,000 square feet of area for sales, service area or storage area for retail inventory in a single building, or 20,000 square feet of sales, service or storage area for multiple buildings, except training facilities whose primary purpose is to provide training to meet industrial needs.
- B. Any use or activity that violates the performance standards specified in Subsection 4.135.5(.06), below.

(.05) Block and Access Standards. The PDI-RSIA Zone shall be subject to the same block and access standards as the PDC Zone [Section 4.131(.02) and (.03)].

(.06) Performance Standards. The following performance standards apply to all industrial properties and sites within the PDI-RSIA Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

- A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.
- B. Vibration: Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.
- C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.
- D. Any open storage shall comply with the provisions of Section 4.176 and this Section.
- E. No building customarily used for night operation, such as a bakery, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within one hundred (100) feet of any

residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within one hundred (100) feet of any residential district.

- F. Heat and Glare.
 - 1. Operations producing heat or glare shall be conducted entirely within an enclosed building.
 - 2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.
- G. Dangerous Substances: Any use which involves the presence, storage or handling of any explosive, nuclear waste product or any other substance in a manner which would cause a health or safety hazard on any adjacent land use or site shall be prohibited.
- H. Liquid and Solid Wastes:
 - 1. Any storage of wastes which would attract rodents or insects or otherwise create a health hazard shall be prohibited.
 - 2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required by Section 4.176.
 - 3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.
 - 4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.
 - 5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.
 - 6. All operations shall be conducted in conformance with the city's standards and ordinances applying to sanitary and storm sewer discharges.
- I. Noise: Noise generated by the use, with the exception of traffic uses from automobiles, trucks and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations. [Amended by Ord. 631, 7/16/07]
- J. Electrical Disturbances. Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI-RSIA Zone which interfere with the normal operation of equipment or instruments within the PDI-RSIA Zone are prohibited. Electrical

disturbances which routinely cause interference with normal activity in abutting residential uses are also prohibited.

- K. Discharge Standards: There shall be no emission of smoke, fallout, fly ash, dust, vapors, gases or other forms of air pollution that may cause a nuisance or injury to human, plant or animal life or to property. Plans for construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.
- L. Open burning is prohibited.
- M. Storage.
 - 1. Outdoor storage must be maintained in an orderly manner at all times.
 - 2. Outdoor storage areas shall be gravel surfaced or better and shall be sufficient for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.
 - 3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than 6' in height.
- N. Landscaping.
 - 1. Unused property, or property designated for expansion or other future use shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such materials as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.
 - 2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberry, English ivy, cherry laurel, reed canary grass or other identified invasive species shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located with a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.
 - 3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.

(.07) Other Standards.

A. Lot Size:

1. Parcels less than 50 acres in size at the time of adoption of this amended Section: Land divisions may occur in conformance with an approved Master Plan consistent with the requirements of this section. No lot size limit, save and except as shall be consistent with the other provisions of this code.
2. Parcels 50 acres or greater in size existing on October 25, 2004 may be divided into any number of parcels or lots pursuant to an approved Master Plan provided that at least one lot or parcel of at least 50 acres in size remains. Provided further however, at least forty percent (40%) of the lot or parcel so created has been developed or planned for industrial uses and associated accessory uses and no portion has been developed or planned for the uses listed in Section 4.135.5(03)(I).(1.) through (3).
3. Uses not subject to the foregoing lot size provisions:
 - a. Public facilities and services
 - b. Separation of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by DEQ pursuant to ORS 465.225.
 - c. Separation of a lot or parcel containing a nonconforming use from the remainder of the site in order to improve the utility of the remainder site for the intended industrial uses
 - d. Separation for the purposes of financing when the new lot or parcel is consistent with the approved Master Plan.
 - e. Division of lots or parcels consistent with a Master Plan approved by the City prior to July 1, 2004.

B. Maximum Lot Coverage. No limit save and except as shall be consistent with the other provisions of this code.

C. Front Yard Setback. Thirty (30) feet. Structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.

D. Rear and Side Yard Setback. Thirty (30) feet. Structures on corner or through lots shall observe the minimum rear and side yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.

E. No setback is required when rear or side yards abut a railroad siding.

F. Corner Vision. Corner lots shall have no lot obstruction to exceed the vision clearance standards of Section 4.177.

G. Off-street Parking and Loading. As required in Section 4.155.

H. Signs. As required in Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]

[Section 4.135.5 added by Ordinance No. 574, 11/1/04.]

Section 4.118. Standards applying to all Planned Development Zones:

(.01) Height Guidelines: In “S” overlay zones, the solar access provisions of Section 4.137 shall be used to determine maximum building heights. 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.

Response: The subject site is does not include an “S” overlay zone therefore the solar access provisions are not applicable to this development.

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

Response: All site utilities are underground.

(.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:

- 1. minimum lot area;

Response: No waiver for lot area requested. Existing lot to remain.

- 2. lot width and frontage;

Response: No waiver for lot width or frontage requested. Existing lot dimensions to remain.

- 3. height and yard requirements;

Response: No waiver for height or yard requirements requested.

- 4. lot coverage;

Response: No waiver for lot coverage is requested. The proposed development complies with the allowed coverage requirements.

- 5. lot depth;

Response: No waiver for lot depth requested. Existing lot dimensions to remain.

- 6. street widths;

Response: No adjustment to the existing streets are proposed.

- 7. sidewalk requirements;

Response: No waiver for sidewalk requirements requested.

8. height of buildings other than signs;

Response: No waiver for height or yard requirements requested.

9. parking space configuration and drive aisle design;

Response: No waiver for parking or drive aisle design. Layout and sizing meet the development code standards.

10. minimum number of parking or loading spaces;

Response: No waiver for parking quantities requested. See description of use and calculations for required parking in Section 4.155.

11. shade tree islands in parking lots, provided that alternative shading is provided;

Response: No waiver for tree islands requested.

12. fence height;

Response: No waiver for fence height is requested.

13. architectural design standards;

Response: The development does not request any waiver of architectural design standards. The building mass, placement and height meet the development regulations of the zoning district.

14. transit facilities; and

Response: Proposed development does not include transit facilities.

15. On-site pedestrian access and circulation standards; and

Response: No waiver of on-site pedestrian access or circulation standards is proposed.

16. Solar access standards, as provided in section 4.137.

Response: No requirement for solar access "S" overlay.

[Amended by Ord. #719, 6/17/13.]

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;

Response: Not applicable, the proposed development is not located in a residential area.

2. minimum density standards of residential zones;

Response: Not applicable, the proposed development is not located in a residential zone.

3. minimum landscape, buffering, and screening standards;

Response: No waiver for landscape, buffering or screening standard is requested.

- 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:

1. maximum number of parking spaces;

Response: The proposed development does not exceed maximum number of parking spaces noted in Section 4.155.

2. standards for mitigation of trees that are removed;

Response: Trees to be removed are mitigated through the proposed landscape plan. See landscape plan and arborist report.

3. standards for mitigation of wetlands that are filled or damaged; and

Response: Not applicable, there are no wetlands on the site being impacted.

4. trails or pathways shown in the Parks and Recreation Master Plan.

Response: Not applicable, there are no trails or pathways as part of the proposed development.

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

- E. Adopt other requirements or restrictions, inclusive of, but not limited to, the following:

1. Percent coverage of land by buildings and structures in relationship to property boundaries to provide stepped increases in densities away from low-density development.

Response: Proposed development does not seek lot coverage beyond maximum percentage noted.

2. Parking ratios and areas expressed in relation to use of various portions of the property and/or building floor area.

Response: Proposed parking is based on the proposed uses and as calculated within Section 4.155.

3. The locations, width and improvement of vehicular and pedestrian access to various portions of the property, including portions within abutting street or private drive. [amended by Ord. 682, 9/9/10]

Response: Proposed development does not seek to modify existing vehicular access. Greater pedestrian access is provided from structure and parking to the existing public right-of-way with onsite circulation.

4. Arrangement and spacing of buildings and structures to provide appropriate open spaces around buildings.

Response: Open space surrounds all proposed building, with the greatest concentration of open area at the building's frontages to the public way.

5. Location and size of off-street loading areas and docks.

Response: Off street truck loading areas are located at the rear and side of the building. Drive aisles, door separation distance and building separation distance are designed to standards for industrial vehicles. Each dock is sized appropriately for standard 62' truck and trailer. No off street passenger loading/unloading areas proposed.

6. Uses of buildings and structures by general classification, and by specific designation when there are unusual requirements for parking, or when the use involves noise, dust, odor, fumes, smoke, vibration, glare or radiation incompatible with present or potential development of surrounding property. Such incompatible uses may be excluded in the amendment approving the zone change or the approval of requested permits.

Response: Proposed development provides parking ratios based on proposed primary uses of office, storage and manufacturing, as noted within the Parking Section 4.155.

7. Measures designed to minimize or eliminate noise, dust, odor, fumes, smoke, vibration, glare, or radiation which would have an adverse effect on the present or potential development on surrounding properties.

Response: Development will mitigate on the south property line with required landscape buffer.

8. Schedule of time for construction of the proposed buildings and structures and any stage of development thereof to insure consistency with the City's adopted Capital Improvements Plan and other applicable regulations.

Response: Construction schedules should not impede or create inconsistency with City plans.

9. A waiver of the right of remonstrance by the applicant to the formation of a Local Improvement District (LID) for streets, utilities and/or other public purposes.

Response: Proposed development will comply with city Improvements along SW Boberg Rd.

10. Modify the proposed development in order to prevent congestion of streets and/or to facilitate transportation.

Proposed development has 2 points of access for flow through vehicular movement.

11. Condition the issuance of an occupancy permit upon the installation of landscaping or upon a reasonable scheduling for completion of the installation of landscaping. In the latter event, a posting of a bond or other security in an amount equal to one hundred ten percent (110%) of the cost of the landscaping and installation may be required.

Response: Owner will work with the contractor and city on coordination of landscape installation schedule relative to occupancy and obtain necessary bond as indicated if required.

12. A dedication of property for streets, pathways, and bicycle paths in accordance with adopted Facilities Master Plans or such other streets necessary to provide proper development of adjacent properties.

Response: SW Boberg Road includes a 3.5" landscape dedication.

- (.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: Applicant is aware of standards for conditions of approval for development and will work with the City staff on applied conditions and timelines associated with each item.

- (.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: Whenever private and/or common open space area is provided, the City shall require that an association of owners or tenants be established which shall adopt such Articles of Incorporation, By-Laws or other appropriate agreement, and shall adopt and impose such Declaration of Covenants and Restrictions on such open space areas and/or common areas that are acceptable to the Development Review Board. Said association shall be formed and continued for the purpose of maintaining such open space area. Such an association, if required, may undertake other functions. It shall be created in such a manner that owners of property shall automatically be members and shall be subject to assessments levied to maintain said open space area for the purposes intended. The period of existence of such association shall be not less than twenty (20) years and it shall continue thereafter and until a majority vote of the members shall terminate it, and the City Council formally votes to accept such termination.

- C. Easements: Easements necessary to the orderly extension of public utilities, and the protection of open space, may be required as a condition of approval. When required, such easements must meet the requirements of the City Attorney prior to recordation.

Response: The applicant understands that an 8' utility easement is required along west property line.

- (.06) Nothing in this Code shall prevent the owner of a site that is less than two (2) acres in size from filing an application to rezone and develop the site as a Planned Development. Smaller properties may or may not be suitable for such development, depending upon their particular sizes, shapes, locations, and the nature of the proposed development, but Planned Developments shall be encouraged at any appropriate location.

Response: This site is zoned PDI, no change to zoning rproposed.

- (.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 part of the total development under consideration as a unit.

Response: Proposed development is not subject to code stated density and will not require or propose density transfer.

- (.08) Wetland Mitigation and other mitigation for lost or damaged resources. The Development Review Board may, after considering the testimony of experts in the field, allow for the replacement of resource areas with newly created or enhanced resource areas. The Board may specify the ratio of lost to created and/or enhanced areas after making findings based on information in the record. As much as possible, mitigation areas shall replicate the beneficial values of the lost or damaged resource areas.

Response: The developed property does not contain existing wetlands therefore mitigation requirements are not required.

- (.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, 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. [Section 4.118(.09) added by Ord. # 674 11/16/09]

Response: The proposed development is develop site to the above standards. Trees and vegetation removed will be mitigated with new vegetation and trees per code requirements. Development will have no impact on hydrological, water resources, wildlife corridors or fish passage.

Section 4.140. Planned Development Regulations.

(.01) Purpose.

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

Response: We are requesting a modification to the Stage-1 Master Plan under DB19-0005. Lots 300 & 500 will continue as a phased development. A Final Partition Plat review will be requested to alter the property line that separates lot 500 & 300 (see provided lot line adjustment documents). The proposed use is consistent with the current land use designations and comprehensive plan. The following are the proposed modification to the phases.

- Phase-1 includes the construction of an 11,400 square foot metal building on lot 500. The building will contain office and warehouse uses. A 52,700 sf screened outdoor storage yard will be located on site, the storage yard is paved. The site will contain the required landscaping, parking stalls and trash enclosure. In addition, public improvements along SW Boberg Road will be constructed under this phase.
- Phase-2 includes the construction of an approximately 53,000 square foot industrial/flex building on lot 300. In addition, the development will contain new landscaping, parking stalls, a trash enclosure
- Phase-3 includes the construction of an approximately 19,000 square foot industrial/flex building on lot 300. In addition, the development will contain new landscaping, parking stalls, a trash enclosure and one access driveway off SW Boones Ferry Road.

(A revised Master Plan diagram is included with this submittal)

- B. It is the further purpose of the following Section:
1. To take advantage of advances in technology, architectural design, and functional land use design:

2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;
3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.
4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;
5. To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.
6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.
7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.
8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.

(.02) Lot Qualification.

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.

Response: The developed property is a suitable established lot for the proposed use.

- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD." All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code. Smaller sites may also be developed through the City's PD procedures, provided that the location, size, lot configuration, topography, open space and natural vegetation of the site warrant such development.

Response: The site is over (2) acres and is developed as a Planned Development.

(.03) Ownership.

- A. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.

Response: The property is under one ownership.

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

Response: Division and transfer of units is not proposed with this development.

(.04) Professional Design.

- A. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.

Response: The owner has engaged appropriate professionals in the planning and design of the proposed addition including survey, geotechnical engineering, civil and landscape, architectural and structural design team members along with their commercial general contractor.

- B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:

1. An architect licensed by the State of Oregon;

Principal Architect is Tara Lund with CIDA Inc., license ARI-4212

2. A landscape architect registered by the State of Oregon;

Response: Landscape Architect is Bryan Bailey with Ecotone.

3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the Development Review Board, Planning Commission, or City Council; or

Response: Project planning services are being provided by CIDA Architects & Engineers and AAI Engineering, both with vast experience working with jurisdictions include the City of Wilsonville.

4. A registered engineer or a land surveyor licensed by the State of Oregon.

Civil Engineer is Craig Harris with AAI, license 58412PE

- B. 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.

Response: The project architects are designated as the primary point of contact for jurisdictional correspondence and coordination.

- C. The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.

Response: The owner, Dave Nicoli, has directed correspondence and coordination with the City of Wilsonville.

(.05) Planned Development Permit Process.

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

Response: The subject parcel is greater than (2) acres and will go through/obtain the above approvals prior to issuance of the building permit.

- B. Zone change and amendment to the zoning map are governed by the applicable provisions of the Zoning Sections, inclusive of Section 4.197

Response: No zone change is requested.

- D. Development Review Board approval is governed by Sections 4.400 to 4.450

Response: See response to Sections 4.400 – 4.450 below.

- D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:

- 1. Pre-application conference with Planning Department;

Response: Pre-application conference was held on 9/19/19.

- 2. Preliminary (Stage I) review by the Development Review Board. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval to the Board; and

Response: Application includes the Stage 1 and Stage 2 application.

- 3. Final (Stage II) review by the Development Review Board

Response: Application includes the Stage 1 and Stage 2 application.

- 4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan.

Response: No zone change or amendment is proposed.

(.06) Staff Report:

- A. 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. If there is a disagreement as to whether the use contemplated is consistent, the applicant, by request, or the staff, may take the preliminary information provided to the Development Review Board for a use interpretation.
- B. The applicant may proceed to apply for Stage I - Preliminary Approval - upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan.

(.07) Preliminary Approval (Stage One):

- A. Applications for preliminary approval for planned developments shall:
 - 1. Be made by the owner of all affected property or the owner's authorized agent; and
 - 2. Be filed on a form prescribed by the City Planning Department and filed with said Department.
 - 3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.
 - 4. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.

Response: The application is made by the owner on the approved form as provided following our pre-application conference and designates the professional design team and coordinator. The development does not include mixed land uses, only a single land use is proposed on the existing development.

- B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:
 - 1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.
 - 2. Topographic information as set forth in Section 4.035
 - 3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre.
 - 4. A stage development schedule demonstrating that the developer intends receive Stage II approval within two (2) years of receiving Stage I approval, and to commence construction within two (2) years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence

to that schedule shall be considered to constitute diligent pursuit of project completion.

5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.
6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.
7. Statement of anticipated waivers from any of the applicable site development standards.

[Response: The application package contains sufficient information for the stage 1 review.](#)

C. An application for a Stage I approval shall be considered by the Development Review Board as follows:

1. A public hearing as provided in Section 4.013.
2. After such hearing, the Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in its judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Board may, in its discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. It shall do so only upon evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.
3. A final decision on a complete application and preliminary plan shall be rendered within one hundred and twenty (120) days after the application is deemed complete unless a continuance is agreed upon by the applicant and the appropriate City decision-making body.
4. The determination of the Development Review Board shall become final at the end of the appeal period for the decision, unless appealed to the City Council in accordance with Section 4.022 of this Code.

[Response: By way of this application we have prepared materials for the Design Review Board hearing.](#)

(.09) Final Approval (Stage Two):

[Note: Outline Number is incorrect.]

- A. 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, a public hearing shall be held on each such application as provided in Section 4.013.

Response: The application is for Stage Two concurrent with Stage One application as noted in (05)D above.

After such hearing, the Development Review Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and shall approve, conditionally approve, or disapprove the application.

Response: Applicant is aware of standards for conditions of approval for development and will work with the City staff on applied conditions and timelines associated with each item.

- C. 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:
1. The location of water, sewerage and drainage facilities;
 2. Preliminary building and landscaping plans and elevations, sufficient to indicate the general character of the development;
 3. The general type and location of signs;
 4. Topographic information as set forth in Section 4.035;
 5. A map indicating the types and locations of all proposed uses; and
 6. A grading plan.

Response: The noted items are included with the application package for Stage 1 & Stage 2. Conditions requiring modification of site elements prior to either permit application or approval will be resubmitted as noted to the planning department for confirmation of conformity.

- B. The final plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development or phase of development. However, Site Design Review is a separate and more detailed review of proposed design features, subject to the standards of Section 4.400.

Response: The provided application of sufficient detail for review of the proposed development. Further information regarding Site Design Review is noted within Section 4.400.

- E. 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.

Response: Proposed development does not trigger submission of these documents.

- E. Within thirty (30) days after the filing of the final development plan, the Planning staff shall forward such development plan and the original application to the Tualatin Valley Fire and Rescue District, if applicable, and other agencies involved

for review of public improvements, including streets, sewers and drainage. The Development Review Board shall not act on a final development plan until it has first received a report from the agencies or until more than thirty (30) days have elapsed since the plan and application were sent to the agencies, whichever is the shorter period.

Response: Applicant understands the public agency notification timeline.

- G. Upon receipt of the final development plan, the Development Review Board shall conduct a public hearing and examine such plan and determine:
1. Whether it conforms to all applicable criteria and standards; and
 2. Whether it conforms in all substantial respects to the preliminary approval; or
 3. Require such changes in the proposed development or impose such conditions of approval as are in its judgment necessary to insure conformity to the applicable criteria and standards.

Response: Applicant understands the function of the DRB and hearing.

- H. If the Development Review Board permits the applicant to revise the plan, it shall be resubmitted as a final development plan within sixty (60) days. If the Board approves, disapproves or grants such permission to resubmit, the decision of the Board shall become final at the end of the appeal period for the decision, unless appealed to the City Council, in accordance with Sections 4.022 of this Code.

Response: Applicant understands the DRB routing options and timeline.

- I. All Stage II Site Development plan approvals shall expire two years after their approval date, if substantial development has not occurred on the property prior to that time. Provided, however, that the Development Review Board may extend these expiration times for up to three (3) additional periods of not more than one (1) year each. Applicants seeking time extensions shall make their requests in writing at least thirty (30) days in advance of the expiration date. Requests for time extensions shall only be granted upon (1) a showing that the applicant has in good faith attempted to develop or market the property in the preceding year or that development can be expected to occur within the next year, and (2) payment of any and all Supplemental Street SDCs applicable to the development. Upon such payment, the development shall have vested traffic generation rights under 4.140 (.10), provided however, that if the Stage II approval should expire, the vested right to use trips is terminated upon City repayment, without interest, of Supplemental Street SDCs. For purposes of this Ordinance, "substantial development" is deemed to have occurred if the required building permits or public works permits have been issued for the development, and the development has been diligently pursued, including the completion of all conditions of approval established for the permit. [Amended by Ord 561, adopted 12/15/03.]

Response: Applicant understands the expiration timeline associated with the DRB decision date.

J. A planned development permit may be granted by the Development Review Board only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Section 4.140:

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

Response: Proposed application is presented as consistent with the applicable development requirements.

2. 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.

- a. In determining levels of Service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Development Review Board:

- i. An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source(s) of information of the estimate of the traffic generated and the likely routes of travel; [Added by Ord. 561, adopted 12/15/03.]
- ii. What impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations. [Amended by Ord 561, adopted 12/15/03.]

- b. The following are exempt from meeting the Level of Service D criteria standard:

- i. A planned development or expansion thereof which generates three (3) new p.m. peak hour traffic trips or less;
- ii. A planned development or expansion thereof which provides an essential governmental service.
- c. Traffic generated by development exempted under this subsection on or after Ordinance No. 463 was enacted shall not be counted in determining levels of service for any future applicant. [Added by Ord 561, adopted 12/15/03.]
- d. Exemptions under 'b' of this subsection shall not exempt the development or expansion from payment of system development charges or other applicable regulations. [Added by Ord 561, adopted 12/15/03.]
- e. In no case will development be permitted that creates an aggregate level of traffic at LOS "F". ([Added by Ord 561, adopted 12/15/03.]

Response: Summary of traffic conditions and generation are noted in the Traffic Report conducted by DKS.

- 3. That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.

Response: Based on designs by the noted professionals and review of conditions the existing facilities and services in the area are adequate for the proposed development.

- K. Mapping: Whenever a Planned Development permit has been granted, and so long as the permit is in effect, the boundary of the Planned Development shall be indicated on the Zoning Map of the City of Wilsonville as the appropriate "PD" Zone.

Response: The subject parcel is noted as a PD zone.

- L. Adherence to Approved Plan and Modification Thereof: The applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a 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.

Response: Following issuance of the city decision, the applicant will coordinate any future adjustments or revisions with the city staff as noted.

M. In the event of a failure to comply with the approved plan or any prescribed condition of approval, including failure to comply with the stage development schedule, the Development Review Board may, after notice and hearing, revoke a Planned Development permit. General economic conditions that affect all in a similar manner may be considered as a basis for an extension of a development schedule. The determination of the Board shall become final thirty (30) days after the date of decision unless appealed to the City Council.

[Response: Applicant understands the requirement to comply with the decision and timelines related to expiration of approvals.](#)

- (.10) Early Vesting of Traffic Generation. Applicants with Stage I or Master Plan approvals occurring after June 2, 2003 may apply to vest the right to use available transportation capacity at the intersections of Wilsonville Road with Boone’s Ferry Road and with Town Center Loop West, and/or the I-5 interchange. Vesting for properties with such approvals shall occur upon execution of a vesting agreement satisfactory to the city, which agreement shall include a proposed development schedule or phasing plan and either provide for the payment of any and all Supplemental Street SDCs or provide other means of financing public improvements. Vesting for properties pending such approvals shall occur upon such agreement and the date the approvals are final.

The number of trips vested is subject to modification based upon updated traffic analysis associated with subsequent development approvals for the property. A reduction in vested trips shall attend repayment of vesting fees by the City. An increase in available vested trips shall occur upon payment of necessary vesting fees.

Vesting shall remain valid and run with the property, unless an approval that is necessary for vesting to occur is terminated or a vesting agreement is terminated. If the vested right to use certain trips is lost or terminated, as determined by the Community Development Director with the concurrence of City Council, such trips shall be made available to other development upon City repayment, without interest, of associated vesting fees. [Added by Ord. 561, adopted 12/15/03.]

[Response: No vesting is proposed.](#)

Section 4.154. On-site Pedestrian Access and Circulation.**(.01) On-site Pedestrian Access and Circulation**

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

Response: The proposed development will include pedestrian connection from the building main entry to the public right of way.

- B. Standards. Development shall conform to all of the following standards:

1. Continuous Pathway System. 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.

Response: The proposed development provides direct connection from the main building entry to the surrounding parking and to the public sidewalk at SW Boberg Rd.

2. Safe, Direct, and Convenient. 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:
 - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
 - b. 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.
 - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
 - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.).

Response: The onsite circulation connects the perimeter parking to the main entry on the north side of the building.

Pedestrian walkways are separate from parking and maneuvering areas via change in material (concrete vs. asphalt) and elevation and curbing/wheel stops to ensure separation of pedestrian and vehicular movement.

3. Vehicle/Pathway Separation. 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.

Response: All pedestrian walkways adjacent to drive aisles are separated by a 6" change in elevation at the curb concrete curb.

4. Crosswalks. 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).

Response: No crosswalks are proposed.

5. Pathway Width and Surface. 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.

Response: All proposed walkways are concrete and are a minimum of five feet in width.

6. All pathways shall be clearly marked with appropriate standard signs.

Response: Signage will be indicated to denote primary entry along with location of passenger loading/unloading areas.

[Added by Ord. #719, 6/17/13]

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

(.01) Purpose:

- A. The design of parking areas is intended to enhance the use of the parking area as it relates to the site development as a whole, while providing efficient parking, vehicle circulation and attractive, safe pedestrian access.

Response: The proposed layout is designed in a manner to provide efficient parking and safe pedestrian access. As noted in Section 4.154, the system connects surrounding parking with building entry and public sidewalks. Furthermore, the site layout provides for separation of truck loading/unloading circulation areas and the parking.

- B. As much as possible, site design of impervious surface parking and loading areas shall address the environmental impacts of air and water pollution, as well as climate change from heat islands.

Response: As much as possible the site design integrates landscaping and water treatment areas throughout the parking/loading areas to mitigate environmental impacts.

The view from the public right of way and adjoining properties is critical to meet the aesthetic concerns of the community and to ensure that private property rights are met. Where developments are located in key locations such as near or adjacent to the I-5 interchanges, or involve large expanses of asphalt, they deserve community concern and attention.

Response: The development includes full perimeter landscaping that obscures outdoor storage and a well-developed façade that fits the context of the site.

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
 - 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.

Response: The application is not requesting waivers parking, loading, or bicycle standards. A waiver for access driveway spacing in the Public Works Standards has been request.

- B. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for the vehicles, as determined by the Planning Director.

Response: All proposed parking meets the Wilsonville Development Code for space and maneuvering.

- C. In cases of enlargement of a building or a change of use from that existing on the effective date of this Code, the number of parking spaces required shall be based on the additional floor area of the enlarged or additional building, or changed use, as set forth in this Section. Current development standards, including parking area landscaping and screening, shall apply only to the additional approved parking area.

Response: N/A, the development is new construction.

- D. In the event several uses occupy a single structure or parcel of land, the total requirement for off-street parking shall be the sum of the requirements of the several uses computed separately, except as modified by subsection "E," below.

Response: Multiple uses are proposed for the site and calculated accordingly.

Office Flex = 2024 sf = 2 x 2.7 = 5.4

Warehouse = 11,176 sf = 11.2 x .3 = 3.36

Min. Total Required = 8.76 spaces

- E. Owners of two (2) or more uses, structures, or parcels of land may utilize jointly the same parking area when the peak hours of operation do not overlap, provided satisfactory legal evidence is presented in the form of deeds, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. [Amended by Ord. # 674 11/16/09]

Response: The parking proposed exceeds the minimum requirements on site. No joint parking agreements are proposed as part of the DRB approval process.

- F. Off-street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.

Response: N/A, no existing parking.

- G. Off-Site Parking. Except for single-family dwellings, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to

the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. [Amended by Ord. # 674 11/16/09]

Response: The parking proposed exceeds the minimum requirements. No off-site parking agreements are proposed as part of the DRB approval process.

H. The conducting of any business activity shall not be permitted on the required parking spaces, unless a temporary use permit is approved pursuant to Section 4.163.

Response: No business activities are proposed that would occupy the required parking.

I. Where the boundary of a parking lot adjoins or is within a residential district, such parking lot shall be screened by a sight-obscuring fence or planting. The screening shall be continuous along that boundary and shall be at least six (6) feet in height.

Response: N/A, the parking lot does not adjoin a residential district.

J. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.

Response: All parking will include a new 6" concrete curb to protect the landscaping from the parking.

K. All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative, shall be provided. [Amended by Ord. # 674 11/16/09]

Response: All parking and maneuvering areas for cars are surfaced with asphalt.

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

Response: The lighting will be building mounted or pole mounted lighting that will be shielded from shining onto the adjacent property or public right of way.

M. Off-street parking requirements for types of uses and structures not specifically listed in this Code shall be determined by the Development Review Board if an application is pending before the Board. Otherwise, the requirements shall be

specified by the Planning Director, based upon consideration of comparable uses.

Response: N/A, uses are listed in code.

N. Up to forty percent (40%) of the off-street spaces may be compact car spaces as identified in Section 4.001 - "Definitions," and shall be appropriately identified.

Response: The development includes does not have any compact car spaces.

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

Response: No parking will hang beyond the curb.

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

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

1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.

Response: The site is designed with loading areas separate from the parking areas.

2. To the greatest extent possible, separate vehicle and pedestrian traffic.

Response: Sidewalks are provided across driveways.

B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

1. Landscaping of at least ten percent (10%) of the parking area designed to be screened from view from the public right-of-way and adjacent properties. This landscaping shall be considered to be part of the fifteen percent (15%) total landscaping required in Section 4.176.03 for the site development.

Response: Parking area = 3,924 sf

Landscape provided in adjacent areas = 1,962 sf = 50%

2. Landscape tree planting areas shall be a minimum of eight (8) feet in width and length and spaced every eight (8) parking spaces or an equivalent aggregated amount.

Response: All proposed landscape tree islands are located every 8 spaces and are 8 feet in width.

- a. Trees shall be planted in a ratio of one (1) tree per eight (8) parking spaces or fraction thereof, except in parking areas of more than two hundred (200) spaces where a ratio of one (1) tree per six (six) spaces shall be applied as noted in subsection (.03)(B.)(3.). A landscape design

that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.

Response: N/A, under (200) spaces.

- b. Except for trees planted for screening, all deciduous interior parking lot trees must be suitably sized, located, and maintained to provide a branching minimum of seven (7) feet clearance at maturity.

Response: Trees adjacent to the parking lot and drive aisles are to be maintained with a 7'-0" clearance.

3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:

- a. One (1) trees shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.

Response: N/A, the project proposes 9 parking spaces.

- b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.

Response: N/A, the project proposes 9 parking spaces.

- c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.

Response: N/A, the parking lot is not in excess of 200 stalls.

- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.

Response: N/A, the parking lot is not 3 acres.

- e. All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer extending from the edge of the property line at the right of way to the edge of the parking area. Buffer landscaping shall meet the low screen standard of 4.176(.02)(D) except that trees, groundcovers and shrubs shall be grouped to provide visual interest and to create view openings no more than ten (10) feet in length and provided every forty (40) feet. Notwithstanding this requirement, view of parking area that is unscreened from the right of way due to

slope or topography shall require an increased landscaping standard under 4.176(.02) in order to buffer and soften the view of vehicles as much as possible. For purposes of this section, "view from the public right of way" is intended to mean the view from the sidewalk directly across the street from the site, or if no sidewalk, from the opposite side of the adjacent street or road.

Response: N/A, 12 foot buffer does not apply because parking lot includes fewer than 200 spaces.

- f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment in bioswales and related plantings. Use of berms or drainage swales are allowed provided that planting areas with lower grade are constructed so that they are protected from vehicle maneuvers. Drainage swales shall be constructed to Public Works Standards.

Response: Water treatment swales have been incorporated into the landscape plan. Please see L1.3 and L1.4.

- g. In addition to the application requirements of section 4.035(.04)(6)(d), where view of signs is pertinent to landscape design, any approved or planned sign plan shall accompany the application for landscape design approval.

Response: No signs pertinent to the landscape design are proposed.
[Amended by Ord. #719, 6/17/13]

- C. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces., provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.

Response: The site has under (10) parking spaces and will have (1) ADA stalls which meets the Oregon Structural Specialty Code Chapter 11 requirement.

- D. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel of utilizing the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.

Response: The site design has an internal pedestrian sidewalk that connects to the public sidewalk.

- E. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

Response: N/A, the site is not a multi-family development.

- F. 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.

Response: N/A, there is no on-street parking adjacent.

- G. 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. [Amended by Ordinance No. 538, 2/21/02.]

Office Flex = 2024 sf = $2 \times 2.7 = 5.4$

Warehouse = 11,176 sf = $11.2 \times .3 = 3.36$

Min. Total Required = 8.76 spaces

Total proposed = 9 spaces

- H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.

Response: No EV charging stations are proposed.

2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

Response: No EV charging stations are proposed.

- I. Motorcycle parking:

1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.

Response: Motorcycle parking is not proposed.

2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

Response: Motorcycle parking is not proposed.

[Amended by Ord. #719, 6/17/13]

(.04) Bicycle Parking:

- A. Required Bicycle Parking - General Provisions.

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards.

Office Flex = under 5000 = min 2

Warehouse = under 20,000 = min 2

Min. Total Required = 4 spaces

Total proposed = 4 spaces (2 exterior, 2 interior)

2. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.

Response: There are no accessory buildings proposed.

3. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

Office Flex = under 5000 = min 2

Warehouse = under 20,000 = min 2

Min. Total Required = 4 spaces

Total proposed = 4 spaces (2 exterior, 2 interior)

4. Bicycle parking space requirements may be waived by the Development Review Board per Section 4.118(.03)(A.)(9.) and (10.).

Response: This application is not requesting a waiver of the requirement.

B. Standards for Required Bicycle Parking

1. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle.

Response: The site plan indicates a 2'x6' clear space for each bike.

2. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.

Response: The proposed sidewalk is extended to the bike parking, providing walk ways that exceed the minimum 5' requirement.

3. When bicycle parking is provided in racks, there must be enough space between the rack and any obstructions to use the space properly.

Response: Bicycle parking is planned to be 2'x6'. The clear space for each bicycle parking is shown on the site plan.

4. Bicycle lockers or racks, when provided, shall be securely anchored.

Response: Racks will be securely anchored.

5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.

Response: The short-term parking is located less than 30 feet to the main entrance to the building.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.

Response: 2 spaces will be long term. Long term will be placed inside warehouse, location tbd.

2. For a proposed multi-family residential, retail, office, or institutional development, or for a park and ride or transit center, where six (6) or more bicycle parking spaces are required pursuant to Table 5, 50% of the bicycle parking shall be developed as long-term, secure spaces. Required long-term bicycle parking shall meet the following standards:
 - a. All required spaces shall meet the standards in subsection (B.) above, and must be covered in one of the following ways: inside buildings, under roof overhangs or permanent awnings, in bicycle lockers, or within or under other structures.
 - b. All spaces must be located in areas that are secure or monitored (e.g., visible to employees, monitored by security guards, or in public view).
 - c. Spaces are not subject to the locational criterion of (B.)(5.).

[Section 4.155(.04) Added by Ord. #719, 6/17/13]

e. Commercial			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1500 sq. ft. gross floor area or less	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 2
2. Commercial retail, 1501 sq. ft. or more	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 2
3. Service or repair shops	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft.
4. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building	1.67 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 8000 sq. ft. Min. of 2
5. Office or flex space (except medical and dental)	2.7 per 1000 sq. ft.	4.1 per 1000 sq. ft.	1 per 5000 sq. ft. Min. of 2
Bank with drive-thru	4.3 per 1000 sq. ft.	6.5 per 1000 sq. ft.	
6. Medical and dental office or clinic area	3.9 per 1000 sq. ft.	5.9 per 1000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments	15.3 per 1000 sq. ft.	23 per 1000 sq. ft.	1 per 4000 sq. ft.
Fast food (with drive-thru)	9.9 per 1000 sq. ft.	14.9 per 1000 sq. ft.	Min. of 4
Other			

8. Mortuaries	1 space/4 seats, or 8ft. of bench length in chapels	No Limit	Min. of 2
f. Industrial			
1. Manufacturing establishment	1.6 per 1000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1000 sq. ft.	.5 per 1000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
g. Park & Ride or Transit Parking	As needed	No Limit	10 per acre, with 50% in lockable enclosures

[Table 5 amended by Ordinance No. 538, 2/21/02]

[Table 5 amended by Ordinance No. 548, 10/9/02]

[Table 5 amended by Ordinance No. 719, 6/17/13]

(.05) Minimum Off-Street Loading Requirements:

- A. Every building that is erected or structurally altered to increase the floor area, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading berths on the basis of minimum requirements as follows:

Response: The proposed adequate loading berths.

- 1. Commercial, industrial, and public utility uses which have a gross floor area of 5,000 square feet or more, shall provide truck loading or unloading berths in accordance with the following tables:

Square feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 - 30,000	1
30,000 - 100,000	2
100,000 and over	3

Response: The project is commercial/industrial and is 11,476 sf.

- 2. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar use which has a gross floor area of 30,000 square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following table:

Square feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 - 100,000	1
100,000 and over	2

Response: N/A

- 3. A loading berth shall contain space twelve (12) feet wide, thirty-five (35) feet long, and have a height clearance of fourteen (14) feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased to accommodate the larger vehicles.

Response: Loading zones at proposed overhead doors meet all loading berth standards.

- 4. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use.

Response: N/A, no existing use.

5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.

Response: N/A, existing off-street parking is not being proposed to be used for the loading zone.

B Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
 - a. Are short in duration (*i.e.*, less than one hour);
 - b. Are infrequent (less than three operations daily);
 - c. Do not obstruct traffic during peak traffic hours;
 - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
 - e. Are acceptable to the applicable roadway authority.

Response: no exception or adjustment is requested.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces,

Response: N/A, 9 total parking spaces provided.

2. New institutional or public assembly uses, and

Response: N/A

3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

Response: N/A

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

Response: N/A

C. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

Response: N/A

D. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

Response: N/A

- (.07) Parking Area Redevelopment. The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

[Response: A parking reduction is not being requested.](#)

[Section 4.155 Amended by Ordinance. No. 536, 1/7/02]

[Section 4.155 Amended by Ordinance. No. 719, 6/17/13]

Section 4.156.01. Sign Regulations Purpose and Objectives.

- (.01) Purpose. The general purpose of the sign regulations are to provide one of the principal means of implementing the Wilsonville Comprehensive Plan by fostering an aesthetically pleasing, functional, and economically vital community, as well as promoting public health, safety, and well-being. The sign regulations strive to accomplish the above general purpose by meeting the needs of sign owners while maintaining consistency with the development and design standards elsewhere in Chapter 4. This code regulates the design, variety, number, size, location, and type of signs, as well as the processes required to permit various types of signs. Sign regulations have one or more of the following specific objectives:
- A. Well-designed and aesthetically pleasing signs sufficiently visible and comprehensible from streets and rights-of-way that abut a site as to aid in wayfinding, identification and provide other needed information.
 - B. Sign design and placement that is compatible with and complementary to the overall design and architecture of a site, along with adjoining properties, surrounding areas, and the zoning district.
 - C. A consistent and streamlined sign review process that maintains the quality of sign development and ensures due process.
 - D. Consistent and equitable application and enforcement of sign regulations.
 - E. All signs are designed, constructed, installed, and maintained so that public safety, particularly traffic safety, are not compromised.
 - F. Sign regulations are content neutral.

[Response: The proposed development includes \(2\) building mounted signs that are integrated and cohesive with the building architecture.](#)

Section 4.156.02. Sign Review Process and General Requirements.

- (.01) Permit Required. Unless exempt under Section 4.156.05, no sign, permanent or temporary, shall be displayed or installed in the City without first obtaining a sign permit.

[Response: Permits are sought for the \(2\) noted signs. Other exempt signs for wayfinding etc. are noted below.](#)

- (.02) Sign Permits and Master Sign Plans. Many properties in the City have signs pre-approved through a Master Sign Plan. For the majority of applications where a Master Sign Plan has been approved the applicant need not consult the sign requirements for the zone, but rather the Master Sign Plan, copies of which are available from the Planning Division. Signs conforming to a Master Sign Plan require only a Class I Sign Permit.

Response: The proposed development does not have an existing pre-approved Master Sign Plan.

- (.03) Classes of Sign Permits, Master Sign Plans, and Review Process. The City has three classes of sign permits for permanent signs: Class I, Class II, and Class III. In addition, non-residential developments with three or more tenants require a Master Sign Plan. Class I sign permits are reviewed through the Class I Administrative Review Process as outlined in Subsection 4.030(.01)(A.). Class II sign permits are reviewed through the Class II Administrative Review Process as outlined in Subsection 4.030 (.01)(B.). Class III Sign Permits and Master Sign Plans are reviewed by the Development Review Board (DRB) as outlined in Section 4.031.

Response: The proposed signs are part of a new industrial development with a single tenant. The development is subject to the DRB approval and therefore as noted below is part of a Class III Sign Permit.

- (.04) Class I Sign Permit. Sign permit requests shall be processed as a Class I Sign Permit when the requested sign or signs conform to a Master Sign Plan or other previous sign approval. In addition, a Minor Adjustment to a Master Sign Plan or other previous sign approval may be approved in connection with a Class I Sign Permit.
- A. Class I Sign Permit Submission Requirements: Application for a Class I Sign Permit shall include two (2) copies of the following along with all required application fees:
1. Completed application form prescribed by the City and signed by the property owner or the property owner's representative,
 2. Sign drawings showing all materials, the sign area and dimensions used to calculate sign areas, and other details sufficient to judge the full scale of the associated sign or signs and related improvements,
 3. Information showing how the proposed sign or signs conform with all applicable code requirements, Master Sign Plans, or other previous sign approvals for the property, and
 4. Information supporting any minor adjustment requests.
- B. Class I Sign Permit Review Criteria: The sign or signs conform with the applicable master sign plan or other previous sign approvals, and applicable code requirements.
- C. Minor Adjustments: Notwithstanding approved Master Sign Plans or other previous sign approvals, as part of a Class I Sign Permit Minor Adjustments may be approved as described in 1. and 2. below. Minor Adjustments are valid only for the Sign Permit with which they are associated and do not carry over to future sign permits or copy changes.
1. Adjustment to Sign Height or Length: Adjustment of not more than ten (10) percent from the sign height (not height from ground) and/or length may be approved for the reasons listed in a. through d. below, unless otherwise

specifically prohibited in the Master Sign Plan. Minor adjustments to sign height and length shall not cause the sign to cross the edge of any fascia, architectural element or area of a building facade identified as a sign band. The area of the sign exceeding the height or length as part of a minor adjustment shall not count against the sign area indicated in a Master Sign Plan or other previous sign approval.

- a. To accommodate the descender on the lower case letters “q, y, p g, or j”, not otherwise accommodated by the measurement method used, where the letter matches the font of other letters in the sign, the descender is no more than 1/2 the cap height of the font, and the descender is no wider than the main body of the letter;
 - b. To accommodate stylized fonts where bowls, shoulders, or serifs of the stylized letters extend beyond the cap height;
 - c. To accommodate an arching or other non-straight baseline; or
 - d. To accommodate a federally registered trademark logo where compliance with the defined maximum sign height would result in the cap height of the text in the logo being ninety (90) percent or less of the cap height for letters otherwise allowed. (i.e. if a Master Sign Plan allowed 24” letters and 24” total sign height, and a 24” logo would result in the cap height of the text within the logo being less than 21.6”, the total height of the logo could be increased to 26.4”)
2. Lateral Adjustment of Building Sign Location: Lateral adjustment of a building sign location identified in drawings or plans for a Master Sign Plan or other sign approval when all of the following are met:
- a. The lateral distance being moved does not exceed fifty (50) percent of the sign length or ten (10) feet, whichever is greater;
 - b. The exact location is not specifically supported or required by written findings or a condition of approval;
 - c. The sign remains within the same architectural feature and sign band, except if the location is on a pillar, column, or similar narrow architectural support feature, the sign may be moved to a sign band on the architecture feature which it supports if no other sign is already placed in that sign band for the tenant space; and
 - d. The placement maintains any spacing from the edge of an architectural feature, building, or tenant space specifically identified in the Master Sign plan or other sign approval or if no spacing is identified, maintains a definable space between the sign and the edge of architectural features, the tenant space, and building.

[Response: N/A, the proposed development triggers a Class III Sign Permit.](#)

- (.05) Class II Sign Permit. Sign permit requests for meeting one or more of the descriptions listed in A. through C. below shall be processed as a Class II Sign Permit when the request does not conform with a Master Sign Plan or other previous sign

approval but meets the requirements of the applicable sign regulations, unless the request would modify a condition of approval specifically imposed by the DRB or City Council:

- A. Existing residential development;
- B. Existing non-residential development with less than three (3) tenants unless the request involves a freestanding or ground mounted sign greater than eight (8) feet in height in a new location;
- C. Major Adjustments to a Master Sign Plan when all of the following criteria are met:
 - 1. The request is compatible with the pattern of signage established in the sign plan in terms of locations, placement on buildings, proportionality to fascia and building facade, architectural design, and materials used;
 - 2. The request is due to special conditions or circumstances that make it difficult to comply with the established Master Sign Plan;
 - 3. The request involves signs for a single tenant, a single multi-tenant freestanding or ground mounted sign, or a series of similar related multi-tenant freestanding or ground mounted signs in the same development; and
 - 4. The request does not involve a freestanding or ground mounted sign greater than eight (8) feet in height at a new location.
- D. Class II Sign Permit Submission Requirements: Application for a Class II Sign Permit shall include two (2) paper copies and one (1) electronic copy of the following in addition to all required fees:
 - 1. Completed application form prescribed by the City and signed by the property owner or their authorized representative;
 - 2. Sign drawings or descriptions of all materials, sign area and dimensions used to calculate areas, lighting methods, and other details sufficient to judge the full scale of the signs and related improvements;
 - 3. Documentation of the lengths of building or tenant space facades used in calculating maximum allowed sign area;
 - 4. Drawings of all building facades on which signs are proposed indicating the areas of the facades on which signs will be allowed;
 - 5. Narrative describing the scope of the project, including written findings addressing all applicable review criteria, along with any other information showing how the proposed signage conforms with requirements for the applicable zone;
- E. Class II Sign Permit Review Criteria: Class II Sign Permits shall satisfy the sign regulations for the applicable zoning district and the Site Design Review Criteria in Sections 4.400 through 4.421, as well as the following criteria:
 - 1. The proposed signage is compatible with developments or uses permitted in the zone in terms of design, materials used, color schemes, proportionality,

and location, so that it does not interfere with or detract from the visual appearance of surrounding development;

2. The proposed signage will not create a nuisance or result in a significant reduction in the value or usefulness of surrounding development; and
3. Special attention is paid to the interface between signs and other site elements including building architecture and landscaping, including trees.

Response: N/A, the proposed development triggers a Class III Sign Permit.

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

Response: The proposed signs are part of a new industrial development with a single tenant. The development is subject to the DRB approval and therefore as noted below is part of a Class III Sign Permit.

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

Response: The drawing and submittal package denote locations of signs, provide information on size and materials as well as calculation notes related to allowed sign areas.

- B. Class III Sign Permit Review Criteria: The review criteria for Class II Sign Permits plus waiver or variance criteria when applicable.

Response: The proposed signs are integrated into the development of the site and elevation layouts including proportions, sizes and materials. The signs are positioned on building faces and on the site frontage in locations not interfering the safe maneuvering within or adjacent to the site. The signs are integrated into the development as part of the overall concept and not positioned to deter from adjacent site or building components.

- (.07) Master Sign Plans. A Master Sign Plan is required for non-residential developments with three (3) or more tenants. In creating a Master Sign Plan thought should be given to needs of initial tenants as well as the potential needs of future tenants.

- A. Master Sign Plan Submission Requirements: Applications for Master Sign Plans shall include ten (10) paper and electronic copies of all the submission requirements for Class II and III Sign Permits and the following in addition to all required fees:

1. A written explanation of the flexibility of the Master Sign Plan for different potential tenant space configurations over time;
2. A written explanation of the extent to which different sign designs, including those incorporating logos, stylized letters, multiple lines of text, non-straight baselines, or different materials and illumination will be allowed and if allowed how the flexibility of the master sign plan will allow these different sign designs over time;
3. A written explanation of how the sign plan provides for a consistent and compatible sign design throughout the subject development.

Response: The proposed signs are integrated into the development of the site and elevation layouts including proportions, sizes and materials. The signs are positioned on building faces and on the site frontage in locations not interfering the safe maneuvering within or adjacent to the site. The signs are integrated into the development as part of the overall concept and not positioned to deter from adjacent site or building components.

- B. Master Sign Plan Review Criteria: In addition to the review criteria for Class II and Class III Sign Permits, Master Sign Plans shall meet the following criteria:
1. The Master Sign Plan provides for consistent and compatible design of signs throughout the development; and
 2. The Master Sign Plan considers future needs, including potential different configurations of tenant spaces and different sign designs, if allowed
- C. Modifications of a Master Sign Plan: Modifications of a Master Sign Plan, other than Minor and Major Adjustments, shall be reviewed the same as a new Master Sign Plan.

Response: N/A, the proposed development triggers a Class III Sign Permit.

(.08) Waivers and Variances. Waivers and variances are similar in that they allow deviation from requirements such as area, and height from ground. They differ in that waivers are granted by the DRB as part of a comprehensive review of the design and function of an entire site to bring about an improved design and variances are granted by either the Planning Director or DRB to relieve a specific hardship caused by the regulations.

- A. Waivers. The DRB may grant waivers for sign area, sign height from ground (no waiver shall be granted to allow signs to exceed thirty-five (35) feet in height), number of signs, or use of electronic changeable copy signs in order to better implement the purpose and objectives of the sign regulations as determined by making findings that all of the following criteria are met:
1. The waiver will result in improved sign design, in regards to both aesthetics and functionality.

2. The waiver will result in a sign or signs more compatible with and complementary to the overall design and architecture of a site, along with adjoining properties, surrounding areas, and the zoning district than signs allowed without the waiver.
3. The waiver will result in a sign or signs that improve, or at least do not negatively impact, public safety, especially traffic safety.
4. Sign content is not being considered when determining whether or not to grant a waiver.

B. Variances.

1. Administrative Variance: In reviewing a Sign Permit the Planning Director may grant or deny a variance to relieve a hardship through the Class II Administrative Review process. Such a variance shall only be approved where the variance does not exceed twenty percent (20%) of area, height, or setback requirements. The Planning Director shall approve such a variance only upon finding that the application complies with all of the required variance criteria listed in Section 4.196.
2. Other Variances: In addition to the authority of the Planning Director to issue administrative variances as noted above, the Development Review Board may authorize variances from sign requirements of the Code, subject to the standards and criteria listed in Section 4.196.

Response: The development does not request any waiver or variance related to the proposed signs.

(.09) Temporary Sign Permits. Temporary sign permits shall be reviewed as follows:

- A. 30 days and less- Class I Administrative Review
- B. 31 days up to 120 days- Class II Administrative Review
- C. Submission Requirements: Applications for a temporary sign permit shall include the following in addition to the required application fee:
 1. Completed application form prescribed by the City and signed by the property owner or their authorized representative,
 2. Two (2) copies of sign drawings or descriptions showing all materials, sign area and dimensions used to calculate areas, number of signs, location and placement of signs, and other details sufficient to judge the full scale of the sign or signs,
 3. Information showing the proposed sign or signs conform with all applicable code requirements.
- D. Review Criteria: Temporary Sign Regulations in Section 4.156.09
- E. When a temporary sign permit request is submitted as part of the broader temporary use permit request of the same duration, the sign request shall not require an additional fee.

Response: The development does not include any temporary signs.

- (.10) Waiver of Documentation. The Planning Director may, in his or her discretion, waive an application document for Class I, Class II, and temporary sign permits where the required information has already been made available to the City, or where the Planning Director determines the information contained in an otherwise required document is not necessary to review the application.

Response: The sign designs have not been previously presented via permit to the City. The sign information is presented as part of the overall development package for the Site Development Review application. It is assumed that no further information or separate application will be required for the requested signs.

Section 4.156.03. Sign Measurement

- (.01) Sign Area:

- A. Cabinet Signs and Similar: The area for signs enclosed by cabinet, frame, or other background (including lighted surface) not otherwise part of the architecture of a building or structure shall be the area of a shape drawn around the outer dimension of the cabinet, frame, or background.
1. If the cabinet, frame, or background is an irregular shape the signs perimeter shall be measured the same as an individual element sign under B. below.
 2. The sign area does not include:
 - a. Foundations, supports, and other essential structures that are not designed to serve as a backdrop or border to the sign;
 - a. Architectural elements of a freestanding or ground mounted sign designed to match or complement the architectural design of buildings on the site not and otherwise meeting the definition of a sign;
 - c. A pole or other structural support, unless such pole or structural support is internally illuminated or otherwise so designed to constitute a display device.

Response: N/A, the development is not proposing cabinet signs.

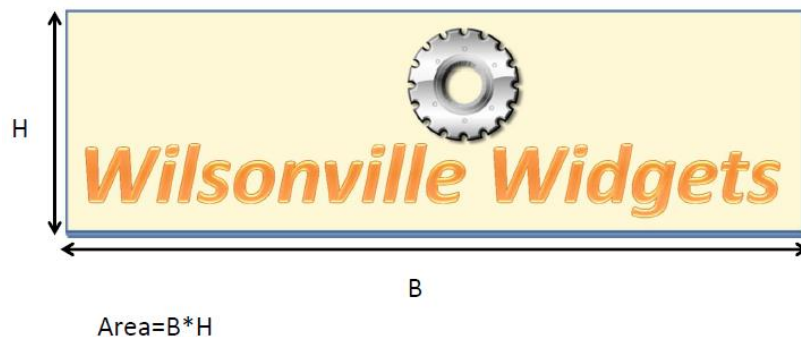
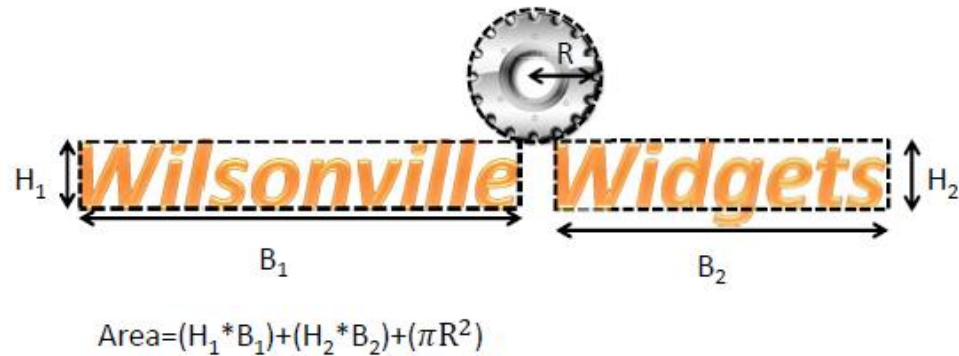


Figure S-1. Measurement of Cabinet or Similar Signs

- B. Individual Element Signs: The area for signs constructed of individual elements (letters, figures, etc.) attached to a building wall or similar surface or structure shall be the summed area of up to three squares, rectangles, circles, or triangles drawn around all sign elements.
1. The descender on the lower case letters “q, y, p g, or j.” shall not be included in sign area when the letter otherwise matches the font of other letters in the sign, the descender is no more than 1/2 the cap height of the font, and the descender is no wider than the main body of the letter.



Response: The individual elements of each sign including the logo and lettering is calculated using the perimeter areas noted above.

Figure S-2. Measurement of Individual Element Signs

- C. Round or Three-Dimensional Signs: The area of a round or three-dimensional sign shall be the maximum surface area visible from any one location on the ground measured the same as A. above except if the maximum surface area is an irregular shape the signs perimeter shall be measured the same as an individual element sign under B. above.

Response: Any 3D elements will be calculated as noted above.

- D. Awning or Marquee Signs: The area of signs incorporated into awnings or marquees shall be the area of the entire panel containing the sign measured the same as A. above unless it is clear that part of the panel contains no sign-related display or decoration, other than the background color of the awning.

Response: N/A, the development does not propose any marquee or awning style signs.

- E. Painted Wall Signs: The area of painted wall signs shall be determined as follows:
1. If individual elements are painted without a background it shall be calculated in the manner indicated in B. above.

2. If a background is painted it shall be calculated in the manner indicated in A. above.

Response: N/A, all proposed signs do not include painted wall signs.

- F. Temporary Signs: The area of temporary signs including banners, lawn signs, and rigid signs shall be calculated in the manner indicated in A. above.

Response: N/A, the development does not include any temporary signs.

- G. Unless otherwise specified, the sign area of a two-sided sign, with two matching sides, shall be considered to be the area of one side. For example, the sign area of a two-sided sign having thirty-two (32) square feet per sign face shall be considered to be thirty-two (32) square feet, unless this code specifies otherwise.

Response: N/A, the development does not include two sided signs.

(.02) Sign Height above Ground.

- A. The height above ground of a freestanding or ground-mounted sign is measured from the average grade directly below the sign to the highest point of the sign or sign structure except as follows:
 1. A freestanding or ground mounted sign on a man-made base, including a graded earth mound, shall be measured from the grade of the nearest pavement or top of any pavement curb to the highest point of the sign or sign structure. In all cases signs on a berm shall be allowed to be eight (8) feet in height from the top of the berm.
 2. A freestanding or ground mounted sign placed below the elevation of the right-of-way it fronts shall be measured from the lowest point in the right-of-way along the frontage to the highest point of the sign.

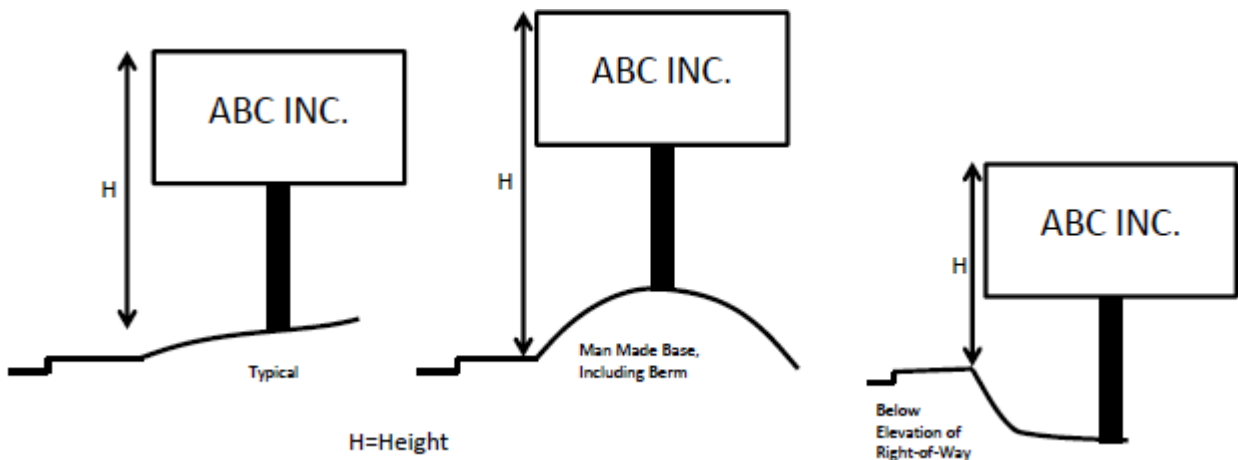


Figure S-3. How to Measure Height of a Freestanding or Ground Mounted Sign

Response: N/A, the development does not include monument signs.

(.03) Sign Height and Length.

- A. Height of a sign is the vertical distance between the lowest and highest points of the sign.
- B. Length of a sign is the horizontal distance between the furthest left and right points of the sign.

Response: These methods of sign measurements are used on the provided drawings to indicate the height and length of each sign.

- (.04) Final Determination of Sign Measurement. The Planning Director shall be responsible for determining the area, height above ground and height and length of a sign, subject to appeal as specified in Section 4.022. Applicants for sign plans and permits shall provide the dimensions needed to calculate the area, height above ground, height, and length.

Response: Sign areas and dimensions along with locations are noted with the design review drawing package on sheet A0.1 Site Plan and A0.2 Site Details.

Section 4.156.04. Non-Conforming Signs.

- (.01) Non-Conforming Signs. Non-conforming signs, which may be non-conforming structures or non-conforming uses, are subject to the standards for non-conforming uses and non-conforming structures delineated in Sections 4.189 through 4.190. Except, however, that a non-conforming sign that is damaged beyond fifty percent (50%) of its value, as determined by the City Building Official, may only be reconstructed if the reconstructed sign meets all applicable zoning, structural, and electrical standards applicable at the time of reconstruction. Nothing in this Section is intended to impair any previously approved sign permit that has been issued by the City of Wilsonville, subject to state or federal law, or to require the removal of any sign that was legally erected or installed prior to the effective date of these regulations. In the event that a previously erected or installed sign no longer meets applicable City zoning standards it may remain in place, subject to the standards for non-conforming uses or nonconforming structures noted above. However, a sign that is required to be moved solely because of a public taking may be replaced on the site, and maintain its non-conforming status, subject to a Class II Sign Permit, provided the replacement sign is found to not increase in non-conformity to current code standards other than required setbacks.

Response: All signs, as part of the new development, are designed based on the code parameters.

Section 4.156.05. Signs Exempt From Sign Permit Requirements.

(.01) The following signs are exempt from the permit requirements of this code and do not require sign permits. Unless otherwise specified, the area of the exempted signs shall not be included in the calculations of sign area permitted on a given site:

A. Traffic or other governmental or directional signs, as may be authorized by the City or other units of government having jurisdiction within the City.

Response: The site plan denotes directional signs related to entering and existing the site.

B. Signs installed by public utility companies indicating danger, or which serve as an aid to public safety, or which show the location of utilities or public facilities, including underground utilities.

Response: Utility signs will be installed as required by the utilities.

C. Flags displayed from permanently-located freestanding or wall-mounted flagpoles that are designed to allow raising and lowering of flags. One site may have up to two (2) exempt flags; no exempt flag may be more than thirty (30) feet in height.

Response: The proposed development does not include any flags.

(.02) Other Signs. No sign permit is necessary before placing, constructing or erecting the following signs. However, in all other particulars such signs shall conform to the requirements of applicable Building and Electrical Codes, as well as this Code.

A. Signs inside a building except for prohibited signs listed in Section 4.156.06.

Response: The proposed development does not include any prohibited signage within the building.

B. Name Plates and Announcements.

1. A sign identifying the name, street address, occupation and/or profession of the occupant of the premises in the aid of public health and safety. One name plate, not exceeding a total of three (3) square feet shall be allowed for each occupant. The name plate shall be affixed to the building.

2. Announcements posted on a given property (e.g., no smoking, no parking, rules of conduct, etc.) and not intended to be read from off-site, are permitted to be located as needed. Such announcements shall not be considered to be part of the sign allotment for the property.

Response: Signs related to “no smoking” and other site standards will be located at building entries and not intended to be viewed from off-site.

C. Directional Signs. Designed for non-changing messages, directional signs facilitate the safe movement of the traveling public. Such signs are subject to the following standards and conditions:

1. The sign area does not exceed three (3) square feet per sign face,

2. The sign location is not within public rights-of-way and meets City vision clearance requirements;
3. No sign lighting;
4. No logo or a logo that does not exceed one (1) square foot in size; and
5. No more than one (1) directional sign is located on the same tax lot.

Response: Signs related to parking and directional signage will be included on the site and are indicated on the A0.1 site plan. These signs are non-illuminated and do not contact logos.

- D. Changes of Copy Only, where the graphics contained on an existing sign are changed, but the sign itself is not structurally altered, and no building or electrical permit is required.

Response: No existing signs, not applicable.

- E. Signs not visible from any off-site location.

Response: The proposed signs are visible from the adjacent right-of-ways. Therefore, these two signs are not exempt.

- F. Holiday lights and decorations, in place between November 15 and January 15.

Response: Temporary decorations will be provided by owner and will be subject to calendar limitations and are not part of this application review.

- G. Signs on scoreboards or ballfields located on public property.

Response: There are no scoreboards proposed with this application. Therefore, this section is not applicable.

- H. One small decorative banner per dwelling unit placed on site, in residential zones.

Response: N/A, the development does not include dwelling units.

- I. Lawn Signs meeting the standards of Table S-1 and the following conditions:
1. Such signs shall not be intentionally illuminated and shall not display movement.
 2. Such signs shall not obscure sight lines of the motoring public, obscure traffic or other government signs, or create a nuisance to the use or occupancy of any property.
 3. Lawn signs associated with temporary events may be posted no longer than sixty (60) days before the beginning of an event and must be removed at the event's completion.
 4. Lawn signs not associated with temporary events may be posted for one period of up to sixty (60) days in a calendar year.
 5. Such signs may be up to six (6) feet in height.
 6. Such signs may be one (1) or two (2) sided.

Response: Temporary yard signs associated with special events will be provided by the owner and will be subject to timelines, placement and sizing limitations and are not part of this application review.

- J. Rigid Signs meeting the standards of Table S-1 and the following conditions:
1. Such signs shall not be intentionally illuminated and shall not display movement.
 2. Such signs shall not obscure sight lines of the motoring public, obscure traffic or other government signs, or create a nuisance to the use or occupancy of any property.
 3. Such signs may be up to six (6) feet in height, except signs on lots with an active construction project (active building permit), which may be up to ten (10) feet in height. (Note that signs exceeding six (6) feet in height typically require building permits.)
 4. Such signs may be one (1), two (2), or three (3) sided.
 5. On Residential and Agriculture zoned lots:
 - a. A rigid sign not associated with an ongoing temporary event may be displayed for no more than sixty (60) days each calendar year.
 - b. A rigid sign associated with an ongoing temporary event may be displayed for the duration of that event. Note: Section 4.156.06 (.01) Q. of this Code prohibits signs associated with temporary events to remain posted after the completion of the event.
 6. On Commercial, Industrial, or Public Facility zoned lots:
 - a. A rigid sign not associated with an ongoing temporary event may be displayed for no more than ninety (90) days each calendar year.
 - b. A rigid sign associated with an ongoing temporary event may be displayed for the duration of that temporary event. Note: Section 4.156.06(.01)(Q.) of this Code prohibits signs associated with temporary events to remain posted after the completion of the event.
 - c. A temporary event must have an end, marked by the occurrence of a specifically anticipated date or happening. A temporary event may not be a part of a broader, continuing event or of related, serial events. Temporary events shall not be defined by content, but may include isolated merchandise sales or discounts, or availability of real estate for sale or lease.

Response: Rigid signs associated with special events will be provided by the owner and will be subject to timelines, placement and sizing limitations and are not part of this application review.

- K. Signs allowed in Subsections 6.150 (1) and (2) Wilsonville Code for special events.

Response: Signs allowed under Subsection 6.150 (1) and (2) are not part of this application package.

Section 4.156.06. Prohibited Signs

- (.01) Prohibited Signs. The following signs are prohibited and shall not be placed within the City:
- A. Search lights, strobe lights, and signs containing strobe lights or other flashing lights, unless specifically approved in a sign permit.
 - B. Obstructing signs, a sign or sign structure such that any portion of its surface or supports will interfere in any way with the free use of any fire escape, exit, hydrant, standpipe, or the exterior of any window; any sign projecting more than twelve (12) inches from a wall, except projecting signs that are specifically permitted through the provisions of this Code.
 - C. Changing image signs, including those within windows.
 - D. Changeable copy signs that use lighting changed digitally, unless specifically approved through a waiver process connected with a Class III Sign Permit or Master Sign Plan. In granting a waiver for a digital changeable copy signs the DRB shall ensure the following criteria will be met:
 - 1. The sign shall be equipped with automatic dimming technology which automatically adjusts the sign's brightness in direct correlation with ambient light conditions and the sign owner shall ensure appropriate functioning of the dimming technology for the life of the sign.
 - 2. The luminance of the sign shall not exceed five thousand (5000) candelas per square meter between sunrise and sunset, and five hundred (500) candelas per square meter between sunset and sunrise.
 - E. Roof signs - signs placed on the top of a building or attached to the building and projecting above the top of that building, unless specifically approved through the temporary sign permit procedures or the architectural design of a building makes the slope of the roof below the peak a practicable location of signs on a building and the general location of signs on the roof is approved by the DRB during Stage II Approval, as applicable, and Site Design Review.
 - F. Signs obstructing vision clearance areas.
 - G. Pennants, streamers, festoon lights, balloons, and other similar devices intended to be moved by the wind, unless specifically authorized in an approved sign permit.
 - H. Signs attached to trees, public sign posts, or public utility poles, other than those placed by appropriate government agencies or public utilities.
 - I. Signs using bare-bulb illumination or signs lighted so that the immediate source of illumination is visible, unless specifically authorized by the Development Review Board or City Council such as Digital Changeable Copy Signs. This is not intended to prohibit the use of neon or LED's as a source of illumination.

- J. Signs that use flame as a source of light or that emit smoke or odors.
- K. Any sign, including a window sign, which is an imitation of or resembles an official traffic sign or signal; and which may include display of words or graphics that are likely to cause confusion for the public, such as “STOP,” “GO,” “SLOW,” “CAUTION,” “DANGER,” “WARNING,” etc.
- L. Any sign, including a window sign, which by reason of its size, location, movements, content, coloring or manner of illumination may be confused with, or construed as, a traffic control device, or which hides from view any traffic sign, signal, or device.
- M. Portable signs, exceeding six (6) square feet of sign area per side, other than those on vehicles or trailers. The display of signs on a vehicle or trailer is prohibited where the vehicle or trailer is not fully operational for use on public roads or where the primary function of the vehicle or trailer is advertising. Examples where the primary function of the vehicle or trailer is advertising include mobile billboards such as those on which advertising space is rented, sold, or leased.
- N. Signs located on public property in violation of Section 4.156.10.
- O. Signs placed on private property without the property owner’s permission.
- P. Signs erected or installed in violation of standards prescribed by the City of Wilsonville, State of Oregon or the U.S. government.
- Q. Signs associated with temporary events, after the temporary event is completed.
- R. Any private signs, including window signs, with a luminance greater than five thousand (5000) candelas per square meter between sunrise and sunset and five hundred (500) candelas per square meter between sunset and sunrise.
- S. Video Signs

Response: Proposed signs do not include any of the prohibited items listed above.

Section 4.156.07. Sign Regulations In Residential Zones.

- (.01) Ground Mounted Signs for Residential Developments. One ground mounted sign, not exceeding eighteen (18) square feet in area and six (6) feet in height above ground, shall be permitted for each residential subdivision or for any multi-family development.
 - A. Additional ground mounted signs of eighteen (18) square feet or less shall be permitted for additional entrances to the subdivision or development located on a separate street frontage or on the same street frontage located at least two hundred (200) feet apart.
 - B. For one entrance on a street frontage, an additional ground mounted sign may be placed on opposite side of the street or private drive at the intersection.

- (.02) Ground Mounted Signs for Outdoor Recreational Areas on Separate Lots. Public or private parks or other similar outdoor recreational areas on separate lots than dwelling units are allowed one (1) ground mounted sign of eighteen (18) square feet or less in area and six (6) feet or less in height above ground.
- (.03) Non-Residential Uses. Uses, other than residential and outdoor recreation, shall be subject to the sign regulations for PDC, PDI, and Public Facility zones.

Response: N/A, subject site is not in a Residential Zone.

Section 4.156.08. Sign Regulations in the PDC, PDI, and PF Zones.

(.01) Freestanding and Ground Mounted Signs:

- A. One freestanding or ground mounted sign is allowed for the first two-hundred (200) linear feet of site frontage. One additional freestanding or ground mounted sign may be added for through and corner lots having at least two-hundred (200) feet of frontage on one street or right-of-way and one-hundred (100) feet on the other street or right-of-way.

Response: The property has greater than 200 lineal feet of frontage on SW Boberg Road. A single freestanding sign is allowed; however, no monument sign is proposed. This section does not apply.

- B. The allowed height above ground of a freestanding or ground mounted sign is twenty (20) feet except as noted in 1-2 below.
 - 1. The maximum allowed height above ground for signs along the frontage of Interstate 5, and parallel contiguous portions of streets, as identified in Figure S-4, associated with multiple tenants or businesses may be increased by three (3) feet for each tenant space of ten thousand (10,000) square feet or more of gross floor area up to a maximum of thirty-five (35) feet.
 - 2. The allowed height above ground for signs in the PDC-TC Zone, Old Town Overlay Zone, and PDI Zone is eight (8) feet, except those signs along the frontage of Interstate 5 and parallel contiguous portions of streets identified in Figure S-4.
- C. The maximum allowed area for each freestanding or ground-mounted sign is determined based on gross floor area and number of tenant spaces:
 - 1. For frontages along streets other than those indicated in 2 below sign area allowed is calculated as follows:
 - a. The sign area allowed for signs pertaining to a single tenant:

Gross Floor Area in a Single Building	Maximum Allowed Sign Area
Less than 11,000 sq. ft.	32 sq. ft.
11,000-25,999 sq. ft.	32 sq. ft. + 2 sq. ft. per 1000 sq. ft. of floor area greater than 10,000 rounded down to the nearest

	1,000 sq. ft.
26,000 sq. ft. or more	64 sq. ft.

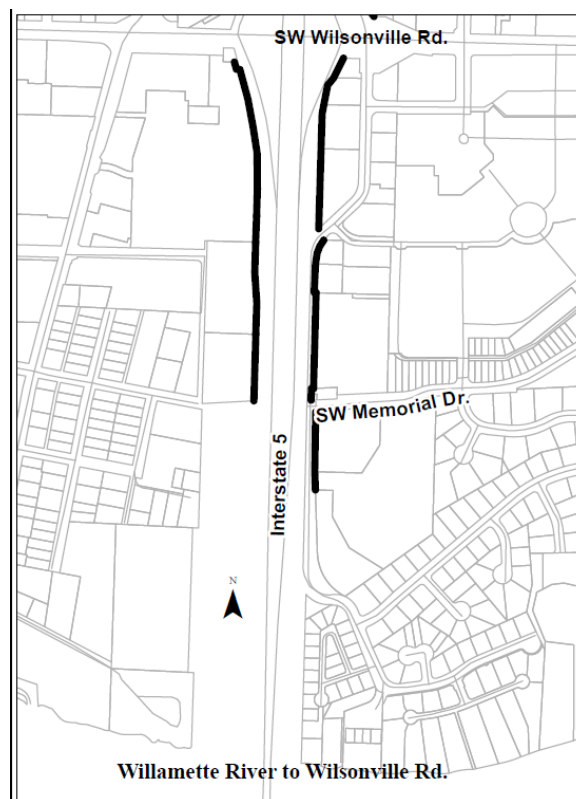
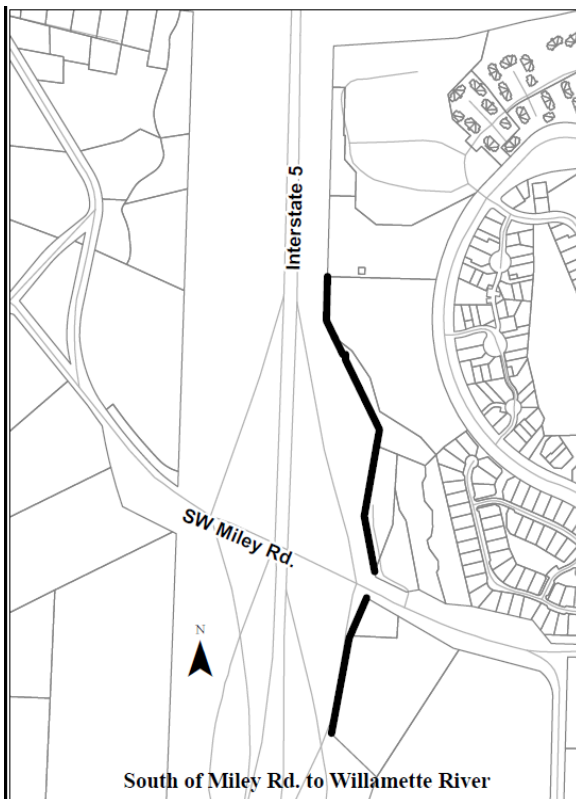
- i. For PF (Public Facility) zoned properties adjacent to residential zoned land the maximum allowed area is thirty-two (32) square feet.
- b. The maximum allowed sign area for signs pertaining to multiple tenants or businesses is thirty-two (32) square feet plus the following for each tenant space:

Gross Floor Area of Tenant Space	Additional Allowed Sign Area for Tenant Space
Less than 1,000 sq. ft.	3 sq. ft.
1,000-10,999	3 sq. ft. + 3 sq. ft. per 1,000 sq. ft. of floor area rounded down to the nearest 1,000 sq. ft.
11,000 sq. ft. or more	32 sq. ft.

- i. The total sign area shall not exceed two hundred (200) square feet, except in the PDC-TC Zone, Old Town Overlay Zone, and PDI Zone the total sign area shall not exceed eighty (80) square feet.
 - ii. Though the maximum allowed sign area is calculated based on number of tenant spaces and their size, the content of the sign and area used for different content is at the discretion of the sign owner, except for required addressing.
2. Signs fronting Interstate 5 and parallel contiguous street sections, as identified in Figure S-4.
- a. For signs on properties or within developments with a single tenant or business the sign area allowed is sixty-four (64) square feet.
 - b. For signs on properties or within developments with multiple tenants or businesses the maximum allowed area is sixty-four (64) square feet plus an additional thirty-two (32) square feet for each tenant space of 10,000 square feet or more of gross floor area up to a maximum total sign area of three hundred (300) square feet.
 - i. Though the sign area allowed is calculated based on number of large tenant spaces, the content of the sign and area used for different content is at the discretion of the sign owner, except for any required addressing.
- D. Pole or sign support placement shall be installed in a full vertical position.
- E. Freestanding and ground mounted signs shall not extend into or above public rights-of-way, parking areas, or vehicle maneuvering areas.
- F. The location of free standing or ground mounted signs located adjacent to or near the Public Right-of-Way shall be in compliance with the City’s Public Works

Standards for sight distance clearance. Prior to construction, the location of the sign shall be approved by the City of Wilsonville Engineering Division.

- G. Freestanding and ground mounted signs shall be designed to match or complement the architectural design of buildings on the site.
- H. For freestanding and ground mounted signs greater than eight (8) feet in height, the width of the sign shall not exceed the height.
- I. Along street frontages in the PDC-TC Zone and Old Town Overlay Zone monument style signs are required.
- J. Freestanding and ground mounted signs shall be no further than fifteen (15) feet from the property line and no closer than two (2) feet from a sidewalk or other hard surface in the public right-of-way.
- K. Except for those signs fronting Interstate 5, freestanding and ground mounted signs shall include the address number of associated buildings unless otherwise approved in writing by the City and the Fire District.
- L. When a sign is designed based on the number of planned tenant spaces it shall remain a legal, conforming sign regardless of the change in the number of tenants or configuration of tenant spaces.



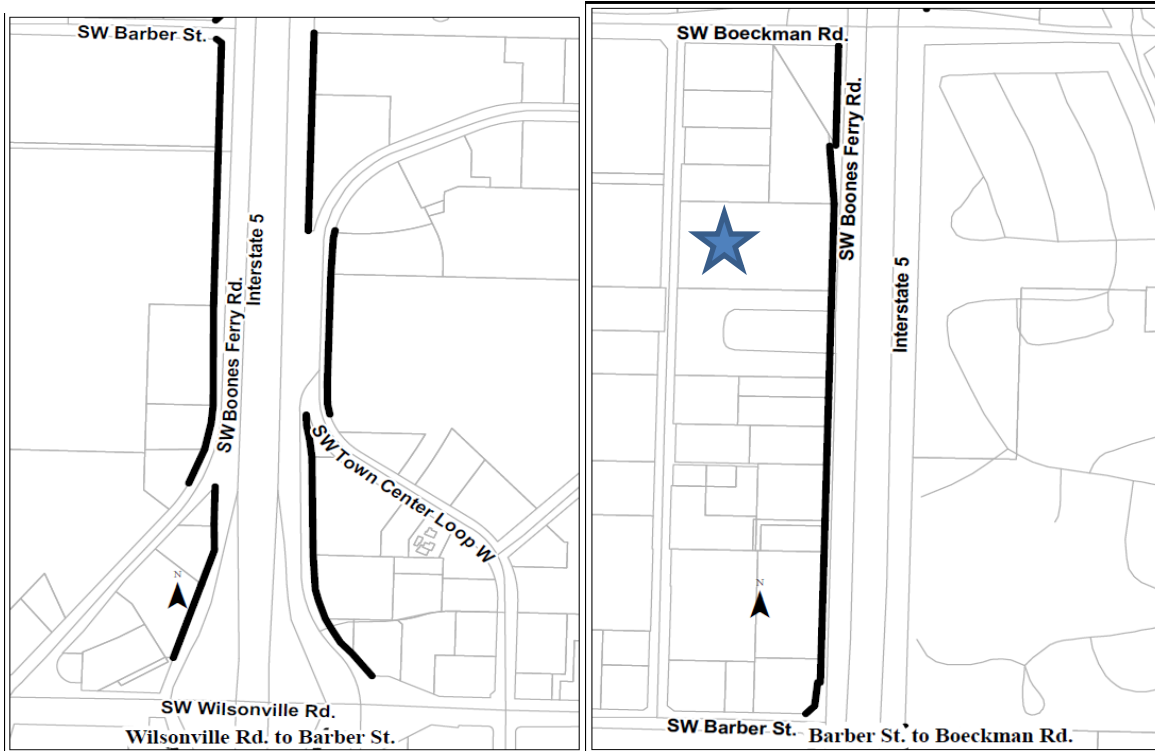


Figure S-4. Interstate 5 and Contiguous Parallel Street Frontages

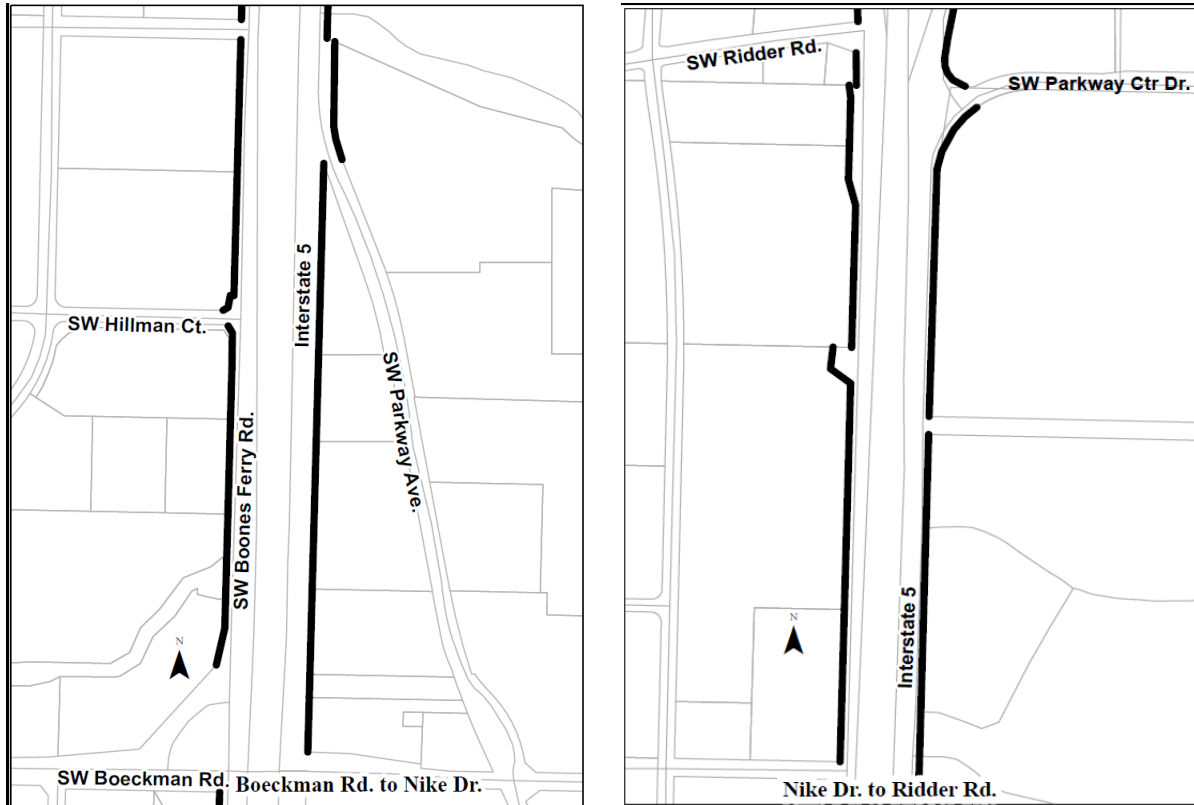


Figure S-4. Interstate 5 and Contiguous Parallel Street Frontages (continued)

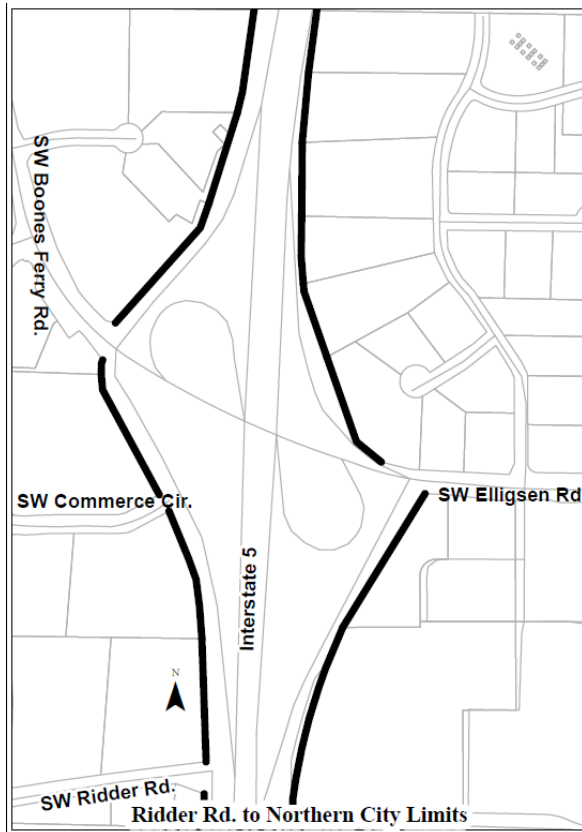


Figure S-4. Interstate 5 and Contiguous Parallel Street Frontages (continued)

(.02) Signs on Buildings.

- A. Sign Eligible Facades: Building signs are allowed on a facade of a tenant space or single tenant building when one or more of the following criteria are met:
1. The facade has one or more entrances open to the general public;
 2. The facade faces a lot line with frontage on a street or private drive with a cross section similar to a public street, and no other buildings on the same lot obstruct the view of the building facade from the street or private drive; or
 3. The facade is adjacent to the primary parking area for the building or tenant.

Response: The building proposes (2) façade mounted signs.

- Primary building entrance is on north facade of building.
- Street frontage is on west façade.

B. Sign Area Allowed:

1. The sign area allowed for all building signs on a sign eligible façade is shown in the table below:

Linear Length of Façade (feet)	Sign Area Allowed*
Less than 16	Area equal to linear length
16 to 24	24 sq. ft.
Greater than 24 to 32	32 sq. ft.
Greater than 32 to 36	Area equal to linear length
Greater than 36 to 72	36 sq. ft.
Greater than 72	36 sq. ft. plus 12 sq. ft. for each 24 linear feet or portion thereof greater than 72 up to a maximum of 200 sq. ft.

*Except as noted in 2. through 5. Below

Response: The following are the façade lengths of the building portion that the sign is mounted to and allowed sign areas for each sign.

Transfer of square footage is proposed from the north facade to the west façade.

West Facade = 76 feet

Allowed signage area = 36 sf + 12 = 48 + 18 sf (transfer) = 66 Square feet

North Facade = 150 feet

Allowed signage area = 36 sf + (12 sf x 4) = 84 sf – 18 sf (transfer) = 66 Square feet

2. The sign area allowed for facades with a primary public entrance or with a frontage along a public street dominated by windows or glazing may be increased by transferring to the façade up to one half (1/2) the sign area allowed for adjacent facades up to fifty (50) square feet. In no case shall the allowed sign area exceed an area equal to the linear length of the façade.

Response:

West Faced = 150

$150 - 72 = 78$, $78 / 24 = 3$, $3 \times 12 = 36$ sf

Allowed signage area = 36 sf + 36 sf = 72 sf

Transfer of 18 sf from the north facade to the west façade is proposed.

3. The sign area allowed is increased as follows for signs at separate building entrances:
 - a. For building entrances open to the general public located at least fifty (50) feet apart on the same facade, the sign area allowed is increased by fifty (50) percent up to fifty (50) square feet.
 - b. For building entrances located less than fifty (50) feet apart on the same facades, the sign area allowed is increased by twenty (20) percent up to twenty (20) square feet.

Response: N/A, only one primary entrance.

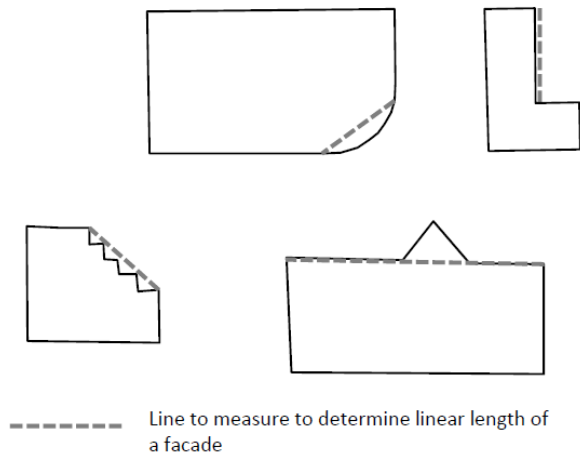
4. For businesses occupying multiple buildings in a campus setting, sign area shall be limited to that allowed for the largest building. which may then be distributed throughout the campus.

Response: N/A, this is not a campus.

5. If a façade otherwise not sign eligible faces a lot line with frontage on Interstate 5, the applicant can transfer sign area allowed from one (1) of the locations described in a. and b. below. In no case shall the allowed sign area exceed an area equal to the allowed sign area for a sign eligible façade of the same linear length.
 - a. The freestanding sign along the Interstate 5 frontage. This generally involves placing building signs on the subject façade in lieu of installing a freestanding sign.
 - b. Adjacent façade up to fifty (50) square feet, when a majority of the adjacent façade from which the sign area is being transferred is visible from Interstate 5.

Response: N/A

6. Calculating linear length of a façade for the purpose of determining maximum sign area allowed. For facades of a single tenant building the length the facade measured at the building line, except as noted in a. and b. below. For multi-tenant buildings the width of the façade of the tenant space shall be measured from the centerline of the party walls or the outer extent of the exterior wall at the building line, as applicable, except as noted in a. and b. below. Applicants shall provide the dimensions needed to calculate the length. Each tenant space or single occupant building shall not be considered to have more than five (5) total facades.
 - a. If a façade is curvilinear, stepped, or otherwise not a straight line, the façade shall be measured by drawing a straight line between the edges of the façade as shown in the figure below.
 - b. For an “L” shaped tenant space or single tenant building the longest leg of the interior of the “L” shall be basis for measuring the length of the L-shaped facade. Sign area allowed based on the longest leg can be distributed between legs.



Response: N/A, the building does not step in planes where the signs are installed.

- C. The length of individual tenant signs shall not exceed seventy-five (75) percent of the length of the facade of the tenant space.

Response: Signs will not exceed 75% of tenant facade.

- D. The height of building signs shall be within a definable sign band, fascia, or architectural feature and allow a definable space between the sign and the top and bottom of the sign band, fascia, or architectural feature.

Response: All signs are placed above mezzanine windows and below the roof line

- E. Types of signs permitted on buildings include wall flat, fascia, projecting, blade, marquee and awning signs. Roof-top signs are prohibited.

Response: The proposed signs are flat metal. No roof-top signs are proposed.

- (.03) Additional signs. Notwithstanding the signs allowed based on the site in (.01) and (.02) above, the following signs may be permitted, subject to standards and conditions in this Code:

- A. Directional Signs: In addition to exempt directional signs allowed under Subsection 4.156.05 (.02) C. freestanding or ground mounted directional signs six (6) square feet or less in area and four (4) feet or less in height:
1. The signs shall be designed to match or complement the architectural design of buildings on the site;
 2. The signs shall only be placed at the intersection of internal circulation drives; and
 3. No more than one (1) sign shall be placed per intersection corner with no more than two (2) signs per intersection.

Response: Noted.

- B. Planned Development Signs. Up to thirty (32) square feet of the allowed sign area for freestanding signs in a planned development may be used for a separate

on-site monument sign or off-site monument sign on an adjacent parcel identifying the Planned Development project.

Response: Noted

- C. Blade Signs. To aid in pedestrian wayfinding, one (1) blade sign, not to exceed six (6) square feet, per facade eligible for building signs. Blade signs over pedestrian accessible areas shall provide a minimum of eight (8) feet of clearance from the ground.

Response: The proposed development does not include any blade style signs.

- D. Fuel or Service Station Price Signs. In addition to the freestanding or ground mounted signs allowed, changeable copy signs shall be allowed for the purpose of advertising fuel prices, subject to the following standards and conditions:
1. The signs shall have a maximum of eleven (11) square feet in area per face per type of fuel sold and shall be permanently affixed to the building or a freestanding sign.
 2. The signs shall not be considered in calculating the sign area or number of signs allowed.
 3. Signs on fuel pumps shall be permitted, providing that they do not project beyond the outer edge of the pump in any direction.

Response: N/A, the development does not include fuel or service station use.

Section 4.156.09. Temporary Signs In All Zones.

The following temporary signs may be permitted in addition to the permanent signs allowed in different zones and exempt temporary signs unless specifically prohibited in a master sign plan or other sign approval:

- (.01) General Allowance. Except as noted in subsection (.02) below up to two (2) temporary signs not exceeding a combined total of twenty four (24) square feet may be permitted per lot or non-residential tenant. Such signs may be banners, rigid signs, lawn signs, portable signs, or other signs of similar construction.
- (.02) Opening Banner for a New Business or Housing Development. A banner corresponding with the opening of a new business or housing development may be permitted, subject to the following standards and conditions:
- A. One such banner shall be allowed either from the date of issuance of Building Permits until four (4) weeks after issuance of Certificates of Occupancy, or if no Building Permit is issued, for four (4) weeks after occupancy of a new business.
 - B. Such banner may be two-sided but shall not exceed thirty-two (32) square feet per face.
 - C. Such signs shall not be permitted at the same time as general allowance signs in (.01) above.

- (.03) Annual Event Signs. Up to ten (10) lawn signs may be permitted to be located in the public right-of-way for up to fourteen (14) days if all of the following are met:
- A. Signs will not be located in the areas listed in Subsection 4.156.10 (.01) A. 4.
 - B. The applicant or event has not been issued a permit for and placed signs in the public right-of-way in the previous six (6) months;
 - C. Not more than one (1) other permit has been issued for lawn signs in the right-of-way during the time period the applicant is requesting;
 - D. The event to which the signs pertain is expected to attract two hundred fifty (250) or more people;
 - E. The request is not in addition to exempt lawn signs for large special events allowed for in Section 6.150; and
 - F. The applicant has indicated on a map the exact locations the signs will be placed and has submitted an application along with the required fee.
- (.04) Inflatable Signs. Inflatable signs may be permitted for a maximum of fifteen (15) days of display use in any calendar year subject to the following standards and conditions:
- A. Does not exceed ten (10) feet in overall height; and
 - B. If attached to a building in any manner, it meets applicable building code requirements including consideration of wind loads.

[Response: Temporary signs associated with special events, grand opening, etc. will be provided by the tenants and will be subject to timelines, placement and sizing limitations and are not part of this application review.](#)

Section 4.156.10. Signs on City and ODOT Right-Of-Way.

- (.01) Signs on City Property. For the purposes of this section, City property is defined as physical sites, City rights-of-way, and rights-of-way over which the City has jurisdiction. City property includes, but is not limited to, the following: City Hall, the Community Center, the Library, parks and open space, Transit and Fleet Building, SMART Central, and the City's reservoir, pump station, and treatment plant properties.
- A. Allowed Signs. The following signs may be placed on City property and/or City rights-of-way and right-of-ways over which the City has jurisdiction under the following conditions:
 - 1. Such signs as are necessary to locate and direct the public to City premises, or other governmental premises.
 - 2. Such signs as are necessary for the public's health, safety and welfare authorized under law, regulation, ordinance, or order including but not limited to traffic signs. This shall include signs authorized to conform with

the State's Tourism Information program and any similar local government program.

3. Signs and their placement as authorized in subsections 1 and 2, above, shall meet all other applicable standards and criteria under law, regulation, ordinance, or order.
4. Lawn signs may be placed, subject to the standards in subsection 4.156.10 (.01)A. 5., below, on City rights-of-way and rights-of-way over which the City has jurisdiction except 1) those rights-of-way adjoining City properties defined in subsection 4.156.10 (.01) above, and 2) in the following locations where the placement of signs could damage landscaping or interfere with the maintenance of the rights-of-way:
 - a. In any median or landscaped strip inside the City limits as identified below in Sections 4.156.10 (.01) A. 4. b. through p.
 - b. Either side of French Prairie Road.
 - c. Either side of Canyon Creek Road North, from Boeckman Road to Elligsen Road.
 - d. Either side of Wilsonville Road between Town Center Loop East and the Portland & Western (previously Burlington Northern) Railroad property.
 - e. Either side of Town Center Loop West and East.
 - f. Both sides of former S.W. Parkway frontage between Town Center Loop West and Wilsonville Road.
 - g. Wilsonville Road between Willamette Way West and Willamette Way East.
 - h. The north side of Wilsonville Road from Town Center Loop East to Boeckman Creek.
 - i. Either side of Wilsonville Road between Boeckman Road and the southern boundary of the Wilsonville High School property.
 - j. Either side of Parkway Center Avenue.
 - k. The south side of Elligsen Road from the eastern city limits to a point directly across from the west side of the Tualatin Valley Fire District fire station.
 - l. Either side of Boeckman Road and all islands, from the railroad tracks west to 110th.
 - m. Either side of 110th between Barber Street and Boeckman Road.
 - n. The eastern side of Grahams Ferry Road from Tooze Road to the City limits.
 - o. Either side of Barber Street between 110th and Brown Road, including islands and roundabouts.
 - p. Such other areas as the City may designate as requiring protection from landscape damage.
5. Lawn signs shall meet the following standards and conditions:

- a. Allowed only between the hours of 6 a.m. Friday and 8 p.m. Sunday, and the hours of 9 a.m. and 4 p.m. Tuesdays;
 - b. Not greater than thirty (30) inches in height. A-frame signs may be 24” by 36” provided that they are designed to meet vision clearance requirements (typically not over 30 inches in height when standing);
 - c. Not placed on street surfaces, sidewalks, paths, median strips, or bicycle ways;
 - d. Located within forty (40) feet of an intersection;
 - e. No more than three (3) signs per person; and
 - f. Placed no more than one every fifty (50) feet and at least ten (10) feet away from any other temporary sign.
6. Banners on public light and other poles identified in a plan maintained or adopted by the City and installed by or under arrangement with the Public Works Department.

Response: The proposed development does not propose signs to be placed on City property.

- (.02) Signs within ODOT Right-Of-Way. Consistent with the Laws and Administrative Rules of the State of Oregon, all signs of any kind are prohibited within right-of-way of the Oregon Department of Transportation (ODOT), except those signs that are specifically determined by ODOT to be necessary for the public’s health, safety, or welfare. The City may assist the State in the removal of signs that are illegally placed within ODOT right-of-way, as provided above for signs in City right-of-way. City assistance is justified in view of the substantial public investment that has recently been made to improve and beautify both freeway interchange areas north of the Willamette River.

Response: The proposed development does not include any signs within the ODOT right-of-way.

Section 4.156.11. Sign Enforcement.

- (.01) General. Any person who places a sign that requires a permit under this section, and who fails to obtain a permit before installing the sign, shall be subject to penalties and fines as established in Wilsonville Code 4.025.
- (.02) Removal of Signs. Any sign placed on public property in violation of the provisions of this Code shall be immediately removed by the City. As soon thereafter as reasonable, the City shall notify the owner or the owner’s representative that the sign has been removed, and that if the sign is not claimed within ten (10) days, the sign will be deemed abandoned and subject to disposal by the City. The City shall have no responsibility to contact the owner of the sign if the owner’s name, address, and telephone number are not clearly indicated on the sign and shall dispose of the sign ten days after its removal by the City. The City Council may establish fees to be collected at the time of releasing impounded signs in order to cover the City’s costs

in collecting, storing, and returning these signs and administering the sign removal program.

- (.03) Civil Enforcement. Any sign which is intentionally placed in violation of the provisions of this code after the owner of the sign has been notified of the initial sign removal and reason for its removal, shall subject the owner to a civil violation not to exceed \$100.00 as and for a civil fine for each day that a violation continues to exist.
- (.04) Additional enforcement. The remedies described herein are not exclusive and may be used in addition to those prescribed elsewhere in the Wilsonville Code, including Sections 1.012 and 1.013, Violations, and 6.200 through 6.620, Nuisances. The City Attorney may use any enforcement process available at law or equity, including but not limited to, seeking injunctive relief, equitable relief, damages, or fines for violations.

Response: All proposed signs are included with this application for Design Review. Additional future signs, or modifications of proposed, will be reviewed with the City as required.

<u>Sign Description</u>	<u>Location</u>	<u>Lawn Signs</u> [see WC 4.156.05 I.]	<u>Rigid Signs</u> [see WC 4.156.05 (.02) J.]	<u>Maximum Combined Lawn and Rigid Signs</u>
Part 1. General Allowances for Lawn and Rigid Signs				
Residential or Agriculture zoned lots. ¹	Area per sign face	6 sq. ft.	6 sq. ft.	
	Exempt at one time	3 signs per lot	1 sign per lot	<i>3 signs per lot</i>
Commercial, Industrial, or Public Facility zoned lots. ²	Area per sign face	6 sq. ft.	32 sq. ft.	
	Exempt at one time	3 signs per lot	1 sign per lot, plus 1 additional sign if the lot is more than 3 acres in area or has multiple street frontages	<i>3 signs per lot, plus 1 additional rigid sign if the lot is more than 3 acres in area or has multiple street frontages.</i>
Part 2. Additional Special Allowances for Rigid Signs³				
Lots with active commercial, industrial, public facility, or multi-family construction projects. ⁴	Area per sign face		64 sq. ft.	
	Exempt at one time		1 sign per lot	
Residential or Agriculture tracts of land in excess of 5 acres or recorded residential subdivisions with more than 25% of the lots remaining unsold and undeveloped.	Area per sign face		32 sq. ft.	
	Exempt at one time		1 sign per qualifying tract or subdivision	
<p>¹ Residential and Agriculture zones include all PDR (Planned Development Residential) zones, along with the R (Residential), RA-H (Residential Agriculture-Holding) zone, and any county-zoned land within Wilsonville City limits. In addition, lots not zoned Residential, but designated exclusively for residential use in an approved Master Plan, shall be considered residentially-zoned for the purposes of this table. This includes residential lots and in the Village Zone.</p> <p>² Commercial, Industrial, Public Facility zones include all PDC (Planned Development Commercial), PDI (Planned Development Industrial), and PF (Public Facility) zones. In addition, lots zoned Village, but designated for commercial, mixed-use, or publically-owned use in an approved Master Plan, shall fall under this description category for the purposes of this table.</p> <p>³ Sign allowances in Part 2 are in addition to the allowances and maximums in Part 1.</p> <p>⁴ An active construction project means a construction project for which any required building permits have been obtained <u>and</u> for which the City Building Official has <u>not</u> approved building occupancy. When the Building Official issues a temporary Certificate of Occupancy, the construction project shall be considered active until a permanent Certificate of Occupancy is issued. Active construction projects involving churches, private schools, or other non-single-family uses are included in this description.</p>				

Table S-1: Exempt Lawn and Rigid Sign Allowances

[Table added by Ord. No. 675, 3/1/10][Sign Regulations revised by Ord. No. 704, 6/18/12.]

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

- (.01) Purpose. It is the purpose of this Section to prescribe standards and procedures for the use and development of land to assure the protection of valued natural features and cultural resources. The requirements of this Section are intended to be used in conjunction with those of the Comprehensive Plan and other zoning standards. It is further the purpose of this Section:
- A. To protect the natural environmental and scenic features of the City of Wilsonville.
 - B. To encourage site planning and development practices which protect and enhance natural features such as riparian corridors, streams, wetlands, swales, ridges, rock outcroppings, views, large trees and wooded areas.
 - C. To provide ample open space and to create a constructed environment capable and harmonious with the natural environment.

Response:

The site contains no scenic features or views and does not have natural features including streams or wetlands. See the arborist report for condition assessment of the existing trees and protection requirements noted within the tree protection plans.

(.02) General Terrain Preparation:

- A. 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.
- B. All grading, filling and excavating done in connection with any development shall be in accordance with the Uniform Building Code
- C. In addition to any permits required under the Uniform Building Code, all developments shall be planned, designed, constructed and maintained so as to:
 1. Limit the extent of disturbance of soils and site by grading, excavation and other land alterations.
 2. 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.
 3. 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.

Response: All grading, filling and permits for this development will be in conformance with the Uniform Building Code.

The site contains no natural features including streams or wetlands requiring additional protection. Erosion control measures will be installed at project limits

and areas of grading and site modification. See the arborist report for condition assessment of the existing trees and protection requirements noted within the tree protection plans.

- (.03) Hillsides: All developments proposed on slopes greater than 25% shall be limited to the extent that:
- A. An engineering geologic study approved by the City, establishes that the site is stable for the proposed development, and any conditions and recommendations based on the study are incorporated into the plans and construction of the development. The study shall include items specified under subsection 4.171(.07)(A.)(2.)(a-j):
 - B. Slope stabilization and re-vegetation plans shall be included as part of the applicant's landscape plans.
 - C. Buildings shall be clustered to reduce alteration of terrain and provide for preservation of natural features.
 - D. Creation of building sites through mass pad grading and successive padding or terracing of building sites shall be avoided where feasible.
 - E. Roads shall be of minimum width, with grades consistent with the City's Public Works Standards.
 - F. Maintenance, including re-vegetation, of all grading areas is the responsibility of the developer, and shall occur through October 1 of the second growing season following receipt of Certificates of Occupancy unless a longer period is approved by the Development Review Board.
 - G. The applicant shall obtain an erosion and sediment control permit from the City's Building and Environmental Services Division's.

Response: The project site is not on a hillside. All slopes on site are less than 25%.

- (.04) Trees and Wooded Areas.
- A. All developments shall be planned, designed, constructed and maintained so that:
 - 1. Existing vegetation is not disturbed, injured, or removed prior to site development and prior to an approved plan for circulation, parking and structure location.
 - 2. 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.
 - 3. Existing trees are preserved within any right-of-way when such trees are suitably located, healthy, and when approved grading allows.

- B. Trees and woodland areas to be retained shall be protected during site preparation and construction according to City Public Works design specifications, by:
1. Avoiding disturbance of the roots by grading and/or compacting activity.
 2. Providing for drainage and water and air filtration to the roots of trees which will be covered with impermeable surfaces.
 3. Requiring, if necessary, the advisory expertise of a registered arborist/horticulturist both during and after site preparation.
 4. Requiring, if necessary, a special maintenance, management program to insure survival of specific woodland areas of specimen trees or individual heritage status trees.

Response:

Those trees removed on this site will be mitigated with new trees in required landscaped areas. See the arborist report for condition assessment of the existing trees.

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

- A. Due to the restrictions placed on these lands, no residential structures shall be allowed within high voltage powerline easements and rights of way and petroleum pipeline easements, and any development, particularly residential, adjacent to high voltage powerline easements and rights of way and petroleum pipeline easements shall be carefully reviewed.
- B. Any proposed non-residential development within high voltage powerline easements and rights of way and petroleum pipeline easements shall be coordinated with and approved by the Bonneville Power Administration, Portland General Electric Company or other appropriate utility, depending on the easement or right of way ownership.

Response: The site includes no high voltage powerlines or petroleum pipeline easements. Therefore, this section does not apply.

(.06) Hazards to Safety: Purpose:

- A. To protect lives and property from natural or human-induced geologic or hydrologic hazards and disasters.
- B. To protect lives and property from damage due to soil hazards.
- C. To protect lives and property from forest and brush fires.
- D. To avoid financial loss resulting from development in hazard areas.

Response: The development proposed is typical of the area and will not contribute to potential hazards.

(.07) Standards for Earth Movement Hazard Areas:

- A. No development or grading shall be allowed in areas of land movement, slump or earth flow, and mud or debris flow, except under one of the following conditions:
 - 1. Stabilization of the identified hazardous condition based on established and proven engineering techniques which ensure protection of public and private property. Appropriate conditions of approval may be attached by the City.
 - 2. An engineering geologic study approved by the City establishing that the site is stable for the proposed use and development. The study shall include the following:
 - a. Index map.
 - b. Project description, to include: location; topography, drainage, vegetation; discussion of previous work; and discussion of field exploration methods.
 - c. Site geology, to include: site geologic map; description of bedrock and superficial materials including artificial fill; location of any faults, folds, etc.; and structural data including bedding, jointing, and shear zones.
 - d. Discussion and analysis of any slope stability problems.
 - e. Discussion of any off-site geologic conditions that may pose a potential hazard to the site or that may be affected by on-site development.
 - f. Suitability of site for proposed development from geologic standpoint.
 - g. Specific recommendations for cut slope stability, seepage and drainage control, or other design criteria to mitigate geologic hazards.
 - h. Supportive data, to include: cross sections showing subsurface structure; graphic logs of subsurface explorations; results of laboratory tests; and references.
 - i. Signature and certification number of engineering geologist registered in the State of Oregon.
 - j. Additional information or analyses as necessary to evaluate the site.
- B. Vegetative cover shall be maintained or established for stability and erosion control purposes.
- C. Diversion of storm water into these areas shall be prohibited.
- D. The principal source of information for determining earth movement hazards is the State Department of Geology and Mineral Industries (DOGAMI) Bulletin 99 and any subsequent bulletins and accompanying maps. Approved site specific engineering geologic studies shall be used to identify the extent and severity of the hazardous conditions on the site, and to update the earth movement hazards database.

Response: A geotechnical report has been provided and is included with the submittal package. Erosion control measures for ground disturbance areas are summarized within the erosion control drawings as part of the drawing package submitted with this application.

(.08) Standards for Soil Hazard Areas:

- A. Appropriate siting and design safeguards shall insure structural stability and proper drainage of foundation and crawl space areas for development on land with any of the following soil conditions: wet or high water table; high shrink-swell capability; compressible or organic; and shallow depth-to-bedrock.
- B. The principal source of information for determining soil hazards is the State DOGAMI Bulletin 99 and any subsequent bulletins and accompanying maps. Approved site-specific soil studies shall be used to identify the extent and severity of the hazardous conditions on the site, and to update the soil hazards database accordingly.

Response: N/A, no soil hazard areas.

(.09) Historic Protection: Purpose:

- A. To preserve structures, sites, objects, and areas within the City of Wilsonville having historic, cultural, or archaeological significance.
- B. Standards:
 - 1. All developments shall be planned, designed, constructed, and maintained to assure protection of any designated historic or cultural resource on or near the site. Restrictions on development may include:
 - a. Clustering of buildings and incorporation of historic and/or cultural resources into site design in a manner compatible with the character of such resource.
 - b. Limitations on site preparation and grading to avoid disturbance of areas within any historic or archaeological sites, monuments or objects of antiquity.
 - c. Provision of adequate setbacks and buffers between the proposed development and the designated resources.
 - 2. The city may attach additional conditions with respect to the following design factors in protecting the unique character of historic/cultural resources:
 - a. Architectural compatibility;
 - b. Proposed intensity of development;
 - c. Relationship to designated open space;
 - d. Vehicular and pedestrian access; and
 - e. Proposed building or structural mass in relation to the designated resource.
- C. Review Process:
 - 1. The Development Review Board shall be the review body for:

- a. All development which proposes to alter a designated historic, or cultural resource or resource site; and
 - b. All development which proposes to use property adjacent to a designated cultural resource; and
 - c. All applications requesting designation of a cultural or historic resource
2. The application shall include the following:
- a. A complete list of exterior materials, including color of these materials.
 - b. Drawings:
 - i. Side elevation for each side of any affected structure.
 - ii. Drawings shall show dimensions or be to scale.
 - iii. Photographs may be used as a substitute for small projects.
 - c. Plot plans shall be submitted for new structures, fences, additions exceeding fifty (50) square feet, or any building relocation.
3. Any improvement proposed for property adjacent to a designated, cultural or historic resource site, shall be subject to the following provisions:
- a. All uses and structures which are incompatible with the character of the cultural or historic resource are prohibited. The criteria used to determine incompatibility shall include the following:
 - i. The intensity and type of use when compared with the historic use patterns of the areas.
 - ii. The orientation, setback, alignment, spacing and placement of buildings.
 - iii. The scale, proportions, roof forms, and various architectural features of building design.
 - b. Setbacks may be required which are over and above those required in the base zone in order to protect the resource. Setbacks should be appropriate to the scale and function of the resource, but allow reasonable use of the adjacent property.
 - c. An appropriate buffer or screen may be required between the new or converting use on the adjacent property and the resource.
4. Nothing in this chapter shall be construed to prevent the ordinary maintenance or repair of any exterior architectural feature in or on any property covered by this chapter that does not involve a change in design, material or external reconstruction thereof, nor does this Code prevent the construction, reconstruction, alteration, restoration, demolition or removal of any such feature when the Building Official certifies to the Development Review Board that such action is required for the public safety due to an unsafe or dangerous condition which cannot be rectified through the use of acceptable building practices.
5. The owner, occupant or other person in actual charge of a cultural resource, or an improvement, building or structure in an historic district shall keep in good repair all of the exterior portions of such improvement, building or

structure, all of the interior portions thereof when subject to control as specified in the designating ordinance or permit, and all interior portions thereof whose maintenance is necessary to prevent deterioration and decay or any exterior architectural feature.

Response: N/A, no existing structures.

(.10) Alteration and Development Criteria:

- A. Demolition or alteration of any structure, or any change in any site or object which has been designated as a cultural resource, is prohibited unless it is determined:
 - 1. In the case of a designated cultural resource, the proposed work would not detrimentally alter, destroy or adversely affect any exterior architectural or other identified feature; or
 - 2. In the case of any property located within a historic district, the proposed construction, removal, rehabilitation, alteration, remodeling, excavation or exterior alteration conforms to any prescriptive standards as adopted by the City, and does not adversely affect the character of the district; or
 - 3. In the case of construction of a new improvement, building or structure upon a cultural resource site, the exterior of such improvements will not adversely affect and will be compatible with the external appearance of existing designated improvements, buildings and structures on said site; or
 - 4. That no reasonable use can be made of the property without such approval.

Response: N/A, no existing structures.

(.11) Cultural Resource Designation Criteria: A cultural resource may be designated and placed on the Cultural Resources Inventory if it meets the following criteria:

- A. It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering or architectural history; or
- B. It is identified with persons or events significant in local, state, or national history; or
- C. It embodies distinctive characteristics of a style, type, period, or method of construction, or it is a valuable example of the use of indigenous materials or craftsmanship; or
- D. It is representative of the notable work of a builder, designer, or architect.

Response: N/A, no existing structures.

Section 4.175. Public Safety and Crime Prevention.

- (.01) All developments shall be designed to deter crime and insure public safety.

Response: The proposed building provides visual connection, fencing, lighting and additional security measures.

- (.02) 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.

Response: The building will be properly addressed and identified as described within the Signage chapter of this narrative. Address numbers will be placed on the building frontage to SW Boberg Rd. as coordinated with the fire marshal for final location.

- (.03) 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.

Response: The building has windows from internal program areas to the parking areas providing visual connection between site elements and the building occupants. Entries and other key areas of the site will be monitored as well. Security elements including exterior cameras and parking and building entries will be addressed by owner.

- (.04) Exterior lighting shall be designed and oriented to discourage crime.

Response: Site areas will be illuminated with building mounted and pole mounted lights at parking areas. At entries and exit doors wall mounted, or canopy lights, will be placed to illuminate these points of access.

Section 4.176. Landscaping, Screening, and Buffering.

Note: the reader is encouraged to see Section 4.179, applying to screening and buffering of storage areas for solid waste and recyclables.

- (.01) Purpose. This Section consists of landscaping and screening standards and regulations for use throughout the City. The regulations address materials, placement, layout, and timing of installation. The City recognizes the ecological and economic value of landscaping and requires the use of landscaping and other screening or buffering to:
 - A. Promote the re-establishment of vegetation for aesthetic, health, erosion control, flood control and wildlife habitat reasons;
 - B. Restore native plant communities and conserve irrigation water through establishment, or re-establishment, of native, drought-tolerant plants;
 - C. Mitigate for loss of native vegetation;
 - D. Establish and enhance a pleasant visual character which recognizes aesthetics and safety issues;
 - E. Promote compatibility between land uses by reducing the visual, noise, and lighting impacts of specific development on users of the site and abutting sites or uses;
 - F. Unify development and enhance and define public and private spaces;
 - G. Promote the retention and use of existing topsoil and vegetation. Amended soils benefit stormwater retention and promote infiltration;
 - H. Aid in energy conservation by providing shade from the sun and shelter from the wind; and
 - I. Screen from public view the storage of materials that would otherwise be considered unsightly.
 - J. Support crime prevention, create proper sight distance clearance, and establish other safety factors by effective landscaping and screening.
 - K. Provide landscaping materials that minimize the need for excessive use of fertilizers, herbicides and pesticides, irrigation, pruning, and mowing to conserve and protect natural resources, wildlife habitats, and watersheds.
- (.02) Landscaping and Screening Standards.
 - A. Subsections “C” through “I,” below, state the different landscaping and screening standards to be applied throughout the City. The locations where the landscaping and screening are required and the depth of the landscaping and screening is stated in various places in the Code.
 - B. 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 (e.g., a landscaped area of between 800 and 1600 square feet shall have two trees if the standard calls for one tree per 800 square feet).

C. General Landscaping Standard.

1. Intent. The General Landscaping Standard is a landscape treatment for areas that are generally open. It is intended to be applied in situations where distance is used as the principal means of separating uses or developments and landscaping is required to enhance the intervening space. Landscaping may include a mixture of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees.
2. 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.

Response: The landscaped area on the south perimeter is 30' deep and a total of 8,949 s.f. Requirements: (1) tree per every 800 s.f. (11 trees required) and (2) high shrubs per every 400 s.f. (45 shrubs required). We are proposing 23 trees and 47 high shrubs.

D. Low Screen Landscaping Standard.

1. Intent. The Low Screen Landscaping Standard is a landscape treatment that uses a combination of distance and low screening to separate uses or developments. It is intended to be applied in situations where low screening is adequate to soften the impact of one use or development on another, or where visibility between areas is more important than a total visual screen. The Low Screen Landscaping Standard is usually applied along street lot lines or in the area separating parking lots from street rights-of-way.
2. Required materials. The Low Screen Landscaping Standard requires sufficient low shrubs to form a continuous screen three (3) feet high and 95% opaque, year-round. In addition, one tree is required for every 30 linear feet of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A three (3) foot high masonry wall or a berm may be substituted for the shrubs, but the trees and ground cover plants are still required. When applied along street lot lines, the screen or wall is to be placed

along the interior side of the landscaped area. (See Figure 22: Low Screen Landscaping).

Response: Low Screen Landscaping is provided on the north, east and west perimeters. Screening along the west side separates parking lots from Boberg Road. Screening along the north and east is adequate to separate drive aisle and storage yard from similar adjacent uses. See sheet L1.02 landscape code requirement numbers and planting plan.

E. High Screen Landscaping Standard.

1. Intent. The High Screen Landscaping Standard is a landscape treatment that relies primarily on screening to separate uses or developments. It is intended to be applied in situations where visual separation is required.
2. Required materials. The High Screen Landscaping Standard requires sufficient high shrubs to form a continuous screen at least six (6) feet high and 95% opaque, year-round. In addition, one tree is required for every 30 linear feet of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A six (6) foot high masonry wall or a berm may be substituted for the shrubs, but the trees and ground cover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. (See Figure 23: High Screen Landscaping).

[Response: High Screen Landscaping is provided on the south perimeter to visually separate the residential development to the south. See sheet L1.02 landscape code requirement numbers and planting plan.](#)

F. High Wall Standard.

1. Intent. The High Wall Standard is intended to be applied in situations where extensive screening to reduce both visual and noise impacts is needed to protect abutting uses or developments from one-another. This screening is most important where either, or both, of the abutting uses or developments can be expected to be particularly sensitive to noise or visual impacts, or where there is little space for physical separation.
2. Required materials. The High Wall Standard requires a masonry wall at least six (6) feet high along the interior side of the landscaped area (see Figure 24: High Wall Landscaping). In addition, one tree is required for every 30 linear feet of wall, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area.

[Response: N/A](#)

G. High Berm Standard.

1. Intent. The High Berm Standard is intended to be applied in situations where extensive screening to reduce both visual and noise impacts is needed to protect abutting uses or developments from one-another, and where it is desirable and practical to provide separation by both distance and sight-obscuring materials. This screening is most important where either, or both, of the abutting uses or developments can be expected to be particularly sensitive to noise or visual impacts.

2. Required materials. The High Berm Standard requires a berm at least four (4) feet high along the interior side of the landscaped area (see Figure 25: High Berm Landscaping). If the berm is less than six (6) feet high, low shrubs meeting the Low Screen Landscaping Standard, above, are to be planted along the top of the berm, assuring that the screen is at least six (6) feet in height. In addition, one tree is required for every 30 linear feet of berm, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area.

Response: N/A

H. Partially Sight-Obscuring Fence Standard.

1. Intent. The Partially Sight-Obscuring Fence Standard is intended to provide a tall, but not totally blocked, visual separation. The standard is applied where a low level of screening is adequate to soften the impact of one use or development on another, and where some visibility between abutting areas is preferred over a total visual screen. It can be applied in conjunction with landscape plantings or applied in areas where landscape plantings are not necessary and where nonresidential uses are involved.
2. Required materials. Partially Sight-Obscuring Fence Standard are to be at least six (6) feet high and at least 50% sight-obscuring. Fences may be made of wood (other than plywood or particle-board), metal, bricks, masonry or other permanent materials (see Figure 26: Partially Sight-Obscuring Fence).

Response: N/A

I. Fully Sight-Obscuring Fence Standard.

1. Intent. The Fully Sight-Obscuring Fence Standard is intended to provide a totally blocked visual separation. The standard is applied where full visual screening is needed to reduce the impact of one use or development on another. It can be applied in conjunction with landscape plantings or applied in areas where landscape plantings are not necessary.
2. Required materials. Fully sight-obscuring fences are to be at least six (6) feet high and 100% sight-obscuring. Fences may be made of wood (other than plywood or particle-board), metal, bricks, masonry or other permanent materials (see Figure 27: Totally Sight-Obscuring Fence).

Response: N/A

- (.03) Landscape Area. Not less than fifteen percent (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten percent (10%) parking area landscaping required by section 4.155.03(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement. Landscaping shall be located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures. Landscaping shall be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms,

textures, and heights. The installation of native plant materials shall be used whenever practicable. (For recommendations refer to the Native Plant List maintained by the City of Wilsonville). [Amended by Ord. # 674 11/16/09]

Response: 16.3% of the total lot area is to be landscaped. Landscaping is located in the parking area in the contiguous frontage area and around the entire perimeter of the lot. Landscaping is used to screen and soften off-street parking and storage areas. Native plants have been used where practical. See sheet L1.02 for landscape code requirement calculations. See sheets L1.01 and L1.02 for plant schedule. See L1.03 for typical planting elevation and plant images.

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

A. All intensive or higher density developments shall be screened and buffered from less intense or lower density developments.

Response: Low screen landscaping is used to separate similar developments to the north and east. See sheet L1.02.

B. Activity areas on commercial and industrial sites shall be buffered and screened from adjacent residential areas. Multi-family developments shall be screened and buffered from single-family areas.

Response: High screen landscaping separates activity areas on the PDI zoned property from the residential area along the south perimeter. See sheet L1.02 for planting plan and landscape code requirement information.

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.

Response: N/A

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.

Response: 6' chainlink fence with privacy slats and landscape screening is proposed around storage yard.

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.

Response: Loading docks and truck parking associated with this project will be screened by fencing and landscaping.

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

Response: No fence over 6'-0" tall is proposed.

(.05) Sight-Obscuring Fence or Planting. The use for which a sight-obscuring fence or planting is required shall not begin operation until the fence or planting is erected or in place and approved by the City. A temporary occupancy permit may be issued upon a posting of a bond or other security equal to one hundred ten percent (110%) of the cost of such fence or planting and its installation. (See Sections 4.400 to 4.470 for additional requirements.)

(.06) Plant Materials.

A. Shrubs and Ground Cover. All required ground cover plants and shrubs must be of sufficient size and number to meet these standards within three (3) years of planting. Non-horticultural plastic sheeting or other impermeable surface shall not be placed under mulch. Native topsoil shall be preserved and reused to the extent feasible. Surface mulch or bark dust are to be fully raked into soil of appropriate depth, sufficient to control erosion, and are confined to areas around plantings. Areas exhibiting only surface mulch, compost or barkdust are not to be used as substitutes for plant areas. [Amended by Ord. # 674 11/16/09]

1. Shrubs. All shrubs shall be well branched and typical of their type as described in current AAN Standards and shall be equal to or better than 2-gallon containers and 10" to 12" spread.

[Response: See sheet L1.01 and L1.02 for planting notes and schedule. All plant material shall meet industry standard for quality and shall be at least 2-gallon containers.](#)

2. Ground cover. Shall be equal to or better than the following depending on the type of plant materials used: gallon containers spaced at 4 feet on center minimum, 4" pot spaced 2 feet on center minimum, 2-1/4" pots spaced at 18 inch on center minimum. No bare root planting shall be permitted. Ground cover shall be sufficient to cover at least 80% of the bare soil in required landscape areas within three (3) years of planting. Where wildflower seeds are designated for use as a ground cover, the City may require annual re-seeding as necessary.

[Response: See sheet L1.01 and L1.02 for planting notes and schedule. All groundcover shall meet industry standard for quality and shall be 1-gallon containers spaced no more than 36" O.C.](#)

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

[Response: N/A](#)

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

Response: See sheet L1.02 for planting plan. Appropriate groundcover is provided under all trees to avoid bare ground.

5. Integrate compost-amended topsoil in all areas to be landscaped, including lawns, to help detain runoff, reduce irrigation and fertilizer needs, and create a sustainable, low-maintenance landscape. [Added by Ord. # 674 11/16/09]

Response: See 05/L1.03 for planting bed soil preparation detail. (2) inches of organic compost will be tilled into native soils and topped with mulch.

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

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

Response: See sheet L1.04 for tree plan. All trees are a minimum of 2" caliper or 6' tall.

- C. Where a proposed development includes buildings larger than twenty-four (24) feet in height or greater than 50,000 square feet in footprint area, the Development Review Board may require larger or more mature plant materials:

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

- ii. Minimum trunk diameter (caliper) of 2 inches (measured at four and one-half [4 1/2] feet above grade).
- b. Evergreen trees: Minimum height of twelve (12) feet.

Response: N/A

D. Street Trees. In order to provide a diversity of species, the Development Review Board may require a mix of street trees throughout a development. Unless the Board waives the requirement for reasons supported by a finding in the record, different types of street trees shall be required for adjoining blocks in a development.

- 1. All trees shall be standard base grafted, well branched and typical of their type as described in current AAN Standards and shall be balled and burlapped (b&b). Street trees shall be planted at sizes in accordance with the following standards:
 - a. Arterial streets - 3" minimum caliper
 - b. Collector streets - 2" minimum caliper.
 - c. Local streets or residential private access drives - 1-3/4" minimum caliper. [Amended by Ord. 682, 9/9/10]
 - d. Accent or median tree -1-3/4" minimum caliper.

Response: See sheet L1.04 for tree plan. (6) 2" caliper European Hornbeams are provided in the right of way along Boberg road (collector street) and (7) 2" caliper Maples are used as accents to provide species diversity.

- 2. The following trees and varieties thereof are considered satisfactory street trees in most circumstances; however, other varieties and species are encouraged and will be considered:
 - a. Trees over 50 feet mature height: Quercus garryana (Native Oregon White Oak), Quercus rubra borealis (Red Oak), Acer Macrophyllum (Native Big Leaf Maple), Acer nigrum (Green Column Black Maple), Fraxinus americanus (White Ash), Fraxinus pennsylvannica 'Marshall' (Marshall Seedless Green Ash), Quercus coccinea (Scarlet Oak), Quercus pulustris (Pin-Oak), Tilia americana (American Linden).
 - b. Trees under 50 feet mature height: Acer rubrum (Red Sunset Maple), Cornus nuttallii (Native Pacific Dogwood), Gleditsia triacanthos (Honey Locust), Pyrus calleryana 'Bradford' (Bradford Pear), Tilia cordata (Little Leaf Linden), Fraxinus oxycarpa (Flame Ash).
 - c. Other street tree species. Other species may be specified for use in certain situations. For instance, evergreen species may be specified where year-round color is desirable and no adverse effect on solar access is anticipated. Water-loving species may be specified in low locations where wet soil conditions are anticipated.

[Section 4.176(.06)(D.) amended by Ordinance No. 538, 2/21/02.]

Response: See sheet L1.04 for tree schedule. *Carpinus betulus 'fastigiata'* (Upright European Horbeam) has been chosen as it is a satisfactory street tree and has a desirable columnar form for a narrow area.

E. Types of Plant Species.

1. Existing landscaping or native vegetation may be used to meet these standards, if protected and maintained during the construction phase of the development and if the plant species do not include any that have been listed by the City as prohibited. The existing native and non-native vegetation to be incorporated into the landscaping shall be identified.
3. Selection of plant materials. Landscape materials shall be selected and sited to produce hardy and drought-tolerant landscaping. Selection shall be based on soil characteristics, maintenance requirements, exposure to sun and wind, slope and contours of the site, and compatibility with other vegetation that will remain on the site. Suggested species lists for street trees, shrubs and groundcovers shall be provided by the City of Wilsonville.
3. Prohibited plant materials. The City may establish a list of plants that are prohibited in landscaped areas. Plants may be prohibited because they are potentially damaging to sidewalks, roads, underground utilities, drainage improvements, or foundations, or because they are known to be invasive to native vegetation.

[Section 4.176(.06)(E.) amended by Ordinance No. 538, 2/21/02.]

Response: All plants have been chosen for their ease of maintenance and drought tolerance with priority given to native species where appropriate. No damaging or invasive species have been used. See sheets L1.01 and L1.02 for plant schedule.

F. Tree Credit.

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 (measured at four and one-half feet above grade and rounded to the nearest inch):

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

[Amended by Ord. # 674 11/16/09]

1. It shall be the responsibility of the owner to use reasonable care to maintain preserved trees. Trees preserved under this section may only be removed if an application for removal permit under Section 4.610.10(01)(H) has been approved. Required mitigation for removal shall be replacement with the number of trees credited to the preserved and removed tree.

2. Within five years of occupancy and upon notice from the City, the property owner shall replace any preserved tree that cannot be maintained due to disease or damage, or hazard or nuisance as defined in Chapter 6 of this code. The notice shall be based on complete information provided by an arborist. Replacement with the number of trees credited shall occur within one (1) growing season of notice.

Response: N/A

- F. Exceeding Standards. Landscape materials that exceed the minimum standards of this Section are encouraged, provided that height and vision clearance requirements are met. [Amended by Ordinance No. 538, 2/21/02.]
- G. Compliance with Standards. The burden of proof is on the applicant to show that proposed landscaping materials will comply with the purposes and standards of this Section.[Amended by Ordinance No. 538, 2/21/02.]

(.07) Installation and Maintenance.

- A. Installation. Plant materials shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement.

Response: See sheets L1.01 and L1.02 for planting notes. All plants shall be installed to current industry standard and properly staked.

- B. Maintenance. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this Code, or any condition of approval established by a City decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City. Failure to maintain landscaping as required in this Section shall constitute a violation of this Code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.

Response: N/A

- C. Irrigation. The intent of this standard is to assure that plants will survive the critical establishment period when they are most vulnerable due to a lack of watering and also to assure that water is not wasted through unnecessary or inefficient irrigation. Approved irrigation system plans shall specify one of the following:

1. A permanent, built-in, irrigation system with an automatic controller. Either a spray or drip irrigation system, or a combination of the two, may be specified.

Response: See sheet L1.02 for irrigation notes. A permanent automatic irrigation system will be installed to provide full coverage to all proposed planting areas.

3. A permanent or temporary system designed by a landscape architect licensed to practice in the State of Oregon, sufficient to assure that the plants will become established and drought-tolerant.

4. Other irrigation system specified by a licensed professional in the field of landscape architecture or irrigation system design.
5. A temporary permit issued for a period of one year, after which an inspection shall be conducted to assure that the plants have become established. Any plants that have died, or that appear to the Planning Director to not be thriving, shall be appropriately replaced within one growing season. An inspection fee and a maintenance bond or other security sufficient to cover all costs of replacing the plant materials shall be provided, to the satisfaction of the Community Development Director. Additionally, the applicant shall provide the City with a written license or easement to enter the property and cause any failing plant materials to be replaced.

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

Response: N/A

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

Response: N/A

(.09) Landscape Plans. Landscape plans shall be submitted showing all existing and proposed landscape areas. Plans must be drawn to scale and show the type, installation size, number and placement of materials. Plans shall include a plant material list. Plants are to be identified by both their scientific and common names. The condition of any existing plants and the proposed method of irrigation are also to be indicated. Landscape plans shall divide all landscape areas into the following categories based on projected water consumption for irrigation:

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

These categories shall be noted in general on the plan and on the plant material list.

Response: Landscape plans shall be submitted that meet the above requirements. See sheet L1.02 for water consumption notes. All proposed areas are low water usage (less than one inch per week).

- (.10) Completion of Landscaping. The installation of plant materials may be deferred for a period of time specified by the Board or Planning Director acting on an application, in order to avoid hot summer or cold winter periods, or in response to water shortages. In these cases, a temporary permit shall be issued, following the same procedures specified in subsection (.07)(C)(3), above, regarding temporary irrigation systems. No final Certificate of Occupancy shall be granted until an adequate bond or other security is posted for the completion of the landscaping, and the City is given written authorization to enter the property and install the required landscaping, in the event that the required landscaping has not been installed. The form of such written authorization shall be submitted to the City Attorney for review.
- (.11) Street Trees Not Typically Part of Site Landscaping. Street trees are not subject to the requirements of this Section and are not counted toward the required standards of this Section. Except, however, that the Development Review Board may, by granting a waiver or variance, allow for special landscaping within the right-of-way to compensate for a lack of appropriate on-site locations for landscaping. See subsection (.06), above, regarding street trees.
- (.12) Mitigation and Restoration Plantings. A mitigation plan is to be approved by the City's Development Review Board before the destruction, damage, or removal of any existing native plants. Plantings intended to mitigate the loss of native vegetation are subject to the following standards. Where these standards conflict with other requirements of this Code, the standards of this Section shall take precedence. The desired effect of this section is to preserve existing native vegetation.

Response: N/A

- A. Plant Sources. Plant materials are to be native and are subject to approval by the City. They are to be non-clonal in origin; seed source is to be as local as possible, and plants must be nursery propagated or taken from a pre-approved transplantation area. All of these requirements are to be addressed in any proposed mitigation plan.
- B. Plant Materials. The mitigation plan shall specify the types and installation sizes of plant materials to be used for restoration. Practices such as the use of pesticides, fungicides, and fertilizers shall not be employed in mitigation areas unless specifically authorized and approved.
- C. Installation. Install native plants in-suitable soil conditions. Plant materials are to be supported only when necessary because of extreme winds at the site. Where

support is necessary, all stakes, guy wires or other measures are to be removed as soon as the plants can support themselves. Protect from animal and fowl predation and foraging until establishment.

- D. Irrigation. Permanent irrigation systems are generally not appropriate in restoration situations, and manual or temporary watering of new plantings is often necessary. The mitigation plan shall specify the method and frequency of manual watering, including any that may be necessary after the first growing season.
- E. Monitoring and Reporting. Monitoring of native landscape areas is the on-going responsibility of the property owner. Plants that die are to be replaced in kind and quantity within one year. Written proof of the survival of all plants shall be required to be submitted to the City's Planning Department one year after the planting is completed.

[Section 4.176 amended by Ordinance No. 536. 1/7/02]



Figure 21: General Landscaping



Figure 22: Low Screen Landscaping

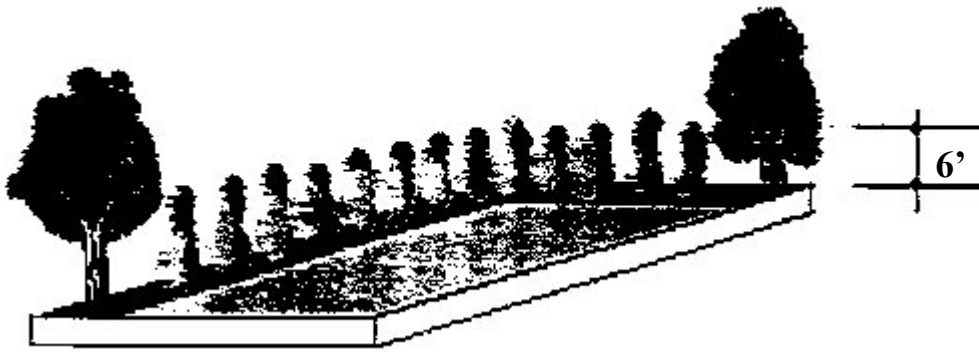


Figure 23: High Screen Landscaping

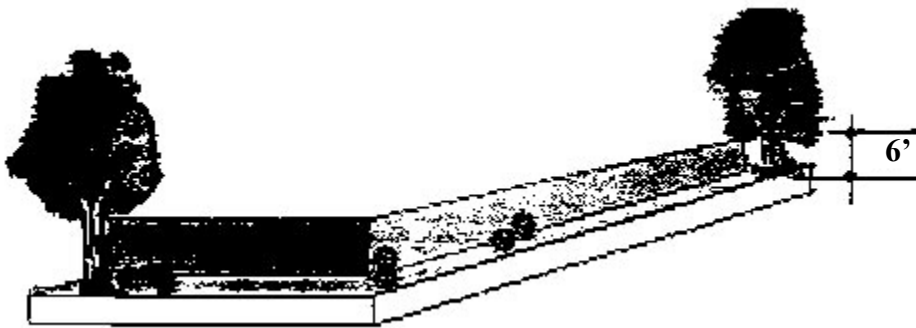


Figure 24: High Wall Landscaping

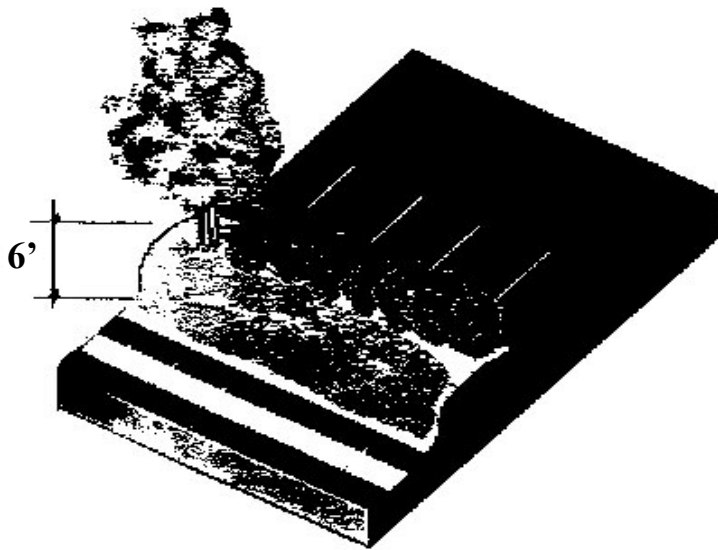


Figure 25: High Berm Landscaping

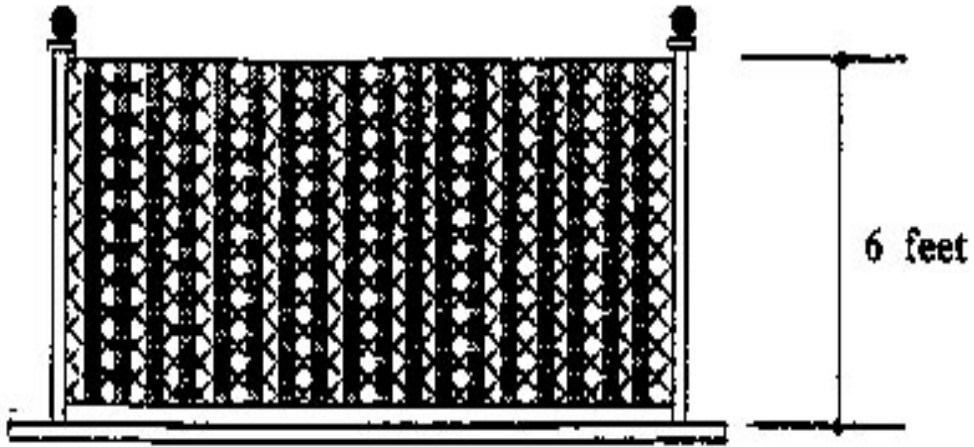


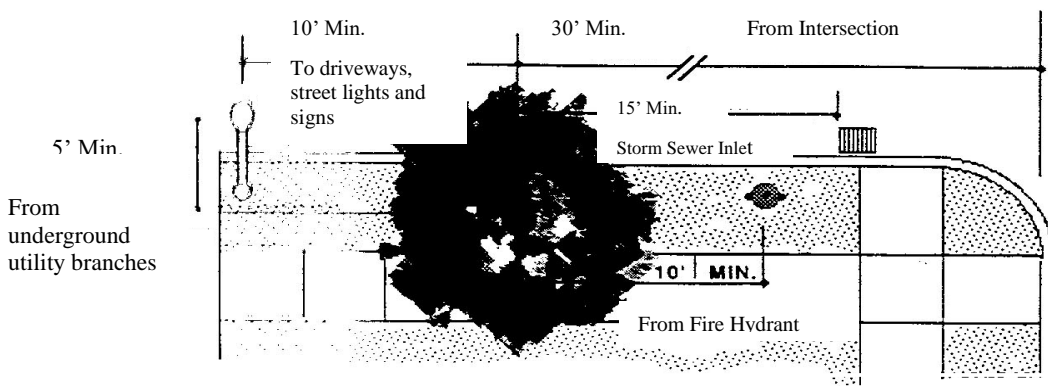
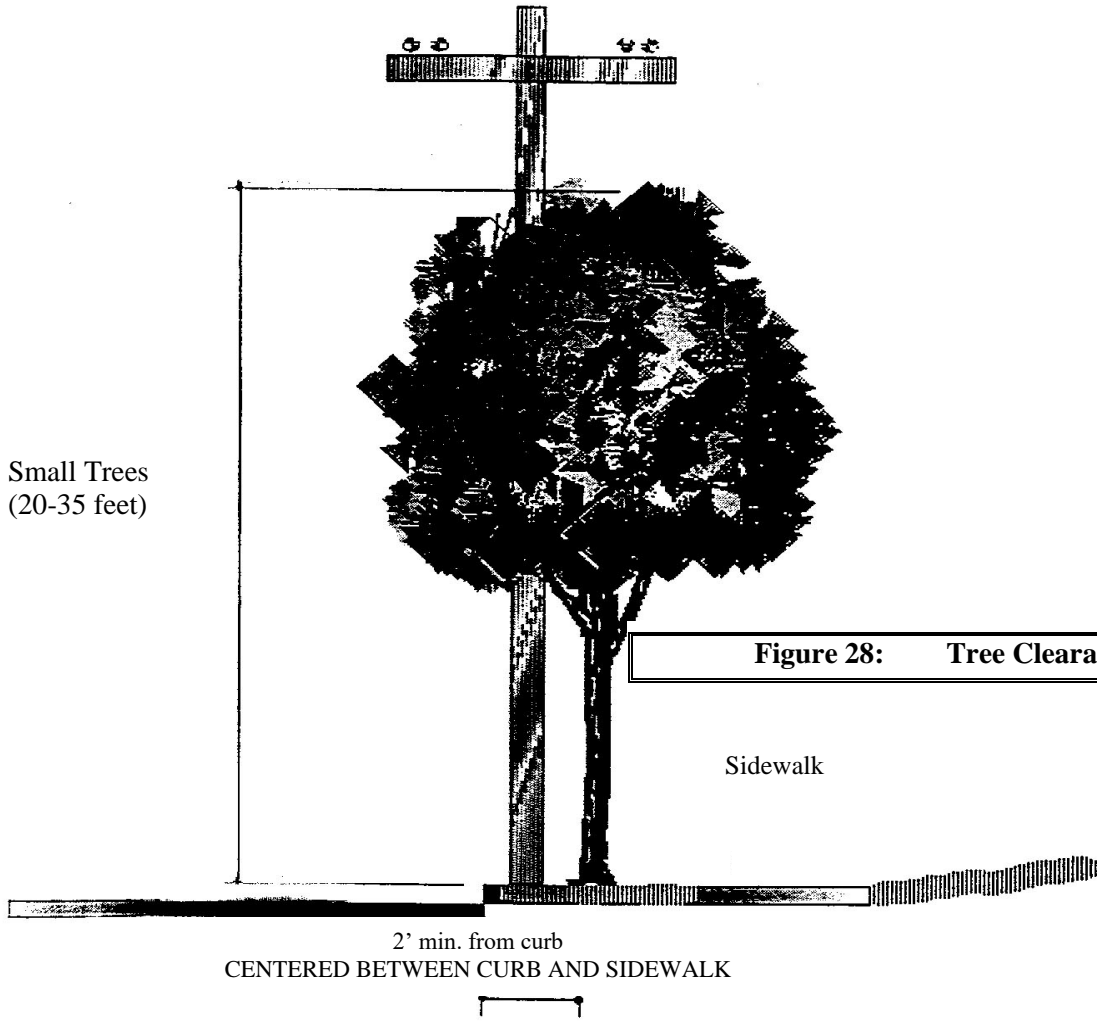
Figure 26: Partially Sight-Obscuring Fence



Figure 27: Totally Sight-Obscuring Fence

TREE CLEARANCES

The Landscaping Graphics



Section 4.177. Street Improvement Standards.

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. 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.

[Response: The development triggers dedication of right-of-way on SW Boberg Road. All improvements will comply with Wilsonville Public Works Standards.](#)

- (.02) Street Design Standards.

A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.

1. 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).

[Response: No access easement through the site is needed.](#)

B. 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.

[Response: Pre-Application comments from 9/19/19 prescribed an 1.5' landscape dedication, with a new sidewalk.](#)

[During an incompleteness review meeting on 2/3/20 the City Engineering Manager informed us that ½ street right-of-way improvements would be triggered by the development. Subsequent city meeting clarified that a 3.5' dedication will be required.](#)

C. Rights-of-way.

1. 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.
2. 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.

3. 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.

Response: ½ street right-of-way improvements are required. These improvements include a 3.5' dedication.

- D. 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. [Amended by Ord. # 674 11/16/09]

Response: The project site does not include any dead-end streets or cul-de-sacs. This section is not applicable.

- E. Corner or clear vision area.

1. 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:
 - a. Light and utility poles with a diameter less than 12 inches.
 - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
 - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
 - d. Official warning or street sign.
 - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

Response: Drive connections to SW Boberg Road will be maintained with clear vision clearance as noted. See L1.02.

- F. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

Response: Streets and access drives are clear of any vertical impediment.

- G. Interim improvement standard. 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.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Amended by Ord. 610, 5/1/06]

Response: It was noted during an incompleteness review meeting on 2/3/20 the City Engineering Manager informed us that ½ street right-of-way improvements would be triggered by the development. The development will follow Wilsonville Public Works Standard.

- (.03) Sidewalks. 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.

- A. 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.
- B. 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.

Response: Sidewalks will be provided in the dedicated right-of-way.

- (.04) Bicycle Facilities. 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.

Response: Bike parking will be located at entry and within the building. Bike lanes will be implemented if required by the City of Wilsonville.

- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.

- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.

Response: It is assumed that multi-use pathway is not required by the City at this location.

- (.06) Transit Improvements

Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

- A. Development shall at a minimum provide:
 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

- C. In addition to the requirements of 4.177(.06)(A.)(2.), development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- D. In addition to the requirements of 4.177(.06)(A.) and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.

Response: The project is along an existing transit street SW Boberg Road with existing bus line service.

The proposed development will not generate PM Peak Hour trips at the thresholds noted.

(.07) Residential Private Access Drives. Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
 - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
 - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.08) of this Section.

[Amended by Ord. 682, 9/1/10]

Response: N/A, the development is non-residential.

(.08). Access Drive and Driveway Approach Development Standards.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.

Response: The access drives will have clear travel lanes.

- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.

Response: The travel lanes will be paved surfaces capable of carrying 23-ton load.

- C. 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.

Response: The access drives were designed to accommodate emergency vehicles.

- D. 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.

Response: All drive aisles are greater than the 12 foot minimum.

- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.

Response: The access drives were developed to accommodate semi-trucks with trailers and provide a full loop around the perimeter of the building for emergency vehicles. Knox boxes are located on all gates for emergency access.

- F. 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.

Response: SW Boberg Road is classified as a collector.

- G. 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.

Response: Noted

- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).

Response: It is assumed that an inter-parcel driveway is not required by the City at this location.

- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.

Response: The (2) proposed approaches will facilitate traffic movement through the site without queuing at the street. Gates are located at both accesses and will be fully open at appropriate business hours to accommodate traffic. Knox boxes are located on all gates for emergency vehicle access.

- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.

Response: The proposed use does not include the noted uses.

- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.

Response: Driveway approaches were designed to accommodate maneuvering of semi-trucks with trailers.

- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.

Response: Noted.

- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.

Response: Approaches & Driveways are located in areas to promote safe maneuvering. Loading dock circulation on the north side of the building is separated from the parking lot on the west side of the building.

- N. 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.

Response: N/A, the approaches do not cross a ditch or culvert.

- O. 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.

Response: Temporary access will be paved or graveled.

- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.

1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;

2. Intersects with an existing or planned arterial or collector street; or
3. Would be an extension of an existing or planned local street, or of another major driveway.

Response: N/A, the development does not include residential or mixed-use development.

(.09) Minimum street intersection spacing standards.

- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
- B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

Response: N/A, the proposed development does not include any new streets.

- (.10) Exceptions and Adjustments. 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.

[Section 4.177 amended by Ord. 719, 6/17/13]

Response: This project is submitting Public Works waivers for the (2) access driveways onto this lot. See waiver documents for more information.

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

- (.01) All site plans for multi-unit residential and non-residential buildings submitted to the Wilsonville Development Review Board for approval shall include adequate storage space for mixed solid waste and source separated recyclables. [Amended by Ordinance No. 538, 2/21/02.]

Response: The project is for a non-residential building. The site plan sheet, A0.1, shows the proposed location of a trash enclosure.

- (.02) The floor area of an interior or exterior storage area shall be excluded from the calculation of building floor area for purposes of determining minimum storage requirements.

Response: The entire square footage of the building was used to determine the enclosure sizing, including incidental accessory storage areas.

- (.03) The storage area requirement shall be based on the predominant use(s) of the building. If a building has more than one of the uses listed herein and that use occupies 20 percent or less of the floor area of the building, the floor area occupied by that use shall be counted toward the floor area of the predominant use(s). If a building has more than one of the uses listed herein and that use occupies more than 20 percent of the floor area of the building, then the storage area requirement for the whole building shall be the sum of the requirement for the area of each use.

Response: The building is for industrial use and includes office and warehouse.

- (.04) Storage areas for multiple uses on a single site may be combined and shared.

Response: The development has a single waste enclosure for multiple uses.

- (.05) The specific requirements are based on an assumed storage height of four feet for solid waste/recyclables. Vertical storage higher than four feet but no higher than seven feet may be used to accommodate the same volume of storage in a reduced floor space. Where vertical or stacked storage is proposed, the site plan shall include drawings to illustrate the layout of the storage area and dimensions for the containers.

Response: The enclosure calculation and provided size is based on the standard requirement noted above of four feet.

- (.06) The specific requirements for storage area are as follows:

A. Multi-unit residential buildings containing five-ten units shall provide a minimum storage area of 50 square feet. Buildings containing more than ten residential units shall provide an additional five square feet per unit for each unit above ten.

Response: N/A

B. Non-residential buildings shall provide a minimum storage area of ten square feet, plus:

1. Office: Four square feet per 1,000 square feet gross floor area (GFA);
2. Retail: Ten square feet per 1,000 square feet GFA;
3. Wholesale / Warehouse / Manufacturing: Six square feet per 1,000 square feet GFA; and
4. Other: Four square feet per 1,000 square feet GFA.

Response: The building's uses include office and warehouse.

office = 2024 sf

$$2024/1000 = 2 \times 4 = 8 \text{ sf}$$

warehouse = 9337 sf (not including storage mezzanine)

$$9337/1000 = 9.3 \times 6 = 55.8$$

$$10+8+55.8= 73.8$$

74 square feet of the waste enclosure is required. The proposed enclosure layout provides 80 square feet.

- (.07) The applicant shall work with the City's franchised garbage hauler to ensure that site plans provide adequate access for the hauler's equipment and that storage area is adequate for the anticipated volumes, level of service and any other special circumstances which may result in the storage area exceeding its capacity. The hauler shall notify the City by letter of their review of site plans and make recommendations for changes in those plans pursuant to the other provisions of this section.

Response: The proposed enclosure plan and site layout has been reviewed by Republic Services. A letter of approval is included within the application materials.

- (.08) Existing multi-unit residential and non-residential developments wishing to retrofit their structures to include storage areas for mixed solid waste and recycling may have their site plans reviewed and approved through the Class I Administrative Review process, according to the provisions of Section 4.035. Site plans for retrofitting existing developments must conform to all requirements of this Section, "Mixed Solid Waste and Recyclables Storage In New Multi-Unit Residential and Non-Residential Buildings," and 4.430, "Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas," of the Wilsonville City Code. [Added by Ordinance #426 - April 4, 1994]

Response: N/A

Section 4.199 OUTDOOR LIGHTING

- Section 4.199.10 Outdoor Lighting In General.
- Section 4.199.20 Applicability.
- Section 4.199.30 Lighting Zones.
- Section 4.199.40 Lighting Systems Standards for Approval.
- Section 4.199.50 Submittal Requirements.
- Section 4.199.60 Major Additions or Modifications.

Section 4.199.10. Outdoor Lighting In General.

- (.01) Purpose: The purpose of this Code is to provide regulations for outdoor lighting that will:
- A. Permit reasonable uses of outdoor lighting for nighttime safety, utility, security, productivity, enjoyment and commerce.
 - B. Conserve energy and resources to the greatest extent possible.
 - C. Minimize glare, particularly in and around public rights-of-way; and reduce visual discomfort and improve visual acuity over large areas by avoiding “light islands” and “spotlighting” that result in reduced visual perception in areas adjacent to either the source of the glare or the area illuminated by the glare.
 - D. Minimize light trespass, so that each owner of property does not cause unreasonable light spillover to other property.
 - E. Curtail the degradation of the nighttime environment and the night sky.
 - F. Preserve the dark night sky for astronomy and enjoyment.
 - G. Protect the natural environment, including wildlife, from the damaging effects of night lighting from human sources.

Response: The development will include building mounted and pole mounted LED fixtures. The fixtures cover entrances, parking area, storage area and walkways.

- (.02) Purpose Statement as Guidelines: Declaration of purpose statements are guidelines and not approval criteria in the application of WC Section 4.199.

Section 4.199.20. Applicability.

- (.01) This Ordinance is applicable to:
- A. Installation of new exterior lighting systems in public facility, commercial, industrial and multi-family housing projects with common areas.

Response: The project includes new exterior lighting on a commercial project.

- B. Major additions or modifications (as defined in this Section) to existing exterior lighting systems in public facility, commercial, industrial and multi-family housing projects with common areas.

Response: N/A

(.02) Exemption. The following luminaires and lighting systems are EXEMPT from these requirements:

- A. Interior lighting.
- B. Internally illuminated signs.
- C. Externally illuminated signs.
- D. Temporary lighting for theatrical, television, and performance areas.
- E. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
- F. Building Code required exit path lighting.
- G. Lighting specifically for stairs and ramps.
- H. Temporary and seasonal lighting provided that individual lamps are 10 watts or less.
- I. Lighting required and/or regulated by the City (i.e. construction related activities), Federal Aviation Administration, U.S. Coast Guard or other Federal or State agency.
- J. Single-family residential lighting.
- K. Code Required Signs.
- L. American flag.
- M. Landscape lighting.
- N. Lights approved by the City through an Administrative Review Temporary Use Permit process.
- O. Public street lights.
- P. ATM security lighting.
- Q. Those "Exceptions" listed in the "Exterior Lighting Power Allowance" provisions of the *Oregon Energy Efficiency Specialty Code*. [Added by Ord. 688, 11/15/10]

Response: The project includes several lighting systems noted as exempt including signage, interior, landscape lighting, egress lighting and building exits.

Section 4.199.30. Lighting Overlay Zones.

(.01) The designated Lighting Zone as indicated on the Lighting Overlay Zone Map for a commercial, industrial, multi-family or public facility parcel or project shall

determine the limitations for lighting systems and fixtures as specified in this Ordinance.

- A. Property may contain more than one lighting zone depending on site conditions and natural resource characteristics.

Response: The subject property is the LZ2 shaded zone on the overlay map. The site is indicated on the map below with a star.

(.02) The Lighting Zones shall be:

- A. LZ 1. Developed areas in City and State parks, recreation areas, SROZ wetland and wildlife habitat areas; developed areas in natural settings; sensitive night environments; and rural areas. This zone is intended to be the default condition for rural areas within the City.
- B. LZ 2. Low-density suburban neighborhoods and suburban commercial districts, industrial parks and districts. This zone is intended to be the default condition for the majority of the City.
- C. LZ 3. Medium to high-density suburban neighborhoods and districts, major shopping and commercial districts as depicted on the Lighting Overlay Zone Map.
- D. LZ 4. Reserved for limited applications with special lighting requirements. This zone is appropriate for users who have unique site or operating circumstances that warrant additional light. This zone shall not be applied to residential or agricultural areas.

[Section 4.199.30(.02) amended by Ord. 688, 11/15/10]

Response: The subject property is the LZ2 shaded zone on the overlay map. The site is indicated on the map below with a star.

(.03) Modification of Lighting Zones.

- A. The City Council may modify the designated Lighting Zones of one or more parcels if the City Council finds that the original Lighting Zone was in error, a change in circumstances has occurred warranting the change since the designation was established or the purposes of this section are better served.

Response: The development does not request modification of the designated lighting zone.

- B. The Development Review Board (DRB) may modify the designated Lighting Zones as part of the Stage II, Site Design Review Process if the DRB finds that the original Lighting Zone was in error, or a change in circumstances has occurred warranting the change since the designation was established or the purposes of this section are better served.

Response: The development does not request modification of the designated lighting zone.

- C. This ordinance establishes a Lighting Overlay Zone Map. The Planning Division shall maintain the current Lighting Overlay Zone Map.

Response: The map, included with this section, has been reviewed for the subject site which is indicated with a star below.

Section 4.199.40. Lighting Systems Standards for Approval.

(.01) Non-Residential Uses and Common Residential Areas.

- A. All outdoor lighting shall comply with either the Prescriptive Option or the Performance Option below.
- B. Prescriptive Option. If the lighting is to comply with this Prescriptive Option, the installed lighting shall meet all of the following requirements according to the designated Lighting Zone.
1. The maximum luminaire lamp wattage and shielding shall comply with Table 7.
 2. Except for those exemptions listed in Section 4.199.20(.02), the exterior lighting for the site shall comply with the *Oregon Energy Efficiency Specialty Code, Exterior Lighting*.
 3. The maximum pole or mounting height shall be consistent with Table 8.
 4. Each luminaire shall be set back from all property lines at least 3 times the mounting height of the luminaire:
 - a. Exception 1: If the subject property abuts a property with the same base and lighting zone, no setback from the common lot lines is required.
 - b. Exception 2: If the subject property abuts a property which is zoned (base and lighting) other than the subject parcel, the luminaire shall be setback three times the mounting height of the luminaire, measured from the abutting parcel's setback line. (Any variance or waiver to the abutting property's setback shall not be considered in the distance calculation).
 - c. Exception 3: If the luminaire is used for the purpose of street, parking lot or public utility easement illumination and is located less than 3 mounting heights from the property line, the luminaire shall include a house side shield to protect adjoining property.
 - d. Exception 4: If the subject property includes an exterior column, wall or abutment within 25 feet of the property line, a luminaire partly shielded or better and not exceeding 60 lamp watts may be mounted onto the exterior column, wall or abutment or under or within an overhang or canopy attached thereto.
 - e. Exception 5: Lighting adjacent to SROZ areas shall be set back 3 times the mounting height of the luminaire, or shall employ a house side shield to protect the natural resource area.

Response: The exterior lighting design shall comply with the prescriptive option per the Oregon Energy Specialty Code Comcheck Compliance forms. All luminaires that face away from the property-lines to include a house side shield. All wall mounted luminaire wattages are below 60 lamp watts.

- C. Performance Option. If the lighting is to comply with the Performance Option, the proposed lighting design shall be submitted by the applicant for approval by the City meeting all of the following:
1. The weighted average percentage of direct uplight lumens shall be less than the allowed amount per Table 9.
 2. The maximum light level at any property line shall be less than the values in Table 9, as evidenced by a complete photometric analysis including horizontal illuminance of the site and vertical illuminance on the plane facing the site up to the mounting height of the luminaire mounted highest above grade. The Building Official or designee may accept a photometric test report, demonstration or sample, or other satisfactory confirmation that the luminaire meets the shielding requirements of Table 7. Luminaires shall not be mounted so as to permit aiming or use in any way other than the manner maintaining the shielding classification required herein:
 - a. Exception 1. If the property line abuts a public right-of-way, including a sidewalk or street, the analysis may be performed across the street at the adjacent property line to the right-of-way.
 - b. Exception 2. If, in the opinion of the Building Official or designee, compliance is impractical due to unique site circumstances such as lot size or shape, topography, or size or shape of building, which are circumstances not typical of the general conditions of the surrounding area. The Building Official may impose conditions of approval to avoid light trespass to the maximum extent possible and minimize any additional negative impacts resulting to abutting and adjacent parcels, as well as public rights-of-way, based on best lighting practices and available lighting technology.
 3. The maximum pole or mounting height shall comply with Table 8.

Response: N/A

- D. Curfew. All prescriptive or performance based exterior lighting systems shall be controlled by automatic device(s) or system(s) that:
1. Initiate operation at dusk and either extinguish lighting one hour after close or at the curfew times according to Table 10; or
 2. Reduce lighting intensity one hour after close or at the curfew time to not more than 50% of the requirements set forth in the *Oregon Energy Efficiency Specialty Code* unless waived by the DRB due to special circumstances; and

3. Extinguish or reduce lighting consistent with 1. and 2. above on Holidays.

The following are exceptions to curfew:

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

[Section 4.199.40 amended by Ord. 688, 11/15/10]

Response: All lighting branch circuits to be routed through automatic lighting control. Luminaires to be 50% dimmed after dusk. Integral photocell on each luminaire to activate luminaire to 100% lumen output upon activation by motion.

(.02) Special Permit for Specific Lighting Fixtures and Systems and When Exceeding Lighting Requirements.

- A. This section is intended to apply to situations where more than normal foot candles are required due to a unique circumstance or use or where it is absolutely essential to perform the proposed activities after dark. All special permits shall be reviewed by the DRB.
- B. Upon issuance of a special permit by the Development Review Board (DRB), lighting systems not complying with the technical requirements of this Ordinance may be installed, maintained, and replaced for lighting that exceeds the maximums permitted by this Ordinance. This section is intended to be applied to uses such as sports lighting systems including but not limited to, sport fields and stadiums, such as baseball and football field lighting, tennis court lighting, swimming pool area lighting and prisons; other very intense lighting defined as having a light source exceeding 200,000 lumens or an intensity in any direction of more than 2,000,000 candelas; building façade lighting of portions of buildings over two stories high; and public monuments.
- C. To obtain such a permit, applicants shall demonstrate that the proposed lighting installation:
 1. Is within Lighting Zone 3 or above.
 2. Has been designed to minimize obtrusive light and artificial sky glow, supported by a signed statement from a registered civil or electrical engineer describing the mitigation measures. Such statement shall be accompanied by calculations indicating the light trespass levels (horizontal and vertical at ground level) at the property line.
 3. Will not create excessive glare, sky glow, or light trespass beyond that which can be reasonably expected by application of best lighting practices, and available technology.
 4. Provides appropriate lighting curfew hours based on the use and the surrounding areas.

- D. The DRB may impose conditions of approval to mitigate any negative impacts resulting to the abutting parcel, based on best lighting practices and available lighting technology.
- E. The City may charge a review fee and may, at the Building Official's option, employ the services of a qualified professional civil or electrical engineer to review such submittals and the cost thereof shall be an additional fee charged to the applicant.

[Response: The site has no special activities to warrant any special lighting levels.](#)

Section 4.199.50. Submittal Requirements.

- (.01) Applicants shall submit the following information as part of DRB review or administrative review of new commercial, industrial, multi-family or public facility projects:
 - A. A statement regarding which of the lighting methods will be utilized, prescriptive or performance, and a map depicting the lighting zone(s) for the property.
 - B. A site lighting plan that clearly indicates intended lighting by type and location. For adjustable luminaires, the aiming angles or coordinates shall be shown.
 - C. For each luminaire type, Ddrawings, cut sheets or other documents containing specifications for the intended lighting including but not limited to, luminaire description, mounting, mounting height, lamp type and manufacturer, lamp watts, ballast, optical system/distribution, and accessories such as shields.
 - D. Calculations demonstrating compliance with *Oregon Energy Efficiency Specialty Code, Exterior Lighting*, as modified by Section 4.199.40(.01)(B).(2.) [Amended by Ord. 688, 11/15/10]
 - E. Lighting plans shall be coordinated with landscaping plans so that pole lights and trees are not placed in conflict with one another. The location of lights shall be shown on the landscape plan. Generally, pole lights should not be placed within one pole length of landscape and parking lot trees.
 - F. Applicants shall identify the hours of lighting curfew.

[Response: Design review package contains appropriate documents.](#)

- (.02) In addition to the above submittal requirements, Applicants using the Prescriptive Method shall submit the following information as part of the permit set plan review:
 - A. A site lighting plan (items 1 A - F, above) which indicates for each luminaire the 3 mounting height line to demonstrate compliance with the setback requirements. For luminaires mounted within 3 mounting heights of the property line the compliance exception or special shielding requirements shall be clearly indicated.
- (.03) In addition to the above submittal requirements, Applicants using the Performance Method shall submit the following information as part of the permit set plan review:

- A. Site plan showing horizontal isocandle lines, or the output of a point-by-point computer calculation of the horizontal illumination of the site, showing property lines and light levels immediately off of the subject property.
- B. For each side of the property, the output of a point-by-point vertical footcandle calculation showing illumination in the vertical plane at the property line from grade to at least 10 feet higher than the height of the tallest pole.
- C. Lighting plans shall be prepared by a qualified licensed engineer.

Response: Not performance method. N/A

(.04) In addition to the above applicable submittal requirements, Applicants for Special Permits shall submit the following to the DRB for review:

- A. Tabulation of International Engineering Society of North America (IESNA) lighting recommendations for each task including area illuminated, recommended illumination level, actual maintained illumination level, and luminaires used specifically to achieve the indicated criteria.
- B. Lighting plans shall be prepared by a qualified licensed engineer.

Response: N/A

(.05) For all calculations, the following light loss factors shall be used unless an alternative is specifically approved by the City:

Metal halide	0.6
High pressure sodium	0.8
Compact fluorescent	0.7
Full size fluorescent	0.75
Incandescent	0.9
Halogen	0.95
Other	As approved

Response: Drawings to comply with submittal process requirements above. All LEDs are calculated with a 0.9 light loss factor.

Section 4.199.60. Major Additions or Modifications to Pre-Existing Sites.

(01.) Major Additions. If a major addition occurs on a property, all of the luminaires on the site shall comply with the requirements of this Section. For purposes of this subsection, the following are considered to be major additions:

- A. Additions of 50 percent or more in terms of additional dwelling units, gross floor area, seating capacity, or parking spaces, either with a single addition or with cumulative additions after July 2, 2008.
- B. Modification or replacement of 50 percent or more of the outdoor lighting luminaries' within a 5-year timeframe existing as of July 2, 2008.

Response: N/A

Table 7: Maximum Wattage And Required Shielding				
Lighting Zone	Fully Shielded	Shielded	Partly Shielded	Unshielded
LZ 1	70	20	13	Low voltage landscape lighting 50 watts or less
LZ 2	100	35	39	Low voltage landscape lighting 50 watts or less
LZ 3	250	100	70	Landscape and facade lighting 100 watts or less; ornamental lighting on private drives of 39 watts and less
LZ 4	450	150	150	Landscape and facade lighting 250 watts or less; ornamental lights on private drives and lanterns 70 watts or less; marquee lighting not employing medium based lamps

[Table 7 amended by Ord. 682, 9/9/10; Ord. 688, 11/15/10]

Table 8: Maximum Lighting Mounting Height In Feet			
Lighting Zone	Lighting for private drives, driveways, parking, bus stops and other transit facilities	Lighting for walkways, bikeways, plazas and other pedestrian areas	All other lighting
LZ 0	20	8	4
LZ 1	25	12	4
LZ 2	40	18	8
LZ 3	40	18	16
LZ 4	Height limit to be determined by Special Use Permit Only		

Lighting mounted onto buildings or other structures shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building or structure at the place where the lighting is installed, nor higher than 33.33 percent of the horizontal distance of the light from the nearest property line, whichever is less.

[Table amended by Ord. 682, 9/9/10]

Table 9: Performance Method			
Lighting Zone	Maximum percentage of direct lumens of upright	Maximum Light Level at Property Line	
		Horizontal plane at grade (foot candles - fc)	Vertical plane facing the site in question, from grade to mounting height of highest mounted luminaire (foot candles – fc)
LZ 0	0	0.01 fc	0.02 fc
LZ 1	1%	0.05 fc	0.1 fc
LZ 2	5%	0.2 fc	0.4 fc
LZ 3	10%	0.4 fc	0.8 fc
LZ 4	20%	0.8 fc	1.6 fc

Table 10: Curfew	
Lighting Zone	Curfew Time
LZ 0	8:00 PM (2000 hours)
LZ 1	
LZ 2	10:00 PM (2200 hours)
LZ 3	Midnight (2400 hours)
LZ 4	

[Tables, above, renumbered by Ord. 688, 11/15/10

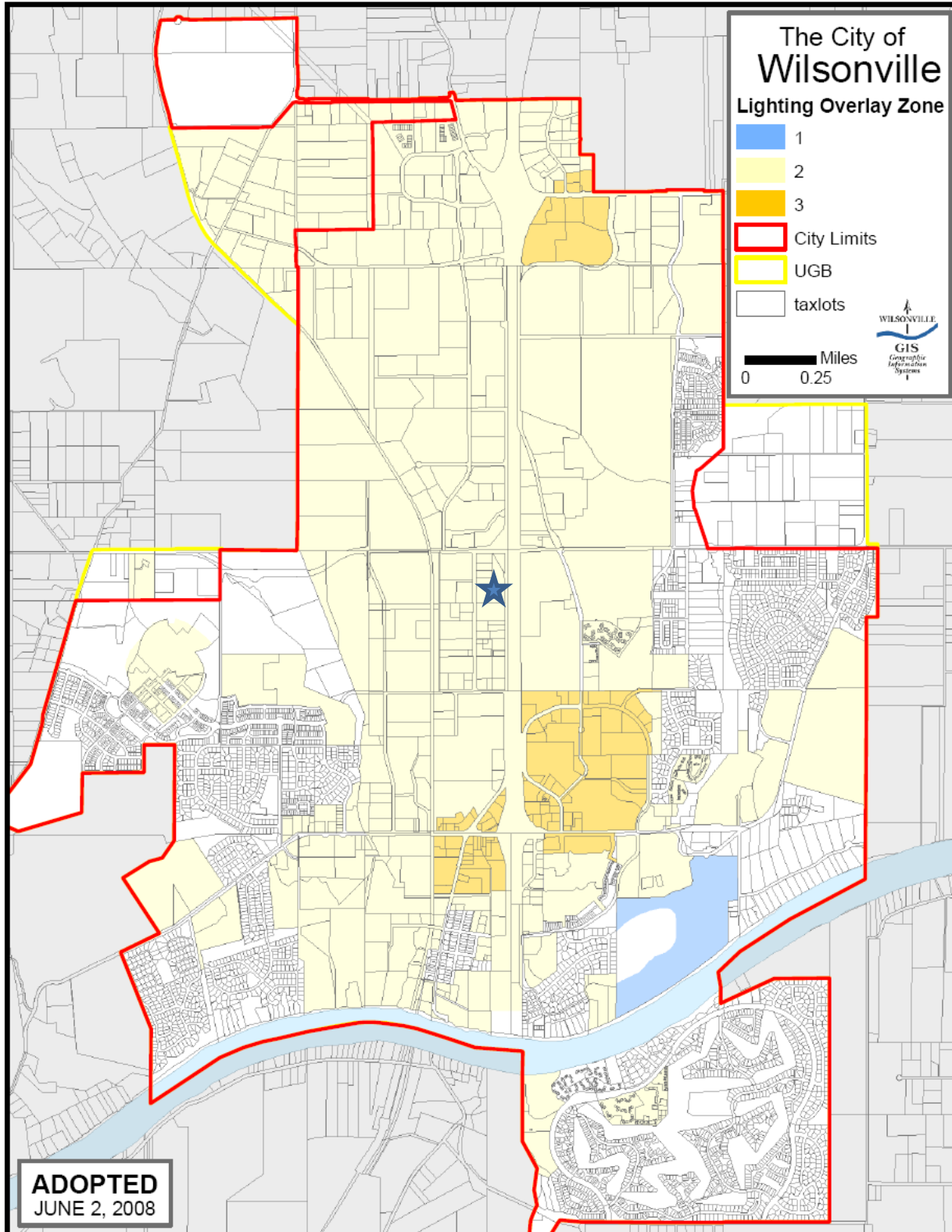


Figure 30: Lighting Overlay Zone Map

[Section 4.199 – 4.199.60 added by Ord. No. 649, adopted 6/2/08]

UNDERGROUND UTILITIES

Section 4.300. General.

- (.01) The City Council deems it reasonable and necessary in order to accomplish the orderly and desirable development of land within the corporate limits of the City, to require the underground installation of utilities in all new developments.

Response: All proposed utility connections and services will be completed underground with no aerial utilities or connections proposed.

- (.02) After the effective date of this Code, the approval of any development of land within the City will be upon the express condition that all new utility lines, including but not limited to those required for power, communication, street lighting, gas, cable television services and related facilities, shall be placed underground.

Response: All proposed utility connections and services will be completed underground with no aerial utilities or connections proposed.

- (.03) The construction of underground utilities shall be subject to the City's Public Works Standards and shall meet applicable requirements for erosion control and other environmental protection.

Response: All proposed utilities are designed to meet the City's public works standards.

Section 4.310 Exceptions.

Section 4.300 of this Code shall not apply to surface-mounted transformers, surface-mounted connection boxes, wireless communication facilities, and meter cabinets and other appurtenances which are reasonably necessary to be placed above ground, or to temporary utility service facilities during construction, or to high capacity electric and communication feeder lines, or to utility transmission lines operating at 50,000 volts or more.

Section 4.320. Requirements.

- (.01) The developer or subdivider shall be responsible for and make all necessary arrangements with the serving utility to provide the underground services (including cost of rearranging any existing overhead facilities). All such underground facilities as described shall be constructed in compliance with the rules and regulations of the Public Utility Commission of the State of Oregon relating to the installation and safety of underground lines, plant, system, equipment and apparatus.

Response: All proposed utility connections and services will be completed underground with no aerial utilities or connections proposed. All proposed utilities are designed to meet the Public Utility standards.

- (.02) The location of the buried facilities shall conform to standards supplied to the subdivider by the City. The City also reserves the right to approve location of all surface-mounted transformers.

Response: Coordination will be completed with the City to verify the layout and locations of all proposed utilities.

- (.03) Interior easements (back lot lines) will only be used for storm or sanitary sewers, and front easements will be used for other utilities unless different locations are approved by the City Engineer. Easements satisfactory to the serving utilities shall be provided by the developer and shall be set forth on the plat.

Response: Outside of any possible PUE easements requested by the City, no other public utility easements are anticipated for this project.

SITE DESIGN REVIEW.

Section 4.400. Purpose.

- (.01) Excessive uniformity, inappropriateness or poor design of the exterior appearance of structures and signs and the lack of proper attention to site development and landscaping in the business, commercial, industrial and certain residential areas of the City hinders the harmonious development of the City, impairs the desirability of residence, investment or occupation in the City, limits the opportunity to attain the optimum use in value and improvements, adversely affects the stability and value of property, produces degeneration of property in such areas and with attendant deterioration of conditions affecting the peace, health and welfare, and destroys a proper relationship between the taxable value of property and the cost of municipal services therefor.

Response: This site is currently undeveloped and is an excellent opportunity to enhance the architectural fabric of this area.

The proposed project includes a new engineered metal building and screened outdoor storage yard. The layout and design provide variation in materials that are complementary to commercial industrial context of this location. In addition, the landscaping enhances and improves the connectivity to neighboring properties.

- (.02) The City Council declares that the purposes and objectives of site development requirements and the site design review procedure are to:
- A. Assure that Site Development Plans are designed in a manner that insures proper functioning of the site and maintains a high quality visual environment.

Response: The proposed site layout is efficient and well-functioning for its proposed industrial use. The building esthetics and landscaping provide a high-quality visual environment.

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

Response: The site was laid out to effectively meet the needs the building industrial function while maintaining the City of Wilsonville design standards. The metal building has simple clean geometry that is enhanced with modern contrasting color selection and varying material texture. The landscaping is thoughtfully laid out to screen the open storage yard and provide a pleasing environment for the neighboring residential property.

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

Response: The project design uses variation in materials to offset the simplistic geometry of a standard metal building. An 8 foot high cmu base of varying color and

texture wrap the full perimeter of the building. Corrugated metal siding provides texture and verticality. The variation in landscaping planting adds interest and color.

- D. Conserve the City's natural beauty and visual character and charm by assuring that structures, signs and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures, signs and other improvements;

Response: The building and site layout were developed to create a design that addressed the needs of the business and protected the neighboring residential lot.

Signage is placed where necessary for building identity with respect to public views and neighboring properties.

landscaping and paving features complement the building program and design while also improving the general aesthetic of the site condition.

- E. Protect and enhance the City's appeal and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial purposes;

Response: The expectation is that this new development will house DP Nicoli Shoring Solutions. This project will enhance the industrial fabric of this area, contribute to the local economy, grow community and improve Wilsonville. In turn this new development would attract additional investment in the surrounding properties.

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

Response: This site is currently undeveloped and is an excellent opportunity to enhance the fabric of this area and improve the right of way along SW Boberg Rd.

- G. Insure that adequate public facilities are available to serve development as it occurs and that proper attention is given to site planning and development so as to not adversely impact the orderly, efficient and economic provision of public facilities and services.

Response: Public facilities and improvements will be included with this project. Ongoing coordination with the city is being completed to determine the scope and requirements for these improvements.

- H. Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and, thus, decrease the cost of governmental services and reduce opportunities for crime through careful consideration of physical design and site layout under defensible space guidelines that clearly define all areas as either public, semi-private, or private, provide clear identity of structures and opportunities for easy surveillance of the site that maximize resident control of behavior -- particularly crime;

Response: This facility provides a welcoming addition to a previously undeveloped lot. The transparency on the west side connects the interior to the exterior,

providing eyes on the street. The private industrial yard and docks are clearly delineated with fencing and security gates. A 20' buffer with landscape and fencing will protect the adjacent low-income housing.

- I. Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvements;

Response: This project is intended to foster civic pride by enhancing a previously undeveloped lot with an attractive industrial building, while being sensitive to the adjacent low-income housing.

- J. Sustain the comfort, health, tranquility and contentment of residents and attract new residents by reason of the City's favorable environment and, thus, to promote and protect the peace, health and welfare of the City.

Response: The project location is adjacent to the Walnut Mobile Park, which is a small pocket of low-income mobile homes situated amongst existing industrial facilities. The building location is set amply back from the abutting site. A 30' landscape buffer with a 6' fence will provide a further buffer between lots.

Section 4.420. Jurisdiction and Powers of the Board.

- (.01) Application of Section. Except for single-family or two-family dwellings in any residential zoning district, and in the Village zone, row houses or apartments, no Building Permit shall be issued for a new building or major exterior remodeling of an existing building, and no Sign Permit, except as permitted in Sections 4.156.02 and 4.156.05, shall be issued for the erection or construction of a sign relating to such new building or major remodeling, until the plans, drawings, sketches and other documents required for a Sign Permit application have been reviewed and approved by the Board. [Amended by Ord. No. 538, 2/21/02.] [Amended by Ord. No. 557, 9/5/03.] [Amended by Ord. No. 704, 6/18/12]

Response: The development is for a new building which triggers this application for review by the Board.

- (.02) Development in Accord with Plans. Construction, site development and landscaping shall be carried out in substantial accord with the plans, drawings, sketches and other documents approved by the Board, unless altered with Board approval. Nothing in this subsection shall be construed to prevent ordinary repair, maintenance and replacement of any part of the building or landscaping which does not involve a substantial change from the purpose of Section 4.400. If the Board objects to such proposed changes, they shall be subject to the procedures and requirements of the site design review process applicable to new proposals.

Response: Pending unforeseen conditions, the proposed development, once approved by the Board will be developed with substantial conformance to the design package. The applicant will coordinate with the city updates to the design to determine those adjustment which require review through the DRB.

- (.03) Variances. The Board may authorize variances from the site development requirements, based upon the procedures, standards and criteria listed in Section 4.196. Variances shall be considered in conjunction with the site design review process.

Response: The proposed development does not include any requests for variance.

Section 4.421. Criteria and Application of Design Standards.

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

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

Response: Site grading and layout were adjusted as much as possible to preserve existing landscaping.

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

Response: The building considers the existing conditions of the site and was located in the most logical layout to meet the site and building programmatic needs. The site does not have steep slopes, natural vegetation or sensitive areas for wildlife habitat. The surrounding uses are of similar intensity and landscaping at the site perimeter provides sufficient buffering to these adjacent properties.

- C. Drives, Parking and Circulation. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not

detract from the design of proposed buildings and structures and the neighboring properties.

Response: The development separates the primary parking on the west side of the building from the industrial truck loading/unloading area on the north side of the building. Circulation of industrial vehicles is proposed to be one way, they will enter through south driveway and exit through the north driveway. Pedestrians are provided with sidewalks directly from the parking area to the entry and public sidewalk.

D. Surface Water Drainage. Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties of the public storm drainage system.

Response: The proposed stormwater management for the site will be completed through the installation of a swale and rain gardens on site. The primary facility is located at the south side of property, two smaller swales are located on the west side of the site. The facilities capture all stormwater runoff and will not allow runoff on to the adjacent properties and public right-of-ways.

E. Utility Service. Any utility installations above ground shall be located so as to have a harmonious relation to neighboring properties and site. The proposed method of sanitary and storm sewage disposal from all buildings shall be indicated.

Response: The complete storm and sewer design is shown on the submitted plans. The design and layout of these utilities is in accordance with the City requirements and will meet this code.

F. Advertising Features. In addition to the requirements of the City's sign regulations, the following criteria should be included: the size, location, design, color, texture, lighting and materials of all exterior signs and outdoor advertising structures or features shall not detract from the design of proposed buildings and structures and the surrounding properties.

Response: The proposed signs will incorporate materials and color palette used on the building to tie the signs into the overall context of the structure. Sign forms and size relative to the building locations and geometry will enhance the architecture of the project and will not detract from the adjacent properties.

G. Special Features. Exposed storage areas, exposed machinery installations, surface areas, truck loading areas, utility buildings and structures and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall be required to prevent their being incongruous with the existing or contemplated environment and its surrounding properties. Standards for screening and buffering are contained in Section 4.176.

Response: The project includes a 52,700 square foot storage yard and truck loading area. The storage area will be properly screened by a 6' tall fence and landscaping.

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

Response: The project does not include any accessory buildings or structures on the site.

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

Response: As noted in response to Section 4.400 above, the proposed development is believed to be in strong support of the purpose and goals of this chapter, the underlying zoning district standards, the surrounding area and other standards of the Wilsonville Development Code.

- (.04) Conditional application. The Planning Director, Planning Commission, Development Review Board or City Council may, as a Condition of Approval for a zone change, subdivision, land partition, variance, conditional use, or other land use action, require conformance to the site development standards set forth in this Section.

Response: The applicant is aware that review of this application through the DRB may include conditions in response to the application.

- (.05) 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. In making this determination of compliance and attaching conditions, the Board shall, however, 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 accumulatively have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type.

Response: Applicant is aware of standards for conditions of approval for development and will work with the City staff on applied conditions and timelines associated with each item.

- (.06) 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.

A. Where the conditions of approval for a development permit specify that certain paints or colors of materials be used, the use of those paints or colors shall be binding upon the applicant. No Certificate of Occupancy shall be granted until compliance with such conditions has been verified.

B. Subsequent changes to the color of a structure shall not be subject to City review unless the conditions of approval under which the original colors were set included a condition requiring a subsequent review before the colors could be changed.

Response: Proposed development application package includes the building color and material palette.

Section 4.430. Location, Design and Access Standards for mixed Solid Waste and Recycling Areas

- (.01) The following locations, design and access standards for mixed solid waste and recycling storage areas shall be applicable to the requirements of Section 4.179 of the Wilsonville City Code.

Response: See response to Section 4.179 for additional responses.

- (.02) Location Standards:

- A. To encourage its use, the storage area for source separated recyclables shall be co-located with the storage area for residual mixed solid waste.

Response: The solid waste enclosure includes a 4 yard trash bin and two 60 gal roll in recycling bins.

- B. Indoor and outdoor storage areas shall comply with Uniform Building and Fire Code requirements.

Response: The waste collection storage area is entirely outdoors. The enclosure will be designed to building code requirements for structural design.

- C. Storage area space requirements can be satisfied with a single location or multiple locations and can combine with both interior and exterior locations.

Response: The site includes a single location for collection solid waste and recycling.

- D. Exterior storage areas can be located within interior side yard or rear yard areas. Minimum setback shall be three (3) feet. Exterior storage areas shall not be located within a required front yard setback, including double frontage lots.

Response: The enclosure is not set located in a setback.

- E. Exterior storage areas shall be located in central and visible locations on a site to enhance security for users.

Response: The enclosure is placed in a highly visible location in axis with the southern drive aisle and is close to the building.

- F. Exterior storage areas can be located in a parking area if the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage. Storage areas shall be appropriately screened according to the provisions of Section 4.430 (.03), below.

Response: N/A, not located in parking area.

- G. The storage area shall be accessible for collection vehicles and located so that the storage area will not obstruct pedestrian or vehicle traffic movement on the site or on public streets adjacent to the site.

Response: The enclosure is positioned with gates facing directly in line with a primary drive aisle. This location was presented and approved by the franchise waste hauler as noted in the included memo from Republic Services.

(.03) Design Standards.

A. The dimensions of the storage area shall accommodate containers consistent with current methods of local collection.

Response: The enclosure is designed to include (1) four-yard collection bins for refuse and (2) 60 gall bins for recycling and landscape debris.

B. Storage containers shall meet Uniform Fire Code standards and be made of or covered with waterproof materials or situated in a covered area.

Response: Storage containers will be typical steel collection bins with hinged covers typical of the franchise hauler.

C. Exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six (6) feet in height. Gate openings for haulers shall be a minimum of ten (10) feet wide and shall be capable of being secured in a closed or open position. In no case shall exterior storage areas be located in conflict with the vision clearance requirements of Section 4.177.

Response: The enclosure has a eight-foot-high CMU walls on all sides. A double gate with total opening width of 10 feet is provided. The gates themselves are slatted chain-link with cane bolt for secured closure and propped open potions.

D. Storage area(s) and containers shall be clearly labeled to indicate the type of materials accepted.

Response: Collection bins will denote materials per standard hauler labeling.

(.04) Access Standards.

A. Access to storage areas can be limited for security reasons. However, the storage area shall be accessible to users at convenient times of the day and to collect service personnel on the day and approximate time they are scheduled to provide collection service.

Response: The primary gates for hauler access will be open during operating hours. Any requirements with hauler will coordinated to ensure proper access for collection is maintained.

B. Storage areas shall be designed to be easily accessible to collection trucks and equipment, considering paving, grade and vehicle access. A minimum of ten (10) feet horizontal clearance and eight feet of vertical clearance is required if the storage area is covered.

Response: The enclosure gates are inline with a drive aisle provide clearance for the collection truck to pull directly to the gate for access to the bins. There are no vertical projects at the enclosure.

- C. Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion. (Added by Ordinance #426, April 4, 1994.)

Response: The enclosure is inline with a drive aisle providing direct straight movement access to the enclosure. To leave the site the collection vehicle can proceed in a forward direction through the looped parking to the second driveway. Given the enclosure placement there is no requirement for the collection vehicle to back into the public right-of-way.

Section 4.440. Procedure.

- (.01) Submission of Documents. A prospective applicant for a building or other permit who is subject to site design review shall submit to the Planning Department, in addition to the requirements of Section 4.035, the following:

- A. A site plan, drawn to scale, showing the proposed layout of all structures and other improvements including, where appropriate, driveways, pedestrian walks, landscaped areas, fences, walls, off-street parking and loading areas, and railroad tracks. The site plan shall indicate the location of entrances and exits and direction of traffic flow into and out of off-street parking and loading areas, the location of each parking space and each loading berth and areas of turning and maneuvering vehicles. The site plan shall indicate how utility service and drainage are to be provided.

Response: The submitted drawing package includes a scaled site plan on sheet A0.1 which indicates all proposed improvements on the site including, parking, circulation and building placement.

- B. A Landscape Plan, drawn to scale, showing the location and design of landscaped areas, the variety and sizes of trees and plant materials to be planted on the site, the location and design of landscaped areas, the varieties, by scientific and common name, and sizes of trees and plant materials to be retained or planted on the site, other pertinent landscape features, and irrigation systems required to maintain trees and plant materials. An inventory, drawn at the same scale as the Site Plan, of existing trees of 4" caliper or more is required. However, when large areas of trees are proposed to be retained undisturbed, only a survey identifying the location and size of all perimeter trees in the mass is necessary.

Response: For AAI spoke with Dan Pauly and we are required to show 6" cal. Trees. 3/15/19 tkl

- C. Architectural drawings or sketches, drawn to scale, including floor plans, in sufficient detail to permit computation of yard requirements and showing all elevations of the proposed structures and other improvements as they will appear on completion of construction. Floor plans shall also be provided in

sufficient detail to permit computation of yard requirements based on the relationship of indoor versus outdoor living area, and to evaluate the floor plan's effect on the exterior design of the building through the placement and configuration of windows and doors.

Response: The submitted drawing package includes scaled floor plans on sheets A1.1 which show the proposed layout of interior spaces. These plans depict room uses and layout doorways and windows.

D. A Color Board displaying specifications as to type, color, and texture of exterior surfaces of proposed structures. Also, a phased development schedule if the development is constructed in stages.

Response: A color board of representative colors is included with the submittal package. Phased development schedule is included in submittal package.

E. A sign Plan, drawn to scale, showing the location, size, design, material, color and methods of illumination of all exterior signs.

Response: The site plan indicates sign locations on the development. Elevation drawings provide detailed information on building mounted sign faces.

F. The required application fee.

Response: In coordination with City Staff, the following fees were noted as applicable for our project development.

The fees for the land use applications would be as follows:

Stage I Master Plan Modification - \$1,228

Stage II Final Plan – \$10,098

Site Design Review - \$5,314

Type C Tree Removal Plan – \$160

Class III Sign Plan - \$826

Total = \$ 17,626

- (.02) As soon as possible after the preparation of a staff report, a public hearing shall be scheduled before the Development Review Board. In accordance with the procedures set forth in Section 4.010(2) and 4.012, the Development Review Board shall review and approve, approve with conditions, or deny the proposed architectural, site development, landscaping or sign plans of the applicant. If the Board finds that additional information or time are necessary to render a decision, the matter may be continued to a date certain. The applicant shall be immediately notified in writing of any such continuation or delay together with the scheduled date of review.

Response: Applicant representatives will be in attendance the DRB hearing.

Section 4.441. Effective Date of Decisions.

A decision of the Board shall become effective fourteen (14) calendar days after the date of the decision, unless the decision is appealed to, or called up by, the Council. If the decision of the Board is appealed to, or called up by, the City Council, the decision of the Council shall become effective immediately.

Response: The applicant understands the associated appears timeline.

Section 4.442. Time Limit on Approval.

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.

Response: The applicant is aware of the expiration timeframes relative building permit issuances and development of the project.

Section 4.443. Preliminary Consideration.

An applicant may request preliminary consideration by the Board of general plans prior to seeking a building permit. When seeking preliminary consideration, the applicant shall submit a site plan showing the proposed structures, improvements and parking, together with a general description of the plans. The Board shall approve or reject all or part of the applicant's general plan within the normal time requirements of a formal application. Preliminary approval shall be deemed to be approval of the final plan to the extent that the final design contains the characteristics of the preliminary design.

Response: The application includes design development plans for the building remodel and addition. The application is not seeking preliminary consideration with this application.

Section 4.450. Installation of Landscaping.

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

Response: The applicant assumes this requirement will be listed as a condition of approval similar to previous experience and understanding of construction schedules that may necessitate this requirement.

- (.02) Action by the City approving a proposed landscape plan shall be binding upon the applicant. Substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan shall not be made without official action of the Planning Director or Development Review Board, as specified in this Code.

Response: Pending unforeseen conditions, the proposed development, once approved by the Board will be developed with substantial conformance to the design package. The applicant will coordinate with the city updates to the design to determine those adjustment which require review through the DRB.

- (.03) All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Board, unless altered with Board approval.

Response: Owner shall continually maintain landscaping.

- (.04) If a property owner wishes to add landscaping for an existing development, in an effort to beautify the property, the Landscape Standards set forth in Section 4.176 shall not apply and no Plan approval or permit shall be required. If the owner wishes to modify or remove landscaping that has been accepted or approved through the City's development review process, that removal or modification must first be approved through the procedures of Section 4.010.

Response: N/A, no existing development.

TREE PRESERVATION AND PROTECTION

Section 4.600. Purpose and Declaration

- (.01) Rapid growth, the spread of development, need for water and increasing demands upon natural resources have the effect of encroaching upon, despoiling, or eliminating many of the trees, other forms of vegetation, and natural resources and processes associated therewith which, if preserved and maintained in an undisturbed and natural condition, constitute important physical, aesthetic, recreational and economic assets to existing and future residents of the City of Wilsonville.
- (.02) Specifically, the City Council finds that:
- A. Woodland growth protects public health through the absorption of air pollutants and contamination, through the reduction of excessive noise and mental and physical damage related to noise pollution, and through its cooling effect in the summer months, and insulating effects in winter;
 - B. Woodlands provide for public safety through the prevention of erosion, siltation, and flooding; and
 - C. Trees make a positive contribution to water quality and water supply by absorbing rainfall, controlling surface water run-off, and filtering and assisting in ground water recharge; and
 - D. Trees and woodland growth are an essential component of the general welfare of the City of Wilsonville by producing play areas for children and natural beauty, recreation for all ages and an irreplaceable heritage for existing and future City residents.
- (.03) Therefore, the purposes of this subchapter are:
- A. To preserve Significant Resource Overlay Zone areas, recognizing that development can and will occur.
 - B. To provide for the protection, preservation, proper maintenance and use of trees and woodlands in order to protect natural habitat and prevent erosion.
 - C. To protect trees and other wooded areas for their economic contribution to local property values when preserved, and for their natural beauty and ecological or historical significance.
 - D. To protect water quality, control surface water run-off, and protect ground water recharge.
 - E. To reflect the public concern for these natural resources in the interest of health, safety and general welfare of Wilsonville residents.
 - F. To encourage replanting where trees are removed.

Section 4.600.20. Applicability of Subchapter

- (.01) The provisions of this subchapter apply to the United States and the State of Oregon, and to their agencies and subdivisions, including the City of Wilsonville, and to the employees and agents thereof.
- (.02) By this subchapter, the City of Wilsonville regulates forest practices on all lands located within its urban growth boundary, as provided by ORS 527.722.
- (.03) The provisions of this subchapter apply to all land within the City limits, including property designated as a Significant Resource Overlay Zone or other areas or trees designated as protected by the Comprehensive Plan, City zoning map, or any other law or ordinance; except that any tree activities in the Willamette River Greenway that are regulated by the provisions of WC 4.500 - 4.514 and requiring a conditional use permit shall be reviewed by the DRB under the application and review procedures set forth for Tree Removal Permits.

Response: Noted.

Section 4.600.30. Tree Removal Permit Required

- (.01) Requirement Established. No person shall remove any tree without first obtaining a Tree Removal Permit (TRP) as required by this subchapter.
- (.02) Tree Removal Permits will be reviewed according to the standards provided for in this subchapter, in addition to all other applicable requirements of Chapter 4.
- (.03) Although tree activities in the Willamette River Greenway are governed by WC 4.500 - 4.514, the application materials required to apply for a conditional use shall be the same as those required for a Type B or C permit under this subchapter, along with any additional materials that may be required by the Planning Department. An application for a Tree Removal Permit under this section shall be reviewed by the Development Review Board.

Response: See sheet L1.04 for proposed protection and removal of trees.

Section 4.600.40. Exceptions

- (.01) Exception from requirement. Notwithstanding the requirement of WC 4.600.30(1), the following activities are allowed without a Tree Removal Permit, unless otherwise prohibited:

- A. Agriculture, Commercial Tree Farm or Orchard. Tree removal or transplanting occurring during use of land for commercial purposes for agriculture, orchard(s), or tree farm(s), such as Christmas tree production.
- B. Emergencies. Actions made necessary by an emergency, such as tornado, windstorm, flood, freeze, utility damage or other like disasters, in order to prevent imminent injury or damage to persons or property or restore order and it is impractical due to circumstances to apply for a permit.
 - 1. When an emergency has occurred, a Tree Removal Permit must be applied for within thirty (30) days following the emergency tree removal under the application procedures established in this subchapter.
 - 2. In addition to complying with the permit application requirements of this subchapter, an applicant shall provide a photograph of any tree removed and a brief description of the conditions that necessitated emergency removal. Such photograph shall be supplied within seven days of application for a permit. Based on good cause shown arising out of the emergency, the Planning Director may waive any or all requirements of this section.
 - 3. Where a Type A Permit is granted for emergency tree removal, the permittee is encouraged to apply to the City Tree Fund for replanting assistance.
- C. City utility or road work in utility or road easements, in utility or road right-of-ways, or in public lands. However, any trees removed in the course of utility work shall be mitigated in accordance with the standards of this subchapter.
- D. Nuisance abatement. The City is not required to apply for a Tree Removal Permit to undertake nuisance abatement as provided in WC 6.200 et seq. However, the owner of the property subject to nuisance abatement is subject to all the provisions of this subchapter in addition to the requirements of WC 6.200 et seq.
- E. The removal of filbert trees is exempt from the requirements of this subchapter.
- F. The Charbonneau District, including its golf course, is exempt from the requirements of WC 4.600.30(1) on the basis that by and through the current CC&R's of the Charbonneau Country Club, the homeowners' association complies with all requirements of WC 4.610.30(1)(C)(1). This exception has been based upon the Tree Maintenance and Protection Plan that has been submitted by the Charbonneau Country Club and approved by the Planning Director. Tree removal activities remain subject to all applicable standards of this subchapter. Unless authorized by the City, this exception does not include tree removal upon any public easements or public property within the district. In the event that the CC&R's are changed relative to the effect of the Tree Maintenance and Protection Plan, then the Planning Director shall review whether such effect is material, whether it can be mitigated, and if not, may disallow the exemption.

Section 4.600.50. Application For Tree Removal Permit

- (.01) Application for Permit. A person seeking to remove one or more trees shall apply to the Director for a Tree Removal Permit for a Type A, B, C, or D permit, depending on the applicable standards as provided in this subchapter.
- (A) An application for a tree removal permit that does not meet the requirements of Type A may be submitted as a Type B application.
- (.02) Time of Application. Application for a Tree Removal Permit shall be made before removing or transplanting trees, except in emergency situations as provided in WC 4.600.40 (1)(B) above. Where the site is proposed for development necessitating site plan or plat review, application for a Tree Removal Permit shall be made as part of the site development application as specified in this subchapter.
- (.03) Fees. A person applying for a Tree Removal Permit shall pay a non-refundable application fee; as established by resolution of the City Council.
- A. By submission of an application, the applicant shall be deemed to have authorized City representatives to have access to applicant's property as may be needed to verify the information provided, to observe site conditions, and if a permit is granted, to verify that terms and conditions of the permit are followed.

Response: Development will require a Type C.

Section 4.610.00. Application Review Procedure

- (.01) The permit applicant shall provide complete information as required by this subchapter in order for the City to review the application.
- (.02) Departmental Review. All applications for Tree Removal Permits must be deemed complete by the City Planning Department before being accepted for review. When all required information has been supplied, the Planning Department will verify whether - the application is complete. Upon request of either the applicant or the City, the City may conduct a field inspection or review meeting. City departments involved in the review shall submit their report and recommendations to the Planning Director who shall forward them to the appropriate reviewing authority.
- (.03) Reviewing Authority.
- A. Type A or B. Where site plan review or plat approval by the Development Review Board is not required by City ordinance, the grant or denial of the Tree Removal Permit application shall be the responsibility of the Planning Director. The Planning Director has the authority to refer a Type B permit application to the DRB under the Class II administrative review procedures of this Chapter. The decision to grant or deny a permit shall be governed by the applicable review standards enumerated in WC 4.610.10

- B. 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.
 - C. Type D. Type D permit applications shall be subject to the standards and procedures of Class I administrative review and shall be reviewed for compliance with the Oregon Forest Practice Rules and Statutes. The Planning Director shall make the decision to grant or deny an application for a Type D permit.
 - D. Review period for complete applications. Type A permit applications shall be reviewed within 10 (ten) working days. Type B permit applications shall be reviewed by the Planning Director within thirty (30) calendar days, except that the DRB shall review any referred application within sixty (60) calendar days. Type C permit applications shall be reviewed within the time frame established by this Chapter. Type D permit applications shall be reviewed within 15 calendar days.
- (.04) Notice. Before the granting of a Type C Tree Removal Permit, notice of the application shall be sent by regular mail to all owners within two hundred fifty feet (250') of the property where the trees are located as provided for in WC 4.010. The notice shall indicate where the application may be inspected and when a public hearing on the application will be held.
- (.05) Denial of Tree Removal Permit. Whenever an application for a Tree Removal Permit is denied, the permit applicant shall be notified, in writing, of the reasons for denial.
- (.06) Grant of a Tree Removal Permit. Whenever an application for a Type B, C or D Tree Removal Permit is granted, the reviewing authority shall:
- A. 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;
 - B. Completion of Operations. Fix a reasonable time to complete tree removal operations; and
 - C. Security. 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 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.

Response: Noted.

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. The standard for tree removal in the Significant Resource Overlay Zone shall be that removal or transplanting of any tree is not inconsistent with the purposes of this Chapter.
 - B. Preservation and Conservation. No development application shall be denied solely because trees grow on the site. Nevertheless, tree preservation and conservation as a design principle shall be equal in concern and importance to other design principles.
 - C. Developmental Alternatives. Preservation and conservation of wooded areas and trees shall be given careful consideration when there are feasible and reasonable location alternatives and design options on-site for proposed buildings, structures or other site improvements.
 - D. Land Clearing. Where the proposed activity requires land clearing, the clearing shall be limited to designated street rights-of-way and areas necessary for the construction of buildings, structures or other site improvements.
 - E. Residential Development. Where the proposed activity involves residential development, residential units shall, to the extent reasonably feasible, be designed and constructed to blend into the natural setting of the landscape.
 - F. Compliance With Statutes and Ordinances. The proposed activity shall comply with all applicable statutes and ordinances.
 - G. Relocation or Replacement. The proposed activity shall include necessary provisions for tree relocation or replacement, in accordance with WC 4.620.00, and the protection of those trees that are not to be removed, in accordance with WC 4.620.10.
 - H. Limitation. Tree removal or transplanting shall be limited to instances where the applicant has provided completed information as required by this Chapter and the reviewing authority determines that removal or transplanting is necessary based on the criteria of this subsection.
 1. Necessary For Construction. Where the applicant has shown to the satisfaction of the reviewing authority that removal or transplanting is

necessary for the construction of a building, structure or other site improvement, and that there is no feasible and reasonable location alternative or design option on-site for a proposed building, structure or other site improvement; or a tree is located too close to existing or proposed buildings or structures, or creates unsafe vision clearance.

2. Disease, Damage, or Nuisance, or Hazard. Where the tree is diseased, damaged, or in danger of falling, or presents a hazard as defined in WC 6.208, or is a nuisance as defined in WC 6.200 et seq., or creates unsafe vision clearance as defined in this Code.
 - (a) As a condition of approval of Stage II development, filbert trees must be removed if they are no longer commercially grown or maintained.
 3. Interference. Where the tree interferes with the healthy growth of other trees, existing utility service or drainage, or utility work in a previously dedicated right-of-way, and it is not feasible to preserve the tree on site.
 4. Other. Where the applicant shows that tree removal or transplanting is reasonable under the circumstances.
- I. Additional Standards for Type C Permits.
1. Tree survey. For all site development applications reviewed under the provisions of Chapter 4 Planning and Zoning, the developer shall provide a Tree Survey before site development as required by WC 4.610.40, and provide a Tree Maintenance and Protection plan, unless specifically exempted by the Planning Director or DRB, prior to initiating site development.
 2. Platted Subdivisions. The recording of a final subdivision plat whose preliminary plat has been reviewed and approved after the effective date of Ordinance 464 by the City and that conforms with this subchapter shall include a Tree Survey and Maintenance and Protection Plan, as required by this subchapter, along with all other conditions of approval.
 3. Utilities. The City Engineer shall cause utilities to be located and placed wherever reasonably possible to avoid adverse environmental consequences given the circumstances of existing locations, costs of placement and extensions, the public welfare, terrain, and preservation of natural resources. Mitigation and/or replacement of any removed trees shall be in accordance with the standards of this subchapter.
- J. Exemption. Type D permit applications shall be exempt from review under standards D, E, H and I of this subsection.

Response: Noted.

Section 4.610.20. Type A Permit

- (.01) Approval to remove one to three trees within a twelve (12) month period on any property shall be granted if the application meets all of the following requirements:
 - A. The trees subject to removal are not located in the Significant Resource Overlay Zone; and
 - B. The trees subject to removal are not located in the Willamette River Greenway;
 - C. The trees subject to removal are not Heritage Trees.
 - D. The trees subject to removal are not street trees;
 - E. The trees subject to removal must not be retained as a condition of site development approval.
- (.02) Where the City determines that an application to remove a tree or trees does not meet the criteria of 1(A) - (E) of this section, then the application may be submitted as a Type B application.
- (.03) An application for a Type A Permit shall contain the following information:
 - A. A brief statement explaining why tree removal is necessary.
 - B. A brief description of the trees proposed for removal or relocation, including common name, approximate height, diameter (or circumference) at four and one-half (4 1/2) feet d.b.h. above grade, and apparent health.
 - C. A drawing that depicts where trees are located and provides sufficient detail to indicate to a City reviewer where removal or relocation will occur.
 - D. The name of the person who will perform the removal or transplanting, if known, and the approximate date of removal.
 - E. Additional supporting information which the Planning Department requests, in order to determine whether an application meets the requirements of this section.
- (.04) The City shall accept a Type A permit application under the following procedure:
 - A. Review Period. Completed Type A permit applications shall be reviewed within ten (10) working days. The grant or denial of the Tree Removal Permit application shall be the responsibility of the Planning Director.
 - B. The Type A permit application shall be reviewed under the standards of Class I administrative review and applicable requirements of this subchapter.

Response: N/A

Section 4.610.30. Type B Permit

- (.01) An applicant may apply for a Type B Permit based on the following criteria:

- A. The applicant proposes to remove four (4) or more trees on property not subject to site development review; or
 - B. The applicant proposes major or minor changes in a condition or conditions of a development permit previously approved under the provisions of this Chapter; or
 - C. The applicant is a homeowners' association that proposes to remove trees on property previously approved by the City for development.
 - 1. A Tree Maintenance and Protection Plan submitted for approval-under (1)(C) of this subsection shall meet the following criteria:
 - a. The Development Review Board shall review the Covenants, Conditions and Restrictions (CC&R's) to verify that the homeowners' association is designated and authorized by the CC&R's to review tree maintenance, removal, and planting requests.
 - b. A request for tree removal shall indicate the reason for the request, as well as the location, size, species and health of tree.
 - c. Decisions on requests and actions taken are documented and retained and shall be made available to the City's Development Review Board upon request.
 - d. A replanting program is established and reviewed on an annual basis. Where such a program is approved, mitigation under this Chapter shall not be required.
 - 2. Any permit approved under this subsection shall require that all maintenance, planting, and removal be performed to the standards established in this subchapter and in Wilsonville Code.
 - 3. Failure of a homeowners' association to meet the requirements of this subsection shall be grounds for revocation of a Type B permit.
- (.02) Application for the Type B permit shall consist of the information required for a Type A Permit, as provided in WC 4.610.20, and a Tree Maintenance and Protection Plan, which shall contain the following information:
- A. An accurate topographical survey, subdivision map or plat map, that bears the signature of a qualified, registered surveyor or engineer, and which shows:
 - 1. the shape and dimensions of the property, and the location of any existing and proposed structure or improvement,
 - 2. the location of the trees on the site, and indicating species, approximate height, d.b.h. diameter, canopy spread and common name,
 - 3. the location of existing and proposed easements, as well as setbacks required by existing zoning requirements.
 - B. In lieu of the map or survey, an applicant proposing to remove trees under (1)(B) or (1)(C) of this subsection may provide aerial photographs with overlays, GIS

documentation, or maps approved by the Planning Director, and clearly indicating the information required by (2)(A) of this subsection.

- C. Arborist Report. The report shall describe the health and condition of all trees subject to removal or transplanting, and shall include information on species, common name, diameter at four and one-half (4 1/2) feet d.b.h., approximately height and age.
- D. Tree Protection. Unless specifically exempted by the Planning Director, a statement describing how trees intended to remain will be protected during tree removal, and how remaining trees will be maintained.
- E. Tree Identification. Unless specifically exempted by the Planning Director, a statement that any trees proposed for removal will be identified by a method obvious to a site inspector, such as tagging, painting, or flagging, in addition to clear identification on construction documents.
- F. Replacement Trees. A description of the proposed tree replacement program with a detailed explanation including the number, size, and species, and cost. In lieu of replacing trees, the applicant may propose to pay into the City Tree Fund an amount equivalent to the value of the replacement trees after installation, as provided in this subchapter.
- G. Covenants, Conditions and Restrictions (CC&R's). Where the applicant is proposing to remove trees on common areas, the applicant shall provide a copy of the applicable CC&R's, including any landscaping provisions.
- H. Waiver of documentation. The Planning Director may waive an application document where the required information has already been made available to the City, or where the Director determines the information is not necessary to review the application.

(.03) Review.

- A. The Type B permit application, including major or minor changes in a condition or conditions of a development permit previously approved under the provisions of this chapter, shall be reviewed under the standards of Class II administrative review and the requirements of this subchapter. Where site plan review or plat approval by the Development Review Board is not required by City ordinance, the grant or denial of the Type B permit shall be the responsibility of the Planning Director. The Planning Director has the authority to refer a Type B permit application to DRB under the Class II administrative review procedures of this Chapter.
- B. The DRB shall review and render a decision on any application referred by the Planning Director within sixty (60) days. The Planning Director shall review a completed permit application within thirty (30) days.
- C. The decision to grant or deny a Type B permit shall be governed by the standards established in WC 4.610.10.

Response: N/A

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, 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.
- (.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.

Response: See sheet L1.04 for proposed protection and removal of trees.

2. Tree survey. The survey must include:
 - a. An accurate drawing of the site based on accurate survey techniques at a minimum scale of one inch (1") equals one hundred feet (100') and which provides a) the location of all trees having six inches (6") or greater d.b.h. likely to be impacted, b) the spread of canopy of those trees, (c) the common and botanical name of those trees, and d) the approximate location and name of any other trees on the property.
 - b. A description of the health and condition of all trees likely to be impacted on the site property. In addition, for trees in a present or proposed public street or road right-of-way that are described as unhealthy, the description shall include recommended actions to restore such trees to full health. Trees proposed to remain, to be transplanted or to be removed shall be so designated. All trees to remain on the site are to be designated with metal tags that are to remain in place throughout the

development. Those tags shall be numbered, with the numbers keyed to the tree survey map that is provided with the application.

- c. Where a stand of twenty (20) or more contiguous trees exist on a site and the applicant does not propose to remove any of those trees, the required tree survey may be simplified to accurately show only the perimeter area of that stand of trees, including its drip line. Only those trees on the perimeter of the stand shall be tagged, as provided in "b," above.
- d. All Oregon white oaks, native yews, and any species listed by either the state or federal government as rare or endangered shall be shown in the tree survey.

Response: Please see evaluation by Northwest Tree Specialists and attached tree report.

3. Tree Protection. A statement describing how trees intended to remain will be protected during development, and where protective barriers are necessary, that they will be erected before work starts. Barriers shall be sufficiently substantial to withstand nearby construction activities. Plastic tape or similar forms of markers do not constitute "barriers."

Response: Please see evaluation by Northwest Tree Specialists and attached tree report.

4. Easements and Setbacks. Location and dimension of existing and proposed easements, as well as all setbacks required by existing zoning requirements.

Response: Please see Landscape sheets L1.02.

5. Grade Changes. Designation of grade changes proposed for the property that may impact trees.

Response: Please see Landscape sheets L1.02.

6. Cost of Replacement. A cost estimate for the proposed tree replacement program with a detailed explanation including the number, size and species.

Response: NA

7. Tree Identification. A statement that all trees being retained will be identified by numbered metal tags, as specified in subsection "A," above in addition to clear identification on construction documents.

Response: NA

Section 4.610.50. Type D Permit

- (.01) The owner or operator of a commercial woodlot shall apply and receive approval for a Type D Permit before beginning harvesting operations of more than three (3) trees within any twelve (12) month period. Type D permit applications shall be subject to the standards and procedures of Class I administrative review and shall be reviewed for compliance with the Oregon Forest Practice Rules. The removal of three (3) or fewer trees in a commercial woodlot within any twelve (12) month period shall not require a tree removal permit.

- (.02) Sites which meet the following criteria on the effective date of this regulation shall be designated as commercial woodlots by the Planning Director:
- A. The site is at least 30,000 square feet.
 - B. Trees have been maintained on the site for the purpose of harvesting.
 - C. The property from which the forest species are to be harvested are in a property tax deferred status based on agricultural and/or forest use under state law provisions for Farm Deferral, Forest Land Deferral, or Small Woodlands Deferral.
- (.03) All other sites which potentially meet the criteria of WC 4.610.50(B) shall be reviewed by the Development Review Board, which shall determine whether a site meets the criteria for a commercial woodlot designation when an application is submitted for a tree removal permit.
- (.04) Approval to remove trees as part of a commercial harvest shall be granted if a plan meets all of the following criteria:
- A. Trees will be grown and maintained according to an established plan.
 - B. Approved forestry practices will be followed. Forest practices include the administrative rules as adopted by the Oregon Department of Forestry.
 - C. Harvested trees will be replanted according to an established plan. Where trees are proposed to be removed as a final harvest and no further planting, maintenance, or rotation of trees will occur after trees are removed, the applicant shall propose an erosion control and revegetation plan for review.

Response: N/A

Section 4.620.00. Tree Relocation, Mitigation, Or Replacement

- (.01) Requirement Established. 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.

Response: Trees will be planted as part of the development.

- (.02) Basis For Determining Replacement. 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. Alternatively, the Planning Director or Development Review Board may require the permit grantee to replace removed trees on a per caliper inch basis, based on a finding that the large size of the trees being removed justifies an increase in the replacement trees required. Except, however, that the Planning Director or Development Review Board may allow the use of replacement Oregon white oaks and other uniquely valuable trees with a smaller diameter.

Response: Trees with a min. 2" cal. are proposed throughout. Please see landscape plans L1.01, L1.02 and L1.03.

- (.03) Replacement Tree Requirements. 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.

Response: Please see landscape plans L1.01, L1.02 and L1.03.

- 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.

Response: Noted

- C. A "guaranteed" tree that dies or becomes diseased during that time shall be replaced.

Response: Noted

- 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.

Response: Please see landscape plans L1.01, L1.02 and L1.03.

- (.04) 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.

Response: Noted

- (.05) Replacement Tree Location.

- A. City Review Required. 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.

Response: Noted

- B. Relocation or Replacement Off-Site. When it is not feasible or desirable to relocate or replace trees on-site, relocation or replacement may be made at another location-approved by the City.

Response: Noted

- (.06) City Tree Fund. Where it is not feasible to relocate or replace trees on site or at another approved location in the City, the Tree Removal Permit grantee shall pay into the City Tree Fund, which fund is hereby created, an amount of money approximately the value as defined by this subchapter, of the replacement trees that would otherwise be required by this subchapter. The City shall use the City Tree Fund for the purpose of producing, maintaining and preserving wooded areas and heritage trees, and for planting trees within the City.
- A. The City Tree Fund shall be used to offer trees at low cost on a first-come, first-serve basis to any Type A Permit grantee who requests a tree and registers with the City Tree Fund.
 - B. In addition, and as funds allow, the City Tree Fund shall provide educational materials to assist with tree planting, mitigation, and relocation.

Response: NA

- (.07) Exception. Tree replacement may not be required for applicants in circumstances where the Director determines that there is good cause to not so require. Good cause shall be based on a consideration of preservation of natural resources, including preservation of mature trees and diversity of ages of trees. Other criteria shall include consideration of terrain, difficulty of replacement and impact on adjacent property.

Response: NA

Section 4.620.10. Tree Protection During Construction

- (.01) 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:
- A. All trees required to be protected must be clearly labeled as such.
 - B. Placing Construction Materials Near Tree. No person may conduct any construction activity likely to be injurious to a tree designated to remain, including, but not limited to, placing solvents, building material, construction equipment, or depositing soil, or placing irrigated landscaping, within the drip line, unless a plan for such construction activity has been approved by the Planning Director or Development Review Board based upon the recommendations of an arborist.
 - C. Attachments to Trees During Construction. Notwithstanding the requirement of WC 4.620.10(1)(A), no person shall attach any device or wire to any protected tree unless needed for tree protection.
 - D. Protective Barrier. Before development, land clearing, filling or any land alteration for which a Tree Removal Permit is required, the developer shall erect

and maintain suitable barriers as identified by an arborist to protect remaining trees. Protective barriers shall remain in place until the City authorizes their removal or issues a final certificate of occupancy, whichever occurs first. Barriers shall be sufficiently substantial to withstand nearby construction activities. Plastic tape or similar forms of markers do not constitute "barriers." The most appropriate and protective barrier shall be utilized. Barriers are required for all trees designated to remain, except in the following cases:

1. Right-of-Ways and Easements. Street right-of-way and utility easements may be cordoned by placing stakes a minimum of fifty (50) feet apart and tying ribbon, plastic tape, rope, etc., from stake to stake along the outside perimeters of areas to be cleared.
2. Any property area separate from the construction or land clearing area onto which no equipment will venture may also be cordoned off as described in paragraph (D) of this subsection, or by other reasonable means as approved by the reviewing authority.

Response: See sheet L1.04 for proposed protection and removal of trees.

Section 4.620.20. Maintenance And Protection Standards

- (.01) The following standards apply to all activities affecting trees, including, but not limited to, tree protection as required by a condition of approval on a site development application brought under this Chapter or as required by an approved Tree Maintenance and Protection Plan.
- A. Pruning activities shall be guided by the most recent version of the ANSI 300 Standards for Tree, Shrub, and Other Woody Plant Maintenance. Information on these standards shall be available upon request from the Planning Department.

Response: Pruning will be guided by ANSI 300 standards for tree, shrub, and other woody plant maintenance.

- B. Topping is prohibited.
1. Exception from this section may be granted under a Tree Removal Permit if necessary for utility work or public safety.

Response: Noted

Section 4.630.00. Appeal

- (.01) The City shall not issue a Tree Removal Permit until approval has been granted by either the Planning Director or the DRB. Any applicant denied a Type A or B permit may appeal the decision as provided for in review of Class I Development Applications, or Class II Development Applications, whichever is applicable. Decisions by the Planning Director may be appealed to the DRB as provided in WC 4.022. Decisions by the DRB may be appealed to the City Council as provided in WC 4.022.

- (.02) The City shall not issue a Tree Removal Permit approved by the Development Review Board until fifteen (15) calendar days have passed following the approval. The grant or denial of a Tree Removal Permit may be appealed to the City Council in the same manner as provided for in WC 4.022. An appeal must be filed in writing, within the fifteen (15) calendar day period following the decision being appealed. The timely filing of an appeal shall have the effect of suspending the issuance of a permit pending the outcome of the appeal. The City Council, upon review, may affirm, reverse or modify the decision rendered by the Development Review Board based upon the same standards of review specified for the DRB in the Wilsonville Code.

Response: Noted.

Section 4.630.10. Display Of Permit; Inspection

The Tree Removal Permit grantee shall conspicuously display the permit on-site. The permit grantee shall display the permit continuously while trees are being removed or replaced or while activities authorized under the permit are performed. The permit grantee shall allow City representatives to enter and inspect the premises at any reasonable time, and failure to allow inspection shall constitute a violation of this subchapter.

Response: Noted.

Section 4.630.20. Variance For Hardship

Any person may apply for a variance of this subchapter as provided for in Section 4.196 of this Chapter.

Response: Noted.

Section 4.630.30. Severability

If any part of this ordinance is found by a court of competent jurisdiction to be invalid, that part shall be severable and the remainder of this ordinance shall not be affected.

Response: Noted.

Section 4.640.00. Violation; Enforcement

- (.01) The cutting, damaging, or removal of any individual tree without a permit as required by this ordinance constitutes a violation punishable as a separate infraction under WC 1.013. In addition, each violation of a condition or a violation of any requirement of this Chapter shall constitute a separate infraction.
- (.02) Retroactive Permit. A person who removes a tree without obtaining a Type A or Type B permit may apply retroactively for a permit. In addition to all application

requirements of this Chapter, the person must be able to demonstrate compliance with all requirements of this subchapter, in addition to paying a triple permit fee and a penalty per tree in an amount established by resolution of City Council. Mitigation requirements of this subchapter apply to all retroactive permits.

- (.03) Nuisance Abatement. Removal of a tree in violation of this Chapter is a nuisance and may be abated as provided in Sections 6.230 to 6.244, 6.250, and 6.260 of the Wilsonville Code.
- (.04) Withholding Certificate of Occupancy. The City Building Official has the authority to issue a stop-work order, withhold approval of a final plat, or withhold issuance of a certificate of occupancy, permits or inspections until the provisions of this Chapter, including any conditions attached to a Tree Removal Permit, have been fully met.
- (.05) Fines. Fines for a violation shall be imposed according to WC 1.012.
- (.06) Mitigation. The City shall require the property owner to replace illegally removed or damaged trees. The City may also require a combination of payment and tree replacement.
 - A. The City shall notify the property owner in writing that a violation has occurred and mitigation is required. Within thirty (30) days of the date of mailing of the notice, the property owner shall provide a mitigation plan to the City. The plan shall provide for replacement of a tree of similar species and size taking into account the suitability of the site and nursery stock availability.
 - B. Replacement will be on an inch-for-inch basis computed by adding the total diameter measured at d.b.h. in inches of the illegally removed or damaged trees. The City may use any reasonable means to estimate the tree loss if destruction of the illegally removed or damaged trees prevents exact measurement. All replaced trees must be a minimum two-inch (2") caliper. If the mitigation requirements cannot be completed on the property, the City may require completion at another approved location. Alternatively, the City may require payment into the City Tree Fund of the value of the removed tree as established by the Planning Department.

Response: Noted.

Section 4.640.10. Alternative Enforcement

- (.01) In the event that a person commits more than one violation of WC 4.600.30 to WC 4.630.00, the following alternative sentence may be imposed:
 - A. If a person has gained money or property through the commission of an offense under this section, then upon conviction thereof, the court, in lieu of imposing a fine, may sentence the person to pay an amount, fixed by the court, not to exceed double the amount of the gain from the commission of the offense.

- B. "Gain" is defined as the amount of money or value of property derived from the commission of the violation, less the amount of money or value of property seized by or surrendered to the City. "Value" shall be the greater of the market value or replacement cost as determined by a licensed professional in the tree, nursery, or landscape field.
- C. Any fines collected by the City under this section shall accrue to the City Tree Fund.

Response: Noted.

Section 4.640.20. Responsibility For Enforcement.

Compliance with this Chapter shall be enforced by the City Attorney, the City Attorney's designee, and Clackamas County or Washington County law enforcement officers.

Response: Noted.

MEMORANDUM

DATE: February 5, 2020

TO: Khoi Le, P.E. | City of Wilsonville

FROM: Scott Mansur, P.E., PTOE | DKS Associates *Sm*
Jenna Hills, EIT | DKS Associates

SUBJECT: Industrial Focus - Trip Generation Memo



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

PROOF-TEXT

This memorandum documents the trip generation estimates for the proposed single story 13,200 square foot building, which includes 2,024 square feet of office and 11,176 square feet of warehouse, located on the 28000 block of Boberg Road in Wilsonville, Oregon. The site is currently vacant and two new access driveways are proposed on Boberg Road.

In January 2019, this property (lot 500) previously underwent a traffic study¹ for a Master Plan development that included neighboring lot 300. This Master Plan is no longer being developed, and this new development only includes lot 500.

The purpose of this memorandum is to determine the weekday PM peak hour trip generation for the proposed Industrial Focus warehouse use, and evaluate site access, internal circulation, bicycle and pedestrian needs, and safety. The following sections include the project trip generation, site plan review, and summary of findings.

Project Trip Generation

Trip generation is the method used to estimate the number of vehicles that are added to the roadway network by the proposed project during a specified period (i.e., PM peak hour). The trip generation provided in the previously completed Industrial Focus TIA Report was used to estimate the trip generation for the new building (13,200 sq. ft.). The trip generation rate from the previous report (0.81 trips/KSF) was used to calculate the trip generation for the proposed warehouse and office space. The trip rates from the previous report were provided by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*².

Table 1 presents the trip generation estimates for the proposed development during the weekday PM peak period and weekday. As shown, the estimated number of PM peak hour trips for the proposed Industrial Focus development (13,200 square feet) is 11 trips (3 in, 8 out).

¹ Industrial Focus Transportation Impact Study, DKS Associates, January 2019.

² Parking Lot Driveway Aisle (RD-1105), Public Works Streets Standard Drawings, City of Wilsonville, April 2, 2014.

**Table 1: Trip Generation Summary**

Land Use (ITE Code)	Size	Average PM Peak Trip Rate	PM Peak Hour Trips			Daily Trips
			In	Out	Total	
Industrial Focus Master Plan (January 2019)						
General Office Building (710), Warehousing (150), and Manufacturing (140)	96 KSF	0.81 trips/KSF ^a	15	63	78	657
Industrial Focus Warehouse (November 2019)						
General Office Building (710) and Warehousing (150)	13.2 KSF	0.81 trips/KSF	3	8	11	91

^a Rate is back calculated based on the total PM peak hour trips.

Project Trips through I-5 Interchange Area

The project trips through the two City of Wilsonville I-5 interchange areas were estimated based on the trip generation and distribution.

The Industrial Focus warehouse development is expected to generate 1 PM peak hour trips through the I-5/Elligsen Road interchange area and 5 PM peak hour trips through the I-5/Wilsonville Road interchange area.

Site Plan Review

The applicant's preliminary site plan was provided with the Traffic Study Request letter and is attached to the appendix. It was reviewed to evaluate site access, internal circulation, access spacing and sight distance, and pedestrian and bicycle facilities.

Site Access

There are two proposed full-access driveways on Boberg Road shown on the site plan. Primary entry for semi-truck/service vehicles during typical working hours would be through the southern driveway and primary exit is through the northern driveway. Standard vehicle traffic circulation into and out of the parking lot is only through the southern driveway. The northern driveway will be a low-volume, gated access.

The City has minimum driveway clear drive aisle length standards.³ For driveways with less than 100 average daily traffic (ADT), the minimum clear drive aisle length shall be 50 feet from the back of sidewalk or right-of-way boundary. The site plan shows a 50-foot clear drive aisle length, meeting standards.

Internal Circulation

The site plans show sufficient space for two-way motor vehicle circulation throughout the parking lot (minimum 24-foot wide aisles). The internal roadway network for semi-trucks and service vehicles also appears to provide adequate turning radii to allow safe circulation on site.

³ Parking Lot Driveway Aisle (RD-1105), Public Works Streets Standard Drawings, City of Wilsonville, April 2, 2014.



Access Spacing

All proposed access points are required to meet the City's desired standard for spacing between intersections and driveways. According to the Public Works Standards⁴, the desired access spacing on collectors is 300 feet, and the minimum access spacing is 100 feet. Boberg Road is classified as a collector in the City Transportation System Plan. The two proposed project access driveways on Boberg Road are approximately 209 feet apart from each other (measured centerline to centerline), meeting the minimum access spacing standard (100 feet) but not the desired access spacing (300 feet). Additionally, north of the site, there is an existing driveway on the west side of Boberg Road for the losco development located approximately 100 feet north of the proposed driveway, meeting the minimum access spacing standard (100 feet).

Although the two proposed driveways meet the minimum access spacing, neither meet the desired access spacing. Therefore, a waiver from the City will be required to install the proposed driveways.

Sight Distance

Preliminary sight distance was evaluated at the proposed project driveways and is expected to meet sight distance standards. Prior to occupancy, sight distance at any proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs or landscaping does not restrict sight distance.

Parking

The proposed project is required to comply with the City of Wilsonville Planning and Land Development code for the number of vehicular parking stalls and bicycle parking spaces that are provided on site.⁵ Table 2 lists the vehicular and bicycle parking requirements for the site. The parking requirements are based on the building types and square footage of the building. The table also lists the peak parking demand, which is estimated based on parking data published by the Institute of Transportation Engineers (ITE).⁶

Table 2: Vehicular and Bicycle Parking Summary

Land Use (ITE Code)	Size (KSF ^a)	Estimated Parking Demand ^b	Spaces Required by City Code ^c			Proposed Number of Stalls	
			Vehicle Minimum	Vehicle Maximum	Bicycle Minimum	Vehicle	Bicycle
Warehousing (150)	13.2	11	3	7	2	9	4

^a KSF = 1,000 square feet

^b Estimated demand based on 85th percentile identified in the *Parking Generation, 4th Edition*, ITE, 2010.

^c City of Wilsonville, Planning and Land Development Ordinance, Section 4.155, Table 5, Updated June 2013.

As shown above, 3 vehicular stalls are needed to meet the minimum City Code requirements. The proposed site plan shows a total of 9 parking stalls (including one ADA stall), which meets the City Code requirements. The site plan also shows four bicycle parking stalls, meeting the minimum count of two stalls per the code standards.

⁴ Table 2.12, Public Works Standards, City of Wilsonville, 2015.

⁵ City of Wilsonville, Planning and Land Development Ordinance, Sections 4.154 – 4.198, Updated Feb. 2004.

⁶ *Parking Generation*, 4th Edition, Institute of Transportation Engineers, 2010.



Bicycle and Pedestrian Facilities

The site plan shows new sidewalk on Boberg Road fronting the subject property as well as providing street access to the building entrance. New sidewalk is also shown to be provided between the parking lot and the building entrance. It is recommended to construct all sidewalks to meet ADA requirements.

Standard bike lanes currently exist on Boberg Road, meeting City cross section standards for collectors.⁷

Summary

Key findings for the proposed 13,200 square foot development in Wilsonville, Oregon are as follows:

- The estimated number of new PM peak hour trips for the proposed warehouse is 11 trips (3 in, 8 out).
- It is expected that 1 PM peak hour trip will travel through the I-5/Elligsen Road interchange area and 5 PM peak hour trips will travel through the I-5/Wilsonville Road interchange area.
- The two proposed driveways meet the minimum access spacing standard (100 feet), but not the desired access spacing standard (300 feet). Therefore, a waiver from the City will be required to install the driveways as proposed.
- Prior to occupancy, sight distance at the proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.
- The proposed site plan shows a sufficient number of parking stalls (vehicle and bicycle) needed to satisfy the code standards.
- It is recommended to construct all sidewalks to meet ADA requirements.

Please call us if you have any further questions.

⁷ Figure 3-8, City of Wilsonville TSP, City of Wilsonville, Amended June 2016.

Prepared for



Wilsonville Industrial Focus

Transportation Impact Analysis



Prepared by



January 2019



January 25, 2019

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

Steve Adams
City of Wilsonville
29799 Town Center Loop East
Wilsonville, OR 97070

Subject: Wilsonville Industrial Focus Transportation Impact Study

P18005-007

Dear Steve,

DKS Associates is pleased to submit this transportation impact study for the proposed Industrial Focus development located on Boones Ferry Road in Wilsonville. Please feel free to call if you have any questions or comments regarding this study.

Sincerely,
DKS Associates

Scott Mansur, P.E., PTOE
Transportation Engineer



TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION	1
CHAPTER 2: EXISTING CONDITIONS	3
Project Site.....	3
Study Area Roadway Network.....	3
Pedestrian and Bicycle Facilities	3
Public Transit Service.....	4
Future Planned Projects	4
Existing Traffic Volumes and Operations.....	5
CHAPTER 3: PROJECT IMPACTS.....	8
Proposed Development.....	8
Future Analysis Scenarios.....	8
Trip Generation	8
Trip Distribution.....	9
Future Traffic Volumes and Operating Conditions	10
Intersection Operations	13
All-Way Stop Control Warrant Analysis	14
Site Plan Evaluation	15
Project Impact Summary	17

APPENDIX

LIST OF FIGURES

Figure 1: Study Area Map	1
Figure 2: Existing PM Peak Hour Traffic Volumes	5
Figure 3: Trip Distribution and Project Trips	10
Figure 4: Future PM Peak Hour Traffic Volumes	12

LIST OF TABLES

Table 1: Key Study Area and Proposed Development Characteristics	2
Table 2: Study Area Roadway Characteristics (within the Study Area).....	3
Table 3: Existing PM Peak Study Intersection Operations.....	7
Table 4: PM Peak Hour Primary Trip Generation	9
Table 5: Future Phase 1 and Stage II Intersection Operations Comparison	13
Table 6: Future Full Development and Stage II Intersection Operations Comparison.....	13
Table 7: All-Way Stop Warrant – Volume Criteria.....	14
Table 8: Vehicular and Bicycle Parking Summary	17

CHAPTER 1: INTRODUCTION

This study evaluates the transportation impacts associated with the proposed Industrial Focus development located on the south side of Boeckman Road between Boones Ferry Road and Boberg Road in Wilsonville, Oregon (tax parcels 31W14A 0500 and 31W14A 0300). Based on the information provided by the project sponsor, this phased project consists of building three 32,000 square-foot industrial/flex buildings, with each building constituting a phase of the project. Each building will accommodate 16,000 square feet of office-technology, 8,000 square feet of manufacturing and 8,000 square feet of warehouse.

The purpose of this transportation impact analysis is to identify potential mitigation measures needed to offset transportation impacts that the proposed development may have on the nearby transportation network. The impact analysis is focused on the study intersections, which were selected for evaluation in coordination with City staff. The intersections are shown in Figure 1 and listed below:

- Boeckman Road/Boberg Road
- Boones Ferry Road/Barber Street

This chapter introduces the proposed development. Table 1 lists important characteristics of the study area and proposed project.

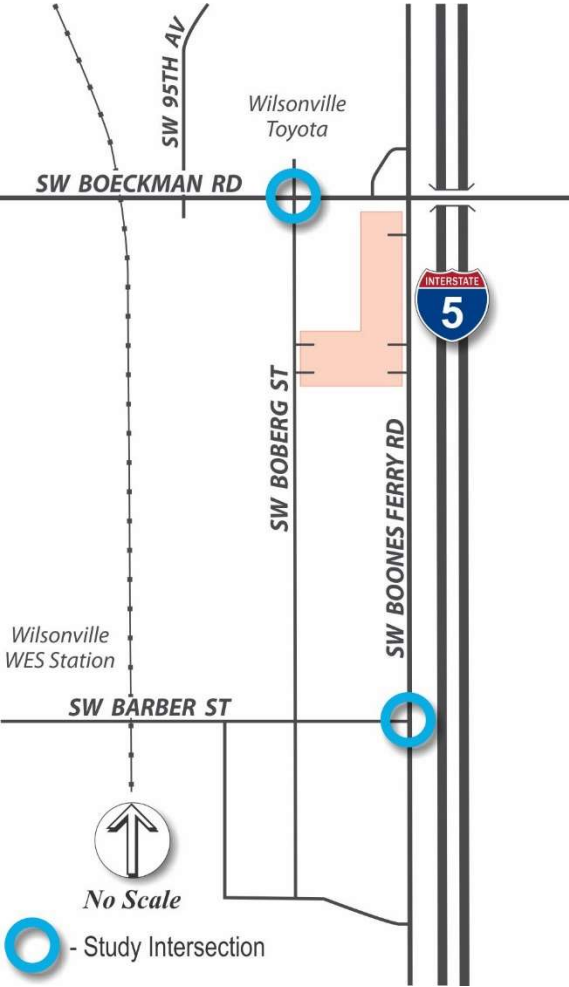


Figure 1: Study Area Map

Table 1: Key Study Area and Proposed Development Characteristics

Characteristics	Information
Study Area	
Number of Study Intersections	2
Analysis Period	Weekday PM Peak Hour (Peak hour between 4-6 PM)
Project Site	
Existing Land Use	Vacant
Proposed Development	Three industrial/flex buildings of 32,000 square-feet each
Proposed Project Accesses	Three full access driveways on Boones Ferry Road and two full access driveways on Boberg Road (full project buildout)

CHAPTER 2: EXISTING CONDITIONS

This chapter provides documentation of existing study area conditions, including the study area roadway network, pedestrian and bicycle facilities, and existing traffic volumes and operations. Supporting details for volumes and operations are provided in the appendix.

Project Site

The project sponsor plans to build three 32,000 square-foot buildings, each building constituting a project phase. Each building will accommodate 16,000 square feet of office-technology, 8,000 square feet of manufacturing and 8,000 square feet of warehouse. The site will be located south of Boeckman Road between Boberg Road and Boones Ferry Road.

Study Area Roadway Network

Key roadways in the study area are summarized in Table 2 along with their existing (or proposed) roadway characteristics. Adjacent to the site Boeckman Road is identified as a Major Arterial, and both Boones Ferry Road and Boberg Streets as Collector level roadways. The functional classifications for City of Wilsonville streets are provided in the *City of Wilsonville Transportation System Plan (TSP)*.¹

Table 2: Study Area Roadway Characteristics (within the Study Area)

Roadway	Classification	No. of Lanes	Posted Speed	Sidewalks	Bike Lanes	On-Street Parking
Boeckman Road	Major Arterial	2-3	40 mph	Partial ^b	Yes	No
Boones Ferry Road	Collector	2	35 mph - 45 mph ^a	Partial ^c	No	No
Boberg Road	Collector	2	40 mph	Partial ^d	Yes	No
Barber Street	Collector	2	35 mph	Yes	Yes	No

^a Posted speed limit is 35 mph south of Barber Street and 45 mph north of Barber Street.

^b No sidewalk present east of Boberg Road.

^c Sidewalk present (west side only) south of Barber Street, adjacent to Pacific Pride Fueling and Marion Carpets, and from the Boeckman Road overpass for approximately 350 feet to the south on the west side of Boones Ferry Road only.

^d Sidewalk gap fronting proposed project site.

Pedestrian and Bicycle Facilities

Near the project site, Boeckman Road is classified by the City as a major arterial but is unimproved and does not currently have curbs, gutters, or bike lanes east of Boberg Road. On Boberg Road, sidewalk is present along the roadway except fronting the proposed project site. Boones Ferry Road has sidewalks on the west side near the Boeckman Road overpass for

¹ Figure 3-2, *Wilsonville Transportation System Plan*, Adopted by Council, June 2016.

approximately 350 feet to the south. There are also no bike lanes along Boones Ferry Road in the study area. The traffic counts showed a total of two pedestrians and three bicyclists during the PM peak hour at the intersection of Boeckman Road/Boberg Road. There were zero pedestrians and two bicyclists observed at the Boones Ferry Road/Barber Street intersection. The counts were collected in December and do not reflect peak pedestrian and bicyclist volumes which might be seen in the summer months.

Public Transit Service

South Metro Area Regional Transit (SMART) operates several fixed routes that serve Wilsonville and the surrounding area.² Route 6 travels on Boeckman Road and Boberg Road and provides service between the SMART Central Station in Wilsonville to Argyle Square. There are multiple stops along Boberg Road going in both directions for Route 6. There is one southbound stop that is located at the proposed project site.

Future Planned Projects

Higher Priority Projects

The following is a list of higher priority projects included in the Wilsonville TSP³. A map of these improvements can be seen in the appendix.

- **RW-01 Boeckman Road Bridge and Corridor Improvements:** Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman road/Parkway Avenue intersections.
- **BW-03 Boberg Road Sidewalk Infill:** Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements.
- **BW-09 Town Center Loop Bike/Pedestrian Bridge:** Construct bike/pedestrian bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments.

Additional Planned Projects

The following is a planned but unfunded project included in the Wilsonville TSP near the project site. A map of this improvement location can be seen in the appendix.

² South Metro Area Regional Transit (SMART) operates several fixed routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. The City's transit center, "SMART Central at Wilsonville Station," provides connections to all SMART routes and to TriMet's Westside Express Service (WES) commuter rail station.

³ Figure 5-2, Wilsonville Transportation System Plan, Amended June 2016.

- **UU-P2B Boones Ferry Road Urban Upgrade:** Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only.

Existing Traffic Volumes and Operations

Existing PM peak hour traffic operations were analyzed at the following study intersections based on coordination with city staff⁴:

- Boeckman Road/Boberg Road
- Boones Ferry Road/Barber Street

Intersection turn movement volumes were collected⁵ at these intersections during two consecutive PM peak periods when schools were in session. The most conservative set of volumes between the two days was used in the intersection operations analysis and is shown in Figure 2. The following sections describe intersection performance measures, required operating standards, and existing operating conditions.

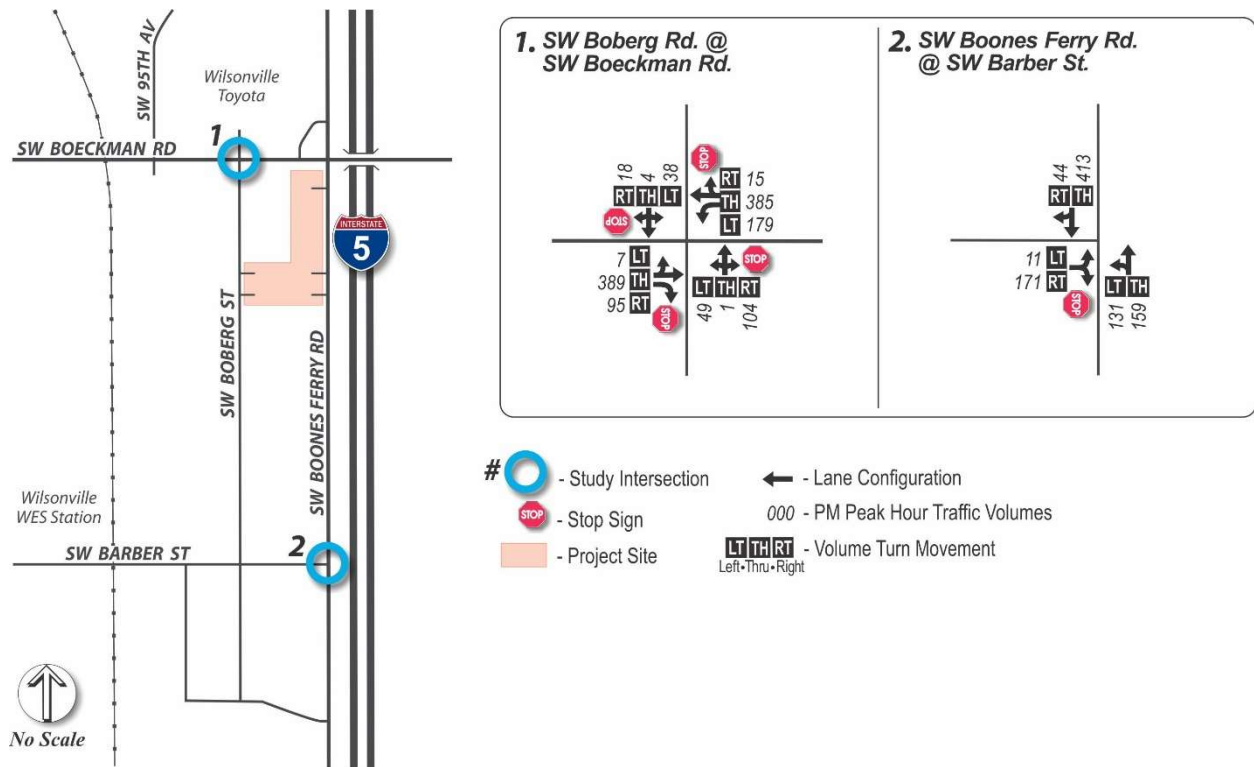


Figure 2: Existing PM Peak Hour Traffic Volumes

⁴ Phone call with Steve Adams, November 13, 2018.

⁵ Traffic data for all study intersections was collected on December 4th and December 5th, 2018 by Key Data Network.

Intersection Performance Measures

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.

- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection.⁶ 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.

Required Operating Standards

The City of Wilsonville requires study intersections on public streets to meet its minimum acceptable level of service (LOS) standard, which is LOS D per overall intersection for peak periods.⁷

Existing Operating Conditions

Existing traffic operations at the study intersections were determined for the PM peak hour based on the 2010 Highway Capacity Manual (HCM) methodology for unsignalized intersections.⁸ The results were then compared with the City of Wilsonville’s minimum acceptable level of service (LOS) operating standard of LOS D or better. Table 3 lists the estimated delay, LOS, and v/c ratio of each study intersection. The existing study intersections currently meet operating standards.

⁶ A description of Level of Service (LOS) is provided in the appendix and includes a list of the delay values (in seconds) that correspond to each LOS designation.

⁷ *City of Wilsonville Code*, City of Wilsonville Section 4.140(.09)J.2., p.166.

⁸ *2000 & 2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000/2010.

Table 3: Existing PM Peak Study Intersection Operations

Intersection	Operating Standard	Existing PM Peak		
		Delay	LOS	v/c
Boeckman Road/Boberg Road	LOS D	26.4	D/B	0.76
Boones Ferry Road/Barber Street	LOS D	14.9	A/B	0.35

Unsignalized Intersections:

Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement

LOS = Level of Service of Major Street/Minor Street

v/c = Volume-to-Capacity Ratio of Worst Movement

CHAPTER 3: PROJECT IMPACTS

This chapter reviews the impacts that the proposed Industrial Focus development may have on the study area transportation system. This analysis includes site plan evaluation, trip generation, trip distribution, and future year traffic volumes and operating conditions for the two study intersections.

Proposed Development

The proposed development involves building three 32,000 square-foot industrial/flex buildings, with each building constituting a phase of the project. Each building will accommodate 16,000 square feet of office-technology, 8,000 square feet of manufacturing and 8,000 square feet of warehouse. The site will be located south of Boeckman Road between Boberg Road and Boones Ferry Road. This development proposes five full access points: two accesses on Boberg Road and three accesses on Boones Ferry Road. The most northern access on Boones Ferry Road will not be built until the completion of Phase 3 (full development).

Future Analysis Scenarios

Two future project scenarios were selected for this analysis: Phase 1 and Full Development. The Phase 1 analysis scenario assumes that one 32,000 square-foot building is built and occupied. The Full Development assumes all three phases (all three buildings) have been built and occupied.

All future analysis scenarios assume a two-way stop-controlled intersection at Boeckman Road/Boberg Road. The existing all-way stop-control was intended to be an interim traffic control device to reduce minor street delays while the Kinsman Road extension improvement project (between Barber Street and Boeckman Road) was being designed and built.⁹ Now that the Kinsman Road improvement project is complete, northbound traffic volume has shifted off of Boberg Road and onto Kinsman Road and the intersection does not meet all-way stop warrants as discussed in the All-Way Stop Control Warrant section in this report. Additionally, traffic volumes on Boeckman Road have been increasing due to the construction of the Villebois developments. Therefore, a two-way stop-controlled intersection was used as the basis of future analysis.

Trip Generation

Trip generation is the method used to estimate the number of vehicles added to site roadways and the adjacent roadway network by a development during a specified period (i.e., such as the PM peak hour). For this study, typical ITE 10th Edition trip generation data was used which is based on national land use data.

⁹ Wilsonville Commuter Rail Park and Ride TIS – Revised Mitigation Summary, DKS Associates, February 2011.

Table 4 provides the trip generation for the proposed development. As shown, the development is expected to generate approximately 26 total (4 in, 22 out) PM peak hour trips at the end of Phase 1. The trip generation for all three phases was also calculated and the development is anticipated to generate approximately 78 total (15 in, 63 out) PM peak hour trips at the end of Phase 3 (Full Development). Note that the trip rate for General Office Building (710) is back-calculated based on the non-linear ITE trip generation equation for that land use.

Table 4: PM Peak Hour Primary Trip Generation

Land Use (ITE Code)	Size	PM Peak Hour				Daily Trips
		Trip Rate	In	Out	Total	
General Office Building (710)	16 KSF	1.19 Trips/KSF ^{1,2}	3	16	19	179
Warehousing (150)	8 KSF	0.19 Trips/KSF	0	2	2	14
Manufacturing (140)	8 KSF	0.67 Trips/KSF	1	4	5	31
Phase 1 Total Trips			4	22	26	224
General Office Building (710)	48 KSF	1.19 Trips/KSF ¹	9	48	57	521
Warehousing (150)	24 KSF	0.19 Trips/KSF	1	4	5	42
Manufacturing (140)	24 KSF	0.67 Trips/KSF	5	11	16	94
Full Development Total Trips			15	63	78	657

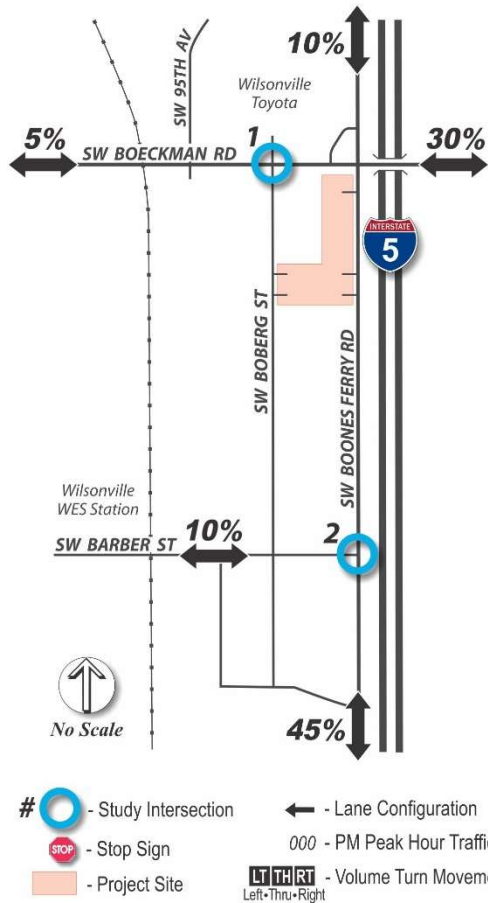
¹Rate back-calculated from ITE fitted curve equation.

²KSF= 1,000 square feet

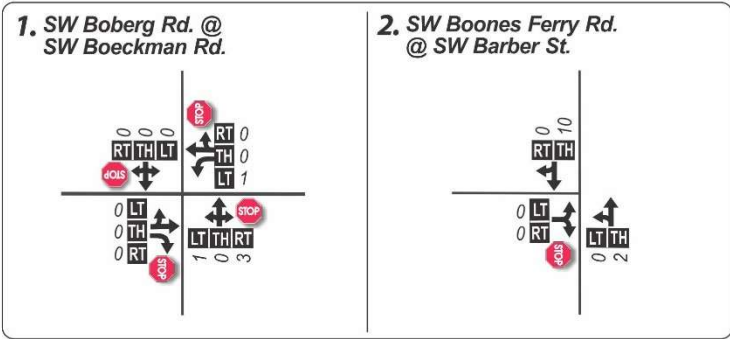
Trip Distribution

Trip distribution provides an estimate of where project-related trips would be coming from and going to. It is given as percentages at key gateways to the study area and is used to route project trips through the study intersections. Figure 3 on the following page shows the expected trip distribution and project trip routing for the additional traffic generated by the Industrial Focus project. The distribution shows 45% of trips traveling south of the project site via Boones Ferry Road and 10% trips will travel north. Approximately 5% of trips will travel west on Boeckman Road and 30% will travel east on Boeckman Road. The distribution assumes that 10% of the trips will use Barber Street. The trip distribution was estimated using the City of Wilsonville travel demand model.¹⁰

¹⁰ Wilsonville Travel Forecast Model, select zone model run for TAZ 4029.



Phase 1



Full Project

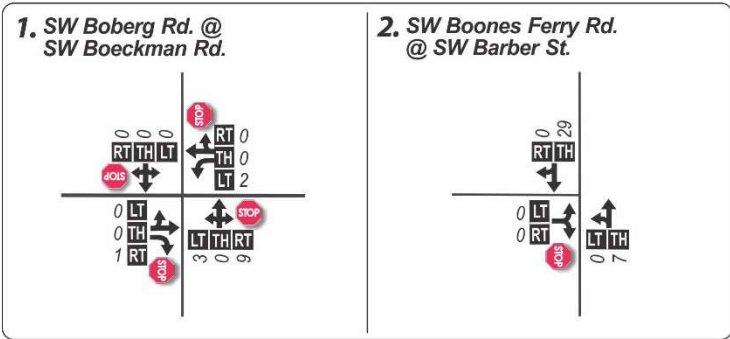


Figure 3: Trip Distribution and Project Trips

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 as discussed prior.

The proposed Industrial Focus development is expected to generate three PM peak hour trips through the I-5/Elligsen Road interchange area and 12 PM peak hour trips through the I-5/Wilsonville Road interchange area for Phase 1.

For full development buildout, the development is expected to generate 8 PM peak hour trips through the I-5/Elligsen Road interchange area and 36 PM peak hour trips through the I-5/Wilsonville Road interchange area.

Future Traffic Volumes and Operating Conditions

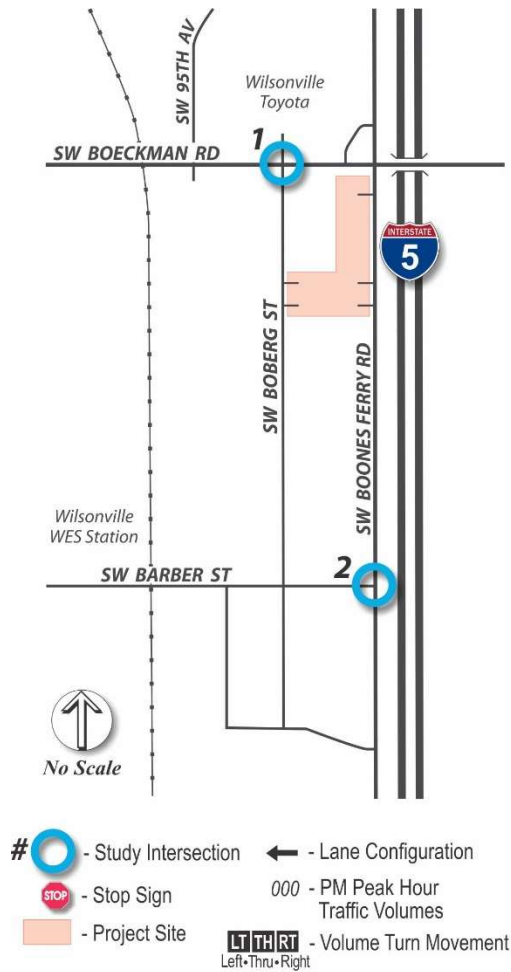
Future operating conditions were analyzed at the study intersections for the following future traffic scenarios. The comparison of the following scenarios enables the assessment of project impacts:

- Existing + Stage II ¹¹
- Existing + Phase 1
- Existing + Stage II + Phase 1
- Existing + Full Development
- Existing + Stage II + Full Development

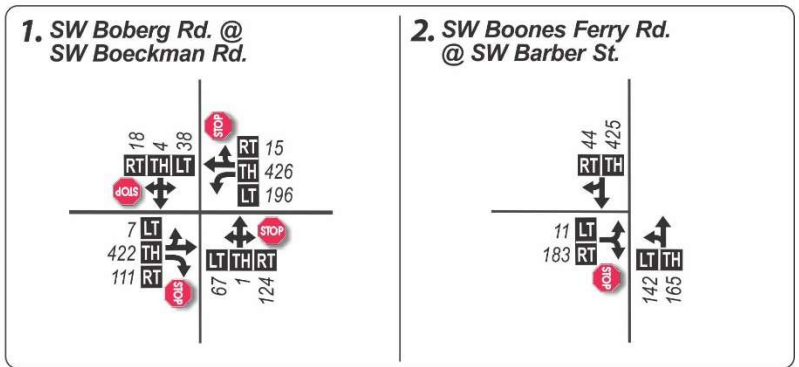
Future traffic volumes were estimated at the study intersections for each scenario. The future operating scenarios include various combinations of three types of traffic: existing, Phase 1, Full Development, and Stage II. Stage II development trips are estimated based on the list of currently approved Stage II developments provided by City staff.¹² The Stage II list and the corresponding PM peak hour trip generation estimates for these developments are included in the appendix. Figure 4 on the following pages show the PM peak hour traffic volumes used to analyze the future scenarios.

¹¹ Stage II includes traffic from other developments with Stage II approval or developments that are under construction.

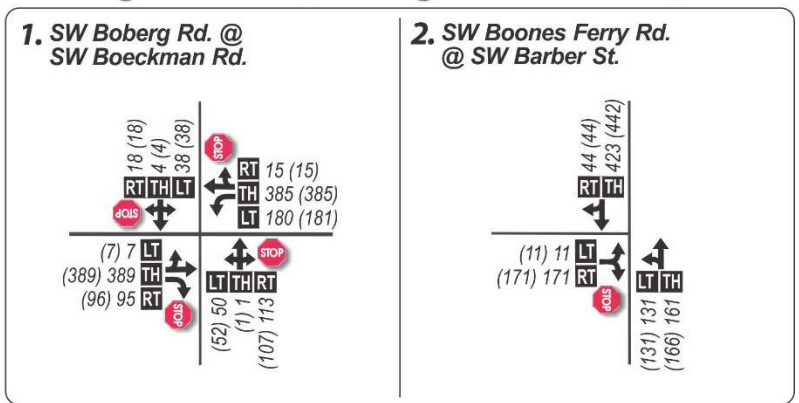
¹² Email from Daniel Pauly, City of Wilsonville, December 21, 2018.



Existing + Stage II



Existing + Phase 1 (Existing + Full Buildout)



Existing + Stage II + Phase 1 (Existing + Stage II + Full Buildout)

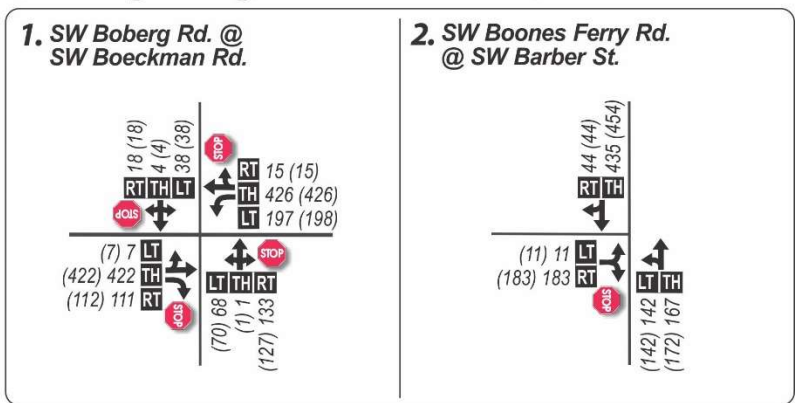


Figure 4: Future PM Peak Hour Traffic Volumes

Intersection Operations

All future analysis scenarios assume a two-way stop-controlled intersection at Boeckman Road/Boberg Road as discussed in the *Future Analysis Scenarios* section earlier.

The study intersection operating conditions for the project trips after Phase 1 and future Stage II developments are listed in Table 5. All study intersections meet operating standards for all scenarios shown below.

Table 5: Future Phase 1 and Stage II Intersection Operations Comparison

Intersection	Operating Standard	Existing + Stage II			Existing + Phase 1			Existing + Stage II + Phase 1		
		Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c
Boeckman Road/Boberg Road	LOS D	24.4	A/C	0.53	18.3	A/C	0.38	24.8	A/C	0.54
Boones Ferry Road/Barber Street	LOS D	15.6	A/C	0.38	15.2	A/C	0.36	15.9	A/C	0.39

Unsignalized Intersections:

Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement

LOS = Level of Service of Major Street/Minor Street

v/c = Volume-to-Capacity Ratio of Worst Movement

Bold/Highlighted: Intersection fails to meet operating standard

The study intersection operating conditions for the project trips after all three phases (full development) and future Stage II developments are listed in Table 6. All study intersections meet operating standards for all scenarios shown below.

Table 6: Future Full Development and Stage II Intersection Operations Comparison

Intersection	Operating Standard	Existing + Full Development			Existing + Full Development + Stage II		
		Delay	LOS	v/c	Delay	LOS	v/c
Boeckman Road/Boberg Road	LOS D	18.8	A/C	0.40	25.6	A/D	0.56
Boones Ferry Road/Barber Street	LOS D	15.7	A/C	0.37	16.4	A/C	0.40

Unsignalized Intersections:

Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement

LOS = Level of Service of Major Street/Minor Street

v/c = Volume-to-Capacity Ratio of Worst Movement

Bold/Highlighted: Intersection fails to meet operating standard

It should be noted that the operations shown in the two tables above for intersection of Boeckman Road/Boberg Road do not include the operations for the north leg, which is the private driveway to the Wilsonville Toyota development. This approach operates at LOS F in the

future scenarios, but since the approach is privately owned, it is not required to meet the City’s operational standards.

All-Way Stop Control Warrant Analysis

The intersection of Boeckman Road/Boberg Road was previously analyzed and converted to an all-way stop prior to the construction of the Kinsman Road extension that was recently constructed between Barber Street and Boeckman Road. This roadway extension provided a primary arterial connection that is parallel to Boberg Road that would remove traffic volumes from Boberg Road, therefore, an all-way stop evaluation has been prepared to determine if the existing all-way stop should be removed and replaced with two-way stop control on the north and south minor street approaches and uncontrolled on the Boeckman Road arterial approaches.

An all-way stop warrant evaluation was conducted as outlined in the Manual on Uniform Traffic Control Devices (MUTCD)¹³. The MUTCD guidance provides a series of thresholds that are based on vehicle and pedestrian volumes and collision history. Each of the multi-way stop thresholds were evaluated for the Boeckman Road/Boberg Road intersection based on collision data provided by the Oregon Department of Transportation (ODOT) and 24-hour tube counts data.¹⁴

The multi-way stop vehicular volume warrant threshold recommends a vehicular volume of 300 vehicles per hour (vph) on the major street and 200 vph on the minor street for the *same* eight hours of an average day. As shown in the table below, none of the three scenarios that were analyzed meet the volume criteria. None of these scenarios generate enough traffic to meet the all-way stop criteria for the minor street approaches. Therefore, the all-way stop control at this intersection does not meet volume warrants at this location under existing, Phase 1, or full development build out conditions.

Table 7: All-Way Stop Warrant – Volume Criteria

Scenario	Hours Met		Warrant Met?
	Major Street Volume (minimum 300 vph)	Minor Street Volume (minimum 200 vph)	
Existing (2018)	14	2	No
Future (Existing + Stage II + Phase 1)	14	5	No
Future (Existing + Stage II + Full Development)	14	5	No

¹³ Manual on Uniform Traffic Control Devices, Federal Highway Administration, 2009 Edition.

¹⁴ 24-hour traffic data was collected by the City of Wilsonville on January 8, 9 and 10th, 2019.

The collision history warrant requires five or more crashes in a 12-month period that may be corrected by a multi-way stop intersection. Currently, the Boeckman Road/Boberg Road intersection has not experienced any collisions in the last 12 months of available collision data¹⁵, therefore the collision history warrant is not met. The complete all-way stop warrant analysis is shown in the Appendix.

Site Plan Evaluation

Because this project is proposed to be built in phases, there are two site plans provided by the project sponsor, Phase 1 site plan and the Master development site plan that shows all three phases. Both site plans showing the proposed development can be found in the appendix.

Site Access and Circulation

There are four proposed site access for Phase 1, two full-access driveways on Boones Ferry Road and two full-access driveways on Boberg Road. For the full project buildout, there is an additional proposed full-access driveway on Boones Ferry Road at the north end of the project site.

The City has minimum driveway clear drive aisle length standards. For driveways with more than 100 average daily traffic (ADT), the minimum clear drive aisle length shall be 100 feet. The current site plans show approximately 20-foot driveway aisles at all five driveways, failing to meet standards. It recommended that the clear drive aisle lengths be shown at a minimum 100 feet at all proposed driveways.

The site plans show sufficient space for two-way motor vehicle circulation throughout the parking lot (24-foot wide aisles).

Pedestrian and Bicycle Facilities

The site plans show sidewalks along all building frontages and along Boones Ferry Road and Boberg Road fronting the project site. Marked pedestrian walking areas are delineated on the both site plans at each of the buildings' entrances, providing clear guidance for pedestrians to safely cross through the parking lot. It is recommended to construct all sidewalks to meet ADA requirements.

It is also recommended to improve Boones Ferry Road along the project site frontage to meet the City's collector standards as discussed in the TSP¹⁶. This includes building 5-foot sidewalks, a six-foot bike lane, and widening the street to include a median/turn lane on the western half of the street.

¹⁵ Collision data provided by Oregon Department of Transportation for analysis period 1/1/2017 to 12/31/2017.

¹⁶ Figure 3-8, City of Wilsonville TSP, City of Wilsonville, Amended June 2016.

Access Spacing and Sight Distance

All proposed access points are required to meet the City's required spacing between intersections and driveways. According to the Public Works Standards¹⁷, the desired access spacing on collectors is 300 feet, and the minimum access spacing is 100 feet. Boones Ferry Road and Boberg Road are both classified as collectors. The three proposed accesses on Boones Ferry Road are approximately 225 - 250 feet apart from each other and the two proposed accesses on Boberg Road are approximately 250 feet apart from each other.

However, on Boberg Road, north of the site, there is a driveway for another development only 50 feet north of the proposed driveway; whereas south of the project site the next driveway is 320 feet away. The proposed northern driveway on Boberg Road does not meet access spacing standards and should either be removed or a waiver from the City Engineer would need to be granted.

Additionally, the Walnut Park exit driveway is located 100 feet to the south of the proposed south driveway on Boones Ferry Road. In order to meet the desired access spacing standard (300 feet), it is recommended to close the proposed south driveway on Boones Ferry Road. The trip generation does not show a need for more than two driveways on Boones Ferry Road.

Preliminary sight distance was evaluated at the proposed project driveways. With the required roadway improvements, the driveways on Boones Ferry Road would be set back approximately 20 feet. The foliage near the Walnut Park site may block sight distance for the proposed south driveway. Prior to occupancy, sight distance at any proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs or landscaping does not restrict sight distance.

Parking

The proposed project buildings are required to comply with the City of Wilsonville Planning and Land Development code for the number of vehicular parking stalls and bicycle parking spaces that are provided on site.¹⁸ Table 8 lists the vehicular and bicycle parking requirements for both Phase 1 and the full development scenarios. The parking requirements are based on the building types and square footage of the various building uses. The table also lists the peak parking demand, which is estimated based on parking data published by the Institute of Transportation Engineers (ITE).¹⁹

¹⁷ Table 2.12, Public Works Standards, City of Wilsonville, 2015.

¹⁸ City of Wilsonville, Planning and Land Development Ordinance, Sections 4.154-4.198, Updated Feb. 2004.

¹⁹ *Parking Generation*, 4th Edition, Institute of Transportation Engineers, 2010.

Table 8: Vehicular and Bicycle Parking Summary

Land Use (ITE Code)	Size (KSF ^a)	Estimated Peak Demand ^b	Spaces Required by City Code ^c		
			Vehicle Minimum	Vehicle Maximum	Bicycle Minimum
General Office Building (710)	16	45	43	66	3
Warehousing (150)	8	4	2	4	2
Manufacturing (140)	8	8	13	No limit	6
Total Phase 1	32	57	58	No limit	6
General Office Building (710)	48	136	130	197	10
Warehousing (150)	24	12	7	12	2
Manufacturing (140)	24	24	38	No limit	6
Total Full Development	96	172	175	No limit	10

^a KSF = 1,000 square feet

^b Estimated demand based on 85th percentile identified in the *Parking Generation, 4th Edition*, ITE, 2010.

^c City of Wilsonville, Planning and Land Development Ordinance, Section 4.155, Table 5, Updated June 2013.

As shown above, 58 vehicular stalls are needed to meet the minimum City Code requirements for Phase 1 and 57 stalls are needed to satisfy the estimated peak parking demand. For the full development, 175 vehicular stalls are needed to meet the minimum City Code requirements and 172 stalls are needed to satisfy the estimated peak parking demand. Because the site is expected to have 99 parking stalls with the implementation of Phase 1 and 294 parking stalls at the completion of the full development, the site is expected to have sufficient available parking.

The table above also indicates that 11 bicycle parking spaces are needed at the project site to meet the minimum City Code requirements for Phase 1 and 18 bicycle parking spaces for full development. The Phase 1 site plan shows six bicycle parking stalls; enough to meet the minimum requirement. The full development site plan does not currently show any bicycle parking stalls. At minimum, 10 bicycle parking spaces will need to be built on the project site at the completion of the full development and should be located near building entrances in order to provide convenient access.

Project Impact Summary

The Industrial Focus development is anticipated to result in the following impacts:

Trip Generation

- The development consists of three 32,000 square-foot buildings, to be built in three phases, with each building constituting a project phase.

- Phase 1 is expected to generate 26 total (4 in, 22 out) PM peak hour trips. The full development (through Phase 3) is anticipated to generate approximately 78 total (15 in, 63 out) PM peak hour trips.
- Of the 26 Phase 1 project trips, three new PM peak hour trips are estimated to pass through the I-5/SW Elligsen Road interchange area and 12 PM peak hour trips through the I-5/Wilsonville Road interchange area.
- Of the 78 full project buildout trips, 8 new PM peak hour trips are estimated to pass through the I-5/SW Elligsen Road interchange area and 36 PM peak hour trips through the I-5/Wilsonville Road interchange area.

Intersection Operations

- All study intersections meet City standards under all analysis scenarios.

Site Plan Evaluation

- It is recommended that the clear drive aisle lengths be shown at a minimum 100 feet at all proposed driveways.
- It is recommended to construct all sidewalks to meet ADA requirements.
- It is also recommended to improve Boones Ferry Road along the project site frontage (west side only) to meet the City's collector standards, including 5-foot sidewalks, 6-foot bike lanes, and widening the street to include a median/turn lane on the western half of the street.
- It is recommended that the proposed northern driveway on Boberg Road be removed to meet City access spacing standards (300 feet).
- It is recommended that the proposed southern driveway on Boones Ferry Road be removed to meet City access spacing and sight distance standards (300 feet).
- Prior to occupancy, sight distance at any proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs or landscaping does not restrict sight distance.
- Both site plans (Phase 1 and Master development) show a sufficient number of vehicle parking stalls to meet the City's parking requirement.
- It is recommended that future site plans show the required number of bicycle parking stalls per the City's parking requirement.

APPENDIX

Appendix A – Site Plan

Appendix B – Existing Peak Hour Traffic Counts

Appendix C – Level of Service Description

Appendix D – Stage II Project List

Appendix E – All-Way Stop Warrant Analysis

Appendix F – HCM Analysis Results

Appendix G – Transportation System Plan Projects

Appendix A – Site Plan



PROJECT INFO - PHASE 1

SITE AREA:	171,206 SF
BUILDING AREA:	34,000 SF 24,000 SF FOOTPRINT 8,000 SF MEZZANINE
LANDSCAPING AREA:	
LANDSCAPING AREA REQUIREMENTS:	25,681 = 15%
LANDSCAPING AREA PROVIDED:	25,812 = 15.1%
PARKING COUNTS:	
PARKING SPACE REQUIREMENTS:	58.4
PARKING SPACES PROVIDED:	99 SPACES (2.9 PER 1000 SF) 60 STANDARD 39 COMPACT (39.4%)
BICYCLE PARKING COUNT:	MIN. 6

GENERAL NOTES

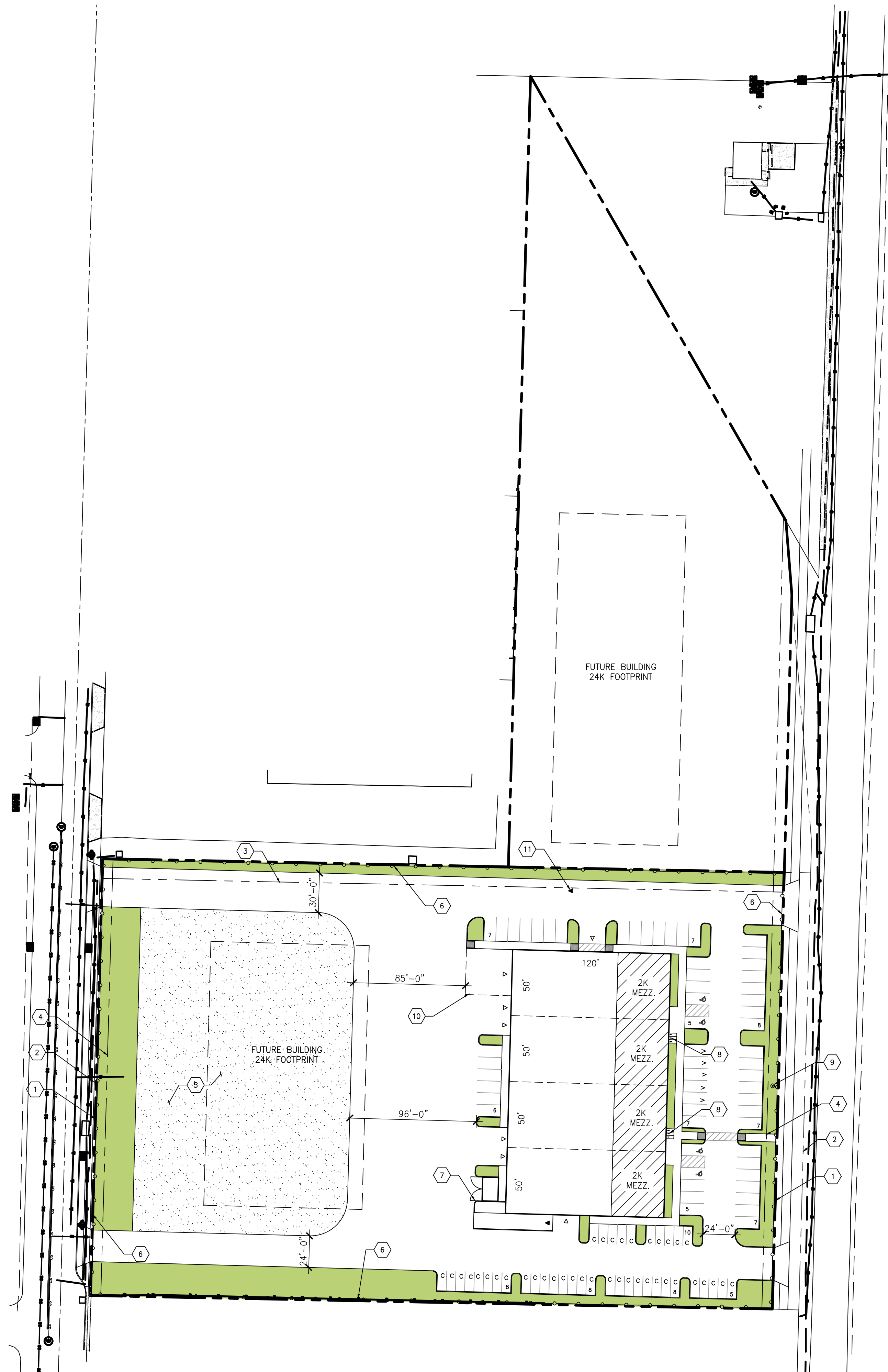
- CONTRACTOR SHALL VERIFY AND CONFIRM EXISTING CONDITIONS SHOWN OR IMPLIED ON DRAWINGS PRIOR TO START OF CONSTRUCTION. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES.
- TYPICAL CURB RADIUS = 3' UNLESS NOTED OTHERWISE. PLEASE NOTE WHERE TYPICAL RADI ARE NOTED PLEASE REFERENCE SIMILAR ISLANDS OR CONDITIONS WHERE THESE OCCUR
- EXISTING CONDITIONS BASED ON BOUNDARY SURVEY BY WEDDLE SURVEYING INC. DATED SEPTEMBER 21, 2018

LEGEND

	ACCESSIBLE PARKING STALL
C	COMPACT PARKING STALL
V	VANPOOL PARKING STALL
▽	DRIVE IN
▼	DOCK HIGH
	ADA COMPLIANT DIAMOND TEXTURE SURFACE - PROVIDE AT ACCESSIBLE CURB RAMPS
	PAINT STRIPED ACCESSIBLE AISLE AND NO PARKING AREA

KEYNOTES

- ① PROPERTY LINE
- ② OLD PROPERTY LINE
- ③ 15' WATER EASEMENT
- ④ 8' UTILITY EASEMENT
- ⑤ 40,000 SF GRAVEL STORAGE AREA
- ⑥ FENCE
- ⑦ TRASH ENCLOSURE
- ⑧ BIKE PARKING
- ⑨ FLAG POLE
- ⑩ 1,225 SF COVERED WASH BAY
- ⑪ EXISTING WELL



1 NORTH
A0.1 SITE PLAN - PHASE 1
1" = 50'-0"

ISSUED DATE
1

CIDA
ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS

15695 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.226.1285
FAX: 503.226.1670
WWW.CIDAINC.COM

(NEW CONSTRUCTION)
INDUSTRIAL FOCUS
28000 BLK BOBURG RD
WILSONVILLE, OR 97070

SITE PLAN
A0.1
JOB NO. 180146.01

© 2018 CIDA, P.C./CDA ALL RIGHTS RESERVED



PROJECT INFO

SITE AREA:	TAX LOT 500: 171,206 SF TAX LOT 300: 88,794 SF TOTAL: 260,200 SF
BUILDING AREA:	96,000 SF (32,000 PER BUILDING)
LANDSCAPING AREA:	39,030 = 15%
LANDSCAPING AREA REQUIREMENTS:	48,075 = 18.5%
LANDSCAPING AREA PROVIDED:	
PARKING COUNTS:	175.2 TOTAL SPACES (3.0 PER 1000 SF)
PARKING SPACES REQUIRED:	200 STANDARD
PARKING SPACES PROVIDED:	294 TOTAL SPACES (3.0 PER 1000 SF) 96 COMPACT (33%)

**PRELIMINARY
 PLAN
 ONLY-NOT
 FOR
 CONSTRUCTION**

ISSUED DATE
 1

CIDA
 ARCHITECTURE
 ENGINEERING
 PLANNING
 INTERIORS

15895 SW 72ND AVE SUITE 200
 PORTLAND, OREGON 97224
 TEL: 503.226.1285
 FAX: 503.226.1670
 WWW.CIDAINC.COM

(NEW CONSTRUCTION)
INDUSTRIAL FOCUS
 28000 BLK BOBURG RD
 WILSONVILLE, OR 97070

NORTH
1 MASTER PLAN
A0.1
 1" = 50'-0"

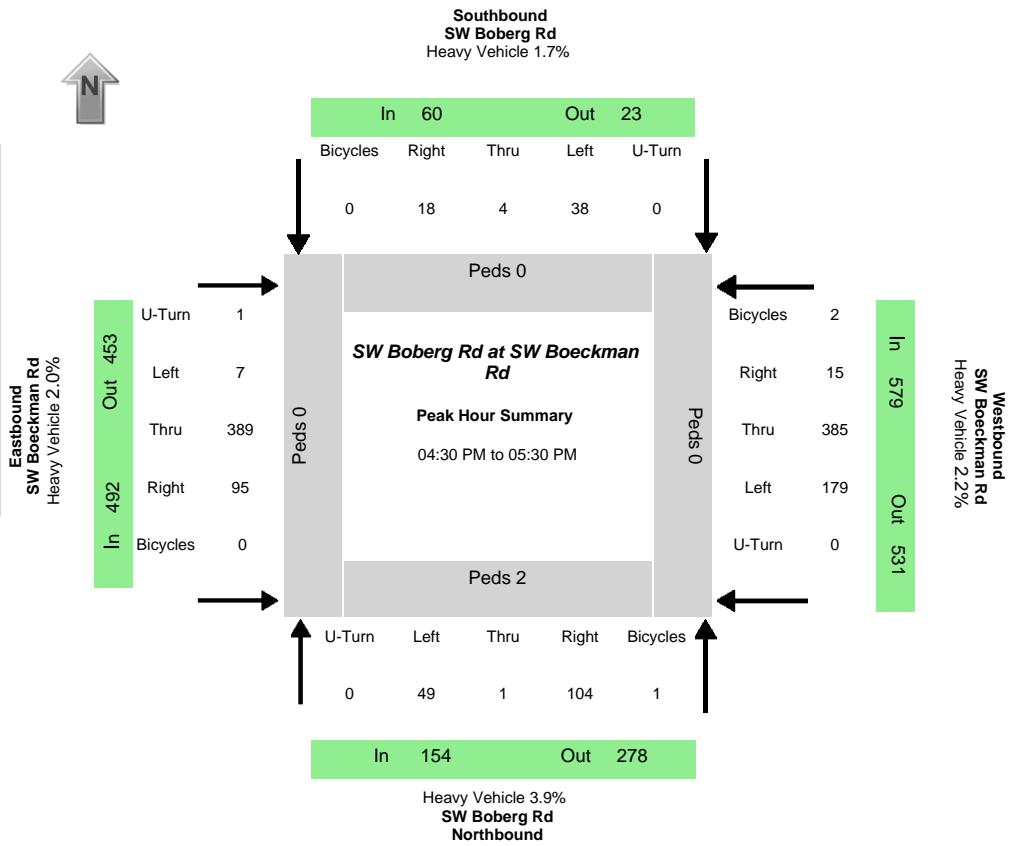
MASTER PLAN
 JOB NO. 180146.01
 © 2018 CIDA, P.C./CDA. ALL RIGHTS RESERVED

E:\cadd\18\0146.01 Industrial Focus\Current\Drawings\A0.1 - Site Plan.dwg Rev 06, 2018 - 8:20am

Appendix B – Existing Peak Hour Traffic Counts

Data Provided by K-D-N.com 503-594-4224

N/S street	SW Boberg Rd
E/W street	SW Boeckman Rd
City, State	Wilsonville OR
Site Notes	
Location	45.317427 - -122.772079
Start Date	Tuesday, December 04, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.90



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
49	1	104	0	38	4	18	0	7	389	95	1	179	385	15	0	154	60	492	579	278	23	453	531
Percent Heavy Vehicles																							
4.1%	0.0%	3.8%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	1.3%	5.3%	0.0%	2.8%	1.8%	6.7%	0.0%	3.9%	1.7%	2.0%	2.2%	3.6%	4.3%	2.2%	1.7%

PHV - Bicycles

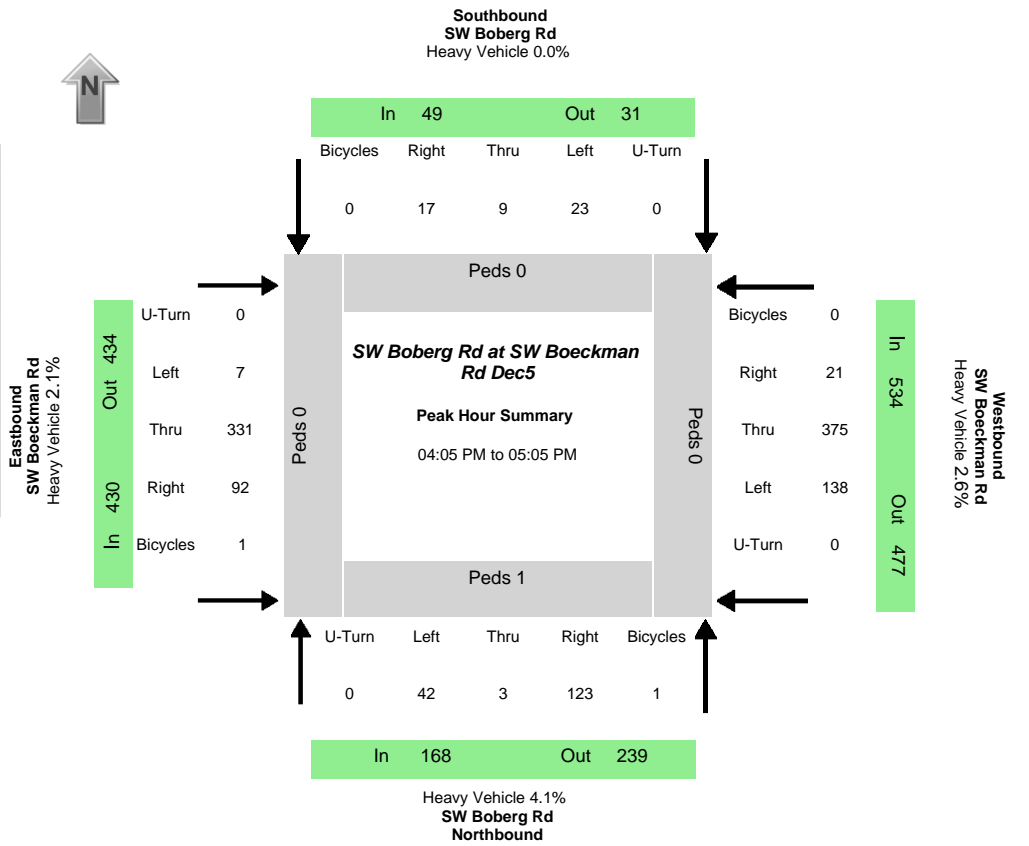
PHV - Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	2	0	0	0	2

All Vehicle Volumes

Time	Northbound SW Boberg Rd				Southbound SW Boberg Rd				Eastbound SW Boeckman Rd				Westbound SW Boeckman Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	1	1	12	0	1	1	2	0	1	26	7	0	8	24	3	0		
04:05:00 PM	4	0	9	0	5	1	0	0	0	36	6	0	8	29	3	0		
04:10:00 PM	6	1	8	0	2	3	3	0	3	27	6	0	12	31	1	0	291	
04:15:00 PM	5	0	4	0	1	1	3	0	0	20	11	0	11	27	2	0	289	
04:20:00 PM	2	2	14	0	4	0	2	0	1	30	9	0	8	31	1	0	292	
04:25:00 PM	6	1	17	0	0	0	2	0	1	20	3	0	8	28	0	0	275	
04:30:00 PM	5	0	6	0	2	0	3	0	1	30	7	0	16	25	0	0	285	
04:35:00 PM	3	0	10	0	3	0	1	0	0	33	3	0	9	37	0	0	280	
04:40:00 PM	3	0	8	0	1	0	1	0	0	25	9	0	14	34	2	0	291	
04:45:00 PM	8	0	13	0	5	0	1	0	0	34	15	0	16	19	0	0	307	
04:50:00 PM	4	0	9	0	3	1	0	0	0	35	8	0	17	30	2	0	317	
04:55:00 PM	4	0	8	0	3	1	1	0	1	22	7	0	15	28	6	0	316	1173
05:00:00 PM	6	0	7	0	5	1	1	0	1	35	10	1	9	26	0	0	307	1188
05:05:00 PM	3	0	10	0	4	1	4	0	0	44	9	0	18	33	1	0	325	1214
05:10:00 PM	6	1	8	0	3	0	2	0	1	34	9	0	15	41	1	0	350	1232
05:15:00 PM	1	0	8	0	4	0	1	0	2	30	8	0	10	44	1	0	357	1256
05:20:00 PM	4	0	12	0	1	0	1	0	1	41	5	0	19	28	1	0	343	1265
05:25:00 PM	2	0	5	0	4	0	2	0	0	26	5	0	21	40	1	0	328	1285
05:30:00 PM	1	0	10	0	0	0	0	0	1	23	8	0	7	32	2	0	303	1274
05:35:00 PM	8	0	11	0	2	2	1	0	1	27	7	0	8	33	1	0	291	1276
05:40:00 PM	2	1	8	0	3	1	3	0	0	26	5	0	12	43	1	0	290	1284
05:45:00 PM	0	0	7	0	0	4	1	0	0	21	4	0	7	32	1	0	283	1250
05:50:00 PM	3	2	10	0	0	0	0	0	1	28	8	0	9	36	1	0	280	1239
05:55:00 PM	1	1	14	0	1	2	1	0	0	16	6	0	5	29	2	0	253	1221

Data Provided by K-D-N.com 503-594-4224

N/S street	SW Boberg Rd
E/W street	SW Boeckman Rd
City, State	Wilsonville OR
Site Notes	
Location	45.317427 - -122.772079
Start Date	Wednesday, December 05, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:05:00 PM
Peak 15 Min Start	04:25:00 PM
PHF (15-Min Int)	0.93



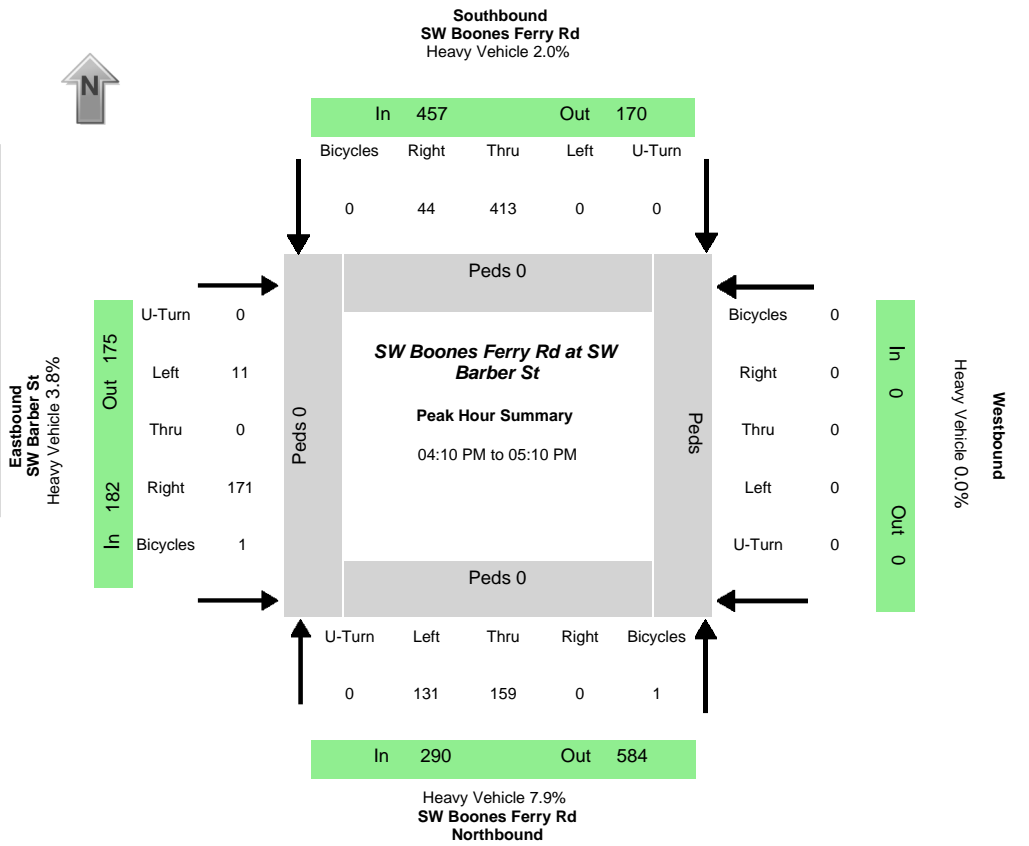
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
42	3	123	0	23	9	17	0	7	331	92	0	138	375	21	0	168	49	430	534	239	31	434	477
Percent Heavy Vehicles																							
7.1%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	2.2%	0.0%	2.2%	2.7%	4.8%	0.0%	4.2%	0.0%	2.1%	2.6%	2.1%	3.2%	3.0%	2.3%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	1

Time	Northbound SW Boberg Rd				Southbound SW Boberg Rd				Eastbound SW Boeckman Rd				Westbound SW Boeckman Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	2	0	7	0	3	1	0	0	0	22	4	0	8	27	2	0		
04:05:00 PM	7	0	11	0	5	0	2	0	0	28	8	0	9	33	3	0		
04:10:00 PM	4	0	8	0	2	0	0	0	1	37	10	0	9	25	1	0	279	
04:15:00 PM	3	0	8	0	1	2	2	0	0	25	5	0	13	20	1	0	283	
04:20:00 PM	3	1	8	0	0	0	0	0	1	37	8	0	8	32	2	0	277	
04:25:00 PM	5	2	13	0	1	0	2	0	0	17	7	0	14	33	1	0	275	
04:30:00 PM	2	0	17	0	2	2	0	0	1	23	12	0	12	36	1	0	303	
04:35:00 PM	1	0	15	0	0	1	1	0	2	35	10	0	12	37	0	0	317	
04:40:00 PM	1	0	6	0	2	0	0	0	0	32	5	0	9	31	0	0	308	
04:45:00 PM	4	0	12	0	1	2	4	0	0	18	4	0	15	36	0	0	296	
04:50:00 PM	2	0	5	0	3	0	4	0	1	13	5	0	16	27	3	0	261	
04:55:00 PM	7	0	12	0	2	0	1	0	1	33	11	0	8	28	3	0	281	1143
05:00:00 PM	3	0	8	0	4	2	1	0	0	33	7	0	13	37	6	0	299	1181
05:05:00 PM	4	0	6	0	3	1	0	0	0	27	3	0	13	42	1	0	320	1175
05:10:00 PM	2	0	6	0	1	0	2	0	0	24	7	0	13	32	1	0	302	1166
05:15:00 PM	2	0	2	0	1	1	2	0	1	29	8	0	6	32	1	0	273	1171
05:20:00 PM	7	1	9	0	2	0	1	0	0	24	7	0	7	31	1	0	263	1161
05:25:00 PM	2	0	6	0	1	0	0	0	1	22	4	0	11	30	1	0	253	1144
05:30:00 PM	1	0	4	0	2	1	0	0	1	39	5	0	7	26	1	0	255	1123
05:35:00 PM	4	1	12	0	2	0	1	0	0	23	11	0	13	33	1	0	266	1110
05:40:00 PM	0	0	15	0	2	2	2	0	0	16	10	0	8	22	1	1	267	1103
05:45:00 PM	3	0	5	0	1	1	1	0	0	17	6	0	8	33	1	0	256	1083
05:50:00 PM	4	0	3	0	1	1	1	0	1	30	4	0	8	23	0	0	231	1080
05:55:00 PM	3	2	9	0	1	3	1	0	2	24	8	0	9	24	2	0	240	1062

Data Provided by K-D-N.com 503-594-4224

N/S street	SW Boones Ferry Rd
E/W street	SW Barber St
City, State	Wilsonville OR
Site Notes	
Location	45.310193 - -122.769836
Start Date	Tuesday, December 04, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:10:00 PM
Peak 15 Min Start	04:55:00 PM
PHF (15-Min Int)	0.94



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
131	159	0	0	0	413	44	0	11	0	171	0	0	0	0	0	290	457	182	0	584	170	175	0
Percent Heavy Vehicles																							
6.9%	8.8%	0.0%	0.0%	0.0%	1.0%	11.4%	0.0%	0.0%	0.0%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.9%	2.0%	3.8%	0.0%	1.9%	8.2%	8.0%	0.0%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	
1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0

Time	Northbound SW Boones Ferry Rd				Southbound SW Boones Ferry Rd				Eastbound SW Barber St				Westbound				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	7	9	0	0	34	0	0	0	1	0	14	0	0	0	0	0		
04:05:00 PM	12	6	0	0	30	2	0	0	0	0	19	0	0	0	0	0		
04:10:00 PM	8	12	0	0	35	5	0	0	0	0	13	0	0	0	0	0	207	
04:15:00 PM	14	17	0	0	25	7	0	0	0	0	18	0	0	0	0	0	223	
04:20:00 PM	12	17	0	0	29	4	0	0	3	0	14	0	0	0	0	0	233	
04:25:00 PM	7	16	0	0	36	1	0	0	3	0	12	0	0	0	0	0	235	
04:30:00 PM	11	14	0	0	36	3	0	0	0	0	15	0	0	0	0	0	233	
04:35:00 PM	14	9	0	0	51	3	0	0	0	0	14	0	0	0	0	0	245	
04:40:00 PM	11	10	0	0	32	5	0	0	0	0	10	0	0	0	0	0	238	
04:45:00 PM	16	11	0	0	29	1	0	0	0	0	20	0	0	0	0	0	236	
04:50:00 PM	10	8	0	0	28	5	0	0	1	0	7	0	0	0	0	0	204	
04:55:00 PM	8	17	0	0	36	3	0	0	3	0	13	0	0	0	0	0	216	896
05:00:00 PM	9	16	0	0	41	2	0	0	1	0	12	0	0	0	0	0	220	912
05:05:00 PM	11	12	0	0	35	5	0	0	0	0	23	0	0	0	0	0	247	929
05:10:00 PM	12	13	0	0	30	3	0	0	1	0	13	0	0	0	0	0	239	928
05:15:00 PM	10	13	0	0	28	2	0	0	3	0	13	0	0	0	0	0	227	916
05:20:00 PM	8	9	0	0	33	1	0	0	1	0	12	0	0	0	0	0	205	901
05:25:00 PM	12	10	0	0	34	3	0	0	0	0	14	0	0	0	0	0	206	899
05:30:00 PM	11	8	0	0	32	1	0	0	1	0	13	0	0	0	0	0	203	886
05:35:00 PM	18	18	0	0	30	3	0	0	1	0	20	0	0	0	0	0	229	885
05:40:00 PM	14	17	0	0	39	4	0	0	1	0	11	0	0	0	0	0	242	903
05:45:00 PM	17	16	0	0	22	1	0	0	3	0	12	0	0	0	0	0	247	897
05:50:00 PM	13	6	0	0	25	1	0	0	3	0	16	0	0	0	0	0	221	902
05:55:00 PM	4	7	0	0	17	2	0	0	4	0	13	0	0	0	0	0	182	869

Appendix C – Level of Service Description

TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of level of service has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Levels of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The Highway Capacity Manual provides level of service calculation methodology for both intersections and arterials¹. The following two sections provide interpretations of the analysis approaches.

¹ *2000 Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2000, Chapter 16 and 17.

UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The 2010 Highway Capacity Manual describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

Level-of-Service Criteria: Automobile Mode

Control Delay (s/vehicle)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c > 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole

SIGNALIZED INTERSECTIONS

For signalized intersections, level of service is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay (or signal delay) includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. In previous versions of this chapter of the HCM (1994 and earlier), delay included only stopped delay. As delay increases, the level of service decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control. The 2000 Highway Capacity Manual provides the basis for these calculations.

Level of Service	Delay (secs.)	Description
A	<10.00	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.
B	10.1-20.0	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. This level generally occurs with good progression, short cycle lengths, or both.
C	20.1-35.0	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, and the number of vehicles stopping is significant.
D	35.1-55.0	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. The proportion of vehicles not stopping declines, and individual cycle failures are noticeable.
E	55.1-80.0	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
F	>80.0	Forced Flow/Excessive Delays: Represents jammed conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity, and is considered to be unacceptable to most drivers. Poor progression, long cycle lengths, and v/c ratios approaching 1.0 may contribute to these high delay levels.

Source: 2000 Highway Capacity Manual, Transportation Research Board, Washington D.C.

Appendix D – Stage II Project List

Updated by D. Pauly 12.21.18

Stage II Approved									
Project	Land Use	Status	Size	Total PM Peak Trips	Trip Allocation Percentage		Net New (Primary + Diverted) PM Peak Hour Trips not yet active		
					Internal	Pass-By	In	Out	Total
Ash Park Subdivision	Residential	Under construction	12 units				8	4	12
Hydro-Temp: Recent agreement with the City, the project is vested and so are the traffic trips	Office/Flex-Space	Not built	60.8 KSF				44	46	90
Mercedes Benz (Phase 2)	Auto Dealership	Not built					20	26	46
Shredding Systems (SQFT does not including paint canopy and another canopy)	Industrial/Commercial	Not built	66.8 KSF				20	46	66
Town Center Ph III and trip dedication to Miller Paint store Uses marked with "*" have not been built and PM peak hr trip sum exceeds remaining vested trip level by 2 trips. It has yet to be determined how to allocate trips between remaining buildings.	EyeHealth NW Medical Office (Pad 2)	Under construction	7.7 KSF				7	18	25
	High Turnover Restaurant (Pad 1)	Not built	7.5 KSF				24	17	47
	Miller Paint store	Not built	5.0 KSF				6	6	15
	Remaining Approved Total								85
Wilsonville Road Business Park Phase II	Phase 2 - office (2-story building on west parcel)	Partially Built	21.7 KSF				15	71	86
Universal Health Services	Mental Health Facility	Not built	62K						
14-Lot Single-Family Subdivision at 28500 and 28530 SW Canyon Creek Rd. South	Residential	Under construction	14				9	5	14
SORT Bionergy *Minimal impact, no PM Peak indicated in traffic impact analysis	Industrial	Not built					*	*	*
Charbonneau Range 40-lot Subdivision	Residential	Partially Built, 1 home built and occupied	40 lots				28	17	45
Hilton Garden Inn	Hotel	Not built	118 units				15	15	30
Frog Pond-Stafford Meadows	Residential	Under construction	46 units				30	16	46
Frog Pond-Morgan Farm	Residential	Under construction	80 units				51	29	80
Fir Avenue Commons	Residential	Not built	10 units				7	3	10
Aspen Meadows II	Residential	Not built	5 units				2	3	5
Family Fun Center Expansion 2018	Commercial	Under construction	16 bowling lanes - 8 batting cages				4	-1	3
Grace Chapel	Religious	Not built	Replace commercial college with larger church including 11,705 addition				-71	-29	-100

Stage II Approved – Villebois													
Project	Phase	Status	Land Use					Total PM Peak Trips	Trip Allocation Percentage		Net New (Primary + Diverted) PM Peak Hour Trips not yet active		
			SF	Town.	Apt.	Retail	School		Internal	Pass-By	In	Out	Total
North (Entirety)	Residential	Partially built, 305 homes sold and occupied	466								103	60	163
Central	Residential	Partially Built, 642 homes (86 single family, 191 condo/row homes, 365 apartments) occupied	102	391	365	8.5 KSF					123	70	193
FOR REFERENCE SAP EAST			537	42									

FOR REFERENCE SAP SOUTH (Includes PDP 7 Grande Pointe) 560

Pending Projects for Which Traffic Analysis has been completed (except Villebois)											
Project	Land Use	Status	Size	Total PM Peak Trips	Trip Allocation Percentage			Net New (Primary) PM Peak Hour Trips			
					Internal	Pass-By	Diverted	In	Out	Total	
Frog Pond Meadows (Phase 2 through 5)	Residential	Under land use review	128 net new sf residential (137-9 existing)						81	48	129

Appendix E – All-Way Stop Warrant Analysis

MUTCD Section 2B.07 Multi-Way Stop Applications

The decision to install multi-way stop control should be based on an engineering study. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal

DKS Analysis: A traffic control signal is not justified; therefore, Criteria A is not met

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

DKS Analysis: No crashes at this intersection in the most recent 12-months of crash data available from ODOT (1/1/2017 – 12/31/2017)

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2

DKS Analysis:

- C.1 is met. The future volumes were calculated by taking the existing hourly volumes and adding on the estimated Stage II project trips and the proposed project trips (for both Phase 1 and Full Project buildout). After this, fourteen hours of volumes exceeded 300 vehicles per hour for both Phase 1 and for Full Development buildout.
- C.2 criteria is not met. The future volumes for the minor street approach were calculated with the same method as the major street volumes. Only 5 hours of volumes met the 200 vph threshold.
- C.3 is unknown. The 85th percentile speed is unknown.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

DKS Analysis: Criteria D is not met because Criteria B is not met to 80 percent of the minimum values.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

DKS Analysis:

- A. Option A did not appear to be an issue in the field.
- B. Option B is not an issue as the pedestrian and bicycle activity here is low.
- C. Option C is not an issue.
- D. Option D was not applicable

Appendix F – HCM Analysis Results



Intersection	
Intersection Delay, s/veh	20.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔			↔			↔	
Traffic Vol, veh/h	7	389	95	179	385	15	49	1	104	38	4	18
Future Vol, veh/h	7	389	95	179	385	15	49	1	104	38	4	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	5	3	2	7	4	0	4	0	0	6
Mvmt Flow	8	432	106	199	428	17	54	1	116	42	4	20
Number of Lanes	0	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	23.1	21.4	12.6	11.4
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	32%	2%	0%	100%	0%	63%
Vol Thru, %	1%	98%	0%	0%	96%	7%
Vol Right, %	68%	0%	100%	0%	4%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	396	95	179	400	60
LT Vol	49	7	0	179	0	38
Through Vol	1	389	0	0	385	4
RT Vol	104	0	95	0	15	18
Lane Flow Rate	171	440	106	199	444	67
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.311	0.762	0.162	0.366	0.75	0.135
Departure Headway (Hd)	6.551	6.231	5.528	6.63	6.078	7.264
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	576	644	539	591	497
Service Time	4.647	4.011	3.307	4.408	3.856	5.264
HCM Lane V/C Ratio	0.314	0.764	0.165	0.369	0.751	0.135
HCM Control Delay	12.6	26.4	9.4	13.2	25	11.4
HCM Lane LOS	B	D	A	B	C	B
HCM 95th-tile Q	1.3	6.8	0.6	1.7	6.6	0.5

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	11	171	131	159	413	44
Future Vol, veh/h	11	171	131	159	413	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	7	9	1	11
Mvmt Flow	12	182	139	169	439	47

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	910	463	486	0	-	0
Stage 1	463	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.263	-	-	-
Pot Cap-1 Maneuver	307	595	1051	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	266	595	1051	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1051	-	554	-	-
HCM Lane V/C Ratio	0.133	-	0.349	-	-
HCM Control Delay (s)	8.9	-	14.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.6	-	-

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗		↕			↕	
Traffic Vol, veh/h	7	422	111	196	426	15	67	1	124	38	4	18
Future Vol, veh/h	7	422	111	196	426	15	67	1	124	38	4	18
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	450	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	5	3	2	7	4	0	4	0	0	6
Mvmt Flow	7	444	117	206	448	16	71	1	131	40	4	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	561	0	0	1338	1336	444	1453	1445	458
Stage 1	-	-	-	-	-	-	458	458	-	870	870	-
Stage 2	-	-	-	-	-	-	880	878	-	583	575	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.14	6.5	6.24	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.536	4	3.336	3.5	4	3.354
Pot Cap-1 Maneuver	1106	-	-	1005	-	-	129	155	610	109	133	595
Stage 1	-	-	-	-	-	-	579	570	-	349	372	-
Stage 2	-	-	-	-	-	-	339	368	-	502	506	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1104	-	-	1005	-	-	102	122	610	72	105	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	257	-	72	105	-
Stage 1	-	-	-	-	-	-	576	567	-	346	295	-
Stage 2	-	-	-	-	-	-	257	292	-	391	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.9	24.4	87.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	1104	-	-	1005	-	-	101
HCM Lane V/C Ratio	0.528	0.007	-	-	0.205	-	-	0.625
HCM Control Delay (s)	24.4	8.3	-	-	9.5	-	-	87.2
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	3	0	-	-	0.8	-	-	3

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	183	142	165	425	44
Future Vol, veh/h	11	183	142	165	425	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	7	9	1	11
Mvmt Flow	12	195	151	176	452	47

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	954	476	499	0	-	0
Stage 1	476	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.263	-	-	-
Pot Cap-1 Maneuver	289	585	1040	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	247	585	1040	-	-	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	4.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1040	-	543	-	-
HCM Lane V/C Ratio	0.145	-	0.38	-	-
HCM Control Delay (s)	9	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.8	-	-

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↕			↕	
Traffic Vol, veh/h	7	422	111	197	426	15	68	1	127	38	4	18
Future Vol, veh/h	7	422	111	197	426	15	68	1	127	38	4	18
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	5	3	2	7	4	0	4	0	0	6
Mvmt Flow	7	444	117	207	448	16	72	1	134	40	4	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	561	0	0	1340	1338	444	1456	1447	458
Stage 1	-	-	-	-	-	-	458	458	-	872	872	-
Stage 2	-	-	-	-	-	-	882	880	-	584	575	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.14	6.5	6.24	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.536	4	3.336	3.5	4	3.354
Pot Cap-1 Maneuver	1106	-	-	1005	-	-	128	154	610	109	133	595
Stage 1	-	-	-	-	-	-	579	570	-	348	371	-
Stage 2	-	-	-	-	-	-	338	368	-	501	506	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1104	-	-	1005	-	-	101	121	610	71	105	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	256	-	71	105	-
Stage 1	-	-	-	-	-	-	576	567	-	345	294	-
Stage 2	-	-	-	-	-	-	256	291	-	388	503	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.9			24.8			90.6		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	1104	-	-	1005	-	-	99
HCM Lane V/C Ratio	0.539	0.007	-	-	0.206	-	-	0.638
HCM Control Delay (s)	24.8	8.3	-	-	9.5	-	-	90.6
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	3.1	0	-	-	0.8	-	-	3.1

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	183	142	167	435	44
Future Vol, veh/h	11	183	142	167	435	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	7	9	1	11
Mvmt Flow	12	195	151	178	463	47

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	967	487	510	0	-	0
Stage 1	487	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.263	-	-	-
Pot Cap-1 Maneuver	284	576	1030	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	576	1030	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	4.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1030	-	534	-	-
HCM Lane V/C Ratio	0.147	-	0.386	-	-
HCM Control Delay (s)	9.1	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.8	-	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↕			↕	
Traffic Vol, veh/h	7	389	96	181	385	15	52	1	113	38	4	18
Future Vol, veh/h	7	389	96	181	385	15	52	1	113	38	4	18
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	5	3	2	7	4	0	4	0	0	6
Mvmt Flow	7	409	101	191	405	16	55	1	119	40	4	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	423	0	0	510	0	0	1230	1228	409	1331	1321	415
Stage 1	-	-	-	-	-	-	423	423	-	797	797	-
Stage 2	-	-	-	-	-	-	807	805	-	534	524	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.14	6.5	6.24	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.536	4	3.336	3.5	4	3.354
Pot Cap-1 Maneuver	1147	-	-	1050	-	-	153	180	638	133	158	629
Stage 1	-	-	-	-	-	-	605	591	-	383	401	-
Stage 2	-	-	-	-	-	-	372	398	-	534	533	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1145	-	-	1050	-	-	124	146	638	92	128	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	286	-	92	128	-
Stage 1	-	-	-	-	-	-	601	587	-	380	327	-
Stage 2	-	-	-	-	-	-	291	325	-	431	530	-





Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.9			18.8			58.6		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	434	1145	-	-	1050	-	-	127
HCM Lane V/C Ratio	0.403	0.006	-	-	0.181	-	-	0.497
HCM Control Delay (s)	18.8	8.2	-	-	9.2	-	-	58.6
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.9	0	-	-	0.7	-	-	2.3

Intersection

Int Delay, s/veh 4.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	11	171	131	166	442	44
Future Vol, veh/h	11	171	131	166	442	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	7	9	1	11
Mvmt Flow	12	182	139	177	470	47

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	949	494	517	0	-	0
Stage 1	494	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.263	-	-	-
Pot Cap-1 Maneuver	291	571	1024	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	251	571	1024	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	15.7	4	0
HCM LOS	C		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1024	-	530	-	-
HCM Lane V/C Ratio	0.136	-	0.365	-	-
HCM Control Delay (s)	9.1	-	15.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.7	-	-

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↕			↕	
Traffic Vol, veh/h	7	422	112	198	426	15	70	1	133	38	4	18
Future Vol, veh/h	7	422	112	198	426	15	70	1	133	38	4	18
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	5	3	2	7	4	0	4	0	0	6
Mvmt Flow	7	444	118	208	448	16	74	1	140	40	4	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	562	0	0	1342	1340	444	1462	1450	458
Stage 1	-	-	-	-	-	-	458	458	-	874	874	-
Stage 2	-	-	-	-	-	-	884	882	-	588	576	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.14	6.5	6.24	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.536	4	3.336	3.5	4	3.354
Pot Cap-1 Maneuver	1106	-	-	1004	-	-	128	154	610	108	132	595
Stage 1	-	-	-	-	-	-	579	570	-	347	370	-
Stage 2	-	-	-	-	-	-	337	367	-	499	505	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1104	-	-	1004	-	-	101	121	610	69	104	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	255	-	69	104	-
Stage 1	-	-	-	-	-	-	576	567	-	344	293	-
Stage 2	-	-	-	-	-	-	255	290	-	381	502	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3	25.6	94.1
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1104	-	-	1004	-	-	97
HCM Lane V/C Ratio	0.559	0.007	-	-	0.208	-	-	0.651
HCM Control Delay (s)	25.6	8.3	-	-	9.5	-	-	94.1
HCM Lane LOS	D	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	3.3	0	-	-	0.8	-	-	3.2

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	WT		T	T	T	
Traffic Vol, veh/h	11	183	142	172	454	44
Future Vol, veh/h	11	183	142	172	454	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	7	9	1	11
Mvmt Flow	12	195	151	183	483	47

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	992	507	530	0	-	0
Stage 1	507	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.263	-	-	-
Pot Cap-1 Maneuver	275	562	1012	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	562	1012	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	4.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1012	-	521	-	-
HCM Lane V/C Ratio	0.149	-	0.396	-	-
HCM Control Delay (s)	9.2	-	16.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.9	-	-

Appendix G – Transportation System Plan Projects



Table 5-3. Higher Priority Projects (Northeast Quadrant)

Project	Description	Cost
Roadway Extensions		
RE-11 Meridian Creek Middle School Site Improvements	Construct the collector roadways and site improvements associated with the proposed Meridian Creek Middle School site	\$1,600,000
RE-12A Frog Pond West Neighborhood Collector Roads	Construct the collector roadways within the west neighborhood as identified in the Frog Pond Area Plan	\$9,510,000
RE-12B Frog Pond South Neighborhood Collector Roads	Construct the collector roadways within the south neighborhood as identified in the Frog Pond Area Plan	\$2,650,000
Roadway Widening		
RW-01 Boeckman Road Bridge and Corridor Improvements	Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/Parkway Avenue intersections and adjacent transit stops	\$13,600,000
Urban Upgrades		
UU-01 Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge	\$12,220,000
UU-02 Boeckman Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); project includes a traffic signal or roundabout at the Boeckman Road-Advance Road/Stafford Road-Wilsonville Road Intersection	\$2,100,000
UU-05 Parkway Avenue Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$5,000,000
UU-06 Stafford Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$4,200,000
UU-09 Printer Parkway Urban Upgrade	Upgrade Printer Parkway to a three-lane collector with bicycle lanes and multiuse path	\$3,600,000
UU-10 Advance Road Urban Upgrade	Upgrade Advance Road to collector standards starting at Stafford Road to the proposed 63 rd Avenue (entrance to proposed Meridian Creek Middle School)	\$3,175,000
Spot Improvements		
SI-03 Stafford Road/65th Avenue Intersection Improvements	Improve turn radii, sight distance and grade differential by combining intersections as either a roundabout or traffic signal	\$2,000,000 (Partial County funding)
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-01 Canyon Creek Road Enhanced A/B Pedestrian Crossings	Install two new pedestrian crossings of Canyon Creek Road that include rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc. (final locations to be determined)	\$130,000
BW-04 Boeckman Road Bike Lanes and Sidewalk Infill	Construct bike lanes (both sides of street) and sidewalks (south side of street) from Parkway Avenue to Canyon Creek Road	\$515,000
BW-12 Parkway Center Trail Connector	Construct shared-use path as development occurs; with connection to proposed regional trail (Wiedeman Road Trail) on the south	\$120,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-01A Boeckman Creek Trail (North)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$850,000
RT-05 Wiedeman Road Trail	Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site	\$340,000
RT-07 Revised Frog Pond Regional Trail	Construct the regional trail identified in the Frog Pond Area Plan	\$700,000

FIGURE 5-4. HIGHER PRIORITY PROJECTS (NORTHEAST QUADRANT)

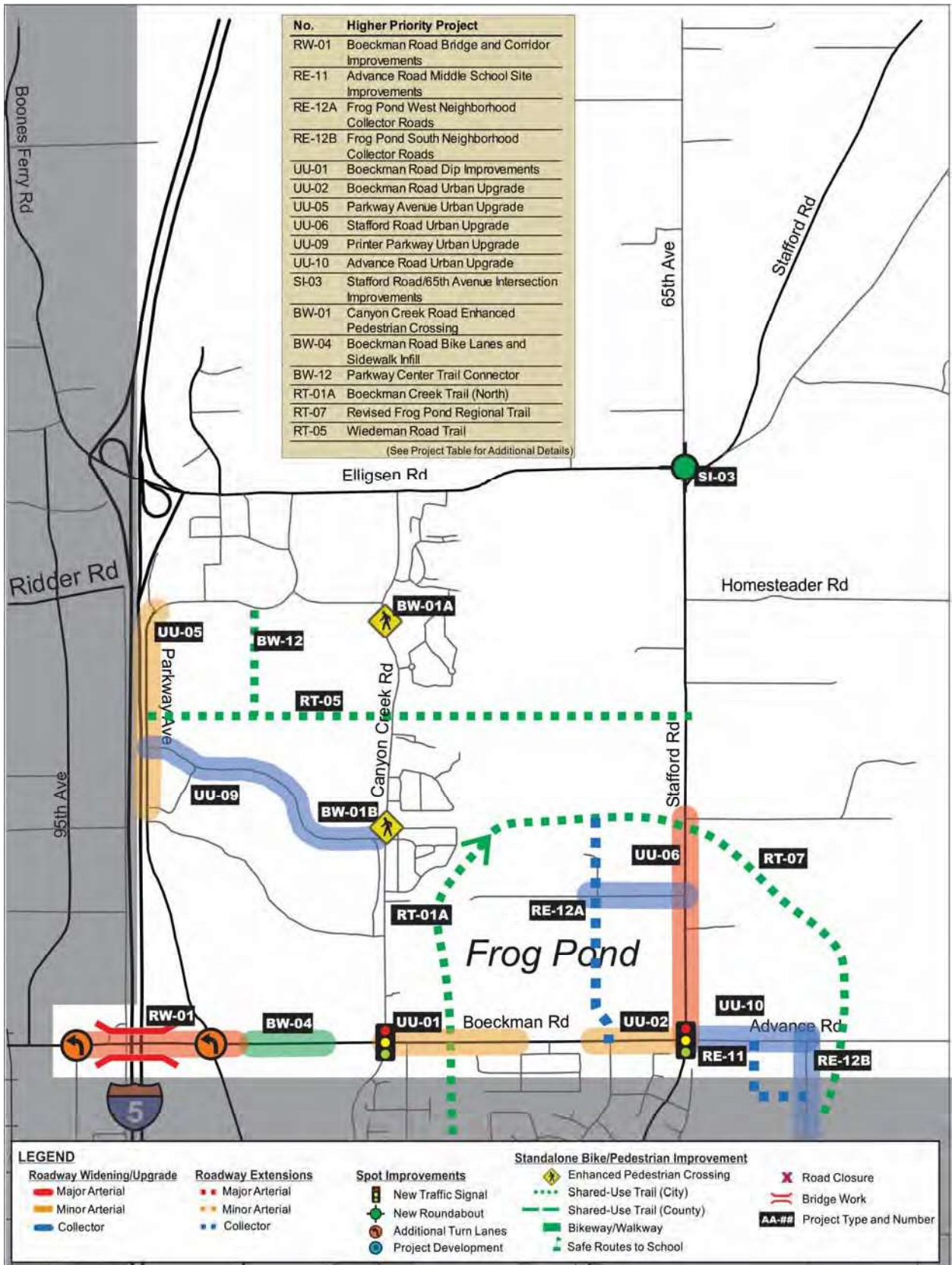


Table 5-4. Higher Priority Projects (Southwest Quadrant)

Project	Description	Cost
Roadway Extensions		
RE-01 Barber Street Extension	Construct 2-lane roadway with bridge, bike lanes, sidewalks, and transit stop improvements from Kinsman Road to Coffee Lake Drive to facilitate access and circulation to WES Station and Villebois	\$8,315,000
RE-02 Barber Street Extension (Part 2)	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Montebello Drive to facilitate access and circulation to WES Station and Villebois	\$400,000
RE-03 Barber Street through Villebois	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Monte Carlo Avenue to Grahams Ferry Road	\$520,000
RE-04A Corridor Study for Brown Road Extension	Perform a corridor study to determine the recommended Brown Road extension alignment (i.e., connection at either Bailey Street or 5th Street)	\$20,000
RE-04B Brown Road Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at either Bailey Street or 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection	\$15,200,000
RE-06 Costa Circle Loop Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Villebois Drive to Mont Blanc Street	\$3,000,000
RE-08 Kinsman Road Extension (South)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Boeckman Road; project also includes a roundabout at Kinsman Road/Boeckman Road intersection	\$8,400,000
RE-09 Villebois Drive Extension	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Costa Circle to Coffee Lake Drive	\$390,000
RE-10 Villebois Drive Extension (Part 2)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Boeckman Road	\$250,000
Roadway Widening		
RW-03 Widen Wilsonville Road East of Boones Ferry Road	Widen eastbound SW Wilsonville Road east of SW Boones Ferry Road by removing the center median. This project involves lane configuration analysis to best address congestion.	\$500,000
Urban Upgrades		
UU-03 Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	\$3,500,000
UU-04 Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	\$2,400,000
UU-07 Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	\$7,900,000
Spot Improvements		
SI-05 Curb Extension Removal on Boones Ferry Road	Remove curb extension and add an additional northbound through lane on SW Boones Ferry Road starting at the southern SW Boones Ferry Road/Fred Meyer access and ending at the SW Boones Ferry Road/SW Wilsonville Road intersection where the curbside through lane will terminate into the existing right turn lane.	\$200,000
SI-06 Truck Turning Improvements SW Kinsman Road	Rebuild the northwest corner of the Wilsonville Road/Kinsman Road intersection to accommodate truck turning movements and improve pedestrian safety. Requires right-of-way acquisition, widening, pedestrian ramp replacement, and traffic signal pole relocation.	\$750,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-03 Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	\$375,000
BW-05 Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill (part of Ice Age Tonquin Trail)	\$50,000
BW-06 Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive	\$50,000
BW-07 Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail	\$5,000
BW-13 Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center	\$180,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)		
SR-02 Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road	\$200,000
SR-03 Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street To future connections	\$150,000
SR-04 Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north	\$150,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-03 Ice Age Tonquin Trail B/C (Villebois)	Construct the remaining sections of the Ice Age Tonquin Trail within Villebois Village in conjunction with development and adjacent roadway improvements	\$560,000
RT-06 Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	\$1,380,000 (Partial Regional funding)

FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)

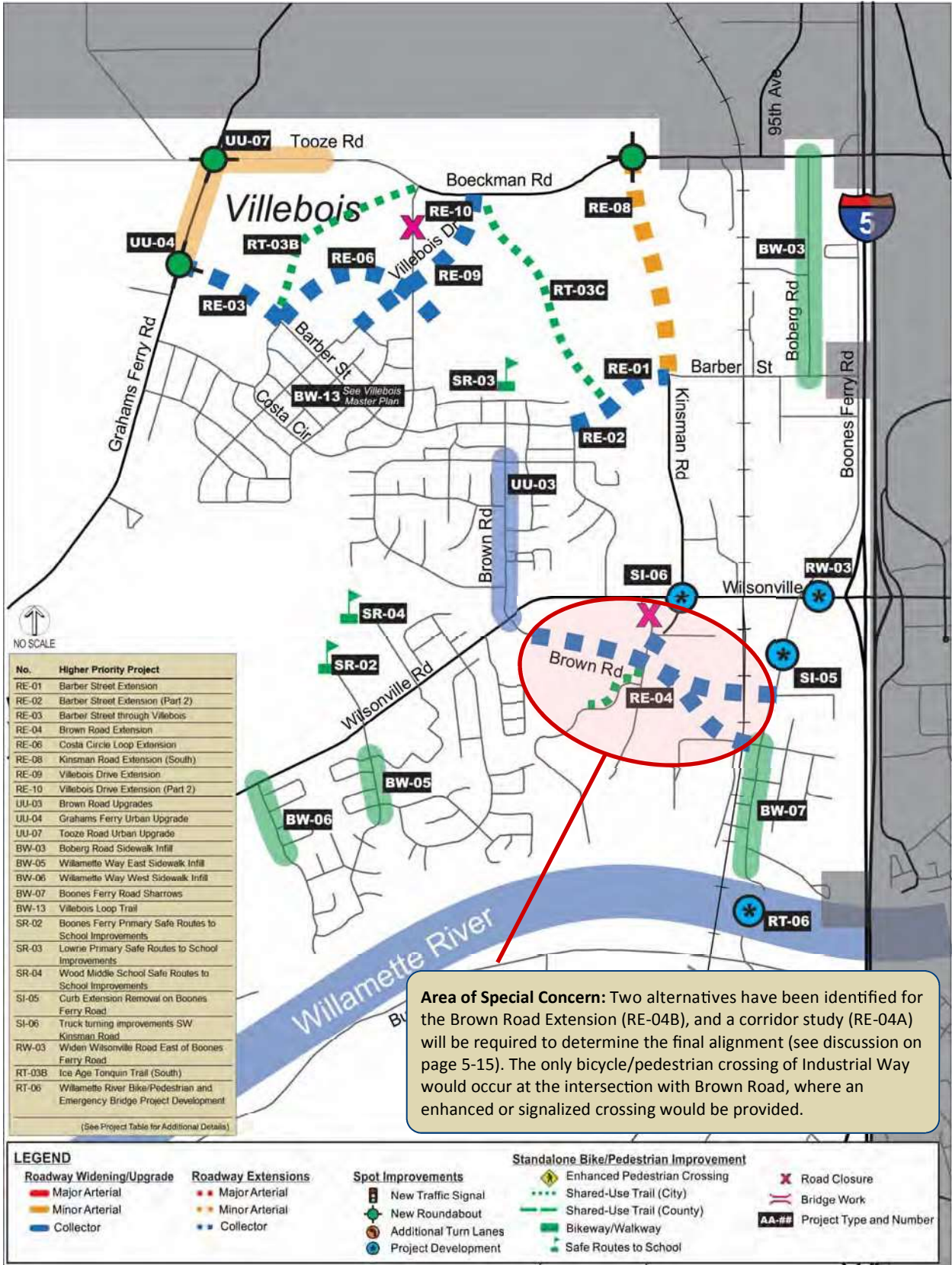


Table 5-5. Higher Priority Projects (Southeast Quadrant)

Project	Description	Cost
Roadway Extensions		
RE-05 Canyon Creek Road Extension	Construct remaining 3-lane roadway with bike lanes, sidewalks, and transit stop improvements from existing terminus to Town Center Loop East; project also includes realigning a portion of Vlahos Drive (so it intersects Canyon Creek Road) and installing a traffic signal at the Town Center Loop East/Canyon Creek Road intersection	\$3,500,000
Spot Improvements		
SI-04 Wilsonville Road/Town Center Loop West Intersection Improvements	Widen the north leg of the intersection and install a second southbound right-turn lane (dual lanes)	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-08 Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct other similar treatments that support pedestrian, bicycle, and transit access and circulation; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue and restripe Town Center Loop East from Wilsonville Road to Parkway Avenue to a three-lane cross-section with bike facilities	\$500,000
BW-09 Town Center Loop Bike/Pedestrian Bridge	Construct bike/pedestrian bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments	\$4,000,000
BW-10 Front Street Pathway	Construct 10-foot wide shared-use path along Front Street from County Mile to Miley Road or reconfigure existing roadway to remove a travel lane in each direction and add bicycle and pedestrian facilities	\$1,110,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)		
SR-01 Boeckman Creek Primary Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a new 10 to 12-foot bike path on the south side of the existing sidewalk that meanders south of the tree line and connects to the existing marked crosswalk near the school parking lot	\$65,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)		
LT-01 Memorial Park Trail Improvements	Construct trails throughout Memorial Park, including the Memorial Park Center Loop Trail, the River Trail, Kolbe Homestead Trail, and Klein Homestead Trail	\$595,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-01B Boeckman Creek Trail (South)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$1,150,000 (Partial Regional funding)
RT-04 Waterfront Trail Improvements	Improve the condition of the shared-use path as it passes underneath the I-5 Boone Bridge by removing the Jersey barriers, installing bollards, widening the trail, adding appropriate pedestrian features such as benches and lighting, and altering the grade of the path underneath the underpass to make it more easily accessible	\$125,000

FIGURE 5-6. HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT)

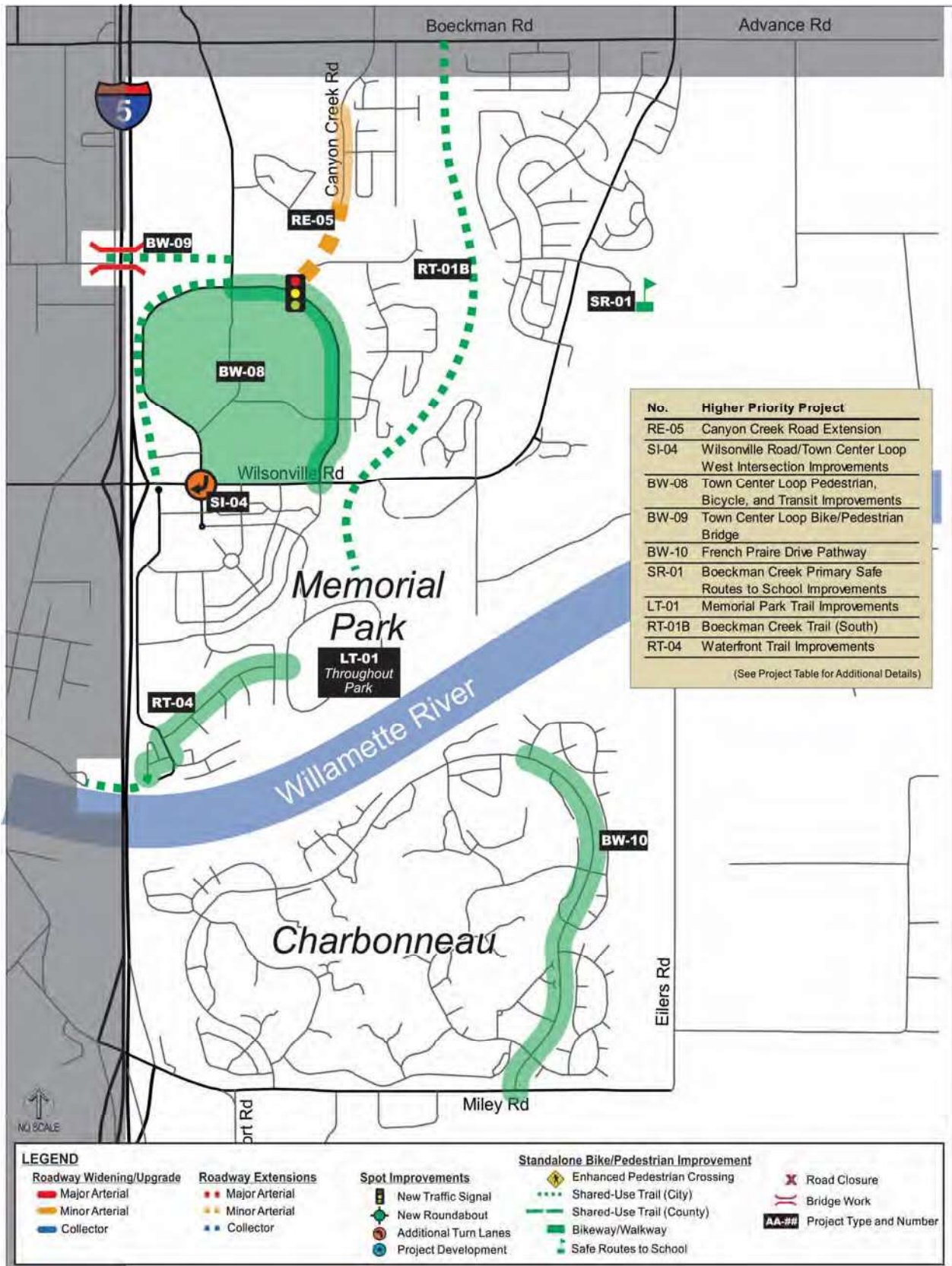
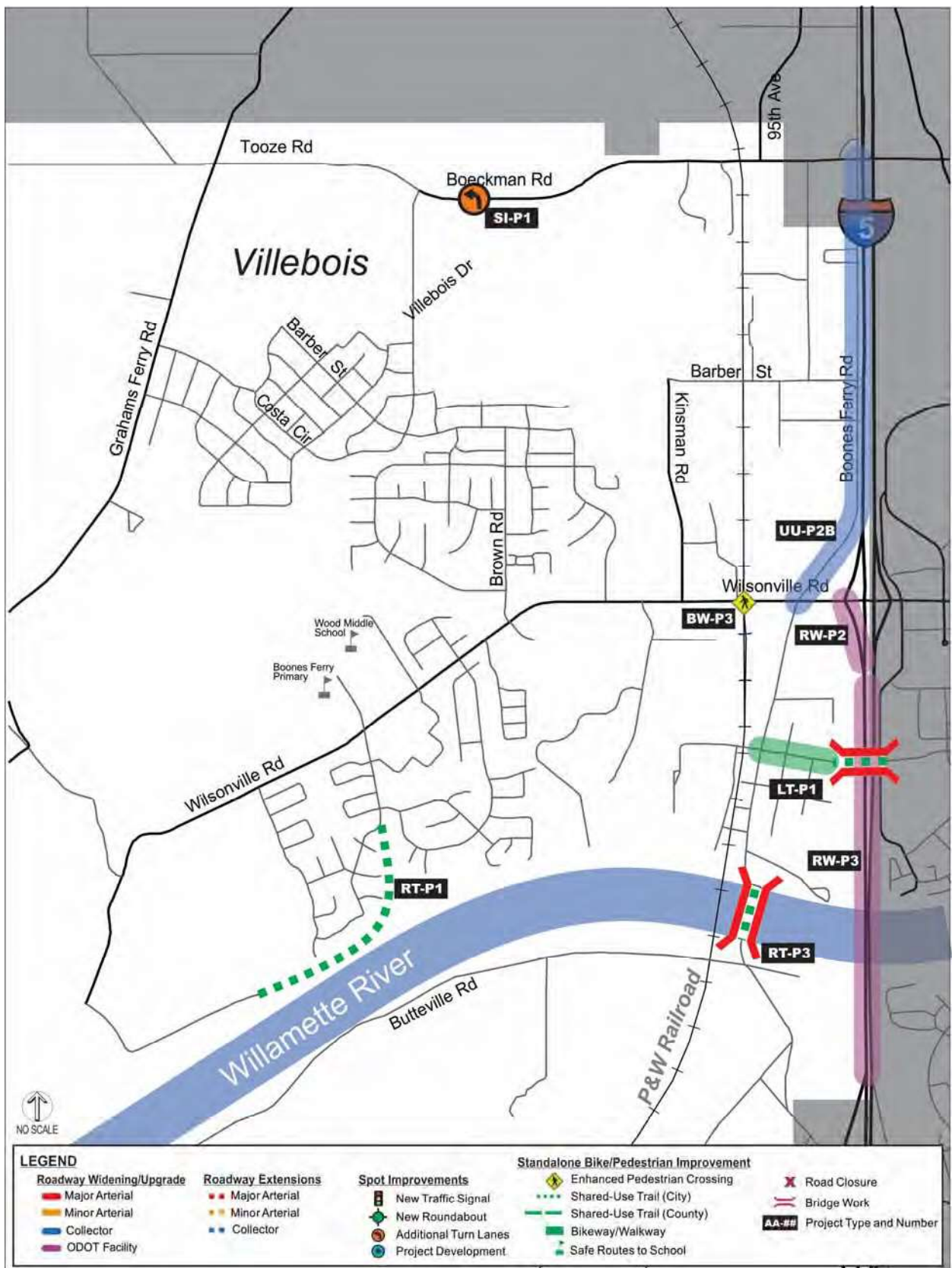


Table 5-11. Additional Planned Projects (Southwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost
Urban Upgrades			
UU-P2B	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	\$5,900,000
Spot Improvements			
SI-P1	Boeckman Road/Villebois Drive Roundabout Widening	Expand roundabout by adding a westbound slip lane to accommodate two westbound travel lanes on Boeckman Road	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-P3	Wilsonville Road Enhanced Pedestrian Crossing at Railroad Track	Install new pedestrian crossing adjacent to the railroad tracks that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc.	\$70,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)			
LT-P1	5th Street Bike/Pedestrian Bridge and Connections	Construct bike/pedestrian bridge over I-5 approximately aligned with 5 th Street; also construct bike lanes and sidewalks on 5 th Street connecting the new bridge to Boones Ferry Road	\$6,400,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-P1	Rivergreen Trail	Natural Trail from Ice Age Tonquin Trail/SW Willamette Way to Waterfront Trail	\$260,000
RT-P3	Willamette River Bike/Pedestrian and Emergency Bridge	Construct bridge over Willamette River for bike, pedestrian, and emergency access to provide an alternative to the I-5 freeway deck; Higher Priority project list includes project development portion of this project (costs are separate)	\$14,000,000
Roadway Widening			
RW-P2	Additional Queuing Lane on Southbound I-5 Ramp	Construct a third queuing lane on the southbound I-5 ramp at the I-5/Wilsonville Road interchange.	\$1,280,000
RW-P3	Auxiliary Lane Across Boone Bridge	Construct a northbound auxiliary lane on I-5 beginning at the Charbonneau northbound entrance ramp and terminating just north of the Wilsonville Road Interchange.	N/A

FIGURE 5-10. ADDITIONAL PLANNED PROJECTS (SOUTHWEST QUADRANT)





DP NICOLI

PRELIMINARY STORMWATER REPORT & CALCULATIONS

Wilsonville, Oregon

February 10th, 2020

The information contained in this report was prepared by
and under direct supervision of the undersigned:

John Megrditchian, PE

AAI Engineering

4875 S.W. Griffith Drive

Suite 300

Beaverton, Oregon 97005

PH 503.620.3030 FX 503.620.5539

johnm@aaieng.com

AAI Project Number: A18234.10

Table of Contents

I. Project Summary	3
II. Stormwater Calculations.....	3
III. Stormwater Design.....	4
IV. Conveyance Calculations.....	5
V. Downstream Analysis	5
VI. Operations and Maintenance	5
VII. Engineering Conclusion.....	5

Tables and Figures

TABLE 2.1: Onsite Basin Properties	3
TABLE 2.2: Offsite Basin Properties	3
TABLE 2.3: Onsite Facility Areas.....	4
TABLE 2.4: Offsite Facility Areas	4

Appendices

Appendix A

Existing Conditions

Appendix B

Site Plan

Appendix C

Storm Plans

Appendix D

BMP Sizing Tool Report

I. Project Summary

This report has been prepared to outline the existing and proposed on-site and off-site stormwater conditions for the DP Nicoli project. This report is based on existing topographic survey, geotechnical report and site investigation.

The project site is located in Wilsonville, Oregon. The total pre-developed on-site area is approximately 101,900 square feet (2.34 acres). The site currently consists of a grass field. The current site slopes from east to west. The offsite improvement area consists of approximately 10,880 square feet (0.25 acres). The predeveloped area consists a public road and street planters.

See Appendix A – Existing Conditions

The primary purpose of this project is to develop the site for a proposed building, parking and drive aisles. The onsite improvements will be approximately 85,400 square feet (1.96 acres) of total impervious area. The offsite improvements consist of a partial resurfacing of SW Boberg Road, new curbing and a sidewalk.

See Table 2.1 – Onsite Basin Properties and Table 2.2 – Offsite Basin Properties

TABLE 2.1: Onsite Basin Properties

Basin	Drainage Source	Impervious Area (sf)	Connected Treatment Type
1	Asphalt/Concrete Pavement	74,000	Storm Facility
2	Roof	11,400	Storm Facility

TABLE 2.2: Offsite Basin Properties

Basin	Drainage Source	Impervious Area (sf)	Connected Treatment Type
1	Asphalt/Concrete Pavement	9,610	Storm Facility

The total onsite area will be approximately 101,900 sf (2.34 acres). The total offsite area will be 10,880 sf. In addition to the site improvements, stormwater conveyance, water quality treatment, detention, and flow control devices are also included in both the onsite and offsite proposed designs.

See Appendix B – Site Plan and Appendix C – Storm Plans

II. Stormwater Calculations

The stormwater quality and quantity required for this project are designed according to the requirements of the City of Wilsonville and the BMP sizing tool. Due to limitations from low infiltration rates onsite, infiltration swales and planters were not utilized. The onsite and offsite stormwater

facilities have been modeled with one filtration swale and two filtration planters in order to meet the treatment and flow control requirements for above ground detention. The areas of the filtration systems that were outputted by the BMP sizing tool are shown in table 2.3 and 2.4. The current sizing design of our swales and planters do not utilize a reduction factor of 25%. The reduction factor could be used during the permitting phase of the project to reduce the final sizing of the facilities.

TABLE 2.3: Onsite Facility Areas

Facility	BMP Size (sf)
Swale	4,150
Planter – North	135
Planter – South	208

TABLE 2.4: Offsite Facility Areas

Facility	BMP Size (sf)
Planter - North	208
Planter - South	202

See Appendix D – BMP Sizing Tool Report

III. Stormwater Design

The proposed stormwater facilities are designed to capture all runoff within the proposed onsite and offsite improvements. No runoff from adjacent properties is anticipated to be captured by the proposed facilities. In addition, all site impervious runoff will be completely managed on site and will not drain onto adjacent properties.

All onsite stormwater runoff will be collected by catch basins, downspouts, and/or flow through curb cuts into the storm facilities at different locations onsite. The onsite stormwater management will be accomplished with 1 filtration swale and 2 filtration planters.

All offsite stormwater runoff will be collected by curb cuts. The offsite stormwater management will be accomplished with 2 filtration planters on the east side of SW Boberg Road within the right-of-way.

All onsite and offsite treatment techniques serve to meet the water quality and flow control requirements of the project for the 10-year design stormwater event. Water quality treatment is achieved by flowing through 18” to 24” of growing medium (24” for the filtration swale and 18” for the filtration planters). The stormwater will then enter a 6” perforated pipe embedded in 15” of drain rock that will ultimately outfall into the public storm system via a flow control device located inside the overflow structures.

IV. Conveyance Calculations

Conveyance calculations will be included with the permit submittal and will be sized for the 25-year storm event.

V. Downstream Analysis

No negative impacts are anticipated downstream as post-developed flow is being limited to pre-developed flow.

VI. Operations and Maintenance

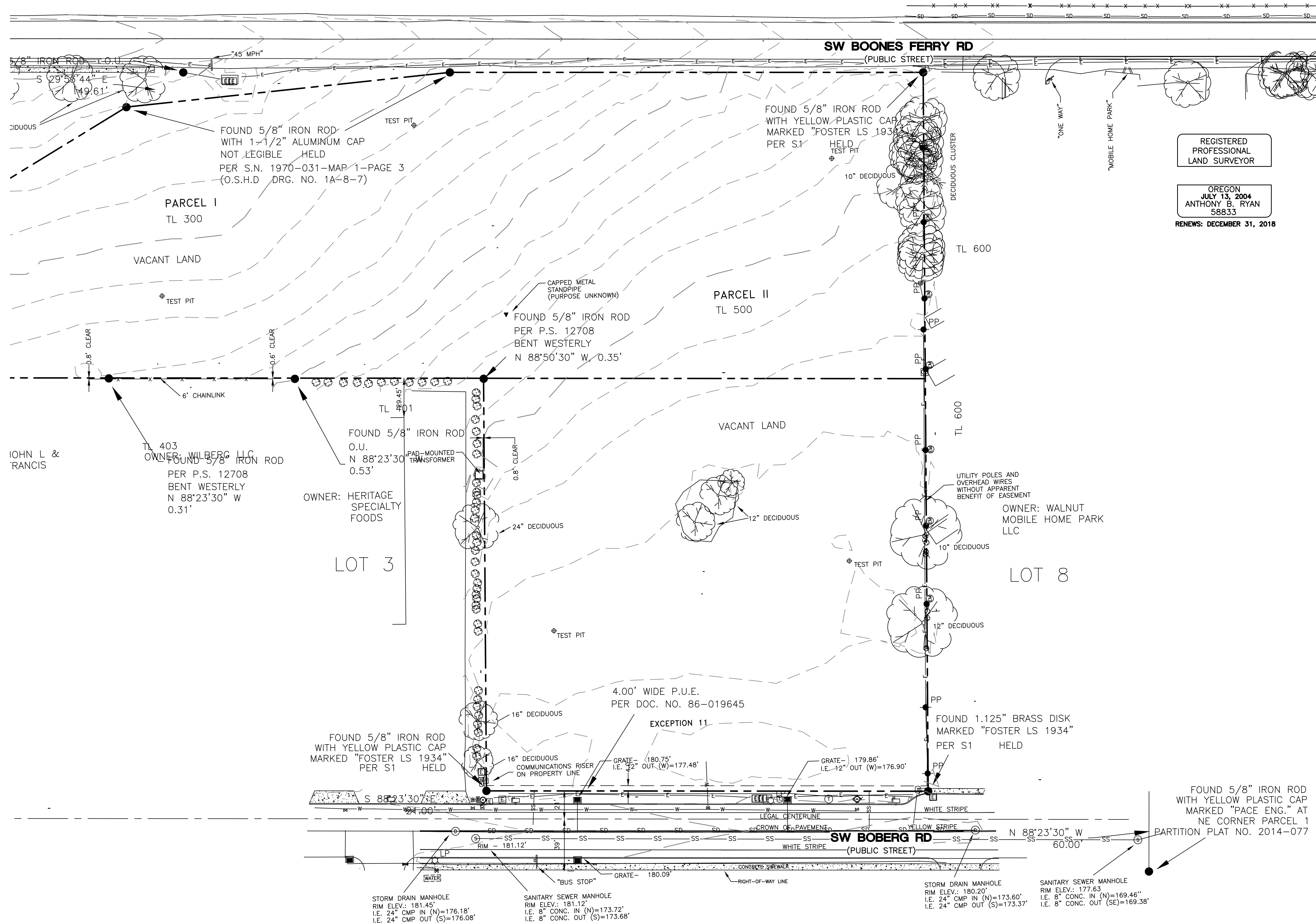
A completed Operations and Maintenance plan will be included with the permit submittal.

VII. Engineering Conclusion

Based on the requirements of using low impact development and the BMP sizing tool the proposed onsite and offsite facilities are adequately designed to manage the proposed development conditions and should be approved as designed.

Appendix A

Existing Conditions

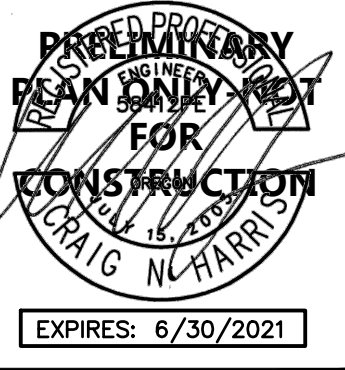
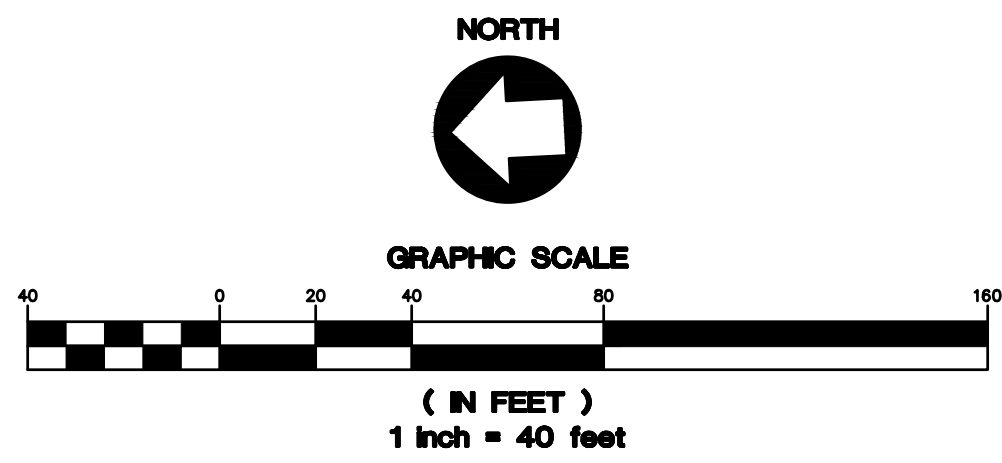


SHEET NOTES

- 1 THE BASIS OF BEARING FOR THIS SURVEY IS PER SURVEY NO. SN2015-164, CLACKAMAS COUNTY RECORDS. THIS IS NOT A RECORDABLE SURVEY.
- 2 UNDERGROUND UTILITIES ARE SHOWN PER SURFACE MARKINGS AND AS-BUILT INFORMATION PROVIDED BY THE CONTROLLING JURISDICTIONS. THE SURVEYOR MAKES NO GUARANTEE AS TO THE EXACT LOCATION, EXISTENCE, NON-EXISTENCE OR COMPLETENESS OF ANY SUBSURFACE UTILITIES SHOWN, OR NOT SHOWN ON THE MAP. CALL 811 BEFORE DIGGING.
- 3 THE BENCHMARK USED FOR THIS SURVEY IS AN OPUS GPS DERIVED ELEVATION ON A NAIL NEAR THE NW PROPERTY CORNER. ELEVATION: 181.11' (NAVD 88)

LEGEND

- BOLLARD
- CABLE TELEVISION VAULT
- COLUMN
- COMMUNICATIONS RISER
- CURB INLET
- DECIDUOUS TREE
- FIRE HYDRANT
- FOUND MONUMENT AS NOTED
- GPS OCCUPATION
- MAILBOX
- GAS VALVE
- LIGHT POLE
- POWER POLE
- POWER METER
- POWER PANEL
- POWER VAULT
- PUBLIC UTILITY EASEMENT
- SANITARY SEWER MANHOLE
- SHRUB
- SIGN AS INDICATED
- STORM SEWER MANHOLE
- TELEPHONE MANHOLE
- TEST PIT
- TRANSFORMER
- UTILITY VAULT
- WATER METER
- WATER VALVE
- WATER VAULT
- BUILDING
- BUILDING OVERHANG
- FENCE
- GAS LINE
- OVERHEAD POWER
- SANITARY SEWER
- STORM SEWER
- UNDERGROUND TELEVISION
- WATER LINE
- CONCRETE



ISSUED DATE 1 01/10/20 PLANNING REVIEW



NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

EXISTING CONDITIONS

C0.2

JOB NO. 180146.03

©2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED

P:\2018\180146.03 - Industrial Front\GIS - Industrial Front\GIS - Industrial Front\180146.03.DWG File 10, 2020 - 4:52pm

Appendix B

Site Plan



EXPIRES: 6/30/2021

ISSUED DATE
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.228.1288
FAX: 503.228.1870
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

HARDSCAPE
PLAN

C1.0

JOB NO. 180146.03

© 2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED

SHEET NOTES

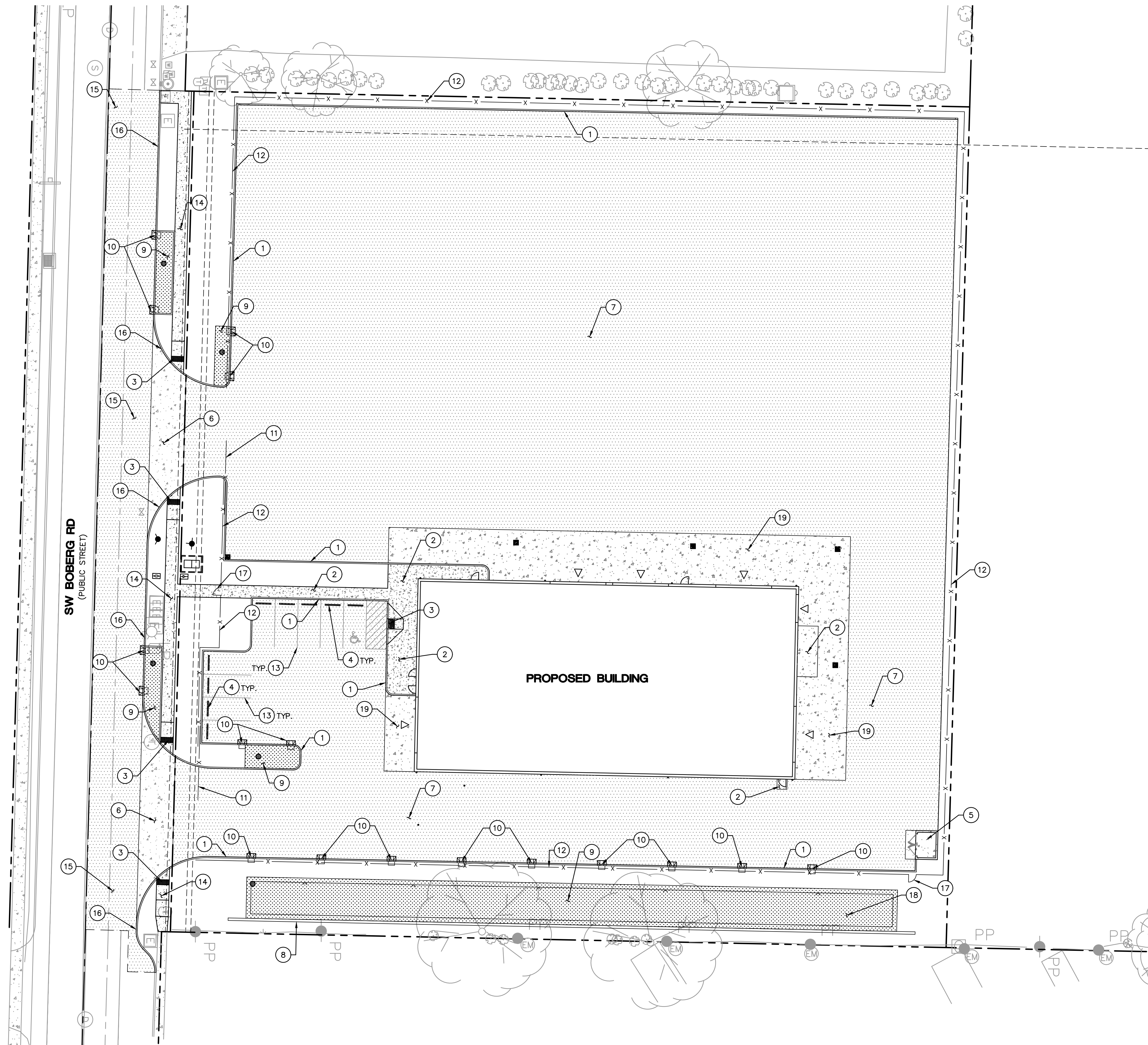
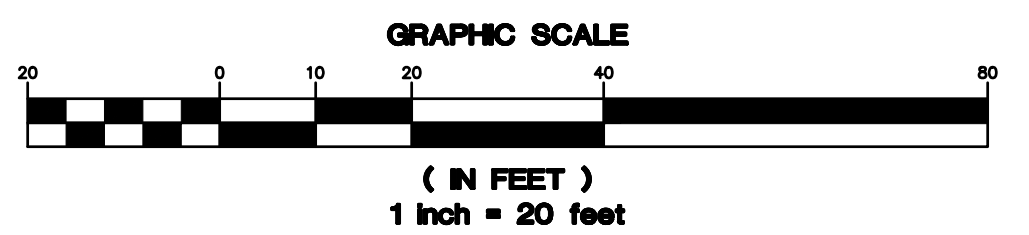
1. SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
2. SEE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.
3. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
4. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.

CONSTRUCTION NOTES

1. INSTALL PRIVATE CURB
2. INSTALL PRIVATE SIDEWALK
3. INSTALL ADA RAMP
4. INSTALL WHEELSTOP
5. INSTALL TRASH ENCLOSURE, SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION
6. INSTALL DRIVEWAY
7. INSTALL ASPHALT SURFACING
8. INSTALL WALL, DESIGN BY OTHERS
9. INSTALL STORMWATER FILTRATION PLANTER. SEE SHEET C3.0 FOR ADDITIONAL INFORMATION
10. INSTALL CURB INLETS
11. INSTALL GATE, SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION
12. INSTALL FENCE, SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION
13. INSTALL STRIPING. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION
14. INSTALL PUBLIC SIDEWALK
15. INSTALL PUBLIC ASPHALT
16. INSTALL PUBLIC CURB
17. INSTALL MANDOOK, SEE ARCHITECTURAL PLANS FOR MORE INFORMATION
18. INSTALL STORMWATER FILTRATION SWALE. SEE SHEET C3.0 FOR ADDITIONAL INFORMATION
19. INSTALL CONCRETE SURFACING

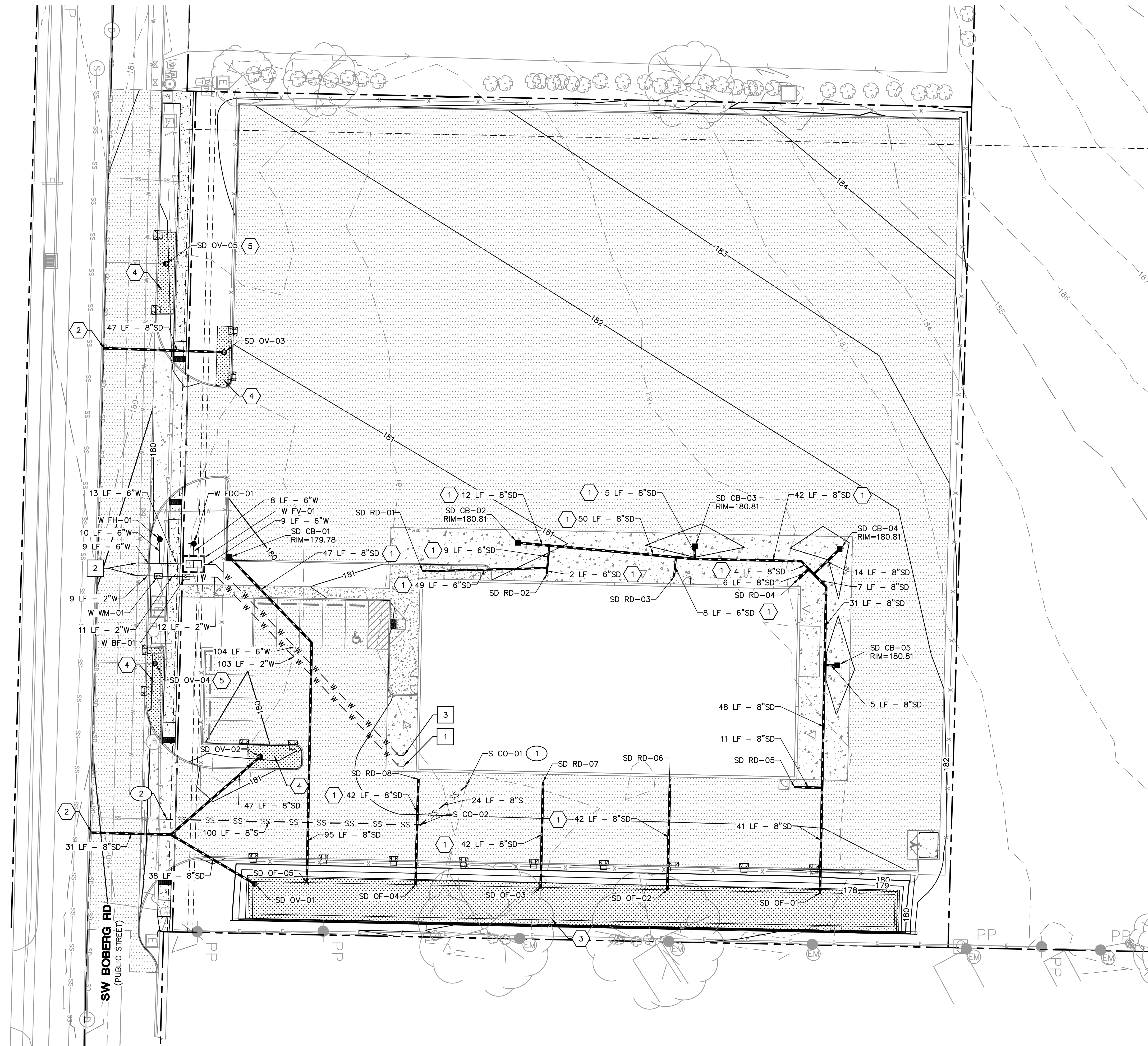
LEGEND

PROPERTY LINE	
CONCRETE SIDEWALK SURFACING	
ASPHALT SURFACING	



Appendix C

Storm Plans

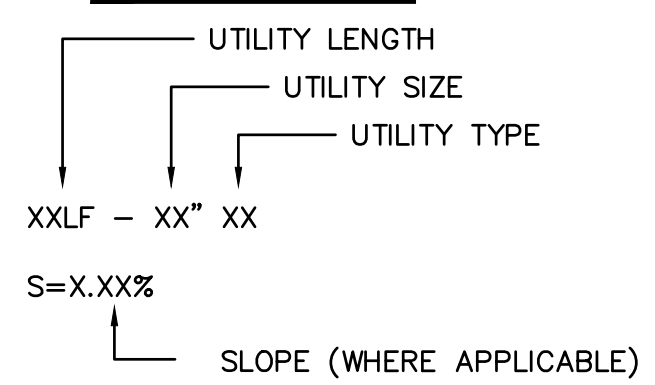


SHEET NOTES

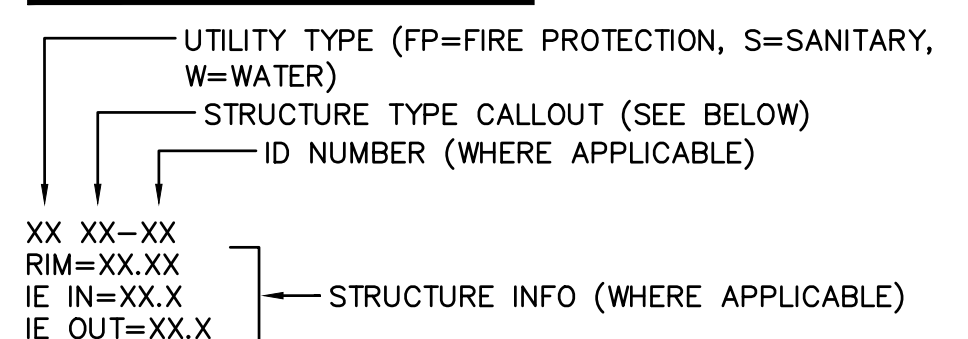
- SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
- STRUCTURES HORIZONTAL LOCATIONS AND PIPE INVERTS ARE BASED ON THE CENTER OF THE STRUCTURE.
- PIPE BEDDING AND BACKFILL UTILITIES SHALL BE DONE.
- ALL WATER LINES TO BE MECHANICALLY RESTRAINED.
- ALL SANITARY PIPING SHALL BE PVC 3034 OR APPROVED EQUAL UNLESS NOTED OTHERWISE.
- THIS PLAN IS GENERALLY DIAGRAMMATIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
- CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH UPC CHAPTER SEVEN, SECTION 707 AND SECTION 719. NOT ALL REQUIRED CLEAN OUTS ARE SHOWN.
- DOMESTIC WATER LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
- UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE UPC.
- INLETS AND OUTLETS TO ON-SITE MANHOLES SHALL HAVE FLEXIBLE CONNECTION NO CLOSER THAN 12" AND NO FARTHER THAN 36" FROM THE MANHOLE.
- CONTRACTOR TO VERIFY SANITARY AND WATER SIZING WITH APPROVED PLUMBING PLANS PRIOR TO ORDERING MATERIALS OR BEGINNING CONSTRUCTION OF SAID UTILITIES.

LABEL LEGEND

PIPE LABELS



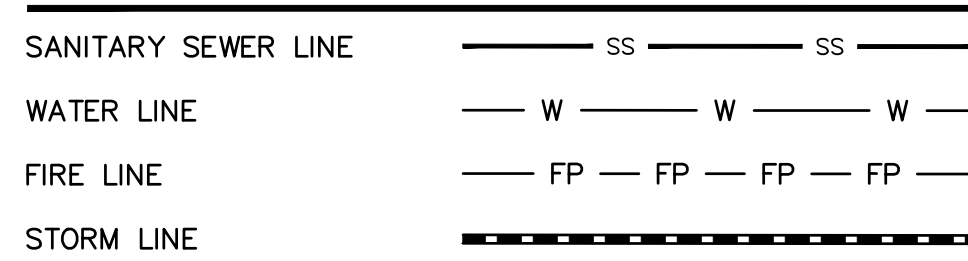
STRUCTURE LABELS



STRUCTURE TYPES

CALLOUT	DESCRIPTION
BF	BACKFLOW
CB	CATCH BASIN
CO	CLEANOUT
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FV	FIRE VAULT
OF	OUTFALL
OV	OVERFLOW
RD	ROOF DRAIN
WM	WATER METER

LEGEND



(X) SANITARY NOTES

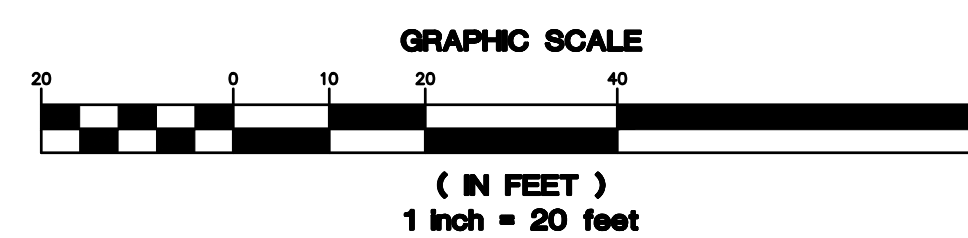
- SANITARY SEWER POINT OF CONNECTION TO BUILDING
- CONNECT TO EXISTING SANITARY SEWER LATERAL

(X) WATER NOTES

- DOMESTIC WATER POINT OF CONNECTION TO BUILDING.
- CONNECT TO EXISTING WATER MAIN
- FIRE POINT OF CONNECTION TO BUILDING.

(X) STORM NOTES

- DUCTILE IRON PIPE TO BE INSTALLED
- CONNECT TO EXISTING STORM MAIN
- INSTALL FILTRATION SWALE
- INSTALL FILTRATION PLANTER
- CONNECT OVERFLOW TO EXISTING STORM LATERAL



ISSUED DATE
1 01/10/20 PLANNING REVIEW

CIDA
ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS

15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.228.1288
FAX: 503.228.1870
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

UTILITY PLAN

C3.0

JOB NO. 180146.03

© 2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED

Appendix D

BMP Sizing Tool Report

WES BMP Sizing Report

Project Information

Project Name	Industrial Focus
Project Type	Commercial
Location	
Stormwater Management Area	4450
Project Applicant	
Jurisdiction	CCSD1NCSA

Drainage Management Area

Name	Area (sq-ft)	Pre-Project Cover	Post-Project Cover	DMA Soil Type	BMP
Sidewalk and Asphalt A	66,795	Grass	Conventional Concrete	C	Swale
Roof A	11,400	Grass	Roofs	C	Swale
Pervious A	16,400	Grass	Grass	C	Swale
Sidewalk and Asphalt B	4,425	Grass	Conventional Concrete	C	Planter B
Sidewalk and Asphalt C	2,880	Grass	Conventional Concrete	C	Planter C

LID Facility Sizing Details

LID ID	Design Criteria	BMP Type	Facility Soil Type	Minimum Area (sq-ft)	Planned Areas (sq-ft)	Orifice Diameter (in)
Planter B	Flow Control and Treatment	Stormwater Planter - Filtration	C1	177.0	208.0	0.6
Planter C	Flow Control and Treatment	Stormwater Planter - Filtration	C1	115.2	135.0	0.5
Swale	Flow Control and Treatment	Vegetated Swale - Filtration	C1	4,147.6	4,150.0	2.9

Pond Sizing Details

1. FCWQT = Flow control and water quality treatment, WQT = Water quality treatment only
2. Depth is measured from the bottom of the facility and includes the three feet of media (drain rock, separation layer and growing media).

3. Maximum volume of the facility. Includes the volume occupied by the media at the bottom of the facility.
4. Maximum water storage volume of the facility. Includes water storage in the three feet of soil media assuming a 40 percent porosity.

WES BMP Sizing Report

Project Information

Project Name	Industrial Focus
Project Type	Commercial
Location	
Stormwater Management Area	400
Project Applicant	
Jurisdiction	CCSD1NCSA

Drainage Management Area

Name	Area (sq-ft)	Pre-Project Cover	Post-Project Cover	DMA Soil Type	BMP
Sidewalk, Roadway, Driveway	9,610	Grass	Conventional Concrete	C	Planter
Grass	1,270	Grass	Grass	C	Planter

LID Facility Sizing Details

LID ID	Design Criteria	BMP Type	Facility Soil Type	Minimum Area (sq-ft)	Planned Areas (sq-ft)	Orifice Diameter (in)
Planter	Flow Control and Treatment	Stormwater Planter - Filtration	C1	399.1	400.0	1.0

Pond Sizing Details

1. FCWQT = Flow control and water quality treatment, WQT = Water quality treatment only
2. Depth is measured from the bottom of the facility and includes the three feet of media (drain rock, separation layer and growing media).
3. Maximum volume of the facility. Includes the volume occupied by the media at the bottom of the facility.
4. Maximum water storage volume of the facility. Includes water storage in the three feet of soil media assuming a 40 percent porosity.



Addendum Transmittal

To:	Stephanie Nanna Dave Nicoli	From:	Jordan Melby George Saunders
Company:	D.P. Nicoli, Inc.	Date:	February 7, 2020
Address:	PO Box 2401 Lake Oswego, OR 97035		

cc:	Gregg Parson, D.P. Nicoli, Inc. (via email only) Gavin Russell, CIDA, Inc. (via email only) Tara Lund, CIDA, Inc. (via email only) Sam Corbin, CIDA, Inc. (via email only)
-----	---

GDI Project:	DPNicoli-5-01
RE:	No Situs - 31W14A 00500 Project (formerly Industrial Focus - Phase 1)

Original File Name	Date	Document Title
DPNicoli-5-01-111418-geor	11/14/18	Report of Geotechnical Engineering Services; Wilsonville Facilities; Tax Lots 300 and 500; Wilsonville, Oregon

Addendum Number	Date	Description
1	7/30/19	Additional Geotechnical Engineering Services
2	2/7/20	Additional Geotechnical Engineering Services (attached)

kt

Attachment

One copy submitted (via email only)

Document ID: DPNicoli-5-01-020720-geoat-2.docx

© 2020 GeoDesign, Inc. All rights reserved.

February 7, 2020

D.P. Nicoli, Inc.
PO Box 2401
Lake Oswego, OR 97035

Attention: Stephanie Nanna and Dave Nicoli

Addendum 2
Additional Geotechnical Engineering Services
No Situs – 31W14A 00500 Project
Wilsonville, Oregon
GeoDesign Project: DPNicoli-5-01

We are pleased to submit this addendum summarizing our review of the current project plans for the above-referenced project. GeoDesign conducted geotechnical explorations at the site and presented the results in a geotechnical engineering report¹ dated November 14, 2018 and an addendum² dated July 30, 2019. This addendum is in response to Item No. 6 of the City of Wilsonville's Completeness Review of the plans. The Completeness Review is attached.

The current drawing (titled No Situs – 31W14A 00500) indicates that the project has been downsized and limited to the southwest corner of the site. Construction will consist of a 12,000-square-foot, metal building to be used for warehousing, welding, storage, and a smaller portion in the northwest corner for office space. The grading plan for the project is attached and indicates minimal cuts and fills.

Our prior work at the site included four borings (B-4 through B-7) from the November 14, 2018 report and one boring (B-8) from the July 30, 2019 addendum in the general area of the revised project; in our opinion, additional explorations are not needed. We anticipate the foundation loads will be less than that indicated in our November 14, 2018 report. In our opinion, the building can be supported on spread footings per the recommendations of our November 14, 2018 report, and the recommendations for rammed aggregate piers in the July 30, 2019 addendum will not be needed for this phase of the project.

¹ GeoDesign, Inc., 2018. *Report of Geotechnical Engineering Services; Wilsonville Facilities; Tax Lots 300 and 500; Wilsonville, Oregon*, dated November 14, 2018. GeoDesign Project: DPNicoli-5-01

² GeoDesign, Inc., 2019. *Addendum 1; Additional Geotechnical Engineering Services; Industrial Focus – Phase I; Tax Lots 300 and 500; Wilsonville, Oregon*, dated July 30, 2019. GeoDesign Project: DPNicoli-5-01

Relative to Item No. 6 of the City of Wilsonville's Completeness Review:

6. Report of Geotechnical Engineering Services

a. 2.0 Project Understanding - Doesn't reflect current project; update for current application

In our opinion, the November 14, 2018 report is applicable to the current project and this addendum provides sufficient information for the current application.

b. 10.0 Drainage Considerations - Report states "the site will include unpaved gravel surfaces"; indicate, on plans, where gravel is proposed or, if gravel is not included, update report accordingly

The November 14, 2018 report included recommendations for pavement areas under Section 12. The recommendations include several options, including gravel-surfaced pavement. However, the recommendations for gravel-surfaced pavement can be ignored if not applicable.

◆ ◆ ◆

We appreciate the opportunity to be of service to you. Please call if you have questions concerning this addendum or if we can provide additional services.

Sincerely,

GeoDesign, Inc.



George Saunders, P.E., G.E.
Principal Engineer



cc: Gregg Parsons, D.P. Nicoli, Inc. (via email only)
Gavin Russell, CIDA, Inc. (via email only)
Tara Lund, CIDA, Inc. (via email only)
Sam Corbin, CIDA, Inc. (via email only)

GPS:kt

Attachment

One copy submitted (via email only)

Document ID: DPNicoli-5-01-020720-geoa-2.docx

© 2020 GeoDesign, Inc. All rights reserved.

ATTACHMENT

Notes for Nicoli Pacific Completeness Review

Planning Comments

Completeness Items

1. Project Summary, Area of Special Concern E, and Section 4.135 PDI
 - a. Project Summary - Provide more information about current status of Lot Line Adjustment with County; is there an anticipated recording date? Reference figure showing Lot Line Adjustment (included in application package)
 - b. Area of Special Concern E - Under "Encourage consolidation..." – Explain reconfiguration of lots with Lot Line Adjustment and change in lot sizes, etc.
 - c. Section 4,135 (.06) A. – Response states proposed development is on existing Lot 500 "with no modification to the existing size"; explain about the Lot Line Adjustment and how this changes the size of both lots; provide new areas for both lots Area of Special Concern E
2. Project Summary and Section 4.140 Planned Development Regulations
 - a. Project Summary
 - i. Provide better explanation of Stage I – Master Plan Modification (of DB19-0005 Request)
 - ii. Revise Master Plan as needed (see attached from DRB staff report) and provide revised graphic in application package
 - b. Section 4.140
 - i. (.07) C. – Stage I Master Plan Modification; provide better explanation; revise Master Plan as needed and provide revised graphic
3. Section 4.177 Street Improvement Standards
 - a. (.08) C. – Provide evidence of coordination/compliance with TVF&R requirements for emergency vehicle access and fire/life safety
4. Preliminary Stormwater Report and Calculations
 - a. Appendix D, BMP Sizing Tool Report – Illegible; reprint so it's legible
5. Landscape Plans (L1.01-L1.03)
 - a. West, north and east sides of site
 - i. Plantings are inside the perimeter fence, except for Mexican feather grass all along frontage and laurel along parking spaces facing SW Boberg Road; explain why plantings are inside fence; does not meet standard
6. Site Plan (A0.1)
 - a. Project Information table
 - i. Building area doesn't add up – 2,000 sf office + 9,376 warehousing = 11,376; total is shown as 11,476
 - ii. Landscaping area – Include area of parking lot, other, and total landscaping
 - iii. Include impervious area covered by buildings, asphalt, concrete, etc.

Questions and Comments Regarding Compliance

1. Application form – Clarify whether storage yard is 62,700 sf or 52,700 sf
2. Project Summary
 - a. Double check that breakdown of proposed uses is consistent throughout; below information is based on Project Summary, but varies throughout application materials:
 - Office @ 18% = 2,065
 - Warehousing @ 72% = 8,263
 - Industrial fabrication @ 10% = 1,148
 - Total @ 100% = 11,476
3. Background Information
 - a. Provide better explanation of what site will be used for; e.g. text sounds as though this will be HQ or major operations; is this the case?
 - b. Explain how often site might be open for “emergency services” and what this means with respect to noise
4. Code Response
 - a. Date in footer – Correct to be consistent; submittal date was 01.10.2020; parts of narrative have other dates
 - b. Section 4.118 Standards Applying to All Planned Development Zones
 - i. (.05) C. – Response states “The applicant understands that a utility easement for water connection is required through the property and will coordinate the easement with the city”; is this a vestige of the earlier application? If so, update for current application or remove if doesn’t apply
 - c. Section 4.137.5 Screening & Buffering Overlay Zone
 - i. (.01) – Explain more fully how design mitigates potential disturbances; respond to how buffering is achieved in the standard
 - ii. (.03) – 20-foot deep buffer is proposed, requiring at least L-3 standard (High Screen Landscaping) – see comment under Section 4.176 re: whether standard is met with proposed landscaping
 - d. Section 4.135 PDI
 - i. (.04) T. PDI – Response states that proposed uses include HQ; revise if this is not the case
 - ii. (.05) E. and (.05) I. –
 1. Response states that building is not intended for night operations; explain that occasional emergency services may occur and what this means (consistent with Background Information);
 2. Response states “cleaning functions, deliveries, etc. may take place in the overnight hours as allowed by the code”; explain what this means with respect to noise and disturbance

- iii. (.05) M.
 - 1. Confirm that outdoor storage yard will be asphalt surface, not gravel
 - 2. Confirm that “any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than 6 feet in height”; chain link with slats is considered partially sight-obscuring (see Figure 26)
- iv. (.06) H. – Response states “further information on signage will be submitted at a future time”; clarify what this means; verify that no monument signs are proposed
- e. Section 4.155 General Regulations – Parking, Loading and Bicycle Parking
 - i. (.02) A. 2. – Response states “The application is not requesting waivers on the driveway access”; correct to include waiver for driveway spacing
 - ii. (.02) D. – Area of various uses doesn’t match Background Information; correct this and other references to be consistent throughout narrative and plans; check consistency with Trip Generation Memo (this only uses warehousing; doesn’t break out uses)
 - iii. (.03) B. 1. – Verify parking area = 4,350 sf; adjacent landscaping = 1,500 sf (34.5%); ensure consistent throughout narrative and plans
 - iv. (.03) B. 3. e. – Response states “where parking is visible from the right of way a 12-foot buffer meeting the low screen standard is proposed”; this standard only applies to parking lots with more than 200 spaces; correct narrative to indicate the standard does not apply
- f. Section 4.156 Sign Regulations
 - i. .01 (.01) F. – Response states “three building mounted signs” are proposed; Exterior Elevations (Sheet A2.1) shows two signs; correct this inconsistency
 - ii. .08 (.02) B. – Verify allowed sign area calculations; increase sign area to maximum allowed @ 66 sf?
- g. Section 4.171 General Regulations – Protection of Natural Features and Other Resources
 - i. (.01) C. – Response states “The proposed project creates an active open space adjacent to the building entrance as part of the site development”; explain what this means; how is it active open space?
- h. Section 4.176 Landscaping, Screening, and Buffering
 - i. (.02) C. 2. b. – Response states “all landscaped areas are less than 30 feet deep...”; Landscape buffer along south property line is 30 feet deep (as shown on plans), which triggers higher standard; explain how standard will be met

- ii. (.02) D. 2. – Response states “Screening along the north and east is adequate to separate drive aisle and storage yard from similar adjacent uses”; explain how proposed landscaping meets the screening standard for outdoor storage (see comment under Section 4.135, above)
 - iii. (.02) E. 2. – Response states “High Screen Landscaping is provided on the south perimeter...”; High Screen Landscaping requires sufficient high shrubs to form a continuous screen at least 6 feet high and 95% opaque year-round; one tree every 30 linear feet; ground cover must fully cover remainder; may substitute 6-foot masonry wall or berm for shrubs, but trees and groundcover still required; explain how the proposed landscaping satisfies the standard
 - iv. (.04) B. – Response states property is zoned RA-H; correct to PDI
 - i. Section 4.177 Street Improvement Standards
 - i. (.01) and throughout Section – Delete references to SW Boones Ferry Road improvements and frontage
 - ii. (.02) B., C., G. – Response states “pre-application meeting on August 16th”; correct to 09/19/19
 - iii. (.02) E., (.08) I., (.10) – Correct number of access driveways; delete reference to SW Boones Ferry Road
 - iv. (.08) M. – Response states “Loading dock circulation on the west side of the building is separated from the parking lot on the east side of the building”; correct to reflect current application
 - j. Section 4.400 Site Design Review
 - i. (.02) E. – Response states “this new development will house the headquarters of DP Nicoli Shoring Solutions; is this what the site will be used for?; or will the HQ be elsewhere?”
 - k. Section 4.421 Criteria and Application of Design Standards
 - i. (.01) D. – Response states “these facilities are located at the west side of the site”; biggest facility is along the south property boundary; correct to accurately reflect location of facilities
 - l. Section 4.430 Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas
 - i. (.03) C. – Response states “six-foot-high CMU walls”; plan shows 8-foot walls; correct to be consistent
5. Trip Generation Memo
 - a. See comments under Engineering, below
6. Report of Geotechnical Engineering Services
 - a. 2.0 Project Understanding – Doesn’t reflect current project; update for current application

- b. 10.0 Drainage Considerations – Report states “the site will include unpaved gravel surfaces”; indicate, on plans, where gravel is proposed or, if gravel is not included, update report accordingly
7. Arborist’s Report
- a. Report is for the entire site (Lots 300 and 500); update the discussion for the current application, or clarify that only those trees in the current application area will be affected; reference Tree Plan (L1.04), which is limited to current application
 - b. Tree Plan (L1.04) is only for trees on current site/application; see questions, notes, below related to this sheet
8. Plan Set – General
- a. Civil Set (C0.1 through C3.0) are not included in 11”x17” plan set; print and include with next submittal
 - b. Hardscape Plan (C1.0) and Site Plan (A0.1)
 - i. (Note 8 on C1.0) Wall on south side of stormwater facility in south landscape area – How tall and how far above grade will this be? Is it 3-4 feet tall (BOW approx. 178, TOW approx. 180-182); What materials will be used?
 - ii. (Note 11 on C1.0) Gate across driveways – There is a gate across the north driveway; is there also a gate across the south driveway; Site Plan (A0.1) shows gate across both driveways; correct plans for consistency
 - iii. (Note 16 on C1.0) Gate on walkway and man door in fence by trash enclosure – No detail is provided; are ADA or other standards met with walkway design including gate? Does this meet the “safe, convenient connection” test of Section 4.154?
 - c. Utility Plan (C3.0)
 - i. Stormwater runoff from outdoor storage area is piped to facility in south landscape area; why not put stormwater facility in southwest corner of outdoor storage area instead?; what is purpose of stormwater facility north of north driveway?
 - ii. Is the stormwater line perf pipe or solid?
9. Landscape Plans (L1.01-L1.03)
- a. West side of site
 - i. Walkway from building to sidewalk has a gate; no detail is provided; are ADA or other standards met with walkway design including gate? Does this meet the “safe, convenient connection” test of Section 4.154?
 - b. South side of site
 - i. High screen landscaping is required including 1 tree every 30 linear feet; are trees in stormwater swale (vine maple, Pacific dogwood, western red cedar) being used to satisfy requirement?; is this sufficient?

10. Tree Plan (L1.04)
 - a. Protected trees along north property boundary – Show tree protection fencing at drip line of trees
 - b. (02 Detail) Tree Protection Fencing – Incorrect drawing; include correct detail from Public Works Standards (RD-1230)
11. Site Plan (A0.1)
 - a. (Note 3) Gates are shown across both driveways; inconsistent with Hardscape Plan (C1.0) which shows only one gate, across north driveway; which is correct?
12. Floor Plan (A1.1)
 - a. Total area of uses in building is not consistent with numbers in narrative and elsewhere in plan set; correct all calculations for consistency
 - b. Is the storage mezzanine considered part of the office or warehouse use?
 - c. Project Description (in narrative) includes “industrial fabrication” as separate use; where is this located in building?
 - d. Project Description (in narrative) doesn’t include storage mezzanine or wash bay in uses; are these considered part of the warehouse use?

Engineering Comments

Transportation

1. The existing right of way is offset to the west. Find the true centerline of the right of way from the North and South of the site and provide dedication from the centerline.
2. Boberg Rd is classified as a Collector Street. The TSP indicates the right of way’s width of a Collector Street shall be between 69’ and 93’ (pg. 3-15)
3. When center lane and on street parking are eliminated, the minimum right of way width shall be 69’. The half street from the centerline shall be 34.5’ with the following elements: 12-foot travel lane, 6-foot bike lane, and 13.5-foot planter strip/sidewalk. 8-foot PUE will be required behind the right of way.
4. Commercial Driveway width shall be 40’ max with Curb Radius at 28’ max.
5. Sidewalks shall be set at the same elevations across the entire driveway widths without drops.
6. Show half street improvements including reconstruction of the road pavement section.
7. Carry the improvements across the entire frontage. Provide transition to existing pavement and curb after the south property line.
8. Show street trees.

Traffic

1. There are inconsistencies in the narrative in regard to usage spaces. Confirm the square footage of each use in the building (office and warehouse spaces).
2. A revised Traffic Memo may be needed if the square footages are significantly different in comparison to previous proposal.

Stormwater

1. Provide calculations for run-off generated by new sidewalks and reconstruction of the half street.
2. Provide stormwater quality/retention for public storm run-off.

Street lights

1. Provide an illumination analysis on Boeberg Rd.
2. Show new streetlights in accordance with the recommendations from the analysis.

Building Comments

1. According to Table 506.2 of the 2019 OSSC, the maximum area of an F-1, S-1, or B non-separated and non-sprinkled VB building is 8,500 total sq. ft. If you plan on exceeding this area, we will require the frontage calculations showing how you plan to accommodate over 11,000 sq.ft. of building area with type VB construction.
2. On page A0.1 there is a pad labelled for "wash box" at the north east section of the building. We would like to know if this will be used for washing of equipment and other uses that this area will provide.
3. On page A1.1, the floor plan shows a wash bay installed inside the building. If a wash bay will be installed in the building or anywhere on the property that will wash equipment containing oils or grease, then an oil water interceptor may be required prior to connecting to the sanitary sewer system. Follow up with the City of Wilsonville's Public Works team to discuss an industrial use and discharge permit.
4. On page C2.0, it appears that a gate equipped with a door is installed at the sidewalk connecting the building to the public way. The gate door is required to be accessible and equipped with hardware that is accessible to the general public per ch. 11 of the 2019 OSSC and the ICC A117.1 standard for accessibility.



EXPIRES: 6/30/2021

ISSUED DATE
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.228.1288
FAX: 503.228.1870
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

GRADING PLAN

C2.0

JOB NO. 180146.03

© 2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED

SHEET NOTES

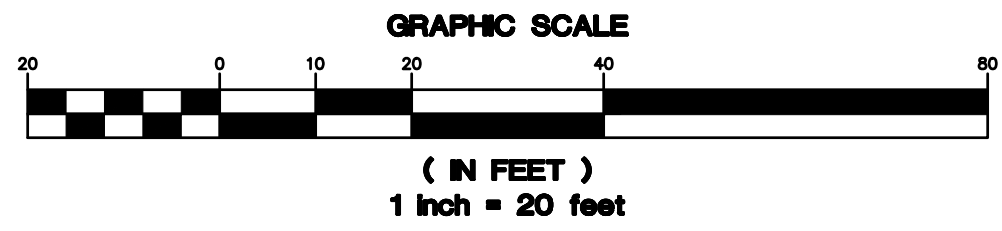
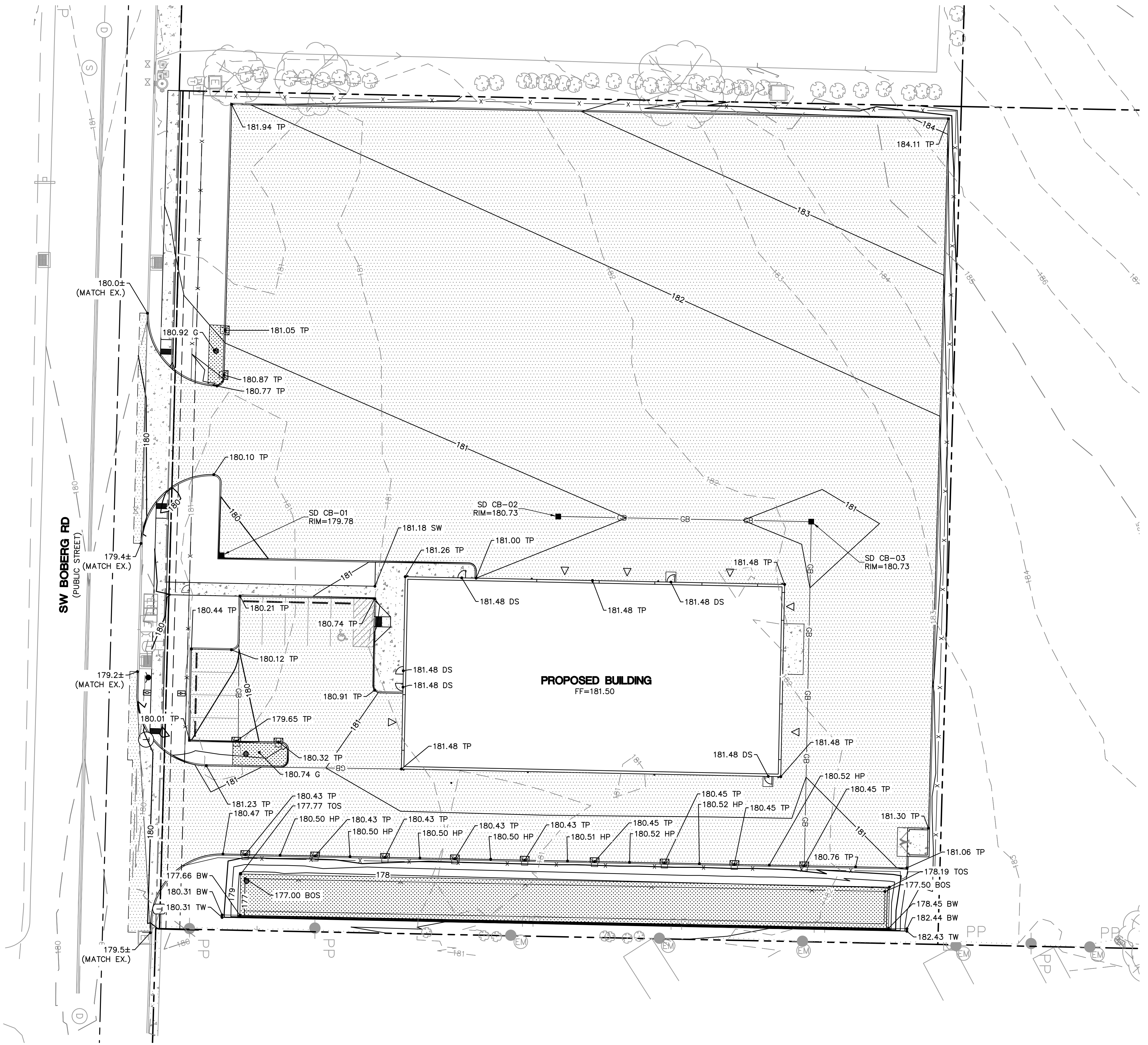
- SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
- CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
- LANDINGS ON ACCESSIBLE ROUTES SHALL NOT EXCEED 2% IN ANY DIRECTION.
- ALL ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT ADA ACCESSIBILITY GUIDELINES FOR BUILDING AND FACILITIES (ADAAG).
- ALL WALKWAYS FROM ACCESSIBLE UNITS ARE DESIGNED TO NOT REQUIRE HANDRAILS. THEREFORE, RAMPS WITH SLOPES STEEPER THAN 5.0% AND LESS THAN 8.33% SHALL NOT EXCEED 0.5' RISE OR 6.0' LENGTH.
- FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AT SUBGRADE AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE. CONTRACTOR TO ALLOW FOR PLACEMENT OF REQUIRED TOPSOIL IN ROUGH GRADING.
- GRADING ELEVATIONS AS SHOWN ON SITE AND LANDSCAPE PLANS ARE FINISHED GRADE WHICH INCLUDES SUBGRADE SOIL, TOPSOIL, SOIL AMENDMENTS, ROCKERY AND RUNOFF PROTECTION CONTRACTOR IS RESPONSIBLE TO COORDINATE GRADING WITH BOTH EXCAVATOR AND LANDSCAPE CONTRACTOR.

GRADING LABEL LEGEND

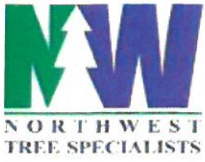
CALLOUT	DESCRIPTION
XX.XX XX	SPOT ELEVATION
	DESCRIPTION LISTED BELOW.
BOS	BOTTOM OF SWALE
BW	BOTTOM OF WALL
DS	DOOR SILL
HP	HIGH POINT
TC	TOP OF CURB
TOS	TOP OF SWALE
TP	TOP OF PAVEMENT

LEGEND

EXISTING CONTOUR MINOR	---	102	---
EXISTING CONTOUR MAJOR	---	100	---
PROPOSED CONTOUR MINOR	---	102	---
PROPOSED CONTOUR MAJOR	---	100	---
GRADE BREAK	---	CB	---



F:\2018\180146.03 - Industrial Front\City_Cad\Drawings\180146.03_C2.0_Grading.dwg Jan 10, 2020 - 10:44am



Certified Arboricultural Assessment

29 March 2019

NOTE: ONLY THOSE TREES IN CURRENT APPLICATION WILL BE AFFECTED. REFERENCE TREE PLAN L1.04.

Gavin Russell

CIDA

Industrial Focus

SW Boberg Rd and Boeckman Rd

Wilsonville, Or 97070

This letter is intended to summarize a visual arboricultural inspection of all trees located at the above address. The trees were inspected from ground level at approximately 3 pm on March 22, 2019. The assessments provided are intended to perform a general health evaluation as well as identification of species and size of trees on site. This tree evaluation is for possible development.

Observations

This site has 25 trees with a six inch or greater diameter at breast height.

Most trees are located along the south property line and are located under powerlines. For this survey, the power poles were used as south edge of inventory. Most of these trees had been removed and are now root suckers that have reached a diameter large enough to be considered a tree.

The Hawthorn and Black Locust trees, six of the trees, would be considered as invasive trees in most public jurisdictions.

Recommend to retain corresponds to long term health and safety for size, species, and locations of trees. There are multiple homes to the south near property line.

One tree to be aware of for development is a D. Fir with a 33" dbh. This tree is located south of the development site between tree 18 and 20 on the attached site plan. I recommend that all intended construction within 15 feet of this D. Fir tree be reviewed by site arborist as well as all construction activities be supervised within same distance.

Thank you and please let me know if there are further questions.

Sincerely,

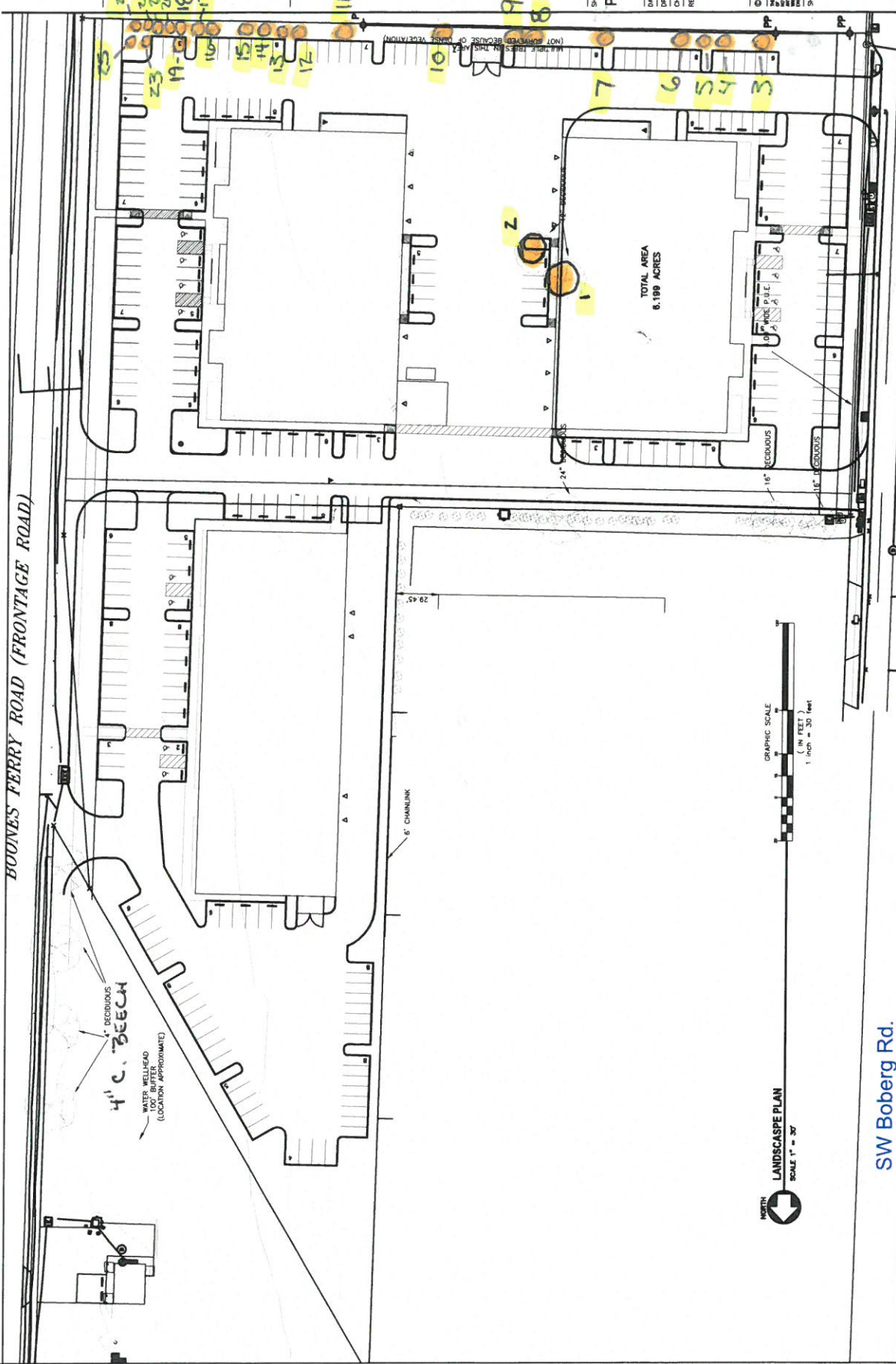
Trevor March

A handwritten signature in black ink, appearing to read 'Trevor March', is written over a horizontal line.

Certified Arborist PN 5740 BM

503-380-6688

BOONES FERRY ROAD (FRONTAGE ROAD)



4" DECIDUOUS
" BEECH
WATER WELL-HEAD
(LOCATION APPROXIMATE)

8' CHANNEL

TOTAL AREA
6.189 ACRES

GRAPHIC SCALE
(IN FEET)
1 inch = 30 feet

NORTH
LANDSCAPE PLAN
SCALE 1" = 30'

SW Boberg Rd.

01/30/2019 - PURPOSE STATEMENT

L1.0

JOB NUMBER: A18234.10

AAI ENGINEERING
4275 SW CENTER DRIVE | SUITE 300 | BOVINGTON, OR 97005
503.276.3238 FAX | 503.276.3238 | WWW.AAIENGINEERING.COM

INDUSTRIAL FOCUS
MILSOWVILLE, OR

SHEET TITLE
PRELIMINARY PLAN
DATE: 01/30/19
DRAWN: NLE
CHECKED: DSE
RESPONSE:
SHEET NUMBER

© 2019 AAI ENGINEERING
ALL RIGHTS RESERVED
NO WARRANTIES ARE MADE BY THE ENGINEER
FOR THE ACCURACY OF THE INFORMATION
CONTAINED HEREIN OR FOR THE
SUITABILITY OF THE INFORMATION FOR ANY
PARTICULAR PURPOSE.

Tree Risk Assessment:

Friday, March 22, 2019

Trevor March



Tree #	Common Name	Scientific Name	DBH	Condition	Structure	Comments	Recommend to Retain
1	Red Oak	Quercus rubra	13.5"	Fair	Fair		
2	Red Oak	Quercus rubra	13.5"	Fair	Fair		
3	Hawthorn	Crataegus monogyna	22"	Poor	Poor	Poor structure, over mature, topped for powerline clearance	No
4	Big Leaf Maple	Acer macrophylla	27"	Poor	Poor	Poor structure and topped for powerline clearance	No
5	Hazelnut	Corylus americana	Multi-stem	Poor	Fair	Poor structure and topped for powerline clearance	No
6	Hazelnut	Corylus americana	Multi-stem	Poor	Fair	Poor structure and topped for powerline clearance	No
7	Hazelnut	Corylus americana	Multi-stem	Poor	Fair	Poor structure and topped for powerline clearance	No

Northwest Tree Specialists

21600 NW Mauzey Ct. Hillsboro, OR 97124

Phone: 503-380-6688 Email: Trevor@nwtreespecialists.com

Tree Risk Assessment:

Trevor March



Friday, March 22, 2019

Tree #	Common Name	Scientific Name	DBH	Condition	Structure	Comments	Recommend to Retain
8	Big Leaf Maple	Acer macrophyllum	6"	Fair	Poor	Tree has been topped for line clearance	N
9	Big Leaf Maple	Acer macrophyllum	6"	Fair	Poor	Trees are stump sprouts	N
10	Big Leaf Maple	Acer macrophyllum	6"	Fair	Poor	Tree has been topped for line clearance	N
11	Big Leaf Maple	Acer macrophyllum	16"	Fair	Poor	Trees are stump sprouts	N
12	Big leaf Maple	Acer macrophyllum	19"	Fair	Poor	Co-dominant with poor structure	N
13	Big Leaf Maple	Acer macrophyllum	17"	Fair	Poor	Tree has been topped for line clearance	N
14	Big Leaf Maple	Acer macrophyllum	15"	Fair	Poor	Trees are stump sprouts	N

Northwest Tree Specialists

21600 NW Mauzey Ct. Hillsboro, OR 97124

Phone: 503-380-6688 Email: Trevor@nwtreetspecialists.com

Tree Risk Assessment:

Trevor March



Friday, March 22, 2019

Tree #	Common Name	Scientific Name	DBH	Condition	Structure	Comments	Recommend to Retain
15	Big Leaf Maple	Acer macrophyllum	21"	Fair	Poor	Trees are stump sprouts	N
16	Big Leaf Maple	Acer macrophyllum	8"	Fair	Poor	Trees are stump sprouts	N
17	Big Leaf Maple	Acer macrophyllum	18"	Fair	Poor	Trees are stump sprouts	N
18	Big Leaf Maple	Acer macrophyllum	6"	Fair	Poor	Trees are stump sprouts	N
19	Black Locust	Robinia pseudoacacia	19"	Fair	Poor	Tree has been trimmed for line clearance And has poor structure	N
20	Big Leaf Maple	Acer macrophyllum	14"	Fair	Poor	Trees are stump sprouts	N
21	Big Leaf Maple	Acer macrophyllum	6"	Fair	Poor	Trees are stump sprouts	N

Northwest Tree Specialists

21600 NW Mauzey Ct. Hillsboro, OR 97124

Phone: 503-380-6688 Email: Trevor@nwtreetspecialists.com

Tree Risk Assessment:

Trevor March



Friday, March 22, 2019

Tree #	Common Name	Scientific Name	DBH	Condition	Structure	Comments	Recommend to Retain
22	Black Locust	Robinia pseudoacacia	11"	Fair	Poor	Trees are stump sprouts	N
23	Black Locust	Robinia pseudoacacia	8"	Fair	Poor	Trees are stump sprouts	N
24	Black Locust	Robinia pseudoacacia	12"	Fair	Poor	Trees are stump sprouts	N
25	Black Locust	Robinia pseudoacacia	8"	Fair	Poor	Trees are stump sprouts	N

Northwest Tree Specialists

21600 NW Mauzey Ct. Hillsboro, OR 97124

Phone: 503-380-6688 Email: Trevor@nwtreetspecialists.com



10295 Southwest Ridder Road Wilsonville, OR 97070
o 503.570.0626 f 503.582.9307 republicservices.com

December 30, 2019

Gavin Russell
CIDA Architecture

Re: DP Nicoli
SW Boberg RD
Wilsonville, OR 97070

Dear Gavin,

Thank you, for sending us the final site plans for this proposed development in Wilsonville.

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

The design location of the enclosure sent 12/19/2019 positioned to the South East, access, and traffic pattern will allow access for our trucks to service trash and recycle.

The enclosure design modifications sent 12/30/2019 will allow access for our equipment and the ability to safely service the trash and recycle.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Kelly Herrod", written over a thin blue horizontal line.

Kelly Herrod
Operations Supervisor
Republic Services Inc.

© 2018 CIDA, INC. ALL RIGHTS RESERVED

CIDA

ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS

**DP NICOLI
WILSONVILLE, OR**
180146.03

15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.226.1285
FAX: 503.226.1670

METAL SIDING

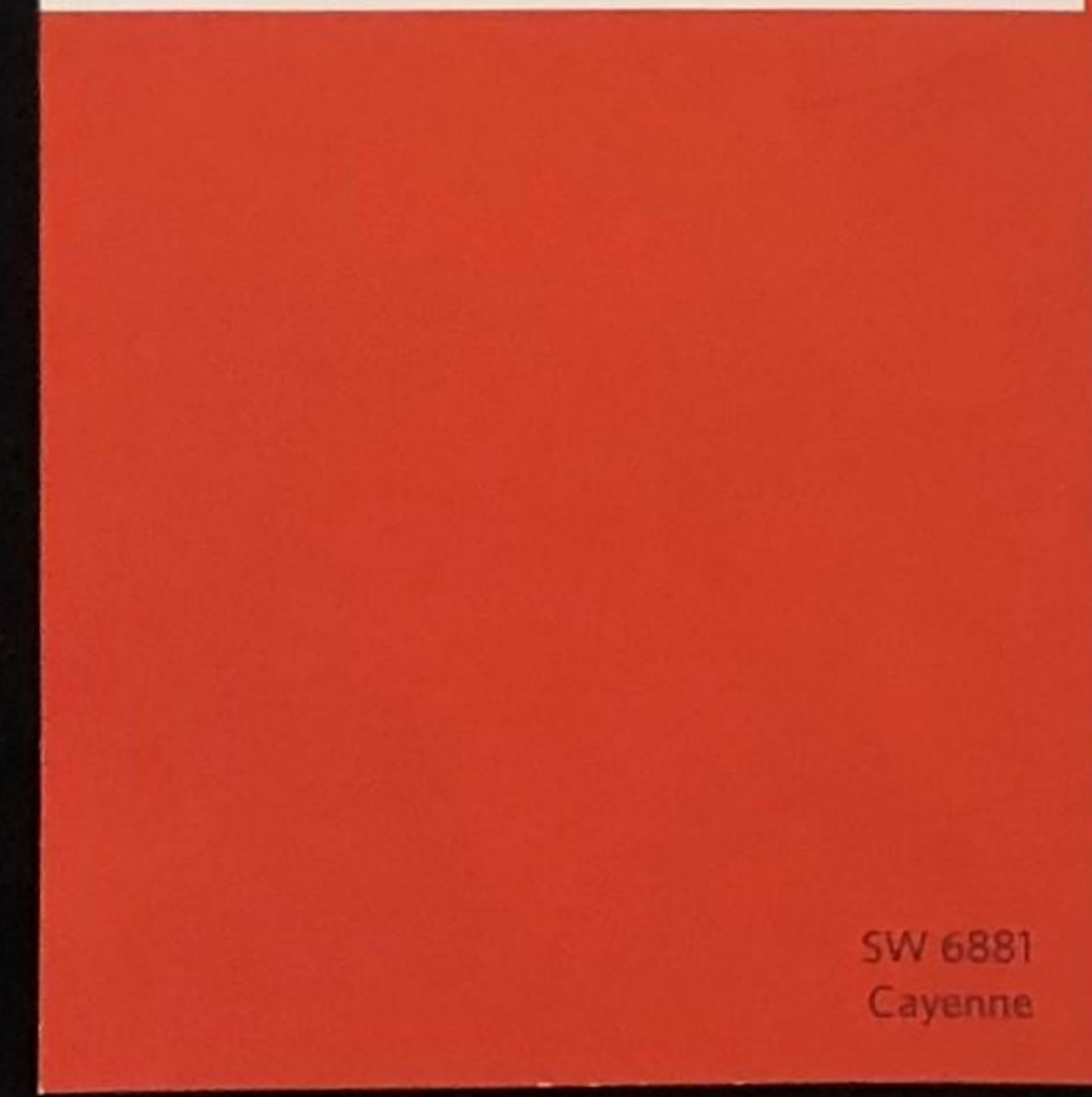
GROUND FACE CMU



SPLIT FACE CMU



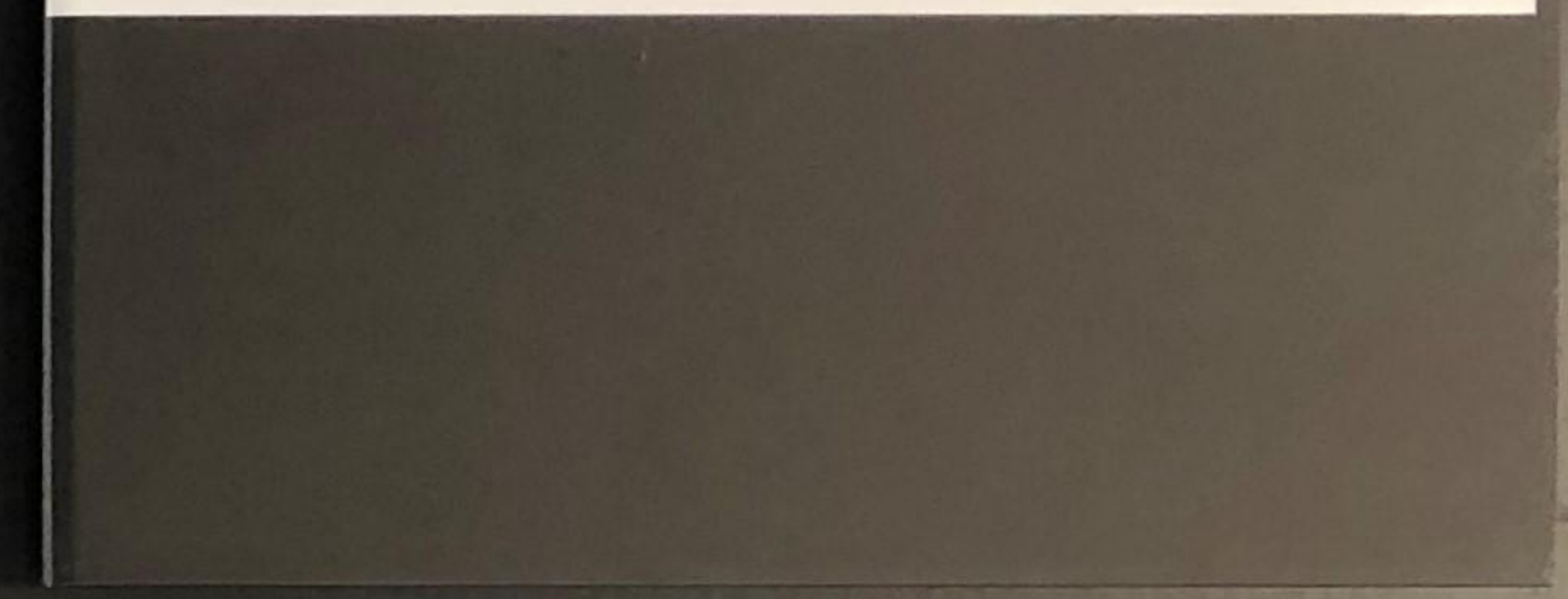
**OVERHEAD
DOORS+CANOPY**



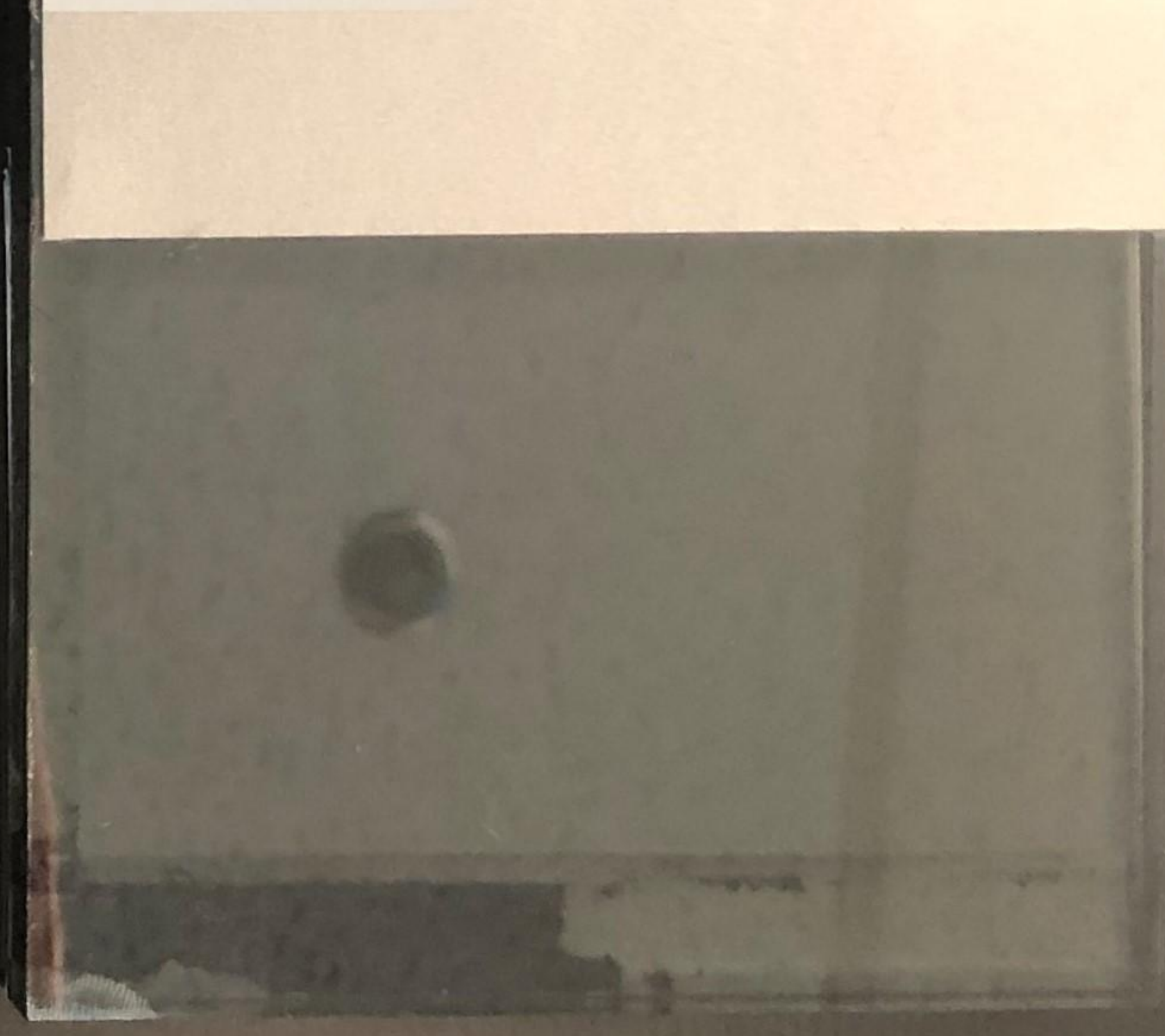
METAL ROOF

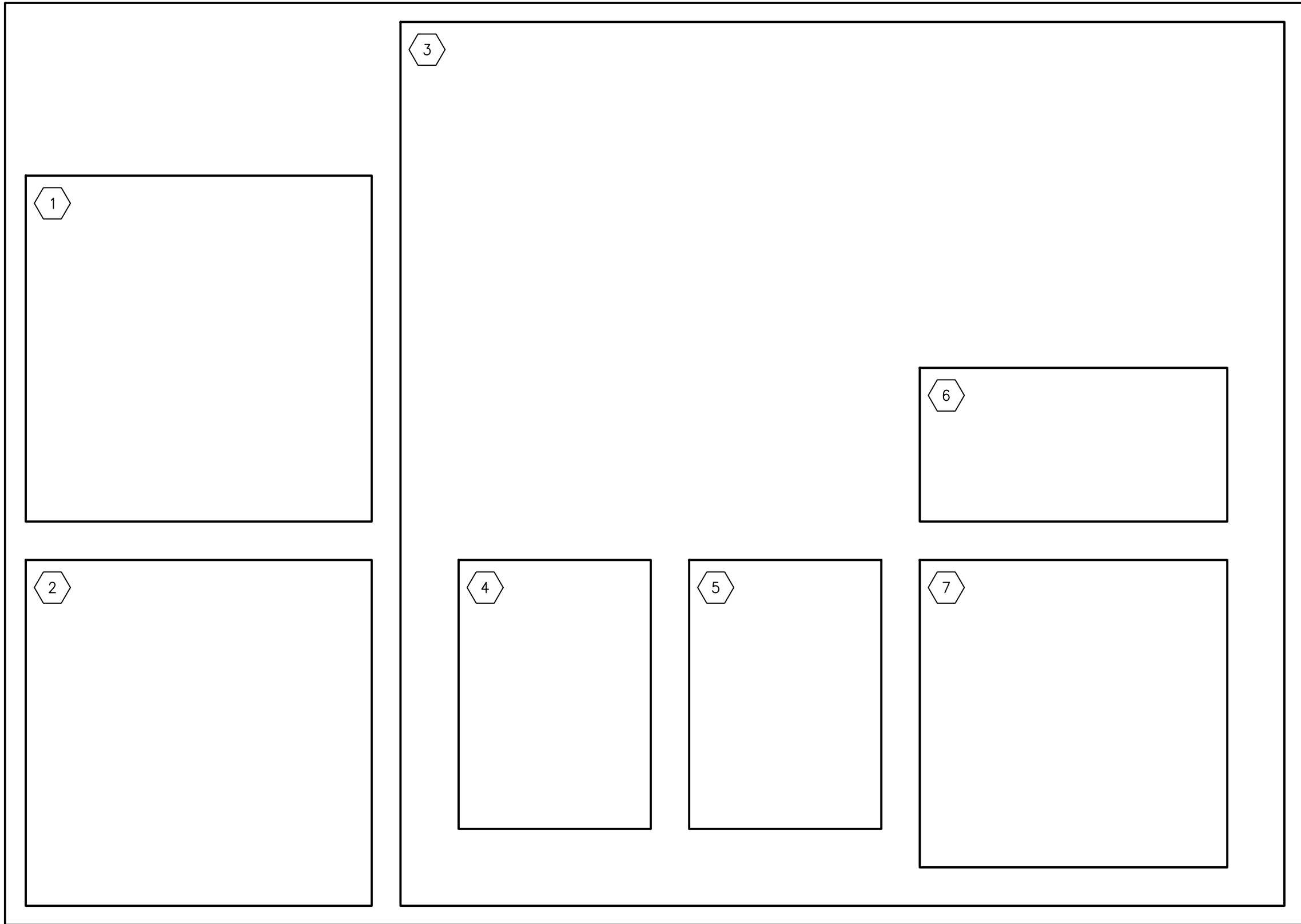


ALUMINUM STOREFRONT



GLAZING

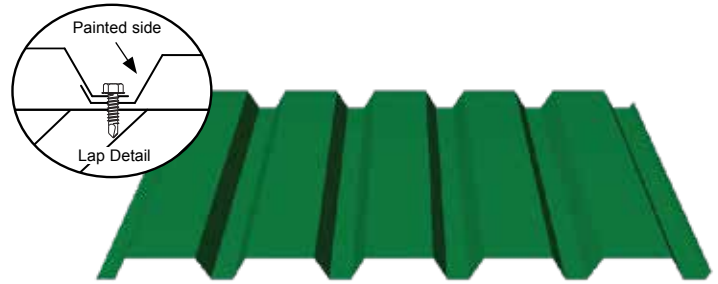




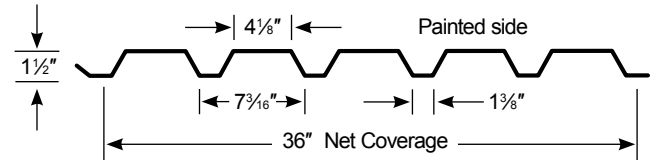
KEYNOTES

- 1 GROUND FACE CMU
MUTUAL MATERIALS: NATURAL
- 2 SPLIT FACE CMU
MUTUAL MATERIALS: WILLOW
- 3 METAL SIDING
AEP SPAN: MATT BLACK
- 4 OVERHEAD DOOR + CANOPY
SHERWIN WILLIAMS: CAYENNE
- 5 METAL ROOF
AEP SPAN: ZINCALUME
- 6 ALUMINUM STOREFRONT
BLACK
- 7 GLAZING
VITRO: SOLAR GRAY

Box Rib is an economical, structural, exposed-fastener wall panel suitable for general usage.



Box Rib (Wall Applications only)



Box Rib is ideal for vertical and horizontal wall, ceilings and soffit applications.

Properties									Standard Finishes	
Gauge	Base Steel Thickness (in)	Yield (ksi)	Tensile (ksi)	Wt. (lbs/ft ²)	I+ (in ⁴ /ft)	S+ (in ³ /ft)	I- (in ⁴ /ft)	S- (in ³ /ft)	Metallic Coating	Paint System
26	0.0173	80	82	0.91	0.0756	0.0653	0.0967	0.0674	AZ50	Cool Dura Tech™ <i>nt</i>
24	0.0232	50	65	1.21	0.1087	0.1020	0.1333	0.1163	AZ50	Cool Dura Tech™ 5000 (polyvinylidene fluoride) or Cool Dura Tech™ <i>mx</i> (metallic polyvinylidene)
22	0.0294	50	65	1.54	0.1456	0.1438	0.1700	0.1593	AZ50	
20	0.0354	40	55	1.85	0.1911	0.1928	0.2067	0.2122	G90*	
18	0.0459	40	55	2.40	0.2600	0.2573	0.2667	0.2740	G90	

NOTES: The moments of inertia, I⁺ and I⁻, presented for determining deflection are: $(2I_{\text{Effective}} + I_{\text{Gross}})/3$

*Bare 20 gauge has a AZ50 metallic coating.

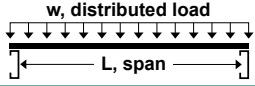
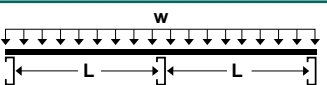
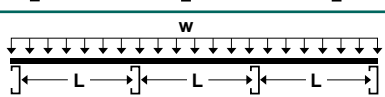
standard features

- 36" coverage wall panel.
- Wall Installation: Horizontal or Vertical.
- Gauges: 22ga, 24ga, and 26ga in standard finishes and 20ga available in ZINCALUME® Plus.
- Refer to AEP Span Color Charts for full range of color options and paint systems.
- Custom manufactured panel lengths: 6'-0" to 50'-0".
- Matching fiberglass panels available.
- Testing: ASTM E283 (air infiltration) and ASTM E331 (water infiltration). All testing performed by accredited third-party.
- Wall assemblies rated for fire resistance (UL263) when installed in accordance with UL listings.
- Building Code Approval Report: #ER-0550.
- Manufactured in Fontana, CA.

optional features

- Short cut sheets from 6'-0" to 1'-0". Additional fees and lead times may apply.
- 18ga and 20ga available in galvanized G90 with standard and custom colors subject to a minimum order size of 4,500 square feet and longer lead times.
- 18ga available in bare galvanized G90 subject to a minimum order size of 18,000 square feet and longer lead times.
- Custom colors, thick film primer and/or clear coat paint finishes available. Subject to 4,500 square feet minimum order.
- Perforation options available for an additional charge. Minimum order size 1,500 square feet (Inquire for smaller orders). Select from standard perforation patterns with open areas of 7.8%, 13.8%, 23.4%, 30.6% or 41.4%.
- Stucco embossed available on 26ga, 24ga and 22ga. Subject to minimum. Order size of 1,500 square feet.

Gauge	Span	Cond.	Allowable Inward Loads (lbs/ft ²) per Span (ft.-in.)								
			2'-0"	2'-6"	3'-0"	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	10'-0"
26	Single Span	ASD, W/Ω	391	250	174	98	63	43	32	24	16
		L/180	-	-	-	-	53	31	19	13	7
	Double Span	ASD, W/Ω	353	236	168	97	63	43	32	25	16
		L/180	-	-	-	-	-	-	-	-	16
	Triple Span	ASD, W/Ω	421	285	205	119	77	54	40	31	20
		L/180	-	-	-	-	-	-	36	24	12
24	Single Span	ASD, W/Ω	509	326	226	127	81	57	42	32	20
		L/180	-	-	-	-	76	44	28	19	9
	Double Span	ASD, W/Ω	533	351	248	142	91	63	47	36	23
		L/180	-	-	-	-	-	-	-	-	23
	Triple Span	ASD, W/Ω	646	429	305	175	114	79	58	44	28
		L/180	-	-	-	-	-	-	52	35	18
22	Single Span	ASD, W/Ω	717	459	319	179	115	80	59	45	29
		L/180	-	-	-	-	102	59	37	25	13
	Double Span	ASD, W/Ω	741	485	342	195	126	87	64	49	31
		L/180	-	-	-	-	-	-	-	-	31
	Triple Span	ASD, W/Ω	902	596	422	242	156	109	80	61	39
		L/180	-	-	-	-	-	-	70	47	24
20	Single Span	ASD, W/Ω	770	493	342	192	123	86	63	48	31
		L/180	-	-	-	-	-	77	49	33	17
	Double Span	ASD, W/Ω	777	511	362	207	133	92	68	52	34
		L/180	-	-	-	-	-	-	-	-	-
	Triple Span	ASD, W/Ω	939	625	445	256	165	115	85	66	41
		L/180	-	-	-	-	-	-	-	62	32
18	Single Span	ASD, W/Ω	1027	657	457	257	164	114	84	64	41
		L/180	-	-	-	-	-	105	66	44	23
	Double Span	ASD, W/Ω	1003	661	466	267	172	120	88	68	43
		L/180	-	-	-	-	-	-	-	-	-
	Triple Span	ASD, W/Ω	1213	808	573	330	214	149	110	85	54
		L/180	-	-	-	-	-	-	-	84	43

Inward Loads	Single Span		<p>NOTES:</p> <p>Top values based on allowable stress (ASD). Bottom values based on a deflection limit of L/180.</p> <p>"-" denotes that the allowable load is limited by the panel stress vs. deflection limit.</p> <p>Steel conforms to ASTM A653 (Galvanized) or ASTM A792 (ZINCALUME) structural steel.</p> <p>Tabulated values are for positive (inward) uniform loading only.</p> <p>Values are based on the American Iron and Steel Institute "Cold Formed Steel Design Manual" (AISI S100-12).</p> <p>Refer to aepspan.com for more complete Box Rib performance data.</p>
	Double Span		
	Triple Span		

Oil Canning : All flat metal surfaces can display waviness commonly referred to as "oil canning". "Oil canning" is an inherent characteristic of steel products, not a defect, and therefore is not a cause for panel rejection.



Customer Service Centers
Tacoma, WA

Phone: 800-733-4955

Fax: 253-272-0791

For most current versions of literature please visit
www.aepspan.com

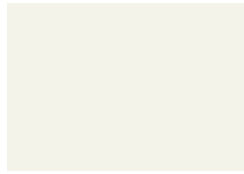
STANDARD COLORS

DURA TECH™ 5000 - Premium 70% Fluoropolymer (PVDF) Coating



ZINCALUME® Plus*

SRI: 64 • LRV: 67 • GA: 24, 22, & 20



Cool REGAL WHITE

SRI: 88 • LRV: 75 • GA: 24 & 22



Cool PARCHMENT

SRI: 58 • LRV: 40 • GA: 24 & 22



Cool SIERRA TAN

SRI: 55 • LRV: 34 • GA: 24 & 22



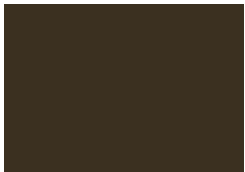
Cool PEBBLE

SRI: 48 • LRV: 27 • GA: 24 & 22



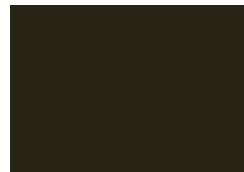
Cool WALNUT

SRI: 38 • LRV: 18 • GA: 24 & 22



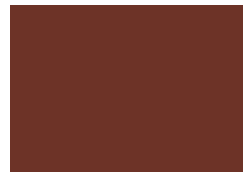
Cool WEATHERED COPPER

SRI: 34 • LRV: 11 • GA: 24 & 22



Cool DARK BRONZE

SRI: 32 • LRV: 8 • GA: 24 & 22



Cool TERRA-COTTA

SRI: 41 • LRV: 15 • GA: 24 & 22



Cool COLONIAL RED

SRI: 35 • LRV: 9 • GA: 24 & 22



Cool OLD TOWN GRAY

SRI: 43 • LRV: 27 • GA: 24 & 22



Cool ZINC GRAY

SRI: 39 • LRV: 20 • GA: 24 & 22



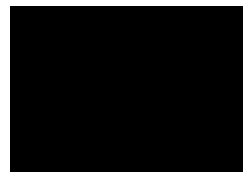
Cool SLATE GRAY

SRI: 33 • LRV: 12 • GA: 24 & 22



Cool MIDNIGHT BRONZE

SRI: 27 • LRV: 7 • GA: 24 & 22



Cool MATTE BLACK

SRI: 29 • LRV: 5 • GA: 24 & 22



Cool TAHOE BLUE

SRI: 33 • LRV: 14 • GA: 24 & 22



Cool REGAL BLUE

SRI: 29 • LRV: 10 • GA: 24 & 22



Cool SAGE GREEN

SRI: 41 • LRV: 21 • GA: 24 & 22



Cool LEAF GREEN

SRI: 30 • LRV: 11 • GA: 24 & 22



Cool FOREST GREEN

SRI: 29 • LRV: 9 • GA: 24 & 22

PREMIUM COLOR¹

(Subject to upcharge)



VINTAGE®¹

SRI: 22 • LRV: 20 • GA: 24

Vintage coated metal is an innovative coating process over a TruZinc® G90 metallic coated steel surface producing a beautiful, durable, aged-metallic finish.

METALLIC COLORS¹

DURA TECH™ mx - Premium Fluoropolymer (PVDF) Pearlescent Coating (Subject to upcharge)



Cool METALLIC SILVER¹

SRI: 65 • LRV: 50 • GA: 24 & 22



Cool SILVERSMITH¹

SRI: 58 • LRV: 54 • GA: 24 & 22



Cool ZACTique® II¹

SRI: 39 • LRV: 22 • GA: 24 & 22



Cool METALLIC CHAMPAGNE¹

SRI: 54 • LRV: 33 • GA: 24 & 22



Cool METALLIC COPPER¹

SRI: 53 • LRV: 29 • GA: 24 & 22

¹ Please note that these colors are batch sensitive (may have color variation) and are directional in nature. Different batches are not to be mixed on projects. We recommend that you request a sample of current stocked material to review actual color before ordering to ensure color accuracy. We are not responsible for color variations.

* Clear acrylic coated

REPRESENTATION OF COLORS MAY VARY DUE TO PRINTING LIMITATIONS.

Sample color chips are available upon request. Consult your AEP Span representative for more information.



Dura Tech™ coatings combine the corrosion protection of a ZINCALUME® substrate with a highly durable resin formulation and cool pigment technology to provide excellent color retention and reduces the demand for energy.

DURA TECH 5000 and DURA TECH mx	ASTM ²	PERFORMANCE
Standard Film Thickness	D5796	0.15 - 0.25 mil primer, 0.70 - 0.80 mil top coat 0.50 mil backer coat (Polyester system applied over a primer)
Marine Environment Film Thickness	D5796	0.70 - 0.80 mil primer, 0.70 - 0.80 mil topcoat, 0.40 - 0.50 mil clear coat
Other unusual environmental conditions or specialized pigmentation may have different primer and clear coat requirements.		
Specular Gloss	D523	8-15% at 60° (Dura Tech 5000) 15-25% at 60° (Dura Tech mx)
Pencil Hardness	D3363	F-2H
Flexibility T-Bend	D4145	2T No loss of adhesion or evidence of cracking ³
Cross Hatch Adhesion	D3359	No adhesion loss
Reverse Impact	D2794	No cracking or loss of adhesion
Abrasion, Falling Sand	D968	65 liters minimum
Flame Test	E84	Class A coating
Acid Pollutants 20% Sulfuric Acid, 18hrs. 10% Muriatic Acid, 24hrs.	D1308	No bleaching No color change, no blistering
Acid Rain Test	Kesternich	15 cycles minimum
Alkali Resistance	Kesternich	No effect
Salt Spray Resistance	B117	Passes 1,000 hours, coated steel ³
Cyclic Salt Fog	B5894	2,000 hours passes adhesion
Humidity Resistance @ 100°	B2247	Passes 2,000 hours, coated steel ³
South Florida Exposure	D2244	<5 NBS units change
UVB	D822	Passes 3,000 hours
Chalk Resistance	D4214	Rating of 8 minimum
ZINCALUME® and Galvalume® substrate	A792	55% aluminum-zinc alloy coated steel with a metallic coating weight of AZ50

Declare.



FINISH WARRANTIES

Limited warranties for chalk, fade and film integrity are available in durations of up to 40 years for both Dura Tech™ 5000 and Dura Tech™ mx. All AEP Span panels are offered with a corrosion warranty on Galvalume® or ZINCALUME® substrate. Terms can be affected by factors such as environment and building use. Vintage warranty varies. Inquire for details.

COMPOSITION & APPLICATION:

Dura Tech™ 5000/mx coatings are factory applied, oven cured formulas applied by approved coil coaters. They utilize Kynar 500® or Hylar 5000® PVDF resins and inorganic, IR reflective pigments for superior long-term performance.

PRETREATMENT

All substrates are pre-treated in accordance with paint manufacturer's instructions. The pretreatment is to provide a suitable surface for application of the recommended primer.

METALLIC COATINGS

With metallic coatings, minor differences in both color and appearance are normal and to be expected. It is virtually impossible to match one metallic coating to another. Due to the coil application process, striations and longitudinal patterning may also show on these products. To minimize the possible visual effects of the normal minor differences in paint and its application, an entire job should be painted at one time. Additionally, fabricated panels, flat sheets, and flashings should be orientated in the same direction for installation. Contact AEP Span representative for actual color samples prior to purchase.

VINTAGE - Vintage coated metal is an innovative coating process over a TruZinc® G90 metallic coated steel surface producing a beautiful, durable, aged-metallic finish.

Vintage specifications and warranty vary slightly from those stated above. Please visit www.aepspan.com/resource-center/warranties for details or contact an AEP Span representative for details.

² All tests performed to the latest ASTM revision. The test results set forth are representative of the results obtained by the paint manufacturer.

³ Performances on HDG G90, ZINCALUME®, Galvalume®.

SRI=Solar Reflective Index. LRV=Light Reflectance Value. GA= Gauge of Steel.

SRI values in accordance with ASTM E1980 and are based on independent testing. Cool Roof Rating Council (CRRC) performance values (for CA Title 24, Energy Star) are based on color families and will differ from those listed above. Please visit www.aepspan.com for additional information.



THE CMU BOOK

COLORS | TEXTURES | SHAPES | ASTM

COLOR*: **Natural**

TEXTURE: **Split Face**

TYPE**: **Special Order**

PLANT: **Kent, WA; Empire, OR**

ASTM: **ASTM C-90**



- *Due to the limitations of photography, the actual product shipped is not guaranteed to duplicate the image shown here. Final color and product selection should be made from actual samples.*
- *** Special Order Colors require a minimum order. Additional production time should be allowed.*

Considering CMU for your project?

For samples and ordering information contact your
Mutual Materials Sales Representative or call
(888) 688-8250.



MUTUAL MATERIALS®

www.mutualmaterials.com

THE CMU BOOK

COLORS | TEXTURES | SHAPES | ASTM

COLOR*: **Willow**

TEXTURE: **Ground Face**

TYPE**: **Special Order**

PLANT: **Kent, WA**

ASTM: **ASTM C-90**



- *Due to the limitations of photography, the actual product shipped is not guaranteed to duplicate the image shown here. Final color and product selection should be made from actual samples.*
- *** Special Order Colors require a minimum order. Additional production time should be allowed.*

Considering CMU for your project?

For samples and ordering information contact your
Mutual Materials Sales Representative or call
(888) 688-8250.



MUTUALMATERIALS®

www.mutualmaterials.com

INDUSTRIAL FOCUS SITE LIGHTING

The proposed phased development and all abutting lots are located in Lighting Zone 2 (LZ 2). The development will include building mounted and pole mounted LED fixtures. The fixtures cover entrances, parking area, storage area and walkways.

The exterior lighting design shall comply with the prescriptive option per the Oregon Energy Specialty Code Comcheck Compliance forms. All luminaires that face away from the property-lines to include a house side shield. All wall mounted luminaire wattages are below 60 lamp watts.

All lighting branch circuits to be routed through automatic lighting control. Luminaires to be 50% dimmed after dusk. Integral photocell on each luminaire to activate luminaire to 100% lumen output upon activation by motion.

Table 7: Maximum Wattage And Required Shielding				
Lighting Zone	Fully Shielded	Shielded	Partly Shielded	Unshielded
LZ 1	70	20	13	Low voltage landscape lighting 50 watts or less
LZ 2	100	35	39	Low voltage landscape lighting 50 watts or less
LZ 3	250	100	70	Landscape and facade lighting 100 watts or less; ornamental lighting on private drives of 39 watts and less
LZ 4	450	150	150	Landscape and facade lighting 250 watts or less; ornamental lights on private drives and lanterns 70 watts or less; marquee lighting not employing medium based lamps

[Table 7 amended by Ord. 682, 9/9/10; Ord. 688, 11/15/10]

Table 8: Maximum Lighting Mounting Height In Feet			
Lighting Zone	Lighting for private drives, driveways, parking, bus stops and other transit facilities	Lighting for walkways, bikeways, plazas and other pedestrian areas	All other lighting
LZ 0	20	8	4
LZ 1	25	12	4
LZ 2	40	18	8
LZ 3	40	18	16
LZ 4	Height limit to be determined by Special Use Permit Only		

Lighting mounted onto buildings or other structures shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building or structure at the place where the lighting is installed, nor higher than 33.33 percent of the horizontal distance of the light from the nearest property line, whichever is less.

[Table amended by Ord. 682, 9/9/10]

Table 9: Performance Method			
Lighting Zone	Maximum percentage of direct lumens of upright	Maximum Light Level at Property Line	
		Horizontal plane at grade (foot candles - fc)	Vertical plane facing the site in question, from grade to mounting height of highest mounted luminaire (foot candles – fc)
LZ 0	0	0.01 fc	0.02 fc
LZ 1	1%	0.05 fc	0.1 fc
LZ 2	5%	0.2 fc	0.4 fc
LZ 3	10%	0.4 fc	0.8 fc
LZ 4	20%	0.8 fc	1.6 fc

Table 10: Curfew	
Lighting Zone	Curfew Time
LZ 0	8:00 PM (2000 hours)
LZ 1	
LZ 2	10:00 PM (2200 hours)
LZ 3	Midnight (2400 hours)
LZ 4	

[Tables, above, renumbered by Ord. 688, 11/15/10

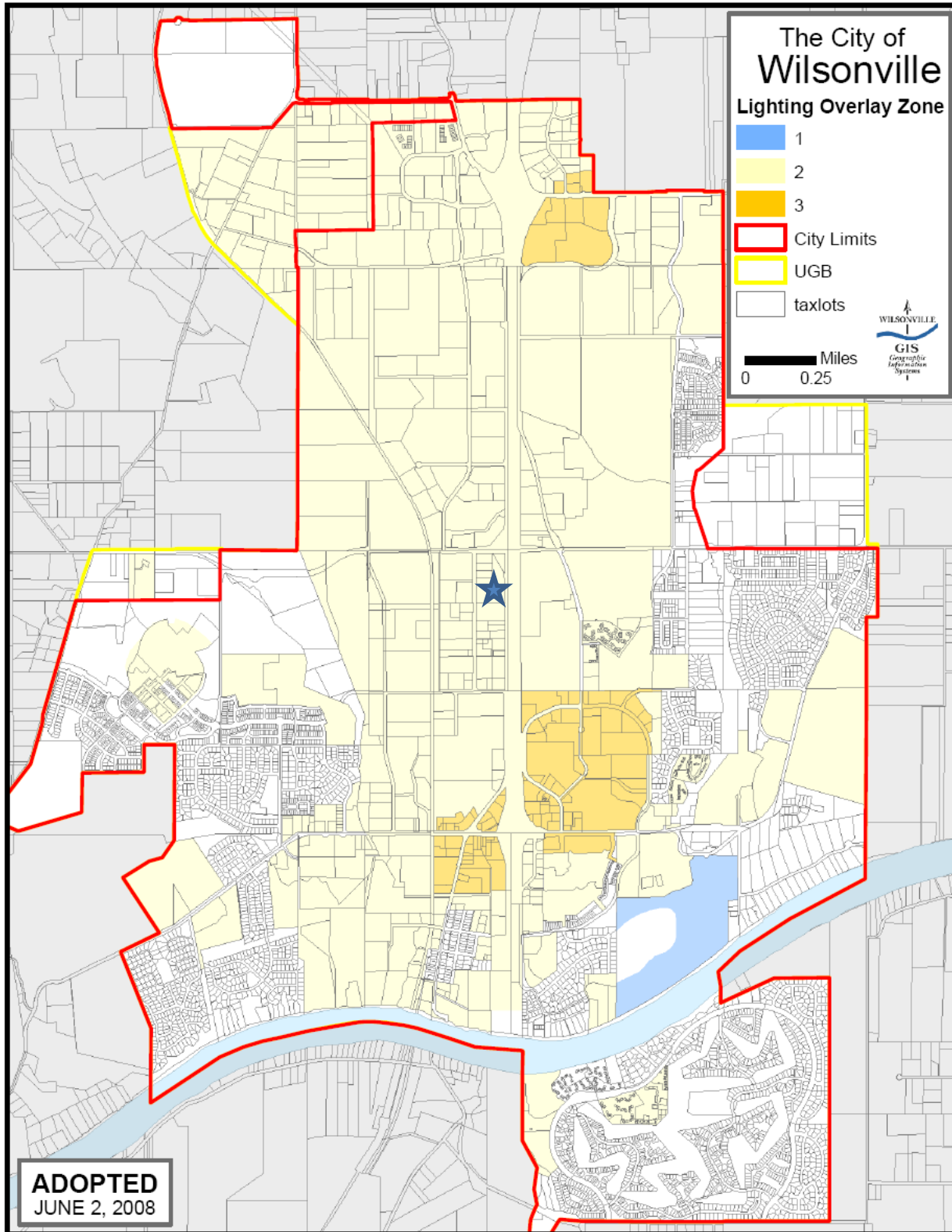


Figure 30: Lighting Overlay Zone Map

[Section 4.199 – 4.199.60 added by Ord. No. 649, adopted 6/2/08]



D-Series Size 1 LED Area Luminaire

d#series



Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

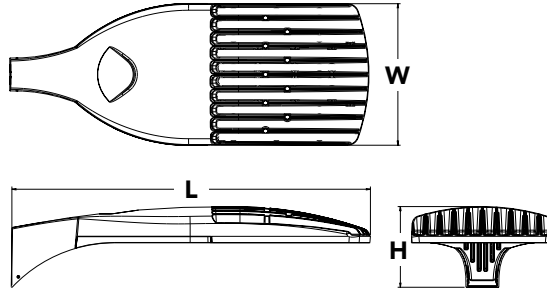
- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background¹

To learn more about A+, visit www.acuitybrands.com/aplus.

- See ordering tree for details.
- A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

Specifications

EPA:	1.01 ft ² (0.09 m ²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA DDBXD

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics P1 P4 P7 P2 P5 P8 P3 P6 P9 Rotated optics P10 ¹ P12 ¹ P11 ¹ P13 ¹	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted ²	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium TSVS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control ^{2,3} LCCO Left corner cutoff ^{2,3} RCCO Right corner cutoff ^{2,3}	MVOLT ^{4,5} 120 ⁶ 208 ^{5,6} 240 ^{5,6} 277 ⁶ 347 ^{5,6,7} 480 ^{5,6,7}	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁸ RPUMBA Round pole universal mounting adaptor ⁸ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁹

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 nLight AIR generation 2 enabled ¹⁰ PER NEMA twist-lock receptacle only (controls ordered separate) ¹¹ PER5 Five-wire receptacle only (controls ordered separate) ^{11,12} PER7 Seven-wire receptacle only (controls ordered separate) ^{11,12} DMG 0-10V dimming extend out back of housing for external control (leads exit fixture) DS Dual switching ^{13,14} PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{5,15,16} PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{5,15,16} PIRHN Network, Bi-Level motion/ambient sensor ¹⁷ PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{5,15,16}	PIRH1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{5,15,16} BL30 Bi-level switched dimming, 30% ^{5,14,18} BL50 Bi-level switched dimming, 50% ^{5,14,18} PNMTDD3 Part night, dim till dawn ^{5,19} PNMT5D3 Part night, dim 5 hrs ^{5,19} PNMT6D3 Part night, dim 6 hrs ^{5,19} PNMT7D3 Part night, dim 7 hrs ^{5,19} FAO Field adjustable output ²⁰	Shipped installed HS House-side shield ²¹ SF Single fuse (120, 277, 347V) ⁶ DF Double fuse (208, 240, 480V) ⁶ L90 Left rotated optics ¹ R90 Right rotated optics ¹ Shipped separately BS Bird spikes ²² EGS External glare shield ²²
		DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLTXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white



Ordering Information

Accessories

Ordered and shipped separately.

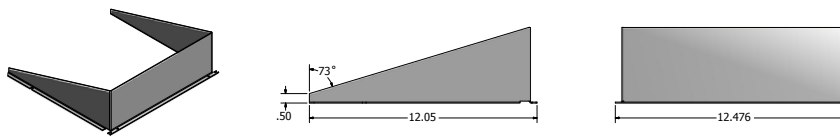
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²³
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²³
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²³
DSHORT SBK U	Shorting cap ²³
DSX1HS 30C U	House-side shield for 30 LED unit ²¹
DSX1HS 40C U	House-side shield for 40 LED unit ²¹
DSX1HS 60C U	House-side shield for 60 LED unit ²¹
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) ²⁴
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁴

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

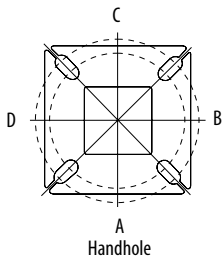
- P10, P11, P12 or P13 and rotated optics (L90, R90) only available together.
- AMBPC is not available with BLC, LCCO, RCCO or P4, P7, P8, P9 or P13.
- Not available with HS.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Any PIRx with BL30, BL50 or PNMT, is not available with 208V, 240V, 347V, 480V or MVOLT. It is only available in 120V or 277V specified.
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Not available in P1 or P10. Not available with BL30, BL50 or PNMT options.
- Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Must be ordered with PIRHN.
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
- If ROAM[®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. Shorting cap included.
- Provides 50/50 fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available P1, P2, P3, P4 or P5.
- Requires (2) separately switched circuits.
- Reference Motion Sensor table on page 3.
- Reference PER table on page 3 to see functionality.
- Must be ordered with NLTAIR2. For more information on nLight Air 2 visit [this link](#).
- Not available with 347V, 480V, PNMT, DS. For PER5 or PER7, see PER Table on page 3. Requires isolated neutral.
- Not available with 347V, 480V, DS, BL30, BL50. For PER5 or PER7, see PER Table on page 3. Separate Dusk to Dawn required.
- Not available with other dimming controls options
- Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- Must be ordered with fixture for factory pre-drilling.
- Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table on page 3.
- For retrofit use only.

External Glare Shield



Drilling

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

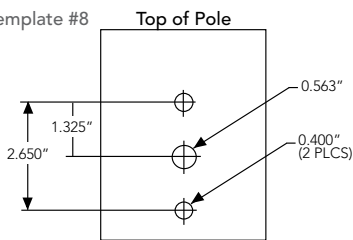
Pole drilling nomenclature: # of heads at degree from handhole (default side A)						
DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS	
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°	
Side B	Side B & D	Side B & C	Round pole only	Side B, C, & D	Sides A, B, C, D	

Note: Review luminaire spec sheet for specific nomenclature

Pole top or tenon O.D.	4.5" @ 90°	4" @ 90°	3.5" @ 90°	3" @ 90°	4.5" @ 120°	4" @ 120°	3.5" @ 120°	3" @ 120°
DSX SPA	Y	Y	Y	N	-	-	-	-
DSX RPA	Y	Y	N	N	Y	Y	Y	Y
DSX SPUMBA	Y	N	N	N	-	-	-	-
DSX RPUMBA	N	N	N	N	Y	Y	Y	N

*3 fixtures @120 require round pole top/tenon.

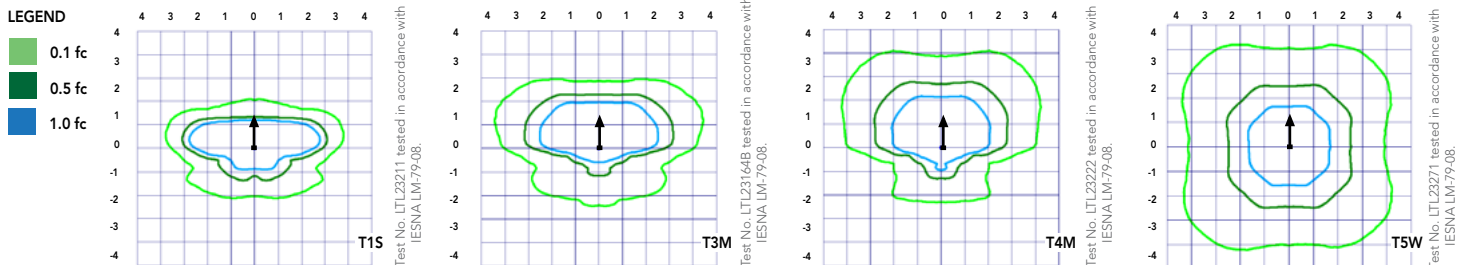
Template #8



Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25000	50000	100000
Lumen Maintenance Factor	1.00	0.96	0.92	0.85

Electrical Load

	Performance Package	LED Count	Drive Current	Wattage	Current (A)					
					120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	30	530	54	0.45	0.26	0.23	0.19	0.10	0.12
	P2	30	700	70	0.59	0.34	0.30	0.25	0.20	0.16
	P3	30	1050	102	0.86	0.50	0.44	0.38	0.30	0.22
	P4	30	1250	125	1.06	0.60	0.52	0.46	0.37	0.27
	P5	30	1400	138	1.16	0.67	0.58	0.51	0.40	0.29
	P6	40	1250	163	1.36	0.78	0.68	0.59	0.47	0.34
	P7	40	1400	183	1.53	0.88	0.76	0.66	0.53	0.38
	P8	60	1050	207	1.74	0.98	0.87	0.76	0.64	0.49
	P9	60	1250	241	2.01	1.16	1.01	0.89	0.70	0.51
Rotated Optics (Requires L90 or R90)	P10	60	530	106	0.90	0.52	0.47	0.43	0.33	0.27
	P11	60	700	137	1.15	0.67	0.60	0.53	0.42	0.32
	P12	60	1050	207	1.74	0.99	0.87	0.76	0.60	0.46
	P13	60	1250	231	1.93	1.12	0.97	0.86	0.67	0.49

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)		
		Wire 4/Wire5	Wire 4/Wire5	Wire 4/Wire5	Wire 6/Wire7	
Photocontrol Only (On/Off)	✓	▲	Wired to dimming leads on driver	▲	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✗	✓	Wired to dimming leads on driver	▲	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	✗	▲	Wires Capped inside fixture	▲	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	✗	▲	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	✗	▲	Wires Capped inside fixture	✓	Wires Capped inside fixture	Wires Capped inside fixture

✓ Recommended
✗ Will not work
▲ Alternate

*Future-proof means: Ability to change controls in the future.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																								
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
					30	530	P1	54W	T1S	6,457	2	0	2	120	6,956	2	0	2	129	7,044	2	0	2	130
				T2S	6,450	2	0	2	119	6,949	2	0	2	129	7,037	2	0	2	130	3,813	1	0	1	73
				T2M	6,483	1	0	1	120	6,984	2	0	2	129	7,073	2	0	2	131	3,689	1	0	1	71
				T3S	6,279	2	0	2	116	6,764	2	0	2	125	6,850	2	0	2	127	3,770	1	0	1	73
				T3M	6,468	1	0	2	120	6,967	1	0	2	129	7,056	1	0	2	131	3,752	1	0	1	72
				T4M	6,327	1	0	2	117	6,816	1	0	2	126	6,902	1	0	2	128	3,758	1	0	1	72
				TFTM	6,464	1	0	2	120	6,963	1	0	2	129	7,051	1	0	2	131	3,701	1	0	1	71
				TSVS	6,722	2	0	0	124	7,242	3	0	0	134	7,334	3	0	0	136	3,928	2	0	0	76
				T5S	6,728	2	0	1	125	7,248	2	0	1	134	7,340	2	0	1	136	3,881	2	0	0	75
				T5M	6,711	3	0	1	124	7,229	3	0	1	134	7,321	3	0	2	136	3,930	2	0	1	76
				T5W	6,667	3	0	2	123	7,182	3	0	2	133	7,273	3	0	2	135	3,820	3	0	1	73
				BLC	5,299	1	0	1	98	5,709	1	0	2	106	5,781	1	0	2	107					
				LCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80					
				RCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80					
30	700	P2	70W	T1S	8,249	2	0	2	118	8,886	2	0	2	127	8,999	2	0	2	129	4,561	1	0	1	67
				T2S	8,240	2	0	2	118	8,877	2	0	2	127	8,989	2	0	2	128	4,777	1	0	1	70
				T2M	8,283	2	0	2	118	8,923	2	0	2	127	9,036	2	0	2	129	4,622	1	0	2	68
				T3S	8,021	2	0	2	115	8,641	2	0	2	123	8,751	2	0	2	125	4,724	1	0	1	69
				T3M	8,263	2	0	2	118	8,901	2	0	2	127	9,014	2	0	2	129	4,701	1	0	2	69
				T4M	8,083	2	0	2	115	8,708	2	0	2	124	8,818	2	0	2	126	4,709	1	0	2	69
				TFTM	8,257	2	0	2	118	8,896	2	0	2	127	9,008	2	0	2	129	4,638	1	0	2	68
				TSVS	8,588	3	0	0	123	9,252	3	0	0	132	9,369	3	0	0	134	4,922	2	0	0	72
				T5S	8,595	3	0	1	123	9,259	3	0	1	132	9,376	3	0	1	134	4,863	2	0	0	72
				T5M	8,573	3	0	2	122	9,236	3	0	2	132	9,353	3	0	2	134	4,924	3	0	1	72
				T5W	8,517	3	0	2	122	9,175	4	0	2	131	9,291	4	0	2	133	4,787	3	0	1	70
				BLC	6,770	1	0	2	97	7,293	1	0	2	104	7,386	1	0	2	106					
				LCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79					
				RCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79					
30	1050	P3	102W	T1S	11,661	2	0	2	114	12,562	3	0	3	123	12,721	3	0	3	125					
				T2S	11,648	2	0	2	114	12,548	3	0	3	123	12,707	3	0	3	125					
				T2M	11,708	2	0	2	115	12,613	2	0	2	124	12,773	2	0	2	125					
				T3S	11,339	2	0	2	111	12,215	3	0	3	120	12,370	3	0	3	121					
				T3M	11,680	2	0	2	115	12,582	2	0	2	123	12,742	2	0	2	125					
				T4M	11,426	2	0	3	112	12,309	2	0	3	121	12,465	2	0	3	122					
				TFTM	11,673	2	0	2	114	12,575	2	0	3	123	12,734	2	0	3	125					
				TSVS	12,140	3	0	1	119	13,078	3	0	1	128	13,244	3	0	1	130					
				T5S	12,150	3	0	1	119	13,089	3	0	1	128	13,254	3	0	1	130					
				T5M	12,119	4	0	2	119	13,056	4	0	2	128	13,221	4	0	2	130					
				T5W	12,040	4	0	3	118	12,970	4	0	3	127	13,134	4	0	3	129					
				BLC	9,570	1	0	2	94	10,310	1	0	2	101	10,440	1	0	2	102					
				LCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76					
				RCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76					
30	1250	P4	125W	T1S	13,435	3	0	3	107	14,473	3	0	3	116	14,657	3	0	3	117					
				T2S	13,421	3	0	3	107	14,458	3	0	3	116	14,641	3	0	3	117					
				T2M	13,490	2	0	2	108	14,532	3	0	3	116	14,716	3	0	3	118					
				T3S	13,064	3	0	3	105	14,074	3	0	3	113	14,252	3	0	3	114					
				T3M	13,457	2	0	2	108	14,497	2	0	2	116	14,681	2	0	2	117					
				T4M	13,165	2	0	3	105	14,182	2	0	3	113	14,362	2	0	3	115					
				TFTM	13,449	2	0	3	108	14,488	2	0	3	116	14,672	2	0	3	117					
				TSVS	13,987	4	0	1	112	15,068	4	0	1	121	15,259	4	0	1	122					
				T5S	13,999	3	0	1	112	15,080	3	0	1	121	15,271	3	0	1	122					
				T5M	13,963	4	0	2	112	15,042	4	0	2	120	15,233	4	0	2	122					
				T5W	13,872	4	0	3	111	14,944	4	0	3	120	15,133	4	0	3	121					
				BLC	11,027	1	0	2	88	11,879	1	0	2	95	12,029	1	0	2	96					
				LCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72					
				RCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72					
30	1400	P5	138W	T1S	14,679	3	0	3	106	15,814	3	0	3	115	16,014	3	0	3	116					
				T2S	14,664	3	0	3	106	15,797	3	0	3	114	15,997	3	0	3	116					
				T2M	14,739	3	0	3	107	15,878	3	0	3	115	16,079	3	0	3	117					
				T3S	14,274	3	0	3	103	15,377	3	0	3	111	15,572	3	0	3	113					
				T3M	14,704	2	0	3	107	15,840	3	0	3	115	16,040	3	0	3	116					
				T4M	14,384	2	0	3	104	15,496	3	0	3	112	15,692	3	0	3	114					
				TFTM	14,695	2																		

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																											
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)							
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lu-mens	B	U	G	LPW			
40	1250	P6	163W	T1S	17,654	3	0	3	108	19,018	3	0	3	117	19,259	3	0	3	118								
				T2S	17,635	3	0	3	108	18,998	3	0	3	117	19,238	3	0	3	118								
				T2M	17,726	3	0	3	109	19,096	3	0	3	117	19,337	3	0	3	119								
				T3S	17,167	3	0	3	105	18,493	3	0	3	113	18,727	3	0	3	115								
				T3M	17,683	3	0	3	108	19,049	3	0	3	117	19,290	3	0	3	118								
				T4M	17,299	3	0	3	106	18,635	3	0	4	114	18,871	3	0	4	116								
				TFTM	17,672	3	0	3	108	19,038	3	0	4	117	19,279	3	0	4	118								
				TSVS	18,379	4	0	1	113	19,800	4	0	1	121	20,050	4	0	1	123								
				T5S	18,394	4	0	2	113	19,816	4	0	2	122	20,066	4	0	2	123								
				T5M	18,348	4	0	2	113	19,766	4	0	2	121	20,016	4	0	2	123								
				T5W	18,228	5	0	3	112	19,636	5	0	3	120	19,885	5	0	3	122								
				BLC	14,489	2	0	2	89	15,609	2	0	3	96	15,806	2	0	3	97								
				LCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72								
				RCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72								
				40	1400	P7	183W	T1S	19,227	3	0	3	105	20,712	3	0	3	113	20,975	3	0	3	115				
T2S	19,206	3	0					3	105	20,690	3	0	3	113	20,952	3	0	3	114								
T2M	19,305	3	0					3	105	20,797	3	0	3	114	21,060	3	0	3	115								
T3S	18,696	3	0					3	102	20,141	3	0	3	110	20,396	3	0	4	111								
T3M	19,258	3	0					3	105	20,746	3	0	3	113	21,009	3	0	3	115								
T4M	18,840	3	0					4	103	20,296	3	0	4	111	20,553	3	0	4	112								
TFTM	19,246	3	0					4	105	20,734	3	0	4	113	20,996	3	0	4	115								
TSVS	20,017	4	0					1	109	21,564	4	0	1	118	21,837	4	0	1	119								
T5S	20,033	4	0					2	109	21,581	4	0	2	118	21,854	4	0	2	119								
T5M	19,983	4	0					2	109	21,527	5	0	3	118	21,799	5	0	3	119								
T5W	19,852	5	0					3	108	21,386	5	0	3	117	21,656	5	0	3	118								
BLC	15,780	2	0					3	86	16,999	2	0	3	93	17,214	2	0	3	94								
LCCO	11,742	2	0					3	64	12,649	2	0	3	69	12,809	2	0	3	70								
RCCO	11,742	2	0					3	64	12,649	2	0	3	69	12,809	2	0	3	70								
60	1050	P8	207W					T1S	22,490	3	0	3	109	24,228	3	0	3	117	24,535	3	0	3	119				
				T2S	22,466	3	0	4	109	24,202	3	0	4	117	24,509	3	0	4	118								
				T2M	22,582	3	0	3	109	24,327	3	0	3	118	24,635	3	0	3	119								
				T3S	21,870	3	0	4	106	23,560	3	0	4	114	23,858	3	0	4	115								
				T3M	22,527	3	0	4	109	24,268	3	0	4	117	24,575	3	0	4	119								
				T4M	22,038	3	0	4	106	23,741	3	0	4	115	24,041	3	0	4	116								
				TFTM	22,513	3	0	4	109	24,253	3	0	4	117	24,560	3	0	4	119								
				TSVS	23,415	5	0	1	113	25,224	5	0	1	122	25,543	5	0	1	123								
				T5S	23,434	4	0	2	113	25,244	4	0	2	122	25,564	4	0	2	123								
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123								
				T5W	23,221	5	0	4	112	25,016	5	0	4	121	25,332	5	0	4	122								
				BLC	18,458	2	0	3	89	19,885	2	0	3	96	20,136	2	0	3	97								
				LCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72								
				RCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72								
				60	1250	P9	241W	T1S	25,575	3	0	3	106	27,551	3	0	3	114	27,900	3	0	3	116				
T2S	25,548	3	0					4	106	27,522	3	0	4	114	27,871	3	0	4	116								
T2M	25,680	3	0					3	107	27,664	3	0	3	115	28,014	3	0	3	116								
T3S	24,870	3	0					4	103	26,791	3	0	4	111	27,130	3	0	4	113								
T3M	25,617	3	0					4	106	27,597	3	0	4	115	27,946	3	0	4	116								
T4M	25,061	3	0					4	104	26,997	3	0	4	112	27,339	3	0	4	113								
TFTM	25,602	3	0					4	106	27,580	3	0	4	114	27,929	3	0	4	116								
TSVS	26,626	5	0					1	110	28,684	5	0	1	119	29,047	5	0	1	121								
T5S	26,648	4	0					2	111	28,707	5	0	2	119	29,070	5	0	2	121								
T5M	26,581	5	0					3	110	28,635	5	0	3	119	28,997	5	0	3	120								
T5W	26,406	5	0					4	110	28,447	5	0	4	118	28,807	5	0	4	120								
BLC	20,990	2	0					3	87	22,612	2	0	3	94	22,898	2	0	3	95								
LCCO	15,619	2	0					4	65	16,825	2	0	4	70	17,038	2	0	4	71								
									15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71				

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics																								
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60	530	P10	106W	T1S	13,042	3	0	3	123	14,050	3	0	3	133	14,228	3	0	3	134	7,167	2	0	2	72
				T2S	12,967	4	0	4	122	13,969	4	0	4	132	14,146	4	0	4	133	7,507	2	0	2	76
				T2M	13,201	3	0	3	125	14,221	3	0	3	134	14,401	3	0	3	136	7,263	2	0	2	73
				T3S	12,766	4	0	4	120	13,752	4	0	4	130	13,926	4	0	4	131	7,424	2	0	2	75
				T3M	13,193	4	0	4	124	14,213	4	0	4	134	14,393	4	0	4	136	7,387	2	0	2	75
				T4M	12,944	4	0	4	122	13,945	4	0	4	132	14,121	4	0	4	133	7,400	2	0	2	75
				TFTM	13,279	4	0	4	125	14,305	4	0	4	135	14,486	4	0	4	137	7,288	1	0	2	74
				T5VS	13,372	3	0	1	126	14,405	4	0	1	136	14,588	4	0	1	138	7,734	3	0	1	78
				T5S	13,260	3	0	1	125	14,284	3	0	1	135	14,465	3	0	1	136	7,641	3	0	0	77
				T5M	13,256	4	0	2	125	14,281	4	0	2	135	14,462	4	0	2	136	7,737	3	0	2	78
				T5W	13,137	4	0	3	124	14,153	4	0	3	134	14,332	4	0	3	135	7,522	3	0	2	76
				BLC	10,906	3	0	3	103	11,749	3	0	3	111	11,898	3	0	3	112					
				LCCO	7,789	1	0	3	73	8,391	1	0	3	79	8,497	1	0	3	80					
				RCCO	7,779	4	0	4	73	8,380	4	0	4	79	8,486	4	0	4	80					
60	700	P11	137W	T1S	16,556	3	0	3	121	17,835	3	0	3	130	18,061	4	0	4	132	8,952	2	0	2	68
				T2S	16,461	4	0	4	120	17,733	4	0	4	129	17,957	4	0	4	131	9,377	2	0	2	72
				T2M	16,758	4	0	4	122	18,053	4	0	4	132	18,281	4	0	4	133	9,072	2	0	2	69
				T3S	16,205	4	0	4	118	17,457	4	0	4	127	17,678	4	0	4	129	9,273	2	0	2	71
				T3M	16,748	4	0	4	122	18,042	4	0	4	132	18,271	4	0	4	133	9,227	2	0	2	70
				T4M	16,432	4	0	4	120	17,702	4	0	4	129	17,926	4	0	4	131	9,243	2	0	2	71
				TFTM	16,857	4	0	4	123	18,159	4	0	4	133	18,389	4	0	4	134	9,103	2	0	2	69
				T5VS	16,975	4	0	1	124	18,287	4	0	1	133	18,518	4	0	1	135	9,661	3	0	1	74
				T5S	16,832	4	0	1	123	18,133	4	0	2	132	18,362	4	0	2	134	9,544	3	0	1	73
				T5M	16,828	4	0	2	123	18,128	4	0	2	132	18,358	4	0	2	134	9,665	3	0	2	74
				T5W	16,677	4	0	3	122	17,966	5	0	3	131	18,193	5	0	3	133	9,395	4	0	2	72
				BLC	13,845	3	0	3	101	14,915	3	0	3	109	15,103	3	0	3	110					
				LCCO	9,888	1	0	3	72	10,652	2	0	3	78	10,787	2	0	3	79					
				RCCO	9,875	4	0	4	72	10,638	4	0	4	78	10,773	4	0	4	79					
60	1050	P12	207W	T1S	22,996	4	0	4	111	24,773	4	0	4	120	25,087	4	0	4	121					
				T2S	22,864	4	0	4	110	24,631	5	0	5	119	24,943	5	0	5	120					
				T2M	23,277	4	0	4	112	25,075	4	0	4	121	25,393	4	0	4	123					
				T3S	22,509	4	0	4	109	24,248	5	0	5	117	24,555	5	0	5	119					
				T3M	23,263	4	0	4	112	25,061	4	0	4	121	25,378	4	0	4	123					
				T4M	22,824	5	0	5	110	24,588	5	0	5	119	24,899	5	0	5	120					
				TFTM	23,414	5	0	5	113	25,223	5	0	5	122	25,543	5	0	5	123					
				T5VS	23,579	5	0	1	114	25,401	5	0	1	123	25,722	5	0	1	124					
				T5S	23,380	4	0	2	113	25,187	4	0	2	122	25,506	4	0	2	123					
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123					
				T5W	23,165	5	0	4	112	24,955	5	0	4	121	25,271	5	0	4	122					
				BLC	19,231	4	0	4	93	20,717	4	0	4	100	20,979	4	0	4	101					
				LCCO	13,734	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72					
				RCCO	13,716	4	0	4	66	14,776	4	0	4	71	14,963	4	0	4	72					
60	1250	P13	231W	T1S	25,400	4	0	4	110	27,363	4	0	4	118	27,709	4	0	4	120					
				T2S	25,254	5	0	5	109	27,205	5	0	5	118	27,550	5	0	5	119					
				T2M	25,710	4	0	4	111	27,696	4	0	4	120	28,047	4	0	4	121					
				T3S	24,862	5	0	5	108	26,783	5	0	5	116	27,122	5	0	5	117					
				T3M	25,695	5	0	5	111	27,680	5	0	5	120	28,031	5	0	5	121					
				T4M	25,210	5	0	5	109	27,158	5	0	5	118	27,502	5	0	5	119					
				TFTM	25,861	5	0	5	112	27,860	5	0	5	121	28,212	5	0	5	122					
				T5VS	26,043	5	0	1	113	28,056	5	0	1	121	28,411	5	0	1	123					
				T5S	25,824	4	0	2	112	27,819	5	0	2	120	28,172	5	0	2	122					
				T5M	25,818	5	0	3	112	27,813	5	0	3	120	28,165	5	0	3	122					
				T5W	25,586	5	0	4	111	27,563	5	0	4	119	27,912	5	0	4	121					
				BLC	21,241	4	0	4	92	22,882	4	0	4	99	23,172	4	0	4	100					
				LCCO	15,170	2	0	4	66	16,342	2	0	4	71	16,549	2	0	4	72					
									15,150	5	0	5	66	16,321	5	0	5	71	16,527	5	0	5	72	

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1

electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.





WDGE2 LED

Architectural Wall Sconce

Catalog
Number

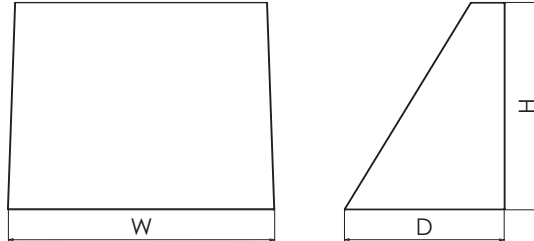
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth: 7"
Height: 9"
Width: 11.5"
Weight: 13.5 lbs
 (without options)



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 delivers up to 6,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

WDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K)					
				P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE2 LED	P1 ¹	P1SW	27K 2700K	VF Visual comfort forward throw	MVOLT	Shipped included SRM Surface mounting bracket AWS 3/8inch Architectural wall spacer Shipped separately BBW Surface-mounted back box PBBW Premium surface-mounted back box (top, left, right conduit entry)
	P2 ¹	P2SW	30K 3000K			
	P3 ¹	P3SW	35K 3500K	VW Visual comfort wide	347 ³ 480 ³	
	P4 ¹	Door with small window (SW) is required to accommodate sensors. See page 2 for more details.				
	P5 ¹	40K 4000K	50K ² 5000K			

Options	Finish
E4WH Emergency battery backup, CEC compliant (4W, 0°C min) E10WH Emergency battery backup, CEC compliant (10W, 5°C min) E20WC Emergency battery backup, CEC compliant (18W, -20°C min) PE⁴ Photocell, Button Type DS⁵ Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details) DMG⁶ 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) BCE Bottom conduit entry for premium back box (PBBW). Total of 4 entry points.	Standalone Sensors/Controls (only available with P1SW, P2SW & P3SW) PIR Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching. PIRH Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching PIR1FC3V Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation. PIRH1FC3V Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation. Networked Sensors/Controls (only available with P1SW, P2SW & P3SW) NLTAIR2 PIR nLightAIR Wireless enabled bi-level motion/ambient sensor for 8-15' mounting heights. NLTAIR2 PIRH nLightAIR Wireless enabled bi-level motion/ambient sensor for 15-30' mounting heights. See page 4 for out of box functionality
	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DBBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone



COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
 © 2019 Acuity Brands Lighting, Inc. All rights reserved.

WDGE2 LED
 Rev. 11/25/19

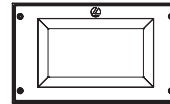
Accessories

Ordered and shipped separately.

WDGEAWS DDBXD U	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE2P8BW DDBXD U	WDGE2 Premium surface-mounted back box (specify finish)
WSBBW DDBXD U	Surface - mounted back box (specify finish)

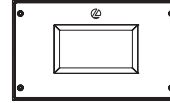
NOTES

- 1 P1-P5 not available with sensors/controls. Sensors/controls only available with P1SW, P2SW and P3SW.
- 2 50K not available in 90CRI
- 3 347V and 480V not available with E4WH, E10WH, E20WC or DS.
- 4 PE not available in 480V or with sensors/controls
- 5 DS option not available with E4WH, E10WH, E20WC or sensors/controls.
- 6 DMG option not available with sensors/controls



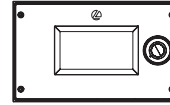
Default configuration with no sensors/controls.

Power Packages: P1, P2, P3, P4, P5



Small Window (SW) configuration

Power Packages: P1SW, P2SW, P3SW



Configuration with sensors/controls

Power Packages: P1SW, P2SW, P3SW

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)		30K (3000K, 80 CRI)		35K (3500K, 80 CRI)		40K (4000K, 80 CRI)		50K (5000K, 80 CRI)	
			Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW
P1 / P1SW	10W	VF	1,166	119	1,209	123	1,251	128	1,256	128	1,254	128
		VW	1,197	122	1,241	126	1,284	131	1,289	131	1,286	131
P2 / P2SW	15W	VF	1,878	129	1,947	134	2,015	139	2,023	139	2,019	139
		VW	1,927	133	1,997	137	2,067	142	2,075	143	2,071	143
P3 / P3SW	23W	VF	2,908	129	3,015	134	3,119	138	3,132	139	3,126	139
		VW	2,983	132	3,093	137	3,200	142	3,213	143	3,206	142
P4	35W	VF	4,096	117	4,247	121	4,394	126	4,412	126	4,403	126
		VW	4,202	120	4,357	125	4,508	129	4,526	129	4,517	129
P5	48W	VF	5,567	115	5,772	119	5,972	123	5,996	124	5,984	124
		VW	5,711	118	5,921	122	6,127	126	6,151	127	6,139	127

Electrical Load

Performance Package	System Watts	Current (A)					
		120V	208V	240V	277V	347V	480V
P1 / P1SW	10W	0.082	0.049	0.043	0.038	--	--
	13W	--	--	--	--	0.046	0.033
P2 / P2SW	15W	0.132	0.081	0.072	0.064	--	--
	18W	--	--	--	--	0.056	0.041
P3 / P3SW	23W	0.195	0.114	0.100	0.088	--	--
	26W	--	--	--	--	0.079	0.058
P4	35W	0.302	0.175	0.152	0.134	--	--
	38W	--	--	--	--	0.115	0.086
P5	48W	0.434	0.241	0.211	0.184	--	--
	52W	--	--	--	--	0.157	0.119

Lumen Multiplier for 90CRI

CCT	Multiplier
27K	0.845
30K	0.867
35K	0.845
40K	0.885
50K	0.898

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C / 32°F	1.03
10°C / 50°F	1.02
20°C / 68°F	1.01
25°C / 77°F	1.00
30°C / 86°F	0.99
40°C / 104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.95	>0.91



COMMERCIAL OUTDOOR

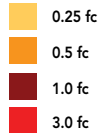
One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
© 2019 Acuity Brands Lighting, Inc. All rights reserved.

WDGE2 LED
Rev. 11/25/19

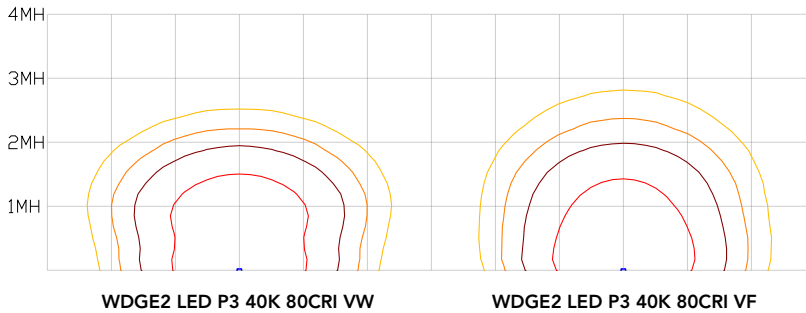
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND



MH = 10ft
Grid = 10ft x 10ft



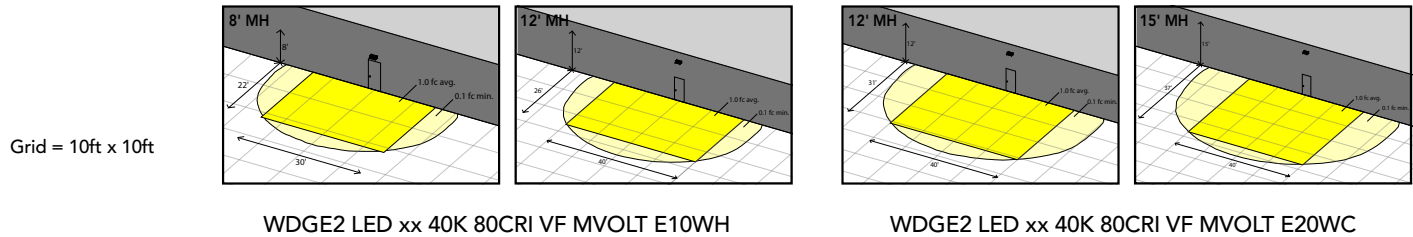
Emergency Egress Options

Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output at the end of 90minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

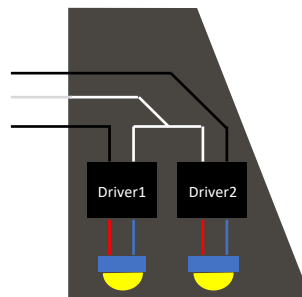
The examples below show illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E10WH or E20WC and VF distribution.



Dual Switching (DS) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with two drivers and two light engines. These work completely independent to each other so that a failure of any individual component does not cause the whole luminaire to go dark. This option is typically used with a back generator or inverter providing emergency power.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9



Motion/Ambient Sensor (PIR_, PIRH_)

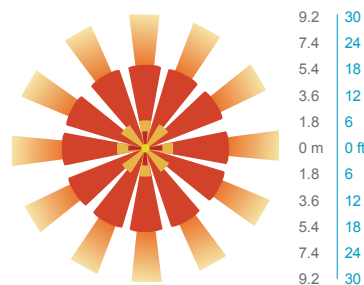
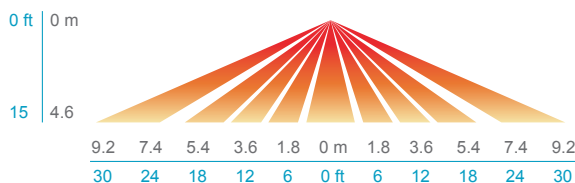
Motion/Ambient sensor (Sensor Switch MSOD) is integrated into the the luminaire. The sensor provides both Motion and Daylight based dimming of the luminaire. For motion detection, the sensor utilizes 100% Digital Passive Infrared (PIR) technology that is tuned for walking size motion while preventing false tripping from the environment. The integrated photocell enables additional energy savings during daytime periods when there is sufficient daylight. Optimize sensor coverage by either selecting PIR or PIRH option. PIR option comes with a sensor lens that is optimized to provide maximum coverage for mounting heights between 8-15ft, while PIRH is optimized for 15-40ft mounting height.

Networked Control (NLTAIR2)

nLight® AIR is a wireless lighting controls platform that allows for seamless integration of both indoor and outdoor luminaires. Five-tier security architecture, 900 MHz wireless communication and app (CLAIRITY™ Pro) based configurability combined together make nLight® AIR a secure, reliable and easy to use platform.

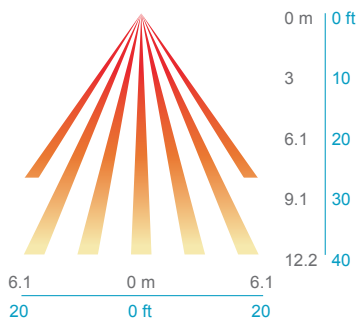
PIR

HIGH VIEW

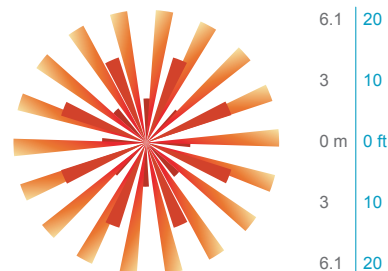


PIRH

SIDE VIEW



TOP VIEW



Option	Dim Level	High Level (when triggered)	Photocell Operation	Motion Time Delay	Ramp-down Time	Ramp-up Time
PIR or PIRH	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
PIR1FC3V, PIRH1FC3V	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 1fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
NLTAIR2 PIR, NLTAIR2 PIRH (out of box)	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	7.5 min	5 min	Motion - 3 sec Photocell - 45 sec



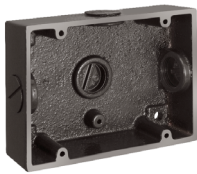
**NLTAIR2 PIR – nLight AIR
Motion/Ambient Sensor**

D = 7"
H = 11"
W = 11.5"



PBBW – Premium Back Box

D = 1.75"
H = 9"
W = 11.5"



BBW – Standard Back Box

D = 1.5"
H = 4"
W = 5.5"



AWS – 3/8inch Architectural Wall Spacer

D = 0.38"
H = 4.4"
W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE

Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be tilt-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION

The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP66 rating for the luminaire.

FINISH

Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS

Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L91/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C low exposure (per ANSI/IEEE C62.41.2).

INSTALLATION

A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP66 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient.

WARRANTY

5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



WEDGE3 LED

Architectural Wall Sconce

Catalog Number

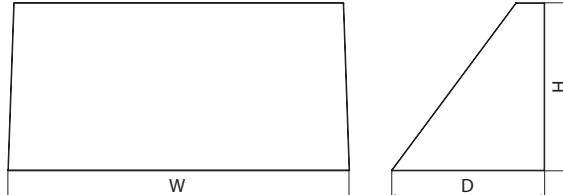
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth: 8"
Height: 9"
Width: 18"
Weight: 19.5 lbs
 (without options)



Introduction

The WEDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WEDGE family provides additional energy savings and code compliance.

WEDGE3 has been designed to deliver up to 12,000 lumens through a precision refractive lens with wide distribution, perfect for augmenting the lighting from pole mounted luminaires.

WEDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K)					
				P1	P2	P3	P4	P5	P6
WEDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WEDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WEDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WEDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WEDGE3 LED P3 40K 70CRI R3 MVOLT DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WEDGE3 LED	P1	30K 3000K	70CRI	R2 Type 2	MVOLT	Shipped included SRM Surface mounting bracket AWS 3/8inch Architectural wall spacer Shipped separately BBW Surface-mounted back box PBBW Premium surface-mounted back box (top, left, right conduit entry)
	P2	40K 4000K		R3 Type 3	347 ¹	
	P3	50K 5000K		R4 Type 4	480 ¹	
	P4			RFT Forward Throw		

Options	Finish
E15WH Emergency battery backup, CEC compliant (15W, 5°C min) E20WC Emergency battery backup, CEC compliant (18W, -20°C min) PE² Photocell, Button Type DMG³ 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) BCE Bottom conduit entry for premium back box (PBBW). Total of 4 entry points. SPD10KV 10kV Surge pack	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DBBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
Standalone Sensors/Controls PIR Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching. PIRH Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching PIR1FC3V Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation. PIRH1FC3V Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation. Networked Sensors/Controls NLTAIR2 PIR nLightAIR Wireless enabled bi-level motion/ambient sensor for 8-15' mounting heights. NLTAIR2 PIRH nLightAIR Wireless enabled bi-level motion/ambient sensor for 15-30' mounting heights. See page 4 for out of box functionality	

Accessories

Ordered and shipped separately.

WDGEAWS DDBXD U	WEDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE3PBBW DDBXD U	WEDGE3 Premium surface-mounted back box (specify finish)
WSBBW DDBXD U	Surface - mounted back box (specify finish)

NOTES

- 347V and 480V not available with E15WH and E20WC.
- PE not available in 480V and with sensors/controls.
- DMG option not available with sensors/controls.



COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
 © 2019 Acuity Brands Lighting, Inc. All rights reserved.

WEDGE3 LED
 Rev. 11/25/19

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	Watts	Dist. Type	30K (3000K, 70 CRI)		40K (4000K, 70 CRI)		50K (5000K, 70 CRI)	
			Lumens	LPW	Lumens	LPW	Lumens	LPW
P1	52W	R2	7,037	136	7,649	148	7,649	148
		R3	6,922	134	7,524	145	7,524	145
		R4	7,133	138	7,753	150	7,753	150
		RFT	6,985	135	7,592	147	7,592	147
P2	59W	R2	7,968	135	8,661	147	8,661	147
		R3	7,838	133	8,519	144	8,519	144
		R4	8,077	137	8,779	149	8,779	149
		RFT	7,909	134	8,597	146	8,597	146
P3	71W	R2	9,404	132	10,221	143	10,221	143
		R3	9,250	130	10,054	141	10,054	141
		R4	9,532	134	10,361	145	10,361	145
		RFT	9,334	131	10,146	142	10,146	142
P4	88W	R2	11,380	129	12,369	140	12,369	140
		R3	11,194	127	12,167	138	12,167	138
		R4	11,535	131	12,538	142	12,538	142
		RFT	11,295	128	12,277	139	12,277	139

Electrical Load

Performance Package	System Watts	Current (A)					
		120V	208V	240V	277V	347V	480V
P1	52W	0.437	0.246	0.213	0.186	0.150	0.110
P2	59W	0.498	0.287	0.251	0.220	0.175	0.126
P3	71W	0.598	0.344	0.300	0.262	0.210	0.152
P4	88W	0.727	0.424	0.373	0.333	0.260	0.190

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.05
10°C	50°F	1.03
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

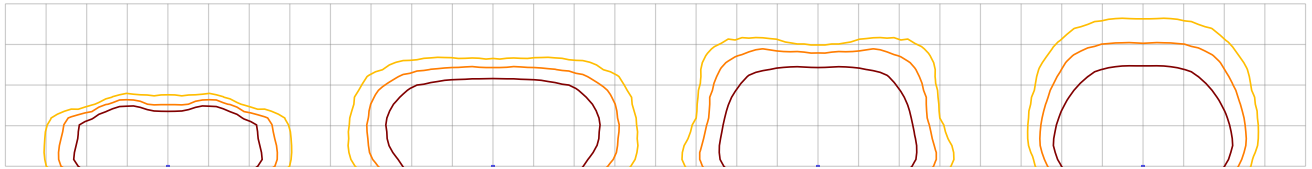
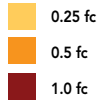
To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.98	>0.97	>0.92

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND



MH = 15ft
Grid = 15ft x 15ft

WDGE3 LED P3 40K 70CRI R2

WDGE3 LED P3 40K 70CRI R3

WDGE3 LED P3 40K 70CRI R4

WDGE3 LED P3 40K 70CRI RFT

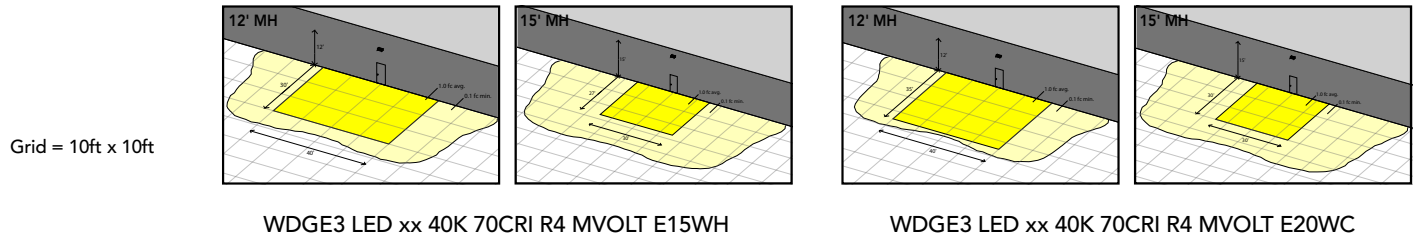
Emergency Egress Options

Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain, minimum of 60% of the light output at the end of 90minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

The examples below show illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E15WH or E20WC and R4 distribution.



Motion/Ambient Sensor (PIR, PIRH)

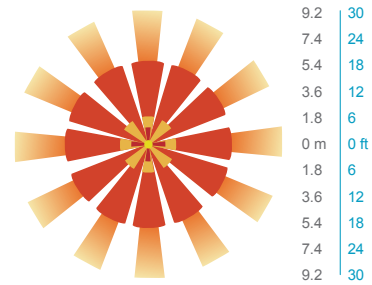
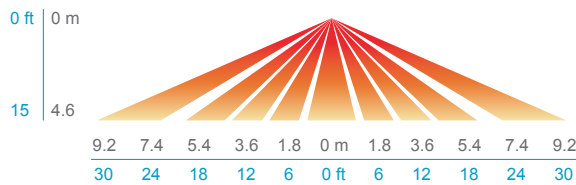
Motion/Ambient sensor (Sensor Switch MSOD) is integrated into the the luminaire. The sensor provides both Motion and Daylight based dimming of the luminaire. For motion detection, the sensor utilizes 100% Digital Passive Infrared (PIR) technology that is tuned for walking size motion while preventing false tripping from the environment. The integrated photocell enables additional energy savings during daytime periods when there is sufficient daylight. Optimize sensor coverage by either selecting PIR or PIRH option. PIR option comes with a sensor lens that is optimized to provide maximum coverage for mounting heights between 8-15ft, while PIRH is optimized for 15-40ft mounting height.

Networked Control (NLTAIR2)

nLight® AIR is a wireless lighting controls platform that allows for seamless integration of both indoor and outdoor luminaires. Five-tier security architecture, 900 MHz wireless communication and app (CLAIRITY™ Pro) based configurability combined together make nLight® AIR a secure, reliable and easy to use platform.

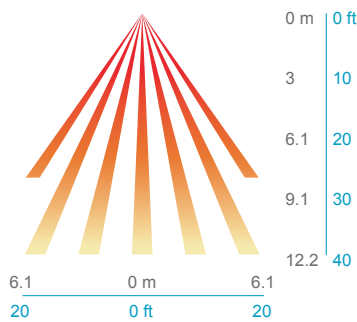
PIR

HIGH VIEW

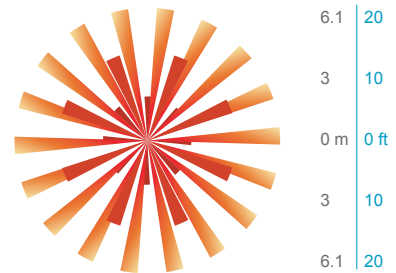


PIRH

SIDE VIEW



TOP VIEW



Motion/Ambient Sensor Default Settings

Option	Dim Level	High Level (when triggered)	Photocell Operation	Motion Time Delay	Ramp-down Time	Ramp-up Time
PIR or PIRH	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
PIR1FC3V, PIRH1FC3V	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 1fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
NLTAIR2 PIR, NLTAIR2 PIRH (out of box)	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	7.5 min	5 min	Motion - 3 sec Photocell - 45 sec



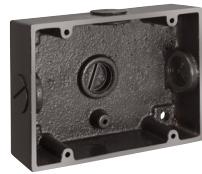
**NLTAIR2 PIR – nLight AIR
Motion/Ambient Sensor**

D = 8"
H = 11"
W = 18"



PBBW – Premium Back Box

D = 1.75"
H = 9"
W = 18"



BBW – Standard Back Box

D = 1.5"
H = 4"
W = 5.5"



AWS – 3/8inch Architectural Wall Spacer

D = 0.38"
H = 4.4"
W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE

Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be tilt-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION

The single-piece die-cast aluminum housing to optimize thermal transfer from the light engine and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire.

FINISH

Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS

Individually formed acrylic lenses are engineered for superior application efficiency which maximizes the light in the areas where it is most needed. Light engines are available in 3000 K, 4000 K or 5000 K (minimum 70 CRI) configurations. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine consists of high-efficiency LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L92/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C low exposure (per ANSI/IEEE C62.41.2).

INSTALLATION

A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated; luminaire is IP65 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient.

WARRANTY

5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

DP NICOLI

WILSONVILLE, OR

NICOLI PACIFIC LLC.

OWNER

P.O. BOX 2401
LAKE OSWEGO, OR 97035
(T): (503) 209-6970
CONTACT: DAVID NICOLI

CIDA, INC.

ARCHITECT/ STRUCTURAL

15895 SW 72ND AVE, SUITE 200
PORTLAND, OREGON 97224
(T): (503) 226-1285
(F): (503) 226-1670
CONTACT: GAVIN RUSSELL, TARA LUND

AAI ENGINEERING

CIVIL

4875 SW GRIFFITH DR, SUITE 300
BEAVERTON, OREGON 97005
(T): (503) 620-3030
CONTACT: DUSTIN ELMORE, CRAIG HARRIS

ECOTONE

LANDSCAPE

522 N THOMPSON ST, SUITE 4
PORTLAND, OREGON 97227
(T): (503) 927-4180
CONTACT: BRYAN BAILEY

WALEN CONSTRUCTION

CONTRACTOR

9740 SW WILSONVILLE RD, SUITE 230
WILSONVILLE, OR 97070
(T): (503) 718-6680
CONTACT: DAVID WALES

CCB #:223805

PROJECT DESCRIPTION

THE NEW PROPOSED DEVELOPMENT ON LOT 500 WILL CONSIST OF ONE 11,400 SF METAL BUILDING W/1800 SF MEZZANINE. USES INCLUDE OFFICE, WAREHOUSE AND MINOR INDUSTRIAL FABRICATION. THE SITE WILL CONTAIN AN APPROXIMATELY 52,700 SF OPEN STORAGE YARD, AS WELL AS THE REQUIRED PARKING AND LANDSCAPING.

ZONING CODE INFORMATION

TAX MAP: 31W4A
TAX LOT: 500
ZONE: PDI
SITE AREA: 101,225 SQUARE FEET (2.32 ACRES)

BUILDING CODE INFORMATION

DESIGN CODE: 2019 OREGON STRUCTURAL SPECIALTY CODE (OSSC)
OCCUPANCY: S-1, B, F-1 (NON-SEPARATED)
BUILDING CONSTRUCTION TYPE: V-B (SPRINKLERED)



RELEASES

- SHEET RELEASED BUT NOT REVISED THIS RELEASE
- SHEET REVISED THIS RELEASE

GENERAL

- CS1 COVER SHEET
- SURVEY
- FLS1

CIVIL

- C0.1 GENERAL NOTES
- C0.2 EXISTING CONDITIONS
- C0.3 DEMOLITION PLAN
- C1.0 HARDSCAPE PLAN
- C2.0 GRADING PLAN
- C3.0 UTILITY PLAN

LANDSCAPE

- L1.01 LANDSCAPE PLAN
- L1.02 LANDSCAPE PLAN
- L1.03 LANDSCAPE PLAN
- L1.04 TREE PLAN

ARCHITECTURAL

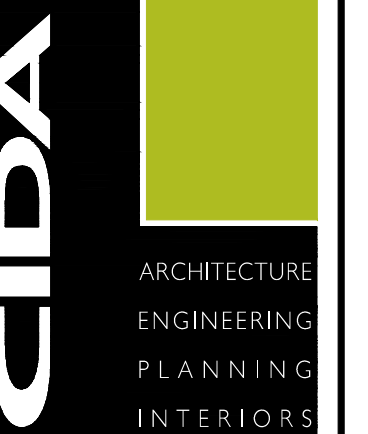
- A0.1 SITE PLAN
- A0.2 SITE DETAILS
- A0.3 SITE DETAILS
- A0.4 SITE LIGHTING PLAN
- A0.5 SITE CIRCULATION PLAN
- A1.1 FLOOR PLAN
- A1.2 REFLECTED CEILING PLAN
- A1.3 ROOF PLAN
- A2.1 ELEVATIONS
- A3.1 BUILDING SECTIONS
- A4.1 WALL SECTIONS
- A5.1 DOOR SCHEDULE & DETAILS
- A6.1 STOREFRONT TYPES & DETAILS
- A7.1 EXTERIOR DETAILS
- A8.1 ENLARGED PLANS & INTERIOR ELEVATIONS
- A9.1 STAIRS

STRUCTURAL

METAL BUILDING

PRELIMINARY
PLAN ONLY-NOT
FOR
CONSTRUCTION

ISSUED DATE
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.226.1285
FAX: 503.226.1670
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

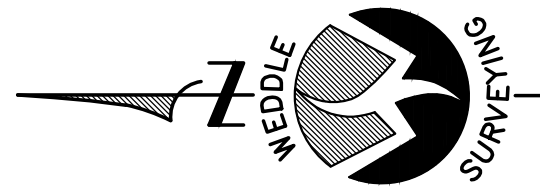
NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

COVER SHEET

CS1

JOB NO. 180146.03

©2019 CIDA, P.C./CIDA. ALL RIGHTS RESERVED.



APRIL 30, 2019

OWNER: LEE H. AND MARION B. THOMPSON FOUNDATION

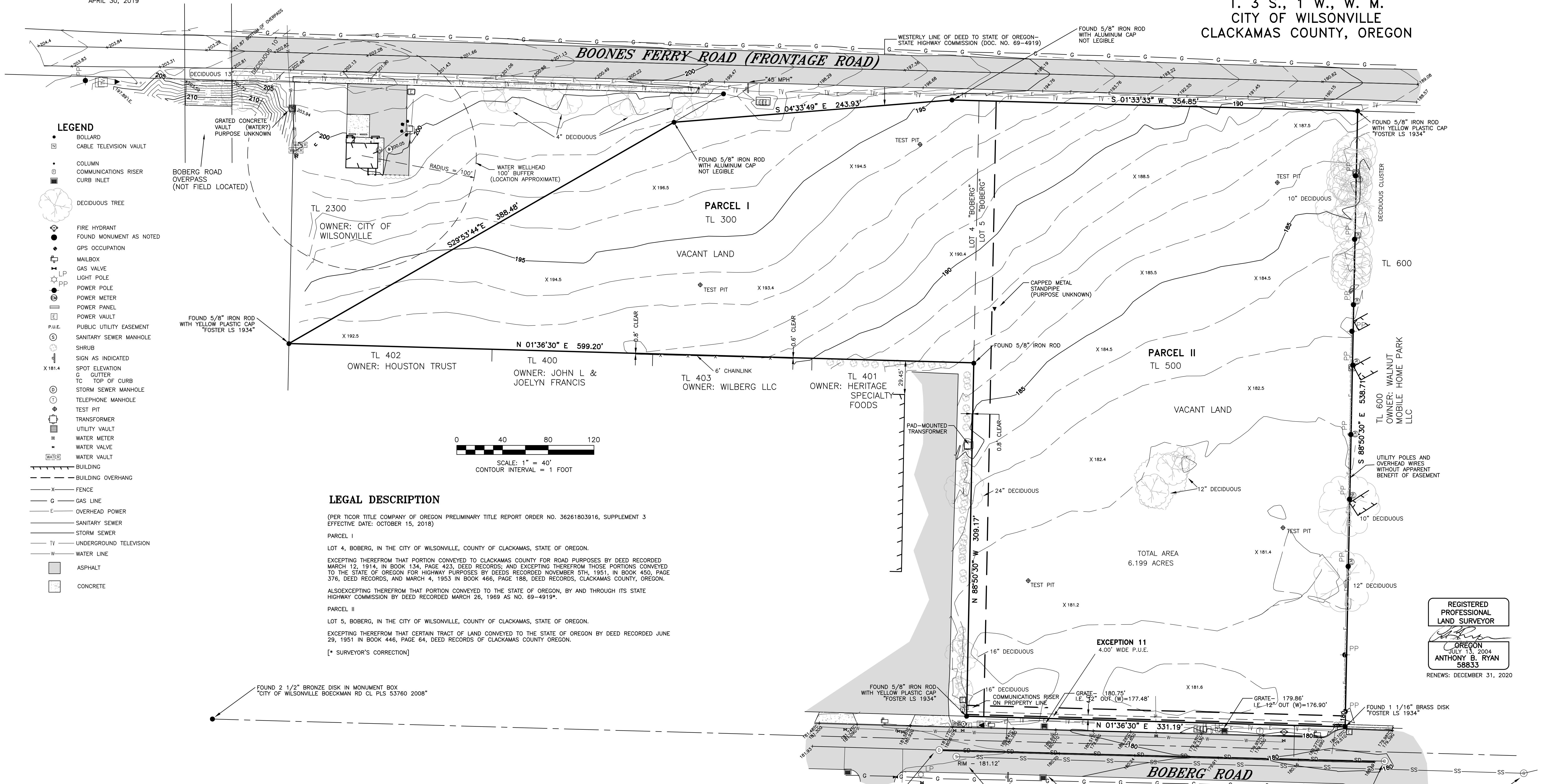
REQUESTED BY: TARA LUND
CIDA, INC.
FOR NICOLI PACIFIC, LLC

PACIFIC HIGHWAY - INTERSTATE 5

NOTE: PROPERTY LINE ADJUSTMENT APPROVED UNDER AR19-0059. SEE SUPPLEMENTAL INFORMATION IN FOLDER FOR FURTHER INFORMATION ON NEW LOT LINES. SITE REPEAT AND DOCUMENTATION IS CURRENTLY IN PROCESS FOR CLACKAMAS COUNTY.

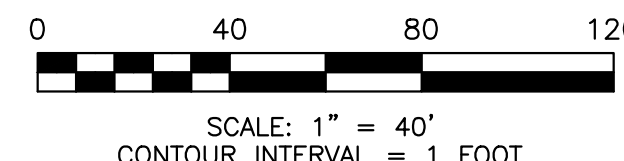
TOPOGRAPHIC SURVEY

NICOLI PACIFIC, LLC
IN LOTS 4 AND 5, "BOBERG"
N.E. 1/4 OF SECTION 14
T. 3 S., 1 W., W. M.
CITY OF WILSONVILLE
CLACKAMAS COUNTY, OREGON



LEGEND

- BOLLARD
- CABLE TELEVISION VAULT
- COLUMN COMMUNICATIONS RISER
- CURB INLET
- DECIDUOUS TREE
- FIRE HYDRANT
- FOUND MONUMENT AS NOTED
- GPS OCCUPATION
- MAILBOX
- GAS VALVE
- LIGHT POLE
- POWER POLE
- POWER METER
- POWER PANEL
- POWER VAULT
- PUBLIC UTILITY EASEMENT
- SANITARY SEWER MANHOLE
- SHRUB
- SIGN AS INDICATED
- SPOT ELEVATION
- GUTTER
- TOP OF CURB
- STORM SEWER MANHOLE
- TELEPHONE MANHOLE
- TEST PIT
- TRANSFORMER
- UTILITY VAULT
- WATER METER
- WATER VALVE
- WATER VAULT
- BUILDING
- BUILDING OVERHANG
- FENCE
- GAS LINE
- OVERHEAD POWER
- SANITARY SEWER
- STORM SEWER
- UNDERGROUND TELEVISION
- WATER LINE
- ASPHALT
- CONCRETE



LEGAL DESCRIPTION

(PER TICOR TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT ORDER NO. 36261803916, SUPPLEMENT 3 EFFECTIVE DATE: OCTOBER 15, 2018)

PARCEL I
LOT 4, BOBERG, IN THE CITY OF WILSONVILLE, COUNTY OF CLACKAMAS, STATE OF OREGON.
EXCEPTING THEREFROM THAT PORTION CONVEYED TO CLACKAMAS COUNTY FOR ROAD PURPOSES BY DEED RECORDED MARCH 12, 1914, IN BOOK 134, PAGE 423, DEED RECORDS; AND EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TO THE STATE OF OREGON FOR HIGHWAY PURPOSES BY DEEDS RECORDED NOVEMBER 5TH, 1951, IN BOOK 450, PAGE 376, DEED RECORDS, AND MARCH 4, 1953 IN BOOK 466, PAGE 186, DEED RECORDS, CLACKAMAS COUNTY, OREGON.
ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION BY DEED RECORDED MARCH 26, 1969 AS NO. 69-4919*.

PARCEL II
LOT 5, BOBERG, IN THE CITY OF WILSONVILLE, COUNTY OF CLACKAMAS, STATE OF OREGON.
EXCEPTING THEREFROM THAT CERTAIN TRACT OF LAND CONVEYED TO THE STATE OF OREGON BY DEED RECORDED JUNE 29, 1951 IN BOOK 446, PAGE 64, DEED RECORDS OF CLACKAMAS COUNTY OREGON.
[* SURVEYOR'S CORRECTION]

SURVEYOR'S NOTES

1. THE BASIS OF BEARING FOR THIS SURVEY IS PER SURVEY NO. SN2015-164, CLACKAMAS COUNTY RECORDS. THIS IS NOT A RECORDABLE SURVEY.
2. UNDERGROUND UTILITIES ARE SHOWN PER SURFACE MARKINGS AND AS-BUILT INFORMATION PROVIDED BY THE CONTROLLING JURISDICTIONS. THE SURVEYOR MAKES NO GUARANTEE AS TO THE EXACT LOCATION, EXISTENCE, NON-EXISTENCE OR COMPLETENESS OF ANY SUBSURFACE UTILITIES SHOWN, OR NOT SHOWN ON THE MAP. CALL 811 BEFORE DIGGING.

BENCHMARK

THE BENCHMARK USED FOR THIS SURVEY IS AN OPUS GPS DERIVED ELEVATION ON A NAIL NEAR THE NW PROPERTY CORNER
ELEVATION: 181.11' (NAVD 88)

REGISTERED PROFESSIONAL LAND SURVEYOR
ANTHONY B. RYAN
58833
RENEWS: DECEMBER 31, 2020



6950 SW HAMPTON ST., STE. 170, TIGARD, OR 97223
PH: (503) 941-9585 FAX: (503) 941-9640
www.weddlesurveying.net

GENERAL NOTES

- CONSTRUCTION LAYOUT (ALL ACTUAL LINES AND GRADES) SHALL BE STAKED BY A PROFESSIONAL SURVEYOR, REGISTERED IN THE STATE OF OREGON, BASED ON COORDINATES, DIMENSIONS, BEARINGS, AND ELEVATIONS, AS SHOWN, ON THE PLANS.
- PROJECT CONTROL SHALL BE FIELD VERIFIED AND CHECKED FOR RELATIVE HORIZONTAL AND VERTICAL POSITION BASED ON THE BENCHMARK STATED HEREON, PRIOR TO BEGINNING CONSTRUCTION LAYOUT.
- WHEN DIMENSIONS AND COORDINATE LOCATIONS ARE REPRESENTED – DIMENSIONS SHALL HOLD OVER COORDINATE LOCATION. NOTIFY THE CIVIL ENGINEER OF RECORD IMMEDIATELY UPON DISCOVERY.
- BUILDING SETBACK DIMENSIONS FROM PROPERTY LINES SHALL HOLD OVER ALL OTHER CALLOUTS. PROPERTY LINES AND ASSOCIATED BUILDING SETBACKS SHALL BE VERIFIED PRIOR TO CONSTRUCTION LAYOUT.
- CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL EXISTING MONUMENTATION DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING FOR THE REPLACEMENT OF ANY MONUMENTS DAMAGED OR REMOVED DURING CONSTRUCTION. NEW MONUMENTS SHALL BE REESTABLISHED BY A LICENSED SURVEYOR.
- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS, THE PROJECT SPECIFICATIONS AND THE APPLICABLE REQUIREMENTS OF THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE 2017 OREGON PLUMBING SPECIALTY CODE AND REQUIREMENTS OF THE CITY OF WILSONVILLE.
- THE COMPLETED INSTALLATION SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES, ORDINANCES AND REGULATIONS. ALL PERMITS, LICENSES AND INSPECTIONS REQUIRED BY THE GOVERNING AUTHORITIES FOR THE EXECUTION AND COMPLETION OF WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION.
- 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). EXCAVATORS MUST NOTIFY ALL PERTINENT COMPANIES OR AGENCIES WITH UNDERGROUND UTILITIES IN THE PROJECT AREA AT LEAST 48 BUSINESS-DAY HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS PRIOR TO COMMENCING AN EXCAVATION, SO UTILITIES MAY BE ACCURATELY LOCATED.
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY ELEVATIONS, PIPE SIZE, AND MATERIAL TYPES OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WITH CONSTRUCTION AND SHALL BRING ANY DISCREPANCIES TO THE ATTENTION OF AAI ENGINEERING, 72 HOURS PRIOR TO START OF CONSTRUCTION TO PREVENT GRADE AND ALIGNMENT CONFLICTS.
- THE ENGINEER OR OWNER IS NOT RESPONSIBLE FOR THE SAFETY OF THE CONTRACTOR OR HIS CREW. ALL O.S.H.A. REGULATIONS SHALL BE STRICTLY ADHERED TO IN THE PERFORMANCE OF THE WORK.
- TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE IMPLEMENTED. THE CONTRACTOR SHALL ADHERE TO CITY OF WILSONVILLE FOR MINIMUM EROSION CONTROL MEASURES. THE ESC FACILITIES SHOWN IN THESE PLANS ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL ROADWAYS, KEEPING THEM CLEAN AND FREE OF CONSTRUCTION MATERIALS AND DEBRIS, AND PROVIDING DUST CONTROL AS REQUIRED.
- TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN TO CITY OF WILSONVILLE FOR REVIEW AND APPROVAL PRIOR TO COMMENCING CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND SCHEDULING ALL WORK WITH THE OWNER.
- NOTIFY CITY INSPECTOR 72 HOURS BEFORE STARTING WORK. A PRECONSTRUCTION MEETING WITH THE OWNER, THE OWNER'S ENGINEER, CONTRACTOR AND THE CITY REPRESENTATIVE SHALL BE REQUIRED.
- THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
- THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
- EXISTING SURVEY MONUMENTS ARE TO BE PROTECTED DURING CONSTRUCTION OR REPLACED IN ACCORDANCE WITH OREGON REVISED STATUTES 209.140 – 209.155.

CONSTRUCTION NOTES

DEMOLITION

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION AND DISPOSAL OF EXISTING AC, CURBS, SIDEWALKS AND OTHER SITE ELEMENTS WITHIN THE SITE AREA IDENTIFIED IN THE PLANS.
- EXCEPT FOR MATERIALS INDICATED TO BE STOCKPILED OR TO REMAIN ON OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY, REMOVED FROM THE SITE, AND DISPOSED OF PROPERLY.
- ITEMS INDICATED TO BE SALVAGED SHALL BE CAREFULLY REMOVED AND DELIVERED STORED AT THE PROJECT SITE AS DIRECTED BY THE OWNER.
- ALL LANDSCAPING, PAVEMENT, CURBS AND SIDEWALKS, BEYOND THE IDENTIFIED SITE AREA, DAMAGED DURING THE CONSTRUCTION SHALL BE REPLACED TO THEIR ORIGINAL CONDITION OR BETTER.
- CONCRETE SIDEWALKS SHOWN FOR DEMOLITION SHALL BE REMOVED TO THE NEAREST EXISTING CONSTRUCTION JOINT.
- SAWCUT STRAIGHT MATCHLINES TO CREATE A BUTT JOINT BETWEEN THE EXISTING AND NEW PAVEMENT.

UTILITIES

- ADJUST ALL INCIDENTAL STRUCTURES, MANHOLES, VALVE BOXES, CATCH BASINS, FRAMES AND COVERS, ETC. TO FINISHED GRADE.
- CONTRACTOR SHALL ADJUST ALL EXISTING AND/OR NEW FLEXIBLE UTILITIES (WATER, TV, TELEPHONE, ELEC., ETC.) TO CLEAR ANY EXISTING OR NEW GRAVITY DRAIN UTILITIES (STORM DRAIN, SANITARY SEWER, ETC.) IF CONFLICT OCCURS.
- CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES FOR THE INSTALLATION OF OR ADJUSTMENT TO GAS, ELECTRICAL, POWER AND TELEPHONE SERVICE.
- BEFORE BACKFILLING ANY SUBGRADE UTILITY IMPROVEMENTS CONTRACTOR SHALL SURVEY AND RECORD MEASUREMENTS OF EXACT LOCATION AND DEPTH AND SUBMIT TO ENGINEER AND OWNER.

STORM AND SANITARY

- CONNECTIONS TO EXISTING STORM AND SANITARY SEWERS SHALL CONFORM TO THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, SECTION 00490, "WORK ON EXISTING SEWERS AND STRUCTURES".
- BEGIN LAYING STORM DRAIN AND SANITARY SEWER PIPE AT THE LOW POINT OF THE SYSTEM, TRUE TO GRADE AND ALIGNMENT INDICATED WITH UNBROKEN CONTINUITY OF INVERT. THE CONTRACTOR SHALL ESTABLISH LINE AND GRADE FOR THE STORM AND SANITARY SEWER PIPE USING A LASER.
- ALL ROOF DRAIN AND CATCH BASIN LEADERS SHALL HAVE A MINIMUM SLOPE OF 2 PERCENT UNLESS NOTED OTHERWISE IN THE PLANS.

WATER

- ALL WATER PIPE SHALL HAVE A MINIMUM 36-INCH COVER TO THE FINISH GRADE.
- ALL WATER FITTINGS SHALL BE PROPERLY RESTRAINED WITH MECHANICAL RESTRAINTS.
- ALL WATER MAIN / SANITARY SEWER CROSSINGS SHALL CONFORM TO THE OREGON STATE HEALTH DEPARTMENT REGULATIONS, CHAPTER 333.

EARTHWORKS

- CONTRACTOR SHALL PREVENT SEDIMENTS AND SEDIMENT LADEN WATER FROM ENTERING THE STORM DRAINAGE SYSTEM.
- TRENCH BEDDING AND BACKFILL SHALL BE AS SHOWN ON THE PIPE BEDDING AND BACKFILL DETAIL, THE PROJECT SPECIFICATIONS AND AS REQUIRED IN THE SOILS REPORT. FLOODING OR JETTING THE BACKFILLED TRENCHES WITH WATER WILL NOT BE PERMITTED.
- SUBGRADE AND TRENCH BACKFILL SHALL BE COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698. FLOODING OR JETTING THE BACKFILLED TRENCHES WITH WATER IS NOT PERMITTED.

PAVING

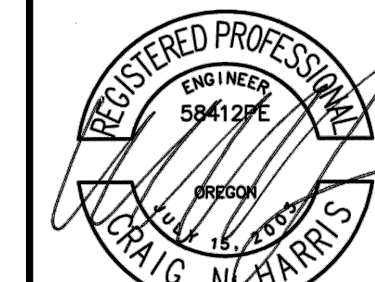
- SEE ARCHITECTURAL PLANS FOR SIDEWALK FINISHING AND SCORING PATTERNS.

MATERIAL NOTES

- GENERAL: MATERIALS SHALL BE NEW. THE USE OF MANUFACTURER'S NAMES, MODELS, AND NUMBERS IS INTENDED TO ESTABLISH STYLE, QUALITY, APPEARANCE, AND USEFULNESS. PROPOSED SUBSTITUTIONS WILL REQUIRE WRITTEN APPROVAL FROM ENGINEER PRIOR TO INSTALLATION.
- STORM AND SANITARY SEWER PIPING SHALL BE PVC PIPE AS INDICATED IN THE PLANS. PIPES WITH LESS THAN 2' OF COVER SHALL BE C900/C905 PVC, HDPE OR DUCTILE IRON PIPE.
- PRIVATE WATER LINES 3-INCH DIAMETER AND SMALLER SHALL BE TYPE K COPPER OR PVC; AS INDICATED IN THE PLANS.
- CONCRETE FOR CURBS, SIDEWALK AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS.

SEPARATION STATEMENT

ALL WATER MAIN CROSSINGS SHALL CONFORM TO THE OREGON STATE HEALTH DEPARTMENT, CHAPTER 333. WATER MAINS SHALL CROSS OVER SANITARY SEWERS WITH A 18" MINIMUM CLEARANCE BETWEEN OUTSIDE DIAMETERS OF PIPE WITH ALL PIPE JOINTS EQUIDISTANT FROM CROSSING. HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWERS IN PARALLEL INSTALLATIONS SHALL BE 10'. MAINTAIN 12" MINIMUM VERTICAL DISTANCE FOR ALL OTHER UTILITY CROSSINGS AND 12" HORIZONTAL PARALLEL DISTANCE. IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN THE MINIMUM 10' HORIZONTAL SEPARATION, THE WATER MAIN SHALL BE LAID ON A SEPARATE SHELF IN THE TRENCH 18" INCHES ABOVE THE SEWER.



EXPIRES: 6/30/2021

ISSUED DATE
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.228.1288
FAX: 503.228.1870
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS – 31W14A 00500
WILSONVILLE, OR 97070

GENERAL NOTES

C0.1

JOB NO. 180146.03

© 2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED

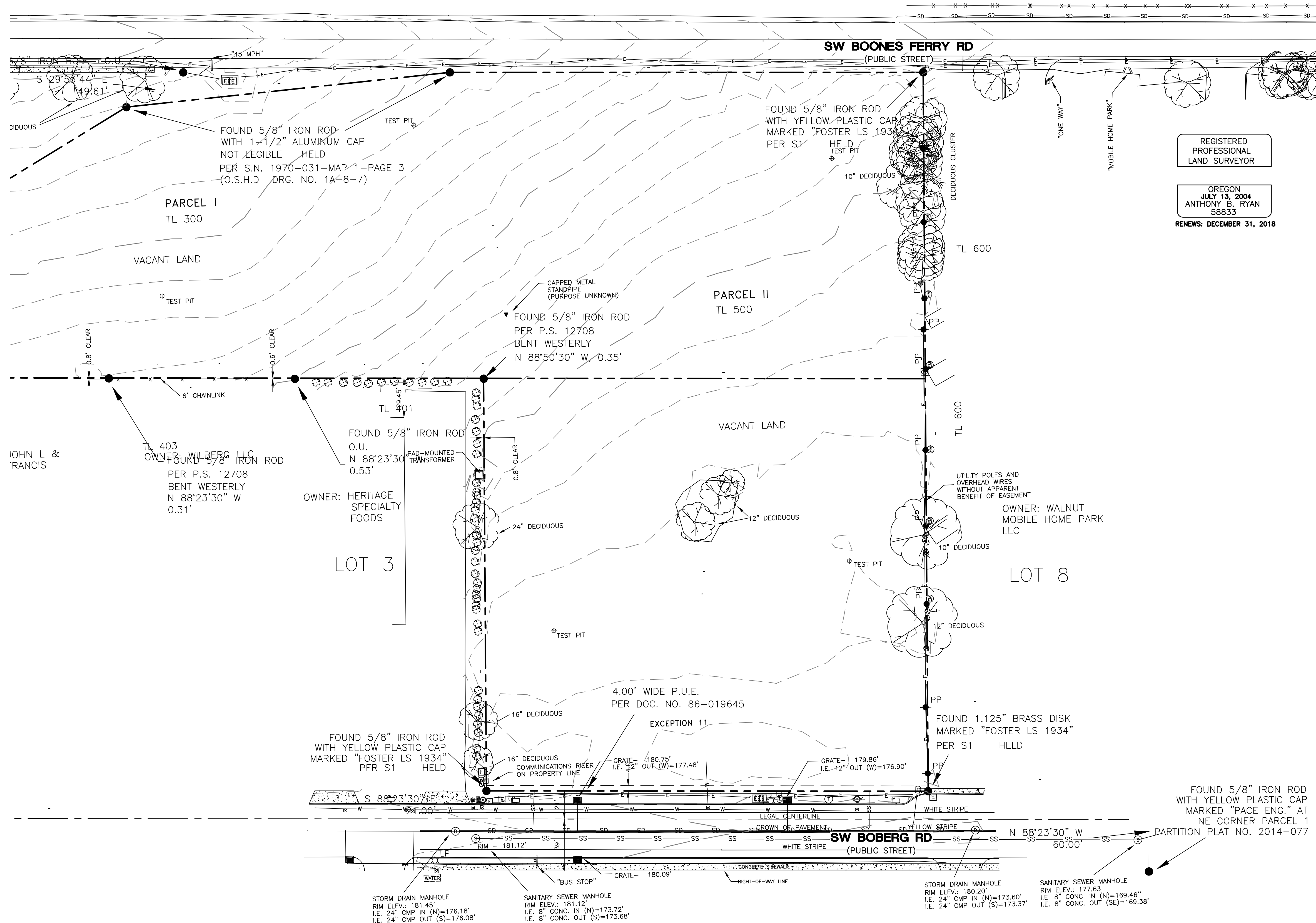


SHEET NOTES

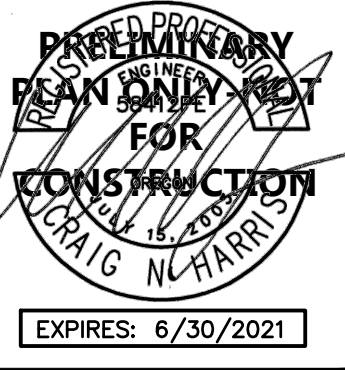
- 1 THE BASIS OF BEARING FOR THIS SURVEY IS PER SURVEY NO. SN2015-164, CLACKAMAS COUNTY RECORDS. THIS IS NOT A RECORDABLE SURVEY.
- 2 UNDERGROUND UTILITIES ARE SHOWN PER SURFACE MARKINGS AND AS-BUILT INFORMATION PROVIDED BY THE CONTROLLING JURISDICTIONS. THE SURVEYOR MAKES NO GUARANTEE AS TO THE EXACT LOCATION, EXISTENCE, NON-EXISTENCE OR COMPLETENESS OF ANY SUBSURFACE UTILITIES SHOWN, OR NOT SHOWN ON THE MAP. CALL 811 BEFORE DIGGING.
- 3 THE BENCHMARK USED FOR THIS SURVEY IS AN OPUS GPS DERIVED ELEVATION ON A NAIL NEAR THE NW PROPERTY CORNER. ELEVATION: 181.11' (NAVD 88)

LEGEND

- BOLLARD
- CABLE TELEVISION VAULT
- COLUMN
- COMMUNICATIONS RISER
- CURB INLET
- DECIDUOUS TREE
- FIRE HYDRANT
- FOUND MONUMENT AS NOTED
- GPS OCCUPATION
- MAILBOX
- GAS VALVE
- LIGHT POLE
- POWER POLE
- POWER METER
- POWER PANEL
- POWER VAULT
- PUBLIC UTILITY EASEMENT
- SANITARY SEWER MANHOLE
- SHRUB
- SIGN AS INDICATED
- STORM SEWER MANHOLE
- TELEPHONE MANHOLE
- TEST PIT
- TRANSFORMER
- UTILITY VAULT
- WATER METER
- WATER VALVE
- WATER VAULT
- BUILDING
- BUILDING OVERHANG
- FENCE
- GAS LINE
- OVERHEAD POWER
- SANITARY SEWER
- STORM SEWER
- UNDERGROUND TELEVISION
- WATER LINE
- CONCRETE



REGISTERED PROFESSIONAL LAND SURVEYOR
 OREGON JULY 13, 2004
 ANTHONY B. RYAN
 58833
 RENEWS: DECEMBER 31, 2018



ISSUED DATE: 1 01/10/20 PLANNING REVIEW



NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS - 31W14A 00500
 WILSONVILLE, OR 97070

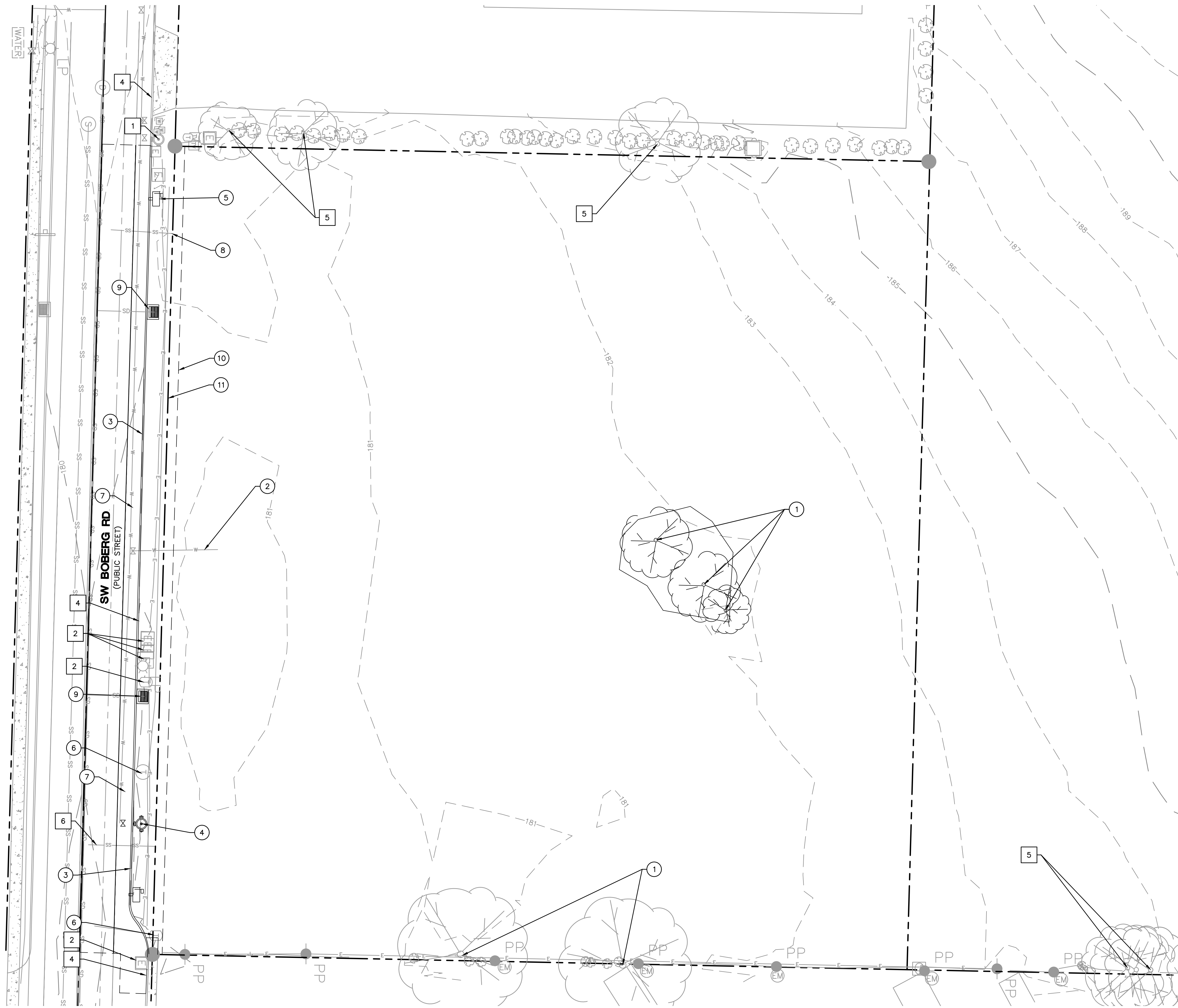
EXISTING CONDITIONS

C0.2

JOB NO. 180146.03

©2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED

F:\2018\180146.03 - Industrial Front\GIS - Industrial Front\GIS - Industrial Front\180146.03.DWG, Feb 10, 2020 - 4:52pm



SHEET NOTES

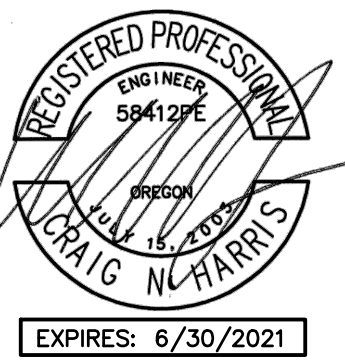
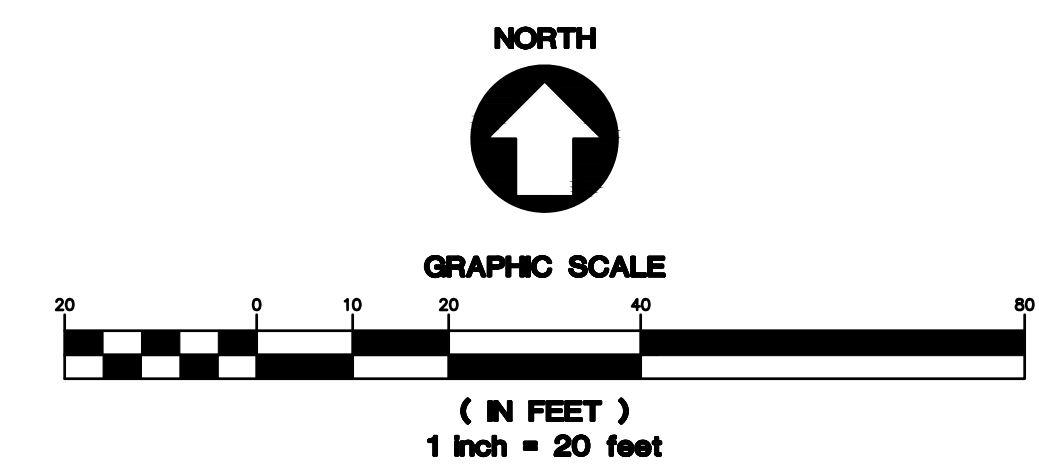
1. SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
2. CONTRACTOR MAY STAGE WITHIN LIMITS OF DEMOLITION.
3. REMOVE ALL SITE COMPONENTS AND RECYCLE COMPONENTS AS REQUIRED IN THE SPECIFICATIONS.
4. ALL TRADE LICENSES AND PERMITS NECESSARY FOR THE PROCUREMENT AND COMPLETION OF THE WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING DEMOLITION.
5. THE CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL EXISTING RIGHT-OF-WAY SURVEY MONUMENTATION DURING DEMOLITION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING FOR THE REPLACEMENT BY A LICENSED SURVEYOR OF ANY DAMAGED OR REMOVED MONUMENTS.
6. PROTECT ALL ITEMS ON ADJACENT PROPERTIES AND IN THE RIGHT OF WAY INCLUDING BUT NOT LIMITED TO SIGNAL EQUIPMENT, PARKING METERS, SIDEWALKS, STREET TREES, STREET LIGHTS, CURBS, PAVEMENT AND SIGNS. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DAMAGED ITEMS TO ORIGINAL CONDITION.
7. PROTECT STRUCTURES, UTILITIES, SIDEWALKS, AND OTHER FACILITIES IMMEDIATELY ADJACENT TO EXCAVATIONS FROM DAMAGES CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT AND OTHER HAZARDS.
8. SAWCUT STRAIGHT LINES IN SIDEWALK, AS NECESSARY.
9. CONTRACTOR IS RESPONSIBLE TO CONTROL DUST AND MUD DURING THE DEMOLITION PERIOD, AND DURING TRANSPORTATION OF DEMOLITION DEBRIS. ALL STREET SURFACES OUTSIDE THE CONSTRUCTION ZONE MUST BE KEPT CLEAN.
10. PROTECT ALL EXISTING UTILITY STRUCTURES AND UNDERGROUND MAINS TO REMAIN.
11. PROTECT ALL EXISTING VEGETATION TO REMAIN.

X PROTECTION NOTES

- 1 PROTECT EXISTING FIRE HYDRANT
- 2 PROTECT EXISTING UTILITY STRUCTURE
- 3 NOT USED
- 4 PROTECT EXISTING CURB
- 5 PROTECT EXISTING TREES
- 6 PROTECT EXISTING SEWER SERVICE

X DEMOLITION NOTES

- 1 REMOVE EXISTING TREES
- 2 KILL AND ABANDON EXISTING WATER SERVICE
- 3 REMOVE EXISTING CURB
- 4 REMOVE AND RELOCATE EXISTING HYDRANT
- 5 REMOVE AND RELOCATE EXISTING MAILBOX
- 6 ADJUST OR RELOCATE EXISTING UTILITY STRUCTURE. CONTRACTOR TO COORDINATE WITH UTILITY COMPANY.
- 7 SAWCUT AND REMOVE EXISTING ASPHALT
- 8 PLUG AND ABANDON EXISTING SEWER SERVICE
- 9 REMOVE EXISTING CURB INLET
- 10 PUE TO BE ADJUSTED, BY OTHERS
- 11 PROPERTY LINE TO BE ADJUSTED, BY OTHERS



ISSUED DATE
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.228.1288
FAX: 503.228.1870
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

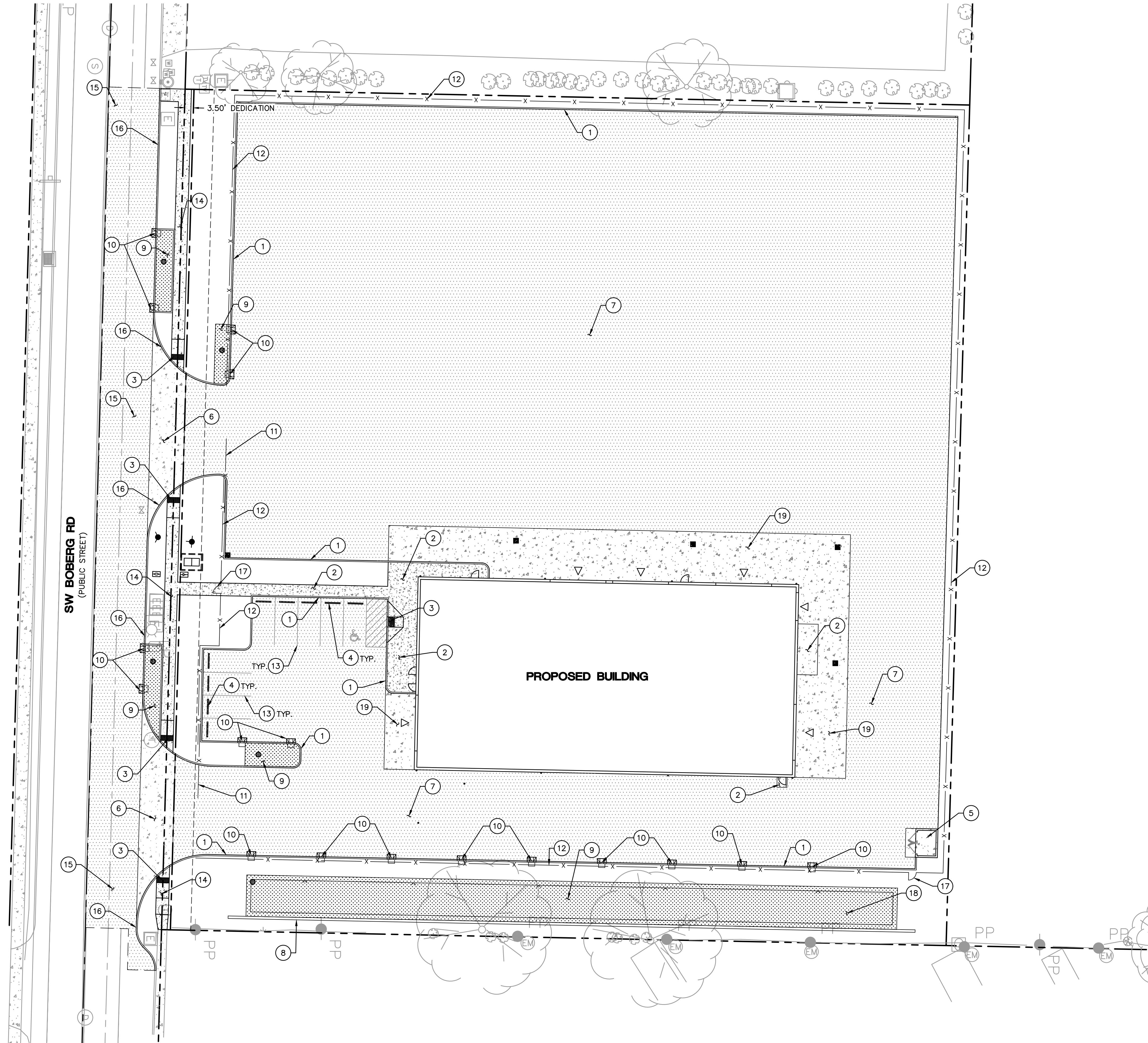
NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

DEMOLITION PLAN

C0.3

JOB NO. 180146.03

©2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED



SHEET NOTES

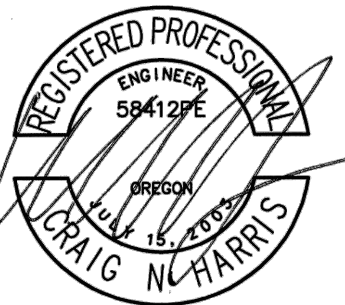
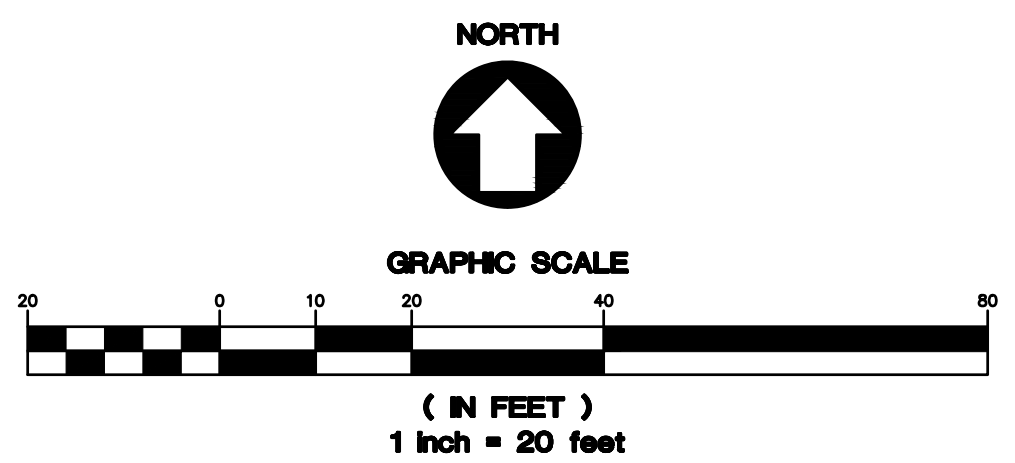
1. SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
2. SEE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.
3. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
4. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.

(X) CONSTRUCTION NOTES

- 1 INSTALL PRIVATE CURB
- 2 INSTALL PRIVATE SIDEWALK
- 3 INSTALL ADA RAMP
- 4 INSTALL WHEELSTOP
- 5 INSTALL TRASH ENCLOSURE, SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION
- 6 INSTALL DRIVEWAY
- 7 INSTALL ASPHALT SURFACING
- 8 INSTALL WALL, DESIGN BY OTHERS
- 9 INSTALL STORMWATER FILTRATION PLANTER. SEE SHEET C3.0 FOR ADDITIONAL INFORMATION
- 10 INSTALL CURB INLETS
- 11 INSTALL GATE, SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION
- 12 INSTALL FENCE, SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION
- 13 INSTALL STRIPING. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION
- 14 INSTALL PUBLIC SIDEWALK
- 15 INSTALL PUBLIC ASPHALT
- 16 INSTALL PUBLIC CURB
- 17 INSTALL MANDOOK, SEE ARCHITECTURAL PLANS FOR MORE INFORMATION
- 18 INSTALL STORMWATER FILTRATION SWALE. SEE SHEET C3.0 FOR ADDITIONAL INFORMATION
- 19 INSTALL CONCRETE SURFACING

LEGEND

PROPERTY LINE	
CONCRETE SIDEWALK SURFACING	
ASPHALT SURFACING	



EXPIRES: 6/30/2021

ISSUED DATE: 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
 PORTLAND, OREGON 97224
 TEL: 503.228.1288
 FAX: 503.228.1870
 WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS - 31W14A 00500
 WILSONVILLE, OR 97070

HARDSCAPE PLAN

C1.0

JOB NO. 180146.03
©2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED



EXPIRES: 6/30/2021

ISSUED DATE
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.228.1288
FAX: 503.228.1870
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

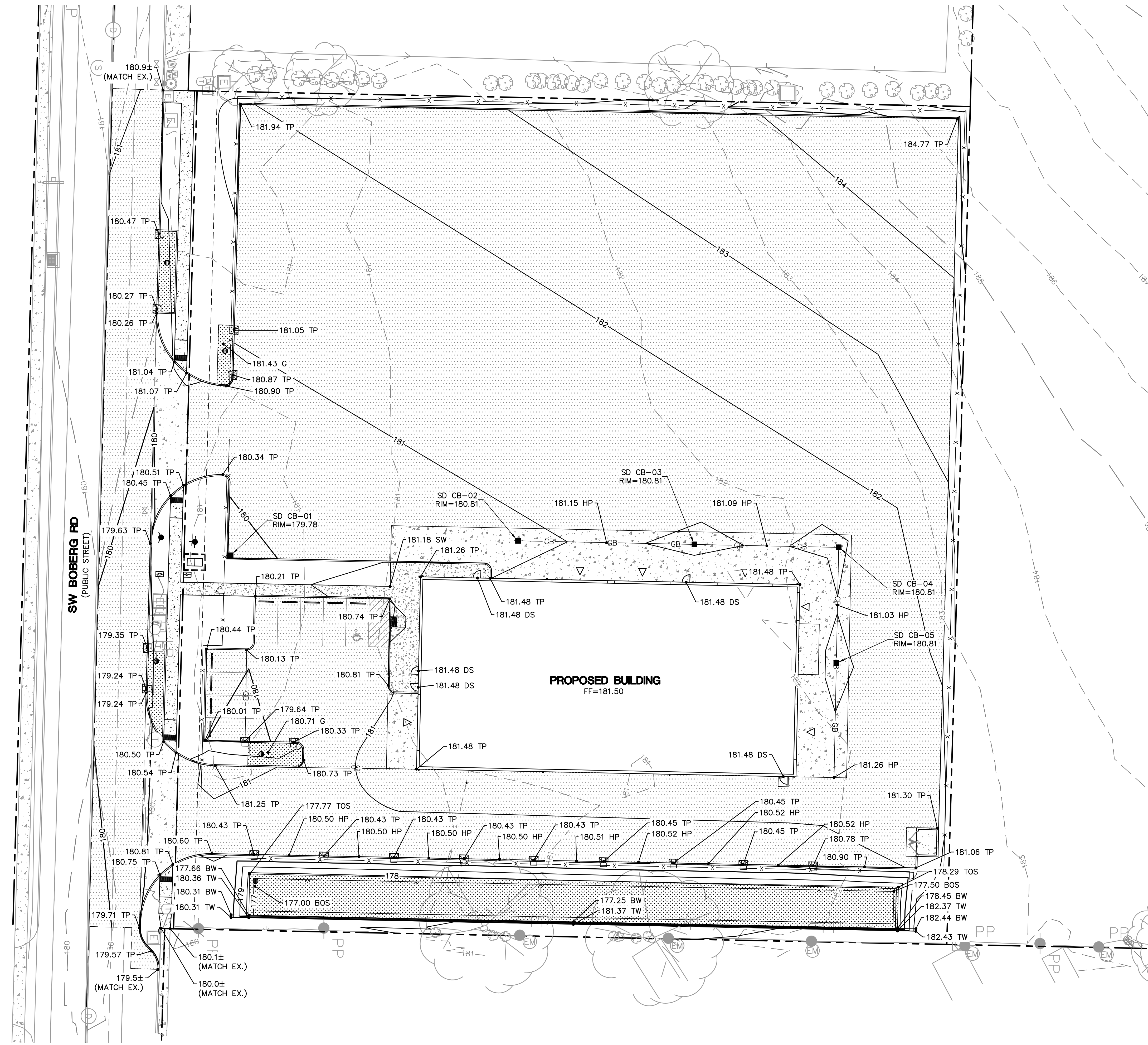
NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

GRADING PLAN

C2.0

JOB NO. 180146.03

©2020 CIDA, P.C./CIDA ALL RIGHTS RESERVED



SHEET NOTES

- SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
- CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
- LANDINGS ON ACCESSIBLE ROUTES SHALL NOT EXCEED 2% IN ANY DIRECTION.
- ALL ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT ADA ACCESSIBILITY GUIDELINES FOR BUILDING AND FACILITIES (ADAAG).
- ALL WALKWAYS FROM ACCESSIBLE UNITS ARE DESIGNED TO NOT REQUIRE HANDRAILS. THEREFORE, RAMPS WITH SLOPES STEEPER THAN 5.0% AND LESS THAN 8.33% SHALL NOT EXCEED 0.5' RISE OR 6.0' LENGTH.
- FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AT SUBGRADE AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE. CONTRACTOR TO ALLOW FOR PLACEMENT OF REQUIRED TOPSOIL IN ROUGH GRADING.
- GRADING ELEVATIONS AS SHOWN ON SITE AND LANDSCAPE PLANS ARE FINISHED GRADE WHICH INCLUDES SUBGRADE SOIL, TOPSOIL, SOIL AMENDMENTS, ROCKERY AND RUNOFF PROTECTION CONTRACTOR IS RESPONSIBLE TO COORDINATE GRADING WITH BOTH EXCAVATOR AND LANDSCAPE CONTRACTOR.

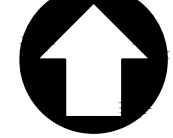
GRADING LABEL LEGEND

CALLOUT	DESCRIPTION
XX.XX XX	SPOT ELEVATION
	DESCRIPTION LISTED BELOW.
BOS	BOTTOM OF SWALE
BW	FG AT BOTTOM OF WALL
DS	DOOR SILL
FG	FINISHED GRADE
HP	HIGH POINT
TC	TOP OF CURB
TOS	TOP OF SWALE
TP	TOP OF PAVEMENT
TW	FG AT TOP OF WALL

LEGEND

EXISTING CONTOUR MINOR	--- 102 ---
EXISTING CONTOUR MAJOR	--- 100 ---
PROPOSED CONTOUR MINOR	--- 102 ---
PROPOSED CONTOUR MAJOR	--- 100 ---
GRADE BREAK	--- GB ---

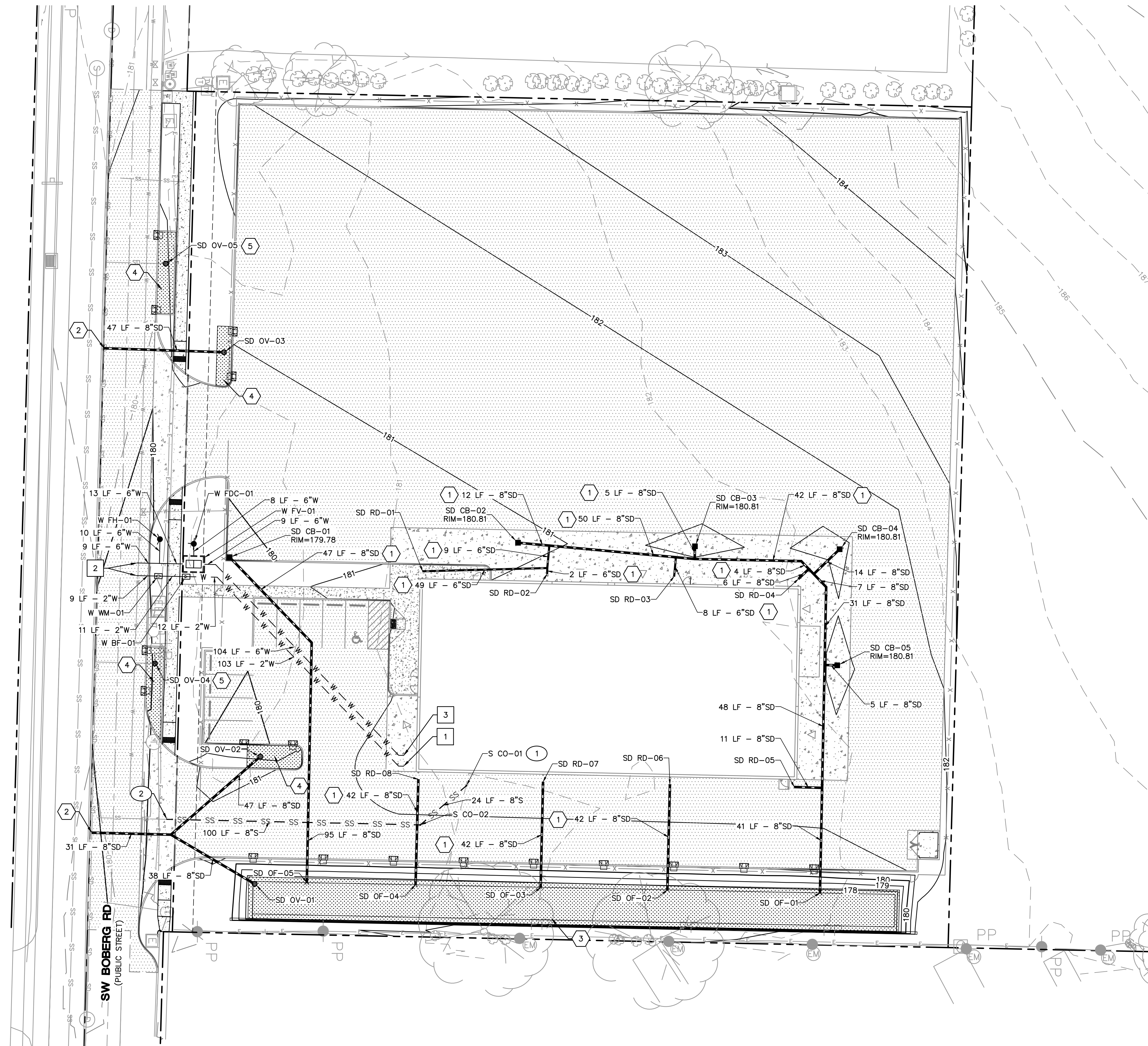
NORTH



GRAPHIC SCALE



(IN FEET)
1 inch = 20 feet

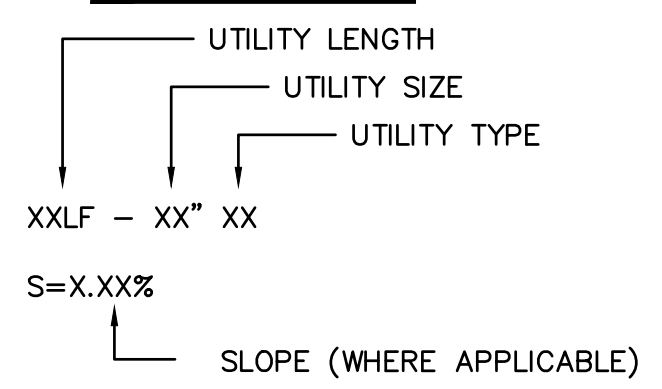


SHEET NOTES

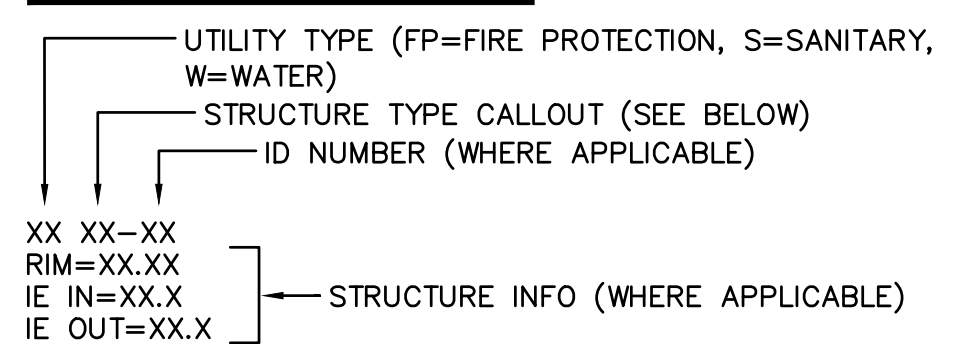
- SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
- STRUCTURES HORIZONTAL LOCATIONS AND PIPE INVERTS ARE BASED ON THE CENTER OF THE STRUCTURE.
- PIPE BEDDING AND BACKFILL UTILITIES SHALL BE DONE.
- ALL WATER LINES TO BE MECHANICALLY RESTRAINED.
- ALL SANITARY PIPING SHALL BE PVC 3034 OR APPROVED EQUAL UNLESS NOTED OTHERWISE.
- THIS PLAN IS GENERALLY DIAGRAMMATIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
- CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH UPC CHAPTER SEVEN, SECTION 707 AND SECTION 719. NOT ALL REQUIRED CLEAN OUTS ARE SHOWN.
- DOMESTIC WATER LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
- UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE UPC.
- INLETS AND OUTLETS TO ON-SITE MANHOLES SHALL HAVE FLEXIBLE CONNECTION NO CLOSER THAN 12" AND NO FARTHER THAN 36" FROM THE MANHOLE.
- CONTRACTOR TO VERIFY SANITARY AND WATER SIZING WITH APPROVED PLUMBING PLANS PRIOR TO ORDERING MATERIALS OR BEGINNING CONSTRUCTION OF SAID UTILITIES.

LABEL LEGEND

PIPE LABELS



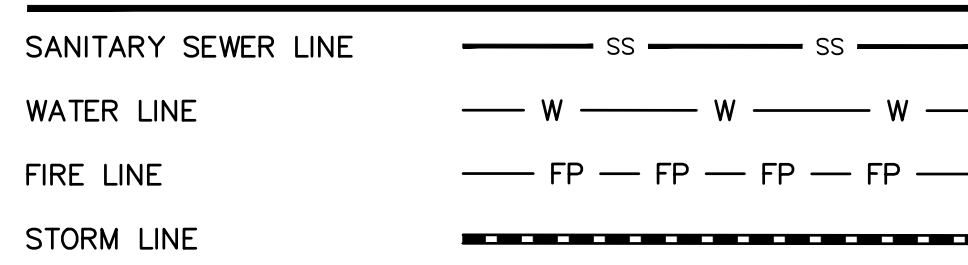
STRUCTURE LABELS



STRUCTURE TYPES

CALLOUT	DESCRIPTION
BF	BACKFLOW
CB	CATCH BASIN
CO	CLEANOUT
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FV	FIRE VAULT
OF	OUTFALL
OV	OVERFLOW
RD	ROOF DRAIN
WM	WATER METER

LEGEND



(X) SANITARY NOTES

- SANITARY SEWER POINT OF CONNECTION TO BUILDING
- CONNECT TO EXISTING SANITARY SEWER LATERAL

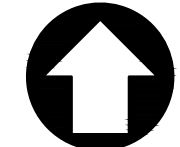
(X) WATER NOTES

- DOMESTIC WATER POINT OF CONNECTION TO BUILDING.
- CONNECT TO EXISTING WATER MAIN
- FIRE POINT OF CONNECTION TO BUILDING.

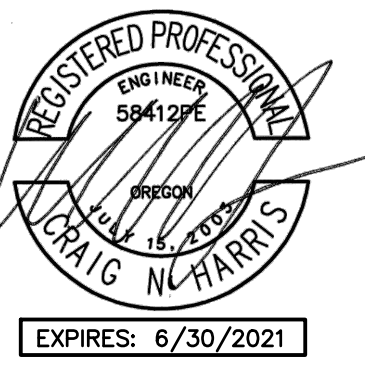
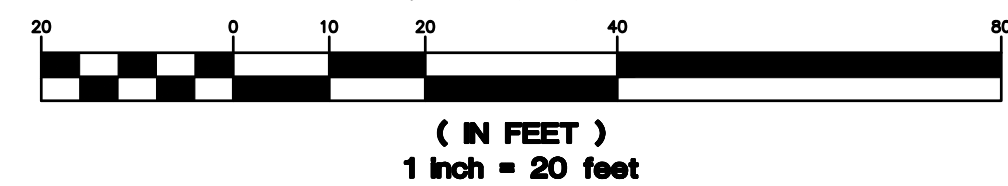
(X) STORM NOTES

- DUCTILE IRON PIPE TO BE INSTALLED
- CONNECT TO EXISTING STORM MAIN
- INSTALL FILTRATION SWALE
- INSTALL FILTRATION PLANTER
- CONNECT OVERFLOW TO EXISTING STORM LATERAL

NORTH



GRAPHIC SCALE



ISSUED DATE
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.228.1288
FAX: 503.228.1870
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:
DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

UTILITY PLAN

C3.0

JOB NO. 180146.03

©2020 CIDA, P.A./CIDA ALL RIGHTS RESERVED

TREE SCHEDULE - VEGETATED SWALE							
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
MOISTURE ZONE A (2,579 S.F.)							
	THUJA PLICATA	WESTERN RED CEDAR	D	6-8' TALL	AS SHOWN	B & B	2
MOISTURE ZONE B (1,600 S.F.)							
	ACER CIRCINATUM	VINE MAPLE	D	2" CAL.	AS SHOWN	B & B	11
	CORNUS NUTTALII	PACIFIC DOGWOOD	D	2" CAL.	AS SHOWN	B & B	7
	THUJA PLICATA	WESTERN RED CEDAR	D	6-8' TALL	AS SHOWN	B & B	2

PLANT SCHEDULE - VEGETATED SWALE							
LARGE SHRUBS / SMALL TREES							
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
MOISTURE ZONE A (2,579 S.F.)							
HD	HOLODISCUS DISCOLOR	OCEANSPRAY	D	3 GAL.	AS SHOWN	CONTAINER	55
RS	RIBES SANGUINEUM	RED FLOWERING CURRANT	D	3 GAL.	AS SHOWN	CONTAINER	24
MOISTURE ZONE B (1,600 S.F.)							
HD	HOLODISCUS DISCOLOR	WESTERN SERVICEBERRY	D	3 GAL.	AS SHOWN	CONTAINER	20
RS	RIBES SANGUINEUM	RED FLOWERING CURRANT	D	3 GAL.	AS SHOWN	CONTAINER	28

SMALL SHRUBS / GROUNDCOVERS							
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
MOISTURE ZONE A (2,579 S.F.)							
CS	CORNUS SERICEA 'KELSEY'	KELSEY DOGWOOD	D	1 GAL.	12" O.C.	CONTAINER	2
PC	PHYSCARPUS CAPITATUS	PACIFIC NINEBARK	D	3 GAL.	36" O.C.	CONTAINER	45
PM	POLYSTICHUM MUNITUM	SWORD FERN	E	1 GAL.	24" O.C.	CONTAINER	57
MOISTURE ZONE B (1,600 S.F.)							
	ARCTOSTAPHYLOS UVA URSI	KINNICKINNICK	E	1 GAL.	12" O.C.	CONTAINER	740
CS	CORNUS SERICEA 'KELSEY'	KELSEY DOGWOOD	D	1 GAL.	12" O.C.	CONTAINER	48
PC	PHYSCARPUS CAPITATUS	PACIFIC NINEBARK	D	3 GAL.	36" O.C.	CONTAINER	5
PM	POLYSTICHUM MUNITUM	SWORD FERN	E	1 GAL.	24" O.C.	CONTAINER	9

HERBACEOUS GROUNDCOVER PLANTS							
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
MOISTURE ZONE A (2,579 S.F.)							
	CAREX OBNUPTA	SLOUGH SEDGE	E	1 GAL.	12" O.C.	CONTAINER	2,990
MOISTURE ZONE B (1,600 S.F.)							
	JUNCUS PATENS	SPREADING RUSH	E	1 GAL.	12" O.C.	CONTAINER	1,100

STORMWATER FACILITY PLANTING REQUIREMENTS		
LANDSCAPE REQUIREMENT	QTY. REQUIRED	QTY. PROVIDED
STORMWATER FACILITY REQUIREMENTS PER 100 S.F. OF FACILITY AREA (ZONE A) - 3,319 S.F. TOTAL		
(3) LARGE SHRUBS / SMALL TREES	99	101
(4) SMALL SHRUBS	132	133
(115) GROUNDCOVER PLANTS	3,795	3,795
STORMWATER FACILITY REQUIREMENTS PER 100 S.F. OF FACILITY AREA (ZONE B) - 1,600 S.F. TOTAL		
(1) TREE	16	22
(3) LARGE SHRUBS / SMALL TREES	48	48
(4) SMALL SHRUBS	64	64
(115) GROUNDCOVER PLANTS	1,840	1,840

PLANT SCHEDULE - STORMWATER PLANTER #1							
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
LARGE SHRUBS/SMALL TREES (MOISTURE ZONE A:135 S.F.)							
SD	SPIREA DOUGLASII	DOUGLAS SPIREA	D	3 GAL.	AS SHOWN	CONTAINER	4
SMALL SHRUBS / HERBACEOUS PLANTS (MOISTURE ZONE A:135 S.F.)							
	JUNCUS PATENS	SPREADING RUSH	E	1 GAL.	12" O.C.	CONTAINER	5
GROUNDCOVER (MOISTURE ZONE A:135 S.F.)							
	ARCTOSTAPHYLOS UVA URSI	KINNICKINNICK	E	1 GAL.	12" O.C.	CONTAINER	155

PLANT SCHEDULE - STORMWATER PLANTER #2							
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
LARGE SHRUBS/SMALL TREES (MOISTURE ZONE A:190 S.F.)							
SD	SPIREA DOUGLASII	DOUGLAS SPIREA	D	3 GAL.	AS SHOWN	CONTAINER	6
SMALL SHRUBS / HERBACEOUS PLANTS (MOISTURE ZONE A:190 S.F.)							
	JUNCUS PATENS	SPREADING RUSH	E	1 GAL.	12" O.C.	CONTAINER	8
GROUNDCOVER (MOISTURE ZONE A:190 S.F.)							
	ARCTOSTAPHYLOS UVA URSI	KINNICKINNICK	E	1 GAL.	12" O.C.	CONTAINER	218

PLANT SCHEDULE - STORMWATER PLANTER #3							
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
LARGE TREES (MOISTURE ZONE A: 207 S.F.)							
	ACER RUBRUM 'COLUMNARE'	COLUMNAR RED MAPLE	D	2" CAL.	AS SHOWN	CONTAINER	1
LARGE SHRUBS/SMALL TREES (MOISTURE ZONE A: 207 S.F.)							
SD	SPIREA DOUGLASII	DOUGLAS SPIREA	D	3 GAL.	AS SHOWN	CONTAINER	6
SMALL SHRUBS / HERBACEOUS PLANTS (MOISTURE ZONE A: 207 S.F.)							
	JUNCUS PATENS	SPREADING RUSH	E	1 GAL.	12" O.C.	CONTAINER	8
GROUNDCOVER (MOISTURE ZONE A: 207 S.F.)							
	ARCTOSTAPHYLOS UVA URSI	KINNICKINNICK	E	1 GAL.	12" O.C.	CONTAINER	230

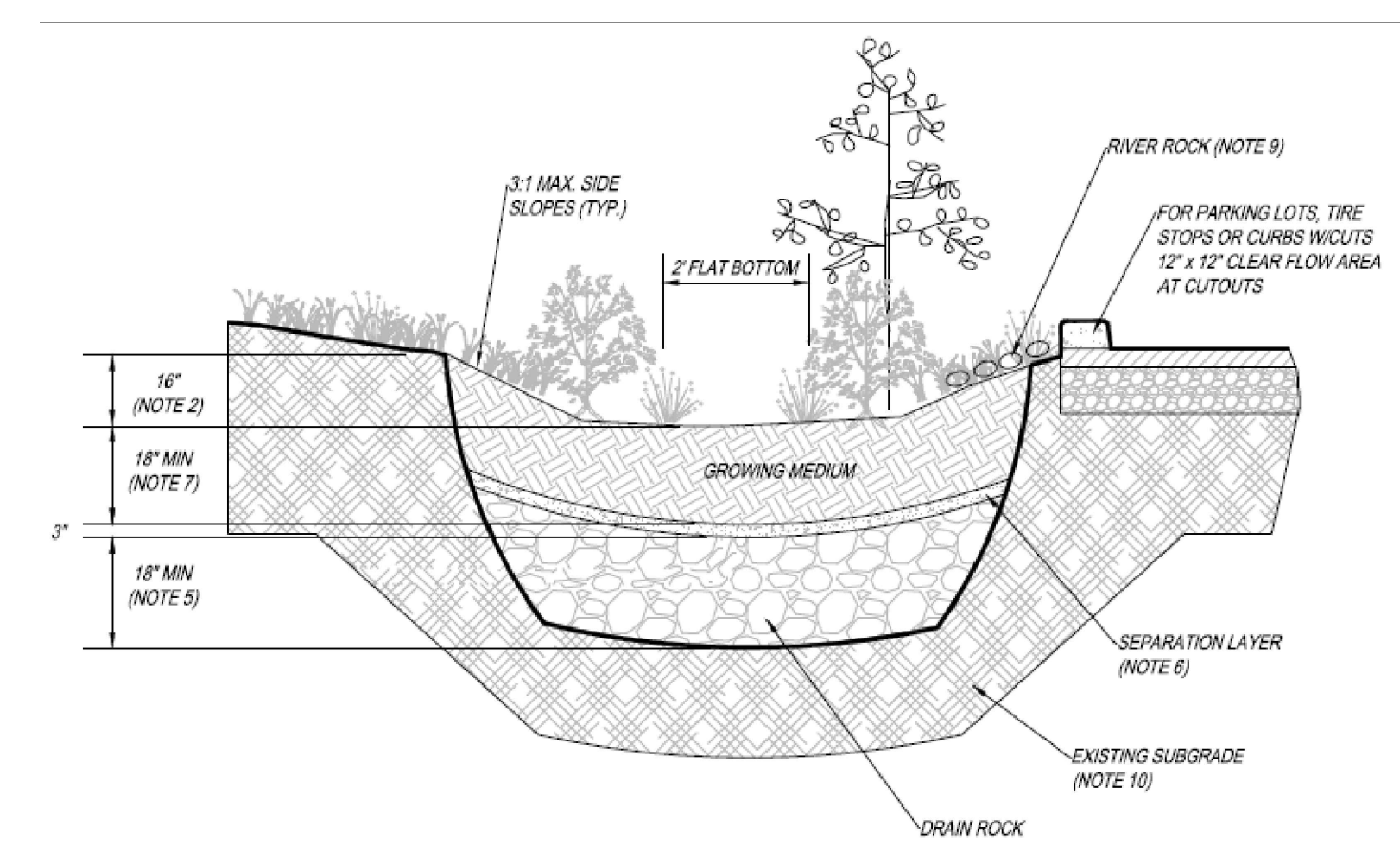
PLANT SCHEDULE - STORMWATER PLANTER #4							
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
LARGE TREES (MOISTURE ZONE A: 208 S.F.)							
	ACER RUBRUM 'COLUMNARE'	COLUMNAR RED MAPLE	D	2" CAL.	AS SHOWN	CONTAINER	1
LARGE SHRUBS/SMALL TREES (MOISTURE ZONE A: 208 S.F.)							
SD	SPIREA DOUGLASII	DOUGLAS SPIREA	D	3 GAL.	AS SHOWN	CONTAINER	6
SMALL SHRUBS / HERBACEOUS PLANTS (MOISTURE ZONE A: 208 S.F.)							
	JUNCUS PATENS	SPREADING RUSH	E	1 GAL.	12" O.C.	CONTAINER	8
GROUNDCOVER (MOISTURE ZONE A: 208 S.F.)							
	ARCTOSTAPHYLOS UVA URSI	KINNICKINNICK	E	1 GAL.	12" O.C.	CONTAINER	230

STORMWATER FACILITY PLANTING NOTES

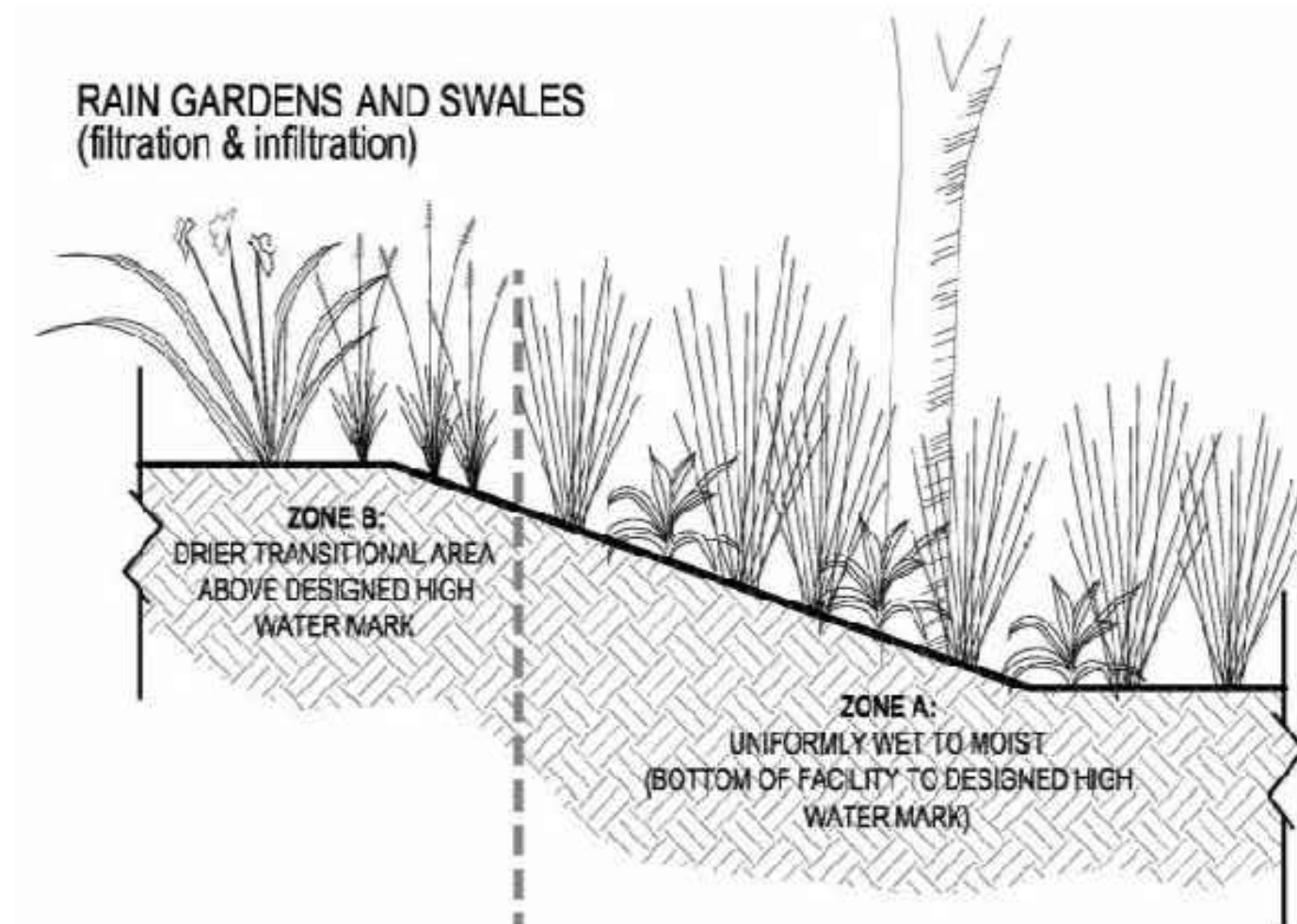
ALL PLANTS SELECTED FROM CITY OF WILSONVILLE'S STORMWATER FACILITY PLANT LISTS WITH A PRIORITY ON NATIVES AND EASE OF MAINTENANCE.

AT LEAST 50% OF PLANTINGS ARE EVERGREEN WITH AT LEAST 2 SPECIES CHOSEN FROM THE HERBACEOUS AND SMALL SHRUBS/GROUNDCOVER PLANT COMMUNITIES.

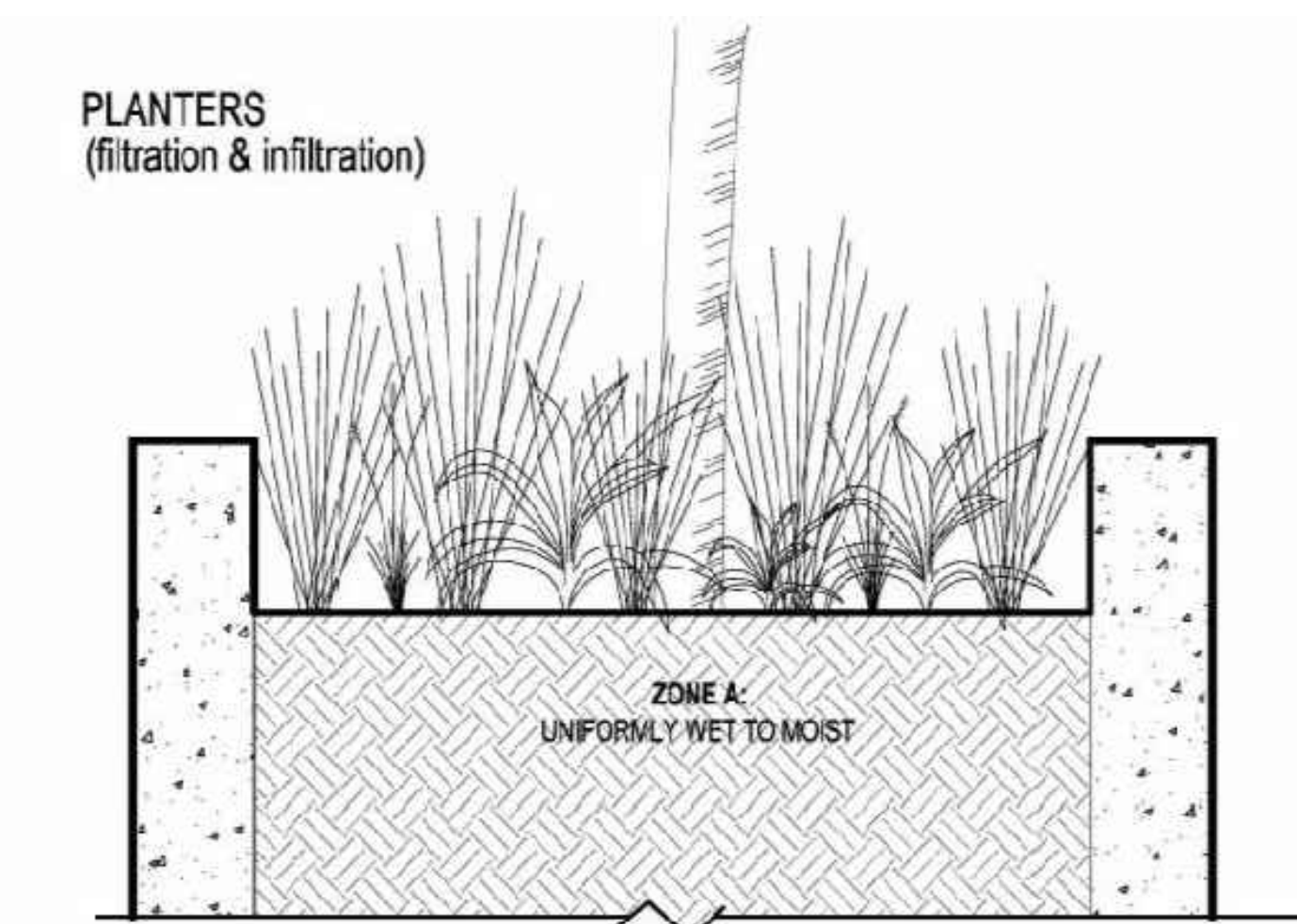
ALL PLANT MATERIALS SHALL BE INSTALLED TO CURRENT INDUSTRY STANDARDS AND SHALL BE PROPERLY STAKED TO ASSURE SURVIVAL. SUPPORT DEVICES SHALL NOT BE ALLOWED TO INTERFERE WITH NORMAL PEDESTRIAN OR VEHICULAR MOVEMENT.



01 STORMWATER PLANTING BED SOIL PREP
NOT TO SCALE SECTION



02 VEGETATED SWALE PLANTING ZONES
NOT TO SCALE SECTION



03 STORMWATER PLANTER PLANTING ZONES
NOT TO SCALE SECTION



ISSUED DATE: 11/04/10/20 PERMIT SET



NEW CONSTRUCTION FOR:

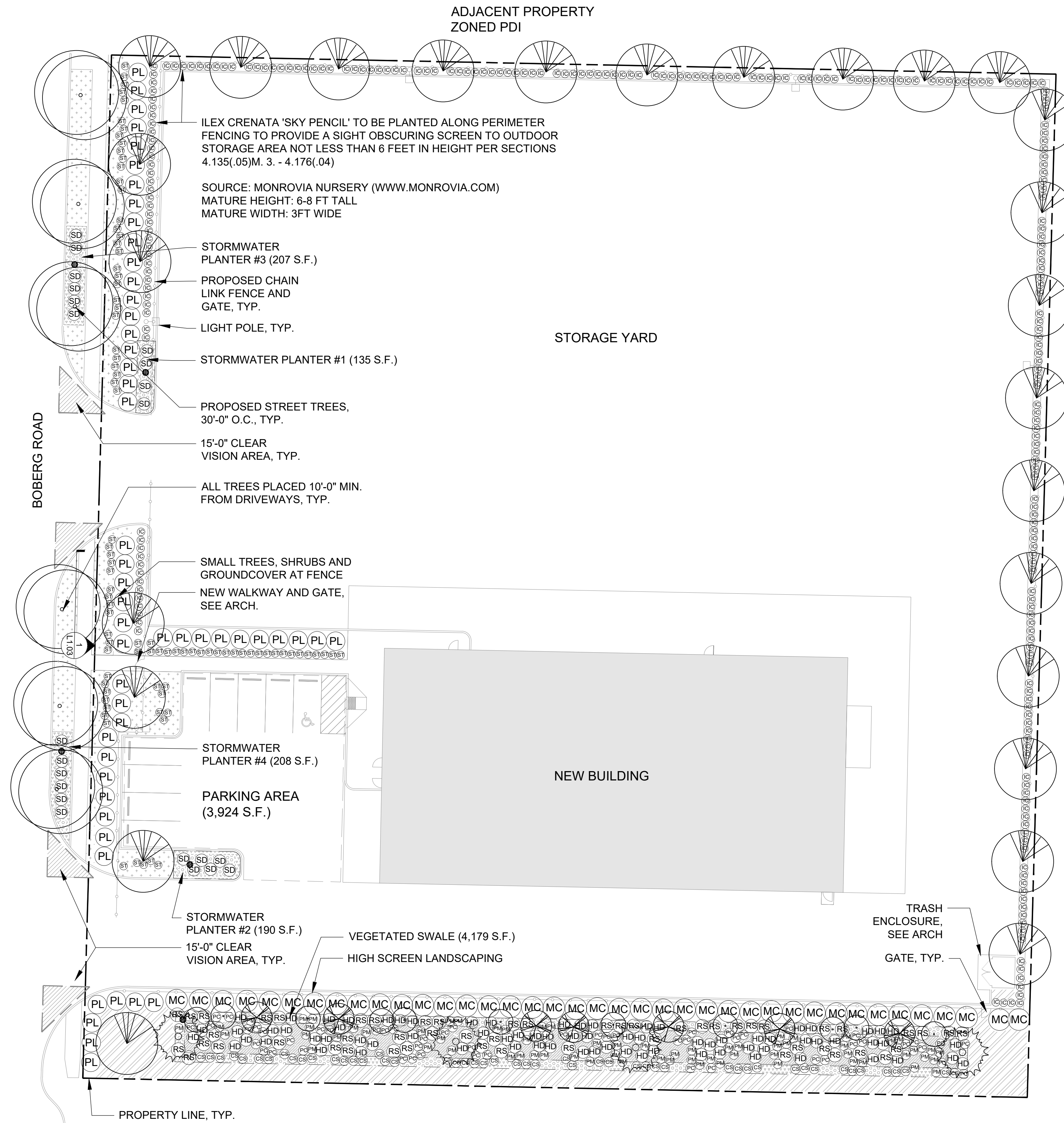
DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

L1.01

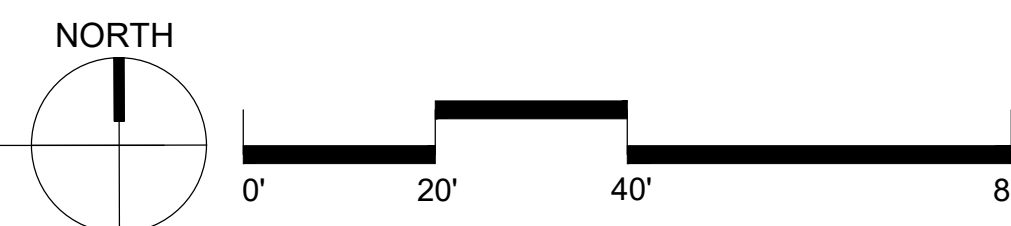
STORMWATER PLANTING SCHEDULE & DETAILS

JOB NO. 180146.03
© 2019 CIDA, P.C./CDA ALL RIGHTS RESERVED



01 LANDSCAPE PLAN

1" = 20'-0"



TREE SCHEDULE | NON-STORMWATER

SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
(Symbol)	ACER RUBRUM 'COLUMNARE'	COLUMNAR RED MAPLE	D	2" CAL.	AS SHOWN	CONTAINER	4
(Symbol)	CARPINUS BETULUS 'FASTIGIATA'	UPRIGHT EUROPEAN HORNBEAM	D	2" CAL.	AS SHOWN	CONATINER	26

PLANT SCHEDULE | NON-STORMWATER

SHRUBS AND GRASSES

SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
IC	ILEX CRENATA 'SKY PENCIL'	SKY PENCIL JAPANESE HOLLY	E	3 GAL.	AS SHOWN	CONTAINER	245
MC	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	E	5 GAL.	AS SHOWN	CONTAINER	39
PL	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	E	5 GAL.	AS SHOWN	CONTAINER	52
ST	STIPA TENUISSIMA	MEXICAN FEATHER GRASS	ORNAMENTAL	1 GAL.	AS SHOWN	CONTAINER	88

GROUNDCOVERS

SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
(Symbol)	JUNIPERUS HORIZONTALIS 'WILTONII'	CREEPING JUNIPER	E	1 GAL.	30" O.C.	CONTAINER	480
(Symbol)	MAHONIA REPENS	CREEPING MAHONIA	E	1 GAL.	36" O.C.	CONTAINER	295

LANDSCAPE CODE REQUIREMENTS FOR ZONE RA-H

- PERIMETER LANDSCAPING**
- PROPOSED SCREENING NORTH..... HIGH SCREEN: 6' HIGH SHRUB SCREEN, 90% OPAQUE YEAR-ROUND
 - PROPOSED SCREENING WEST.....HIGH SCREEN: 6' HIGH SHRUB SCREEN, 90% OPAQUE YEAR-ROUND
 - PROPOSED SCREENING SOUTH.....HIGH SCREEN: 6' HIGH SHRUB SCREEN, 90% OPAQUE YEAR-ROUND
 - PROPOSED SCREENING EAST.....LOW SCREEN: 3' HIGH SHRUB SCREEN, 90% OPAQUE YEAR-ROUND HIGH SCREEN AT OUTDOOR STORAGE AREA.
 - 1 TREE PER 30 LINEAR FEET IS REQUIRED ON ALL SIDES

- MINIMUM LANDSCAPED AREA**
- OVERALL SITE AREA..... 101,225 SF
 - PARKING AREA..... 3,924 SF
 - REQUIRED 15% OF SITE..... 15,184 SF
 - REQUIRED 10% OF PARKING AREA..... 392 SF
 - SITE LANDSCAPING PROVIDED..... 16,644 SF (16.4%)
 - PARKING LOT LANDSCAPING PROVIDED..... 1,962 SF (50.0%)

- TREE REQUIREMENT**
- REQUIRED TREE QTY..... 1 TREE PER 30 LINEAR FEET OF PERIMETER = 42 TREES TOTAL

- GENERAL LANDSCAPING REQUIREMENT WHERE LANDSCAPED AREA IS 30'-0" DEEP OR GREATER (SOUTH PROPERTY LINE)**
- TOTAL LANDSCAPED AREA..... 8,949 S.F.
 - REQUIRED TREE QTY.....1 TREE REQUIRED FOR EVERY 800 S.F. (11 REQUIRED, 23 PROVIDED)
 - REQUIRED SHRUB QTY.....2 HIGH SHRUBS FOR EVERY 400 S.F. (45 REQUIRED, 47 PROVIDED)

PLANT SELECTION IS BASED ON EASE OF MAINTENANCE, WITH THE USE OF NATIVE PLANTS WHERE APPROPRIATE.

STREET TREE SPECIES CHOSEN FROM CITY OF WILSONVILLE LIST OF ENCOURAGED SPECIES PER SECTION 4.176 MUNICIPAL CODE.

THIS PLAN ONLY INCLUDES TREES THAT WILL BE AFFECTED BY DEVELOPMENT. SEE ARBORIST REPORT FOR ADDITIONAL TREES OUTSIDE THE LIMIT OF DEVELOPMENT.

EVERGREEN LANDSCAPE BUFFERS WILL BE PROVIDED TO SCREEN VIEWS TO ADJACENT PROPERTIES AND PROVIDE A SENSE OF PRIVACY AND SECURITY WITHIN THE PROPERTY.

ALL SHRUBS AND GROUNDCOVERS WILL BE OF SUFFICIENT SIZE AND NUMBER TO COVER AT LEAST 80% OF PLANTING AREAS WITHIN 3 YEARS.

ALL PLANT MATERIALS SHALL BE INSTALLED TO CURRENT INDUSTRY STANDARDS AND SHALL BE PROPERLY STAKED TO ASSURE SURVIVAL. SUPPORT DEVICES SHALL NOT BE ALLOWED TO INTERFERE WITH NORMAL PEDESTRIAN OR VEHICULAR MOVEMENT.

NATIVE TOPSOIL SHALL BE PRESERVED AND REUSED TO THE EXTENT FEASIBLE. SURFACE MULCH TO BE FULLY RAKED INTO SOIL OF APPROPRIATE DEPTH, SUFFICIENT TO CONTROL EROSION, AND ARE CONFINED TO AREAS AROUND PLANTINGS.

IRRIGATION NOTES

A PERMANENT, BUILT-IN, AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED BY CONTRACTOR TO PROVIDE FULL COVERAGE TO ALL PROPOSED PLANTING AREAS TO ASSURE THAT PLANTS WILL SURVIVE THE CRITICAL ESTABLISHMENT PERIOD AND PERIODS OF DROUGHT.

PLANTING WATER CONSUMPTION ZONES

ALL PLANTING BEDS REQUIRE LOW WATER USAGE (LESS THAN ONE INCH PER WEEK).

ALL LAWN AREAS REQUIRE MODERATE WATER USAGE (+/- TWO INCHES PER WEEK)



ISSUED DATE: 1/04/20 PERMIT SET



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.226.1285
FAX: 503.226.1876
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

L1.02

LANDSCAPE PLAN

JOB NO. 180146.03

© 2019 CIDA, P.C./CDA ALL RIGHTS RESERVED

NON-STORMWATER PLANT PALETTE

TREES



COLUMNAR RED MAPLE
STREET TREE



EUROPEAN HORNBEAM
SCREEN TREE

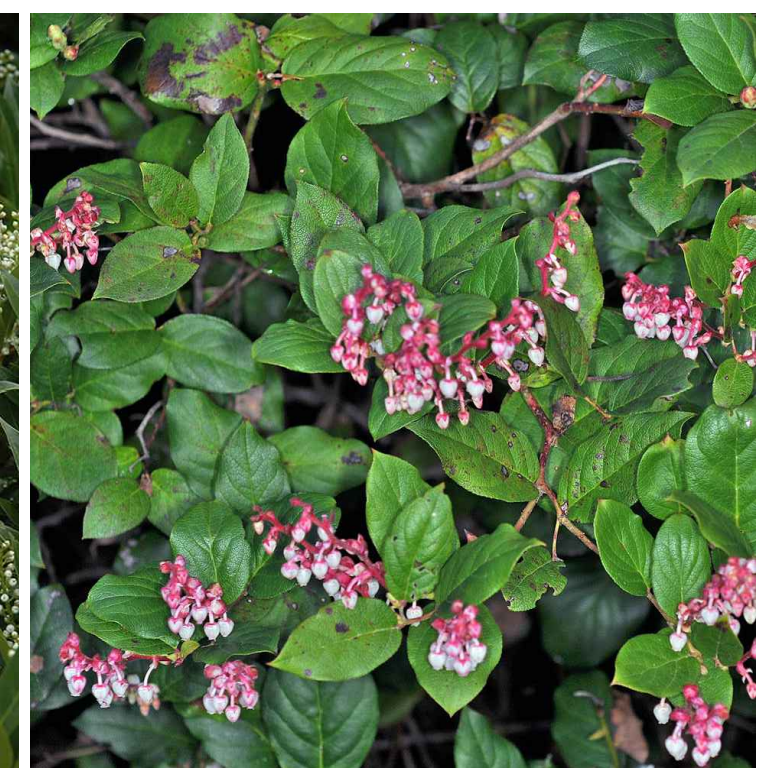
LARGE EVERGREEN SHRUBS



PACIFIC WAX MYRTLE



LAUREL



SALAL



JAPANESE HOLLY

SMALL SHRUBS, GRASSES AND GROUNDCOVER



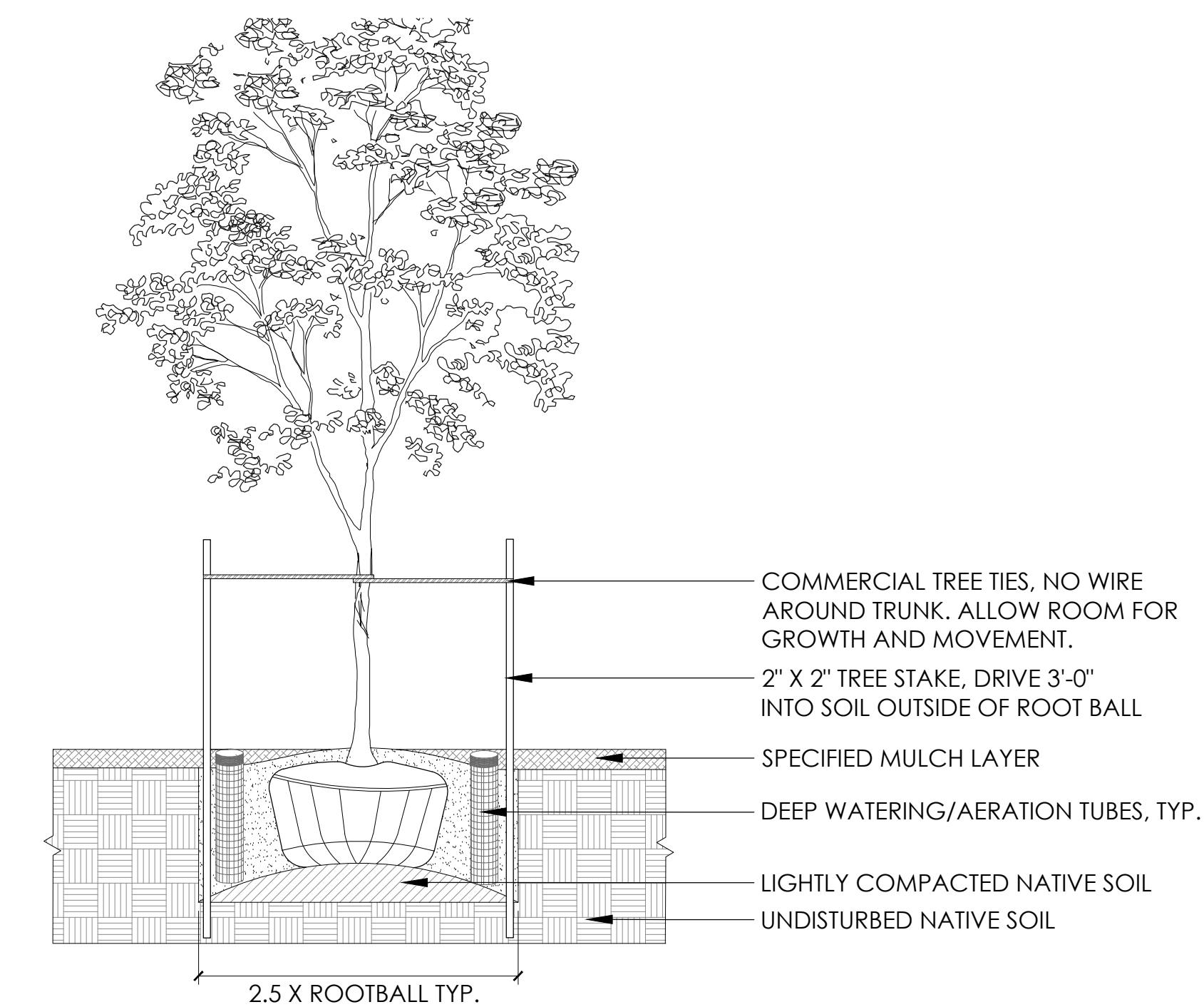
CREeping MAHONIA



CREeping BLUE JUNIPER



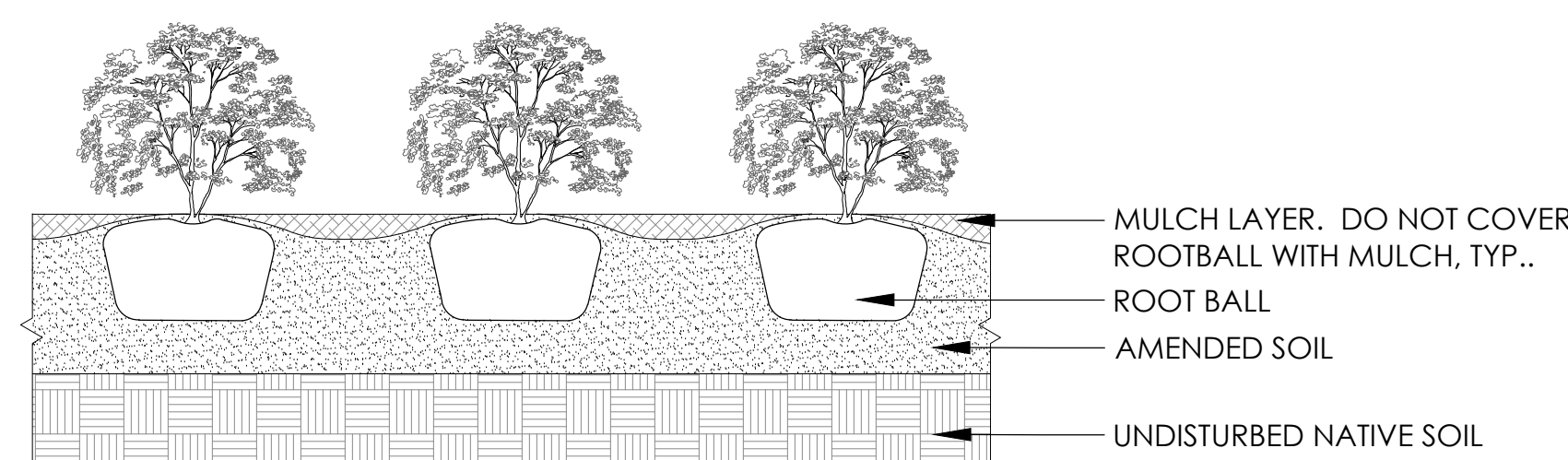
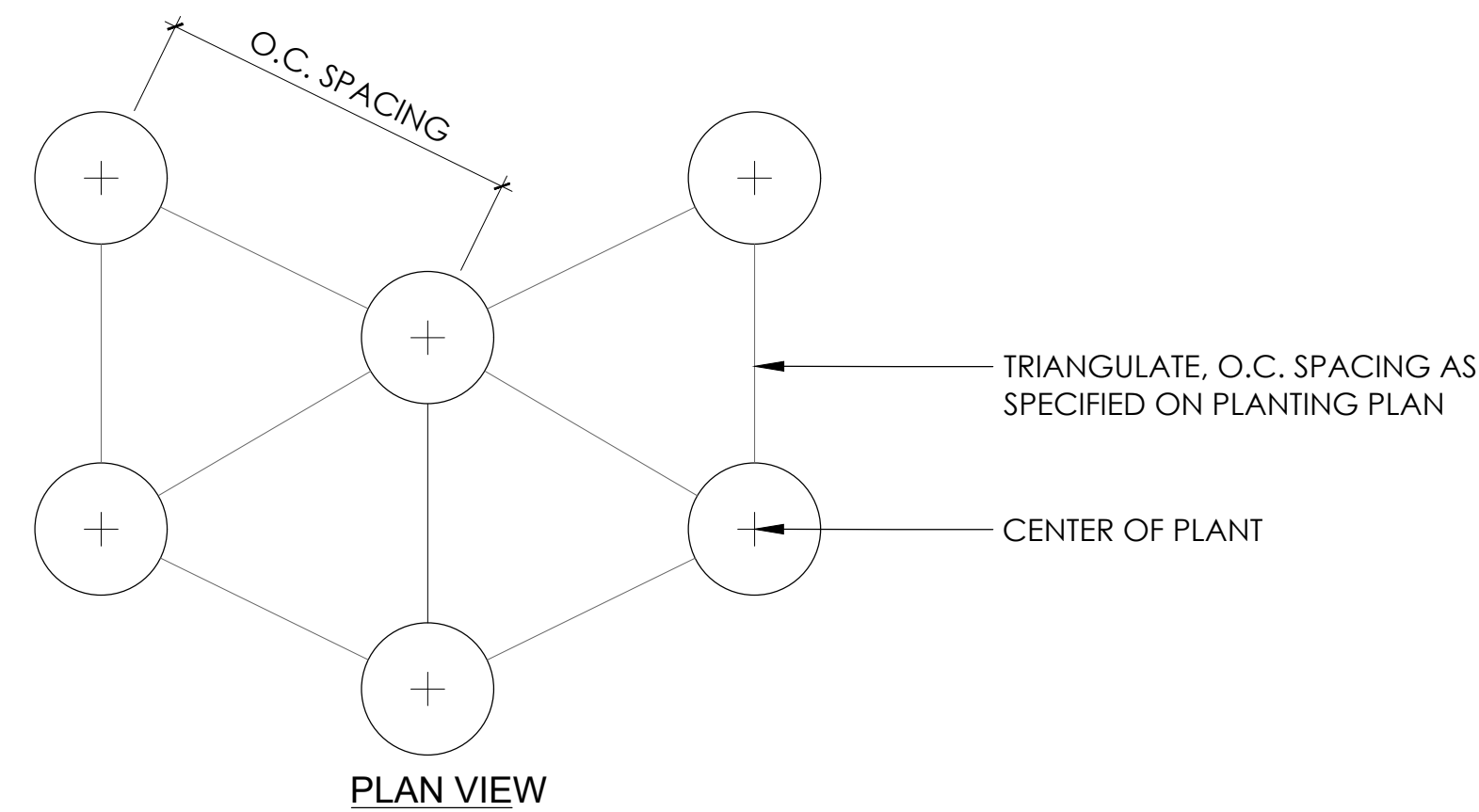
MEXICAN FEATHER GRASS



02 BROADLEAF TREE PLANTING

NTS

SECTION



03 GROUND COVER PLANTING

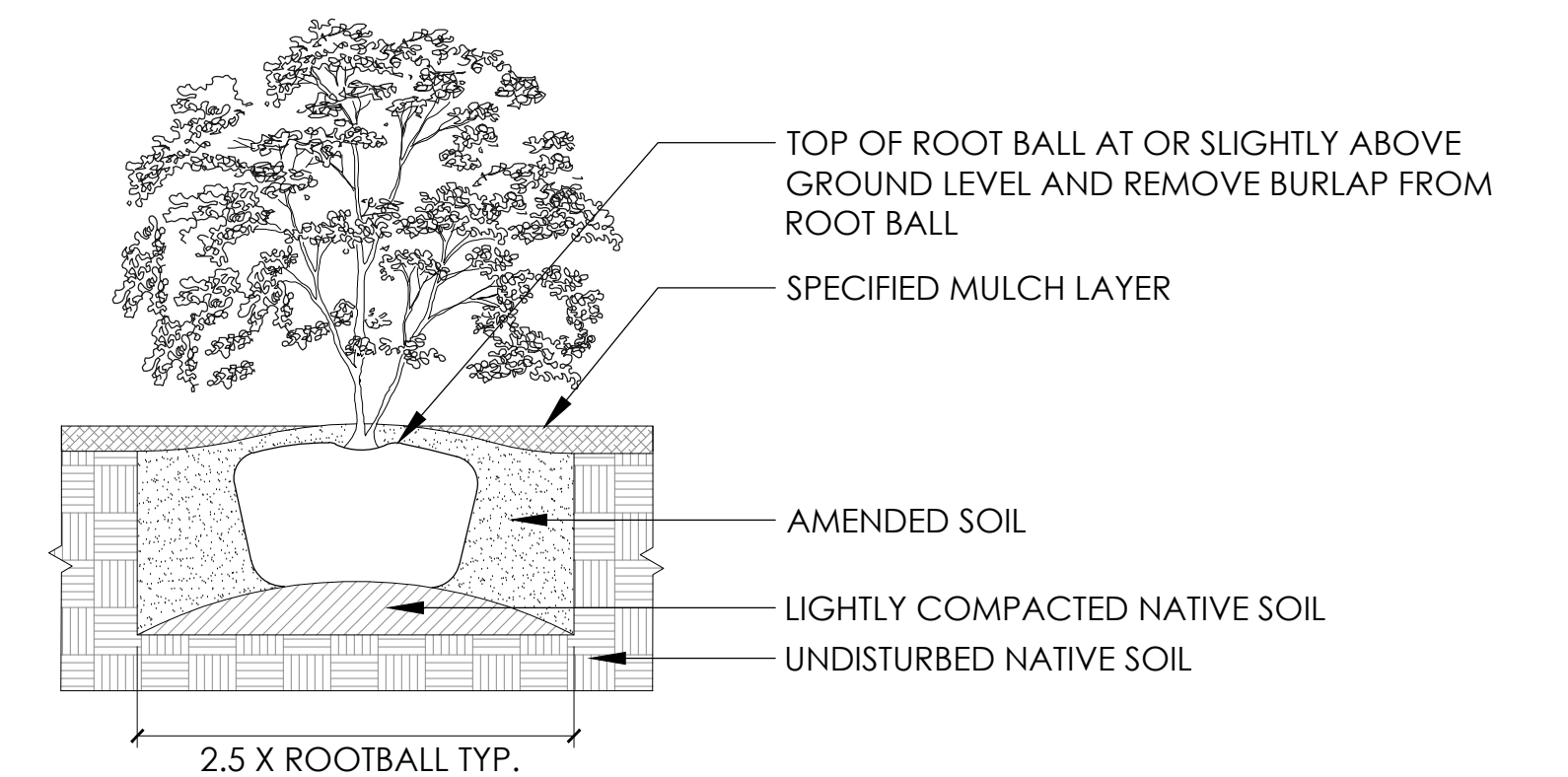
NTS

SECTION/PLAN



01 TYPICAL ELEVATION ALONG BOBERG ROAD - STORAGE SCREEN

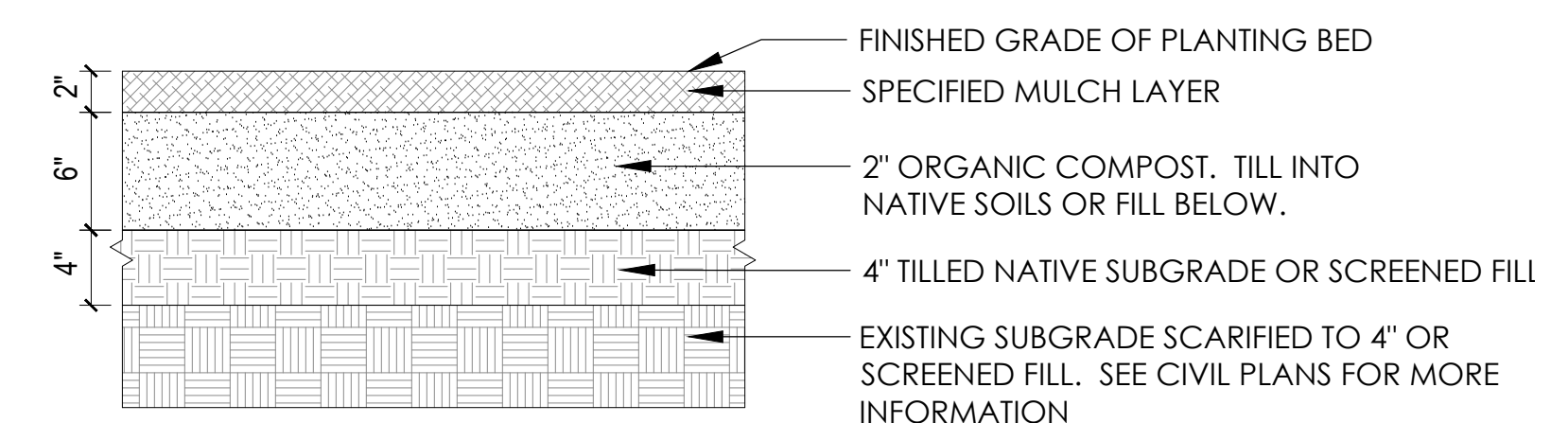
NOT TO SCALE



04 SHRUB PLANTING

NTS

SECTION



05 PLANTING BED SOIL PREPARATION

NTS

SECTION



ISSUED DATE
1 04/10/20 PERMIT SET



NEW CONSTRUCTION FOR:

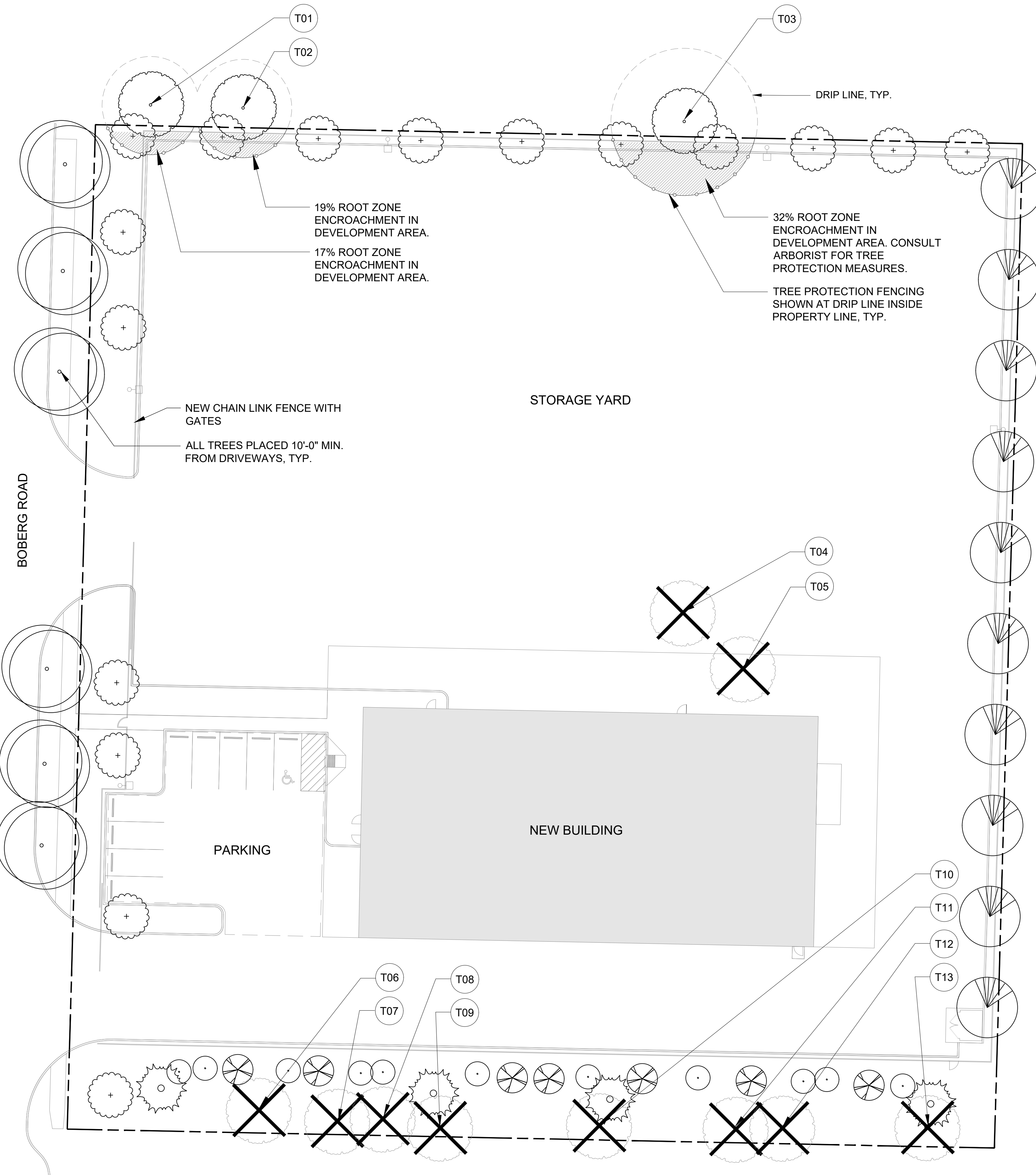
DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

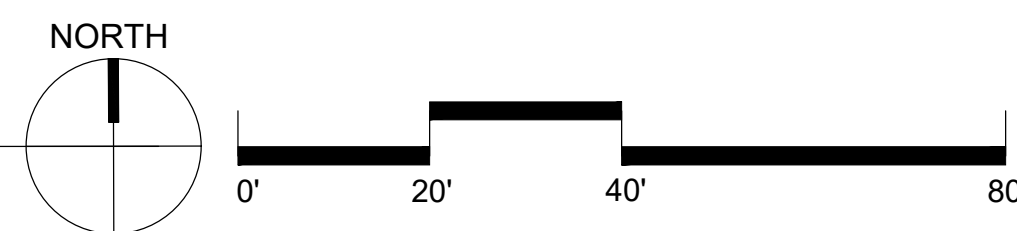
L1.03

PLANTING IMAGES & DETAILS

JOB NO. 180146.03
© 2019 ODA, P.C./ODA ALL RIGHTS RESERVED



01 TREE PLAN
1" = 20'-0"



TREE SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY
○	ACER CIRCINATUM	VINE MAPLE	D	2" CAL.	AS SHOWN	B & B	11
○	ACER GRISEUM	PAPERBARK MAPLE	D	2" CAL.	AS SHOWN	B & B	16
○	ACER RUBRUM 'COLUMNARE'	COLUMNAR RED MAPLE	D	2" CAL.	AS SHOWN	B & B	6
○	CARPINUS BETULUS 'FASTIGIATA'	UPRIGHT EUROPEAN HORNBEAM	D	2" CAL.	AS SHOWN	B & B	10
○	CORNUS NUTTALII	PACIFIC DOGWOOD	D	2" CAL.	AS SHOWN	B & B	7
○	THUJA PLICATA	WESTERN RED CEDAR	D	6-8' TALL	AS SHOWN	B & B	4

TREE REMOVAL AND PROTECTION LEGEND

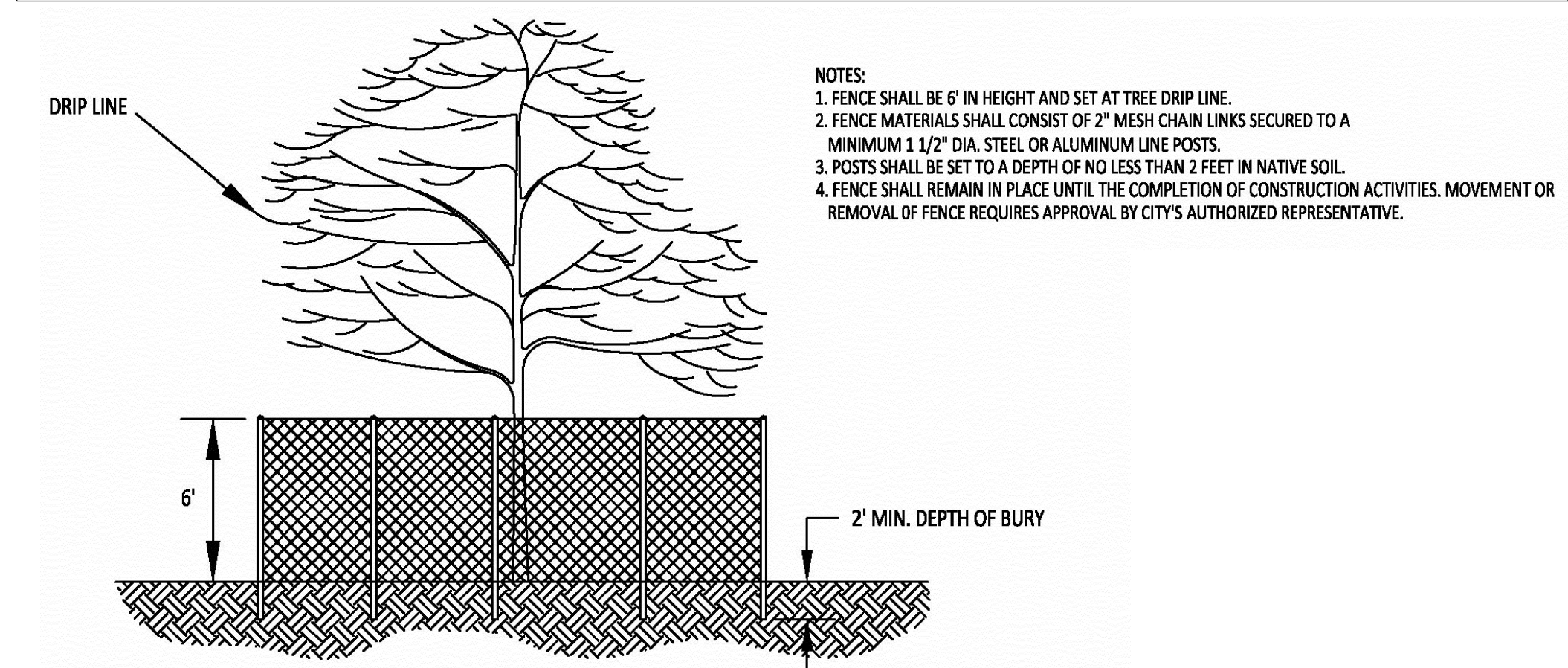
---	PROPERTY LINE
—+—	TREE PROTECTION FENCING
○	EXISTING TREES TO BE PROTECTED
⊗	EXISTING TREES TO BE REMOVED

EXISTING TREE TABLE

TREE NO.	TRUNK DIA.	PROTECTION ZONE	SPECIES	PROTECT	REMOVE	CONDITION/ NOTES
1	16"	CONSULT ARBORIST	DECIDUOUS	X		
2	16"	CONSULT ARBORIST	DECIDUOUS	X		
3	24"	CONSULT ARBORIST	DECIDUOUS	X		
4	13.5"	N/A	RED OAK		X	FAIR
5	13.5"	N/A	RED OAK		X	FAIR
6	22"	N/A	HAWTHORN		X	POOR
7	27"	N/A	BIG LEAF MAPLE		X	POOR
8	MULTI-STEM	N/A	HAZELNUT		X	POOR
9	MULTI-STEM	N/A	HAZELNUT		X	POOR
10	MULTI-STEM	N/A	HAZELNUT		X	POOR
11	6"	N/A	BIG LEAF MAPLE		X	FAIR CONDITION, POOR STRUCTURE
12	6"	N/A	BIG LEAF MAPLE		X	FAIR CONDITION, POOR STRUCTURE
13	6"	N/A	BIG LEAF MAPLE		X	FAIR CONDITION, POOR STRUCTURE

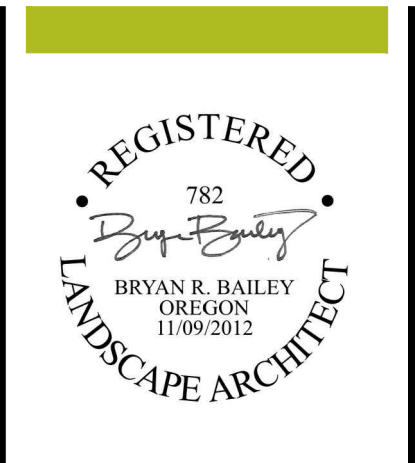
TREE PRESERVATION AND REMOVAL NOTES

- TREE PROTECTION ZONE SHOWN AT 1'-0" RADIUS FOR EVERY CALIPER INCH OF TREE TRUNK. ARBORIST TO RECOMMEND ALTERNATIVE PROTECTION MEASURES WHERE GROUND DISTURBANCE IS WITHIN PROTECTION ZONE.
- SEE ARBORIST'S REPORT FOR PRESERVATION AND PRUNING RECOMMENDATIONS.
- THIS PLAN ONLY INCLUDES TREES THAT WILL BE AFFECTED BY DEVELOPMENT. SEE ARBORIST REPORT FOR ADDITIONAL TREES OUTSIDE THE LIMIT OF DEVELOPMENT.
- SUITABLE PROTECTION FENCING AS IDENTIFIED BY ARBORIST SHALL BE INSTALLED BEFORE ANY GROUND DISTURBING ACTIVITIES INCLUDING CLEARING AND GRADING, OR CONSTRUCTION STARTS; AND SHALL REMAIN IN PLACE UNTIL FINAL INSPECTION.
- ALL TREES TO BE PROTECTED ON SITE ARE TO BE DESIGNATED WITH METAL TAGS TO REMAIN IN PLACE THROUGHOUT CONSTRUCTION. TAGS WILL BE NUMBERED AND KEYED TO TREE PLAN.



02 RD - 1230 TREE PROTECTION FENCING
NTS

ELEVATION



ISSUED DATE: 11/04/10/20 PERMIT SET



NEW CONSTRUCTION FOR:
DP NICOLI
 NO SITUS - 31W14A 00500
 WILSONVILLE, OR 97070

GENERAL NOTES

CONTRACTOR SHALL VERIFY AND CONFIRM EXISTING CONDITIONS SHOWN OR IMPLIED ON DRAWINGS PRIOR TO START OF CONSTRUCTION. NOTIFY A/E OF ANY DISCREPANCIES.

TYPICAL CURB RADIUS = 3' UNLESS NOTED OTHERWISE

SEE CIVIL AND LANDSCAPE DRAWING PACKAGE FOR ADDITIONAL INFORMATION

PROJECT INFO

SITE AREA:	101,225 SF (2.32 ACRES) - LOT LINE ADJUSTMENT AND DEDICATION APPLIED
BUILDING AREA:	11,400 SF FOOTPRINT 2024 SF OFFICE 11,176 SF WAREHOUSE (INCLUDES 1,800 SF MEZZANINE)
IMPERVIOUS AREA:	84,581 SF
LANDSCAPING AREA:	LANDSCAPING AREA REQUIREMENTS: 15,184 SF = 15% LANDSCAPING AREA PROVIDED: 16,644SF = 16.4%
PARKING COUNTS:	
PARKING SPACE REQUIREMENTS:	9 SPACES
PARKING SPACES PROVIDED:	9 STANDARD (1 ADA) 0 COMPACT
BICYCLE PARKING COUNT:	
PARKING SPACE REQUIREMENTS:	4
PARKING SPACES PROVIDED:	4 2 SHORT TERM 2 LONG TERM (INSIDE)

LEGEND

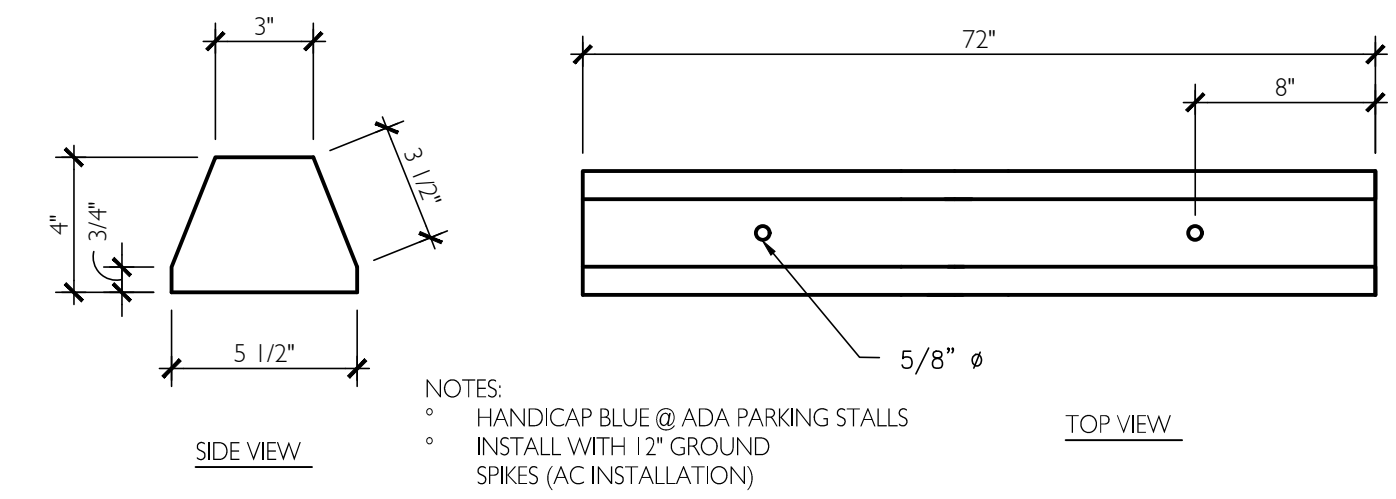
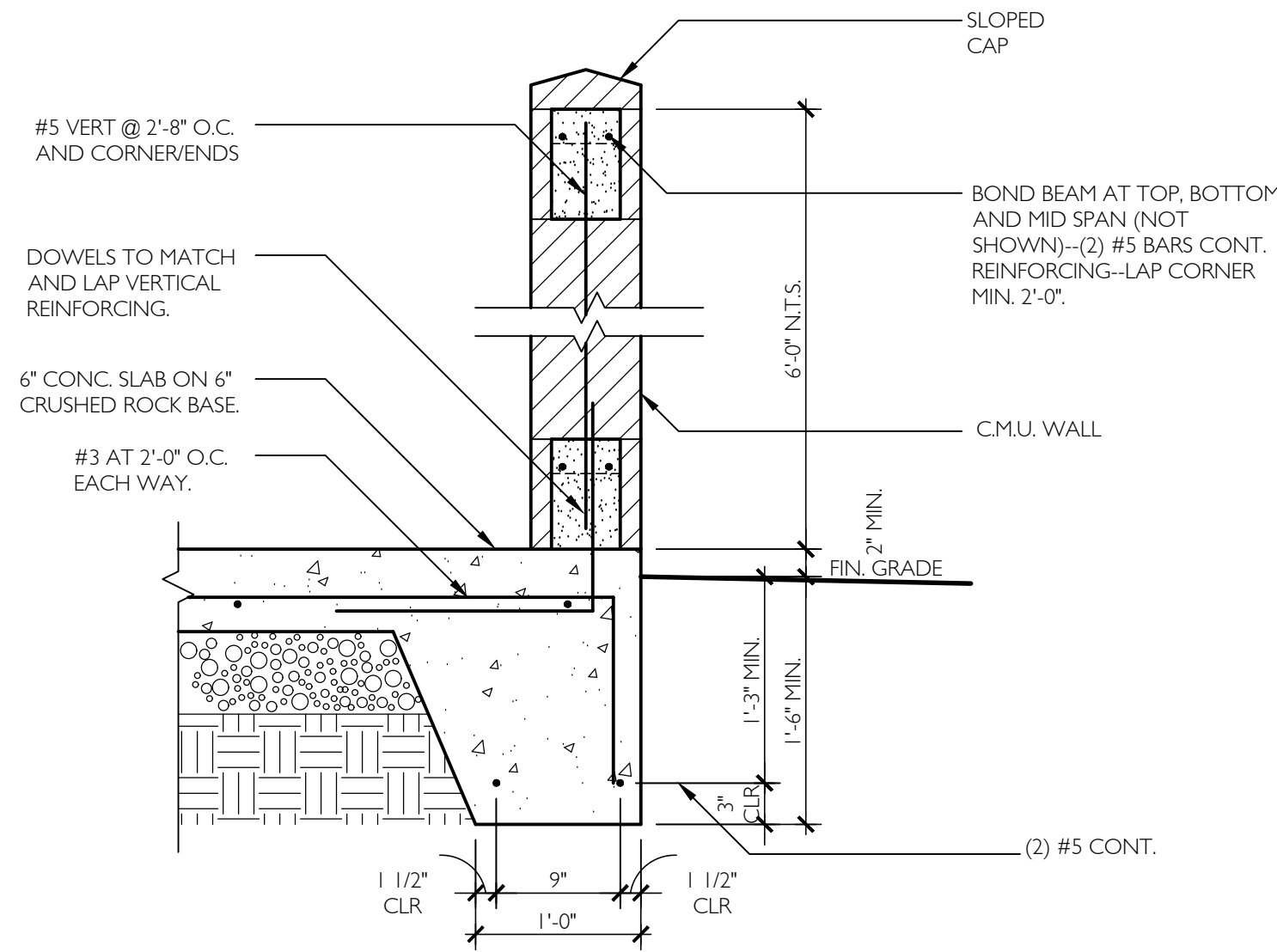
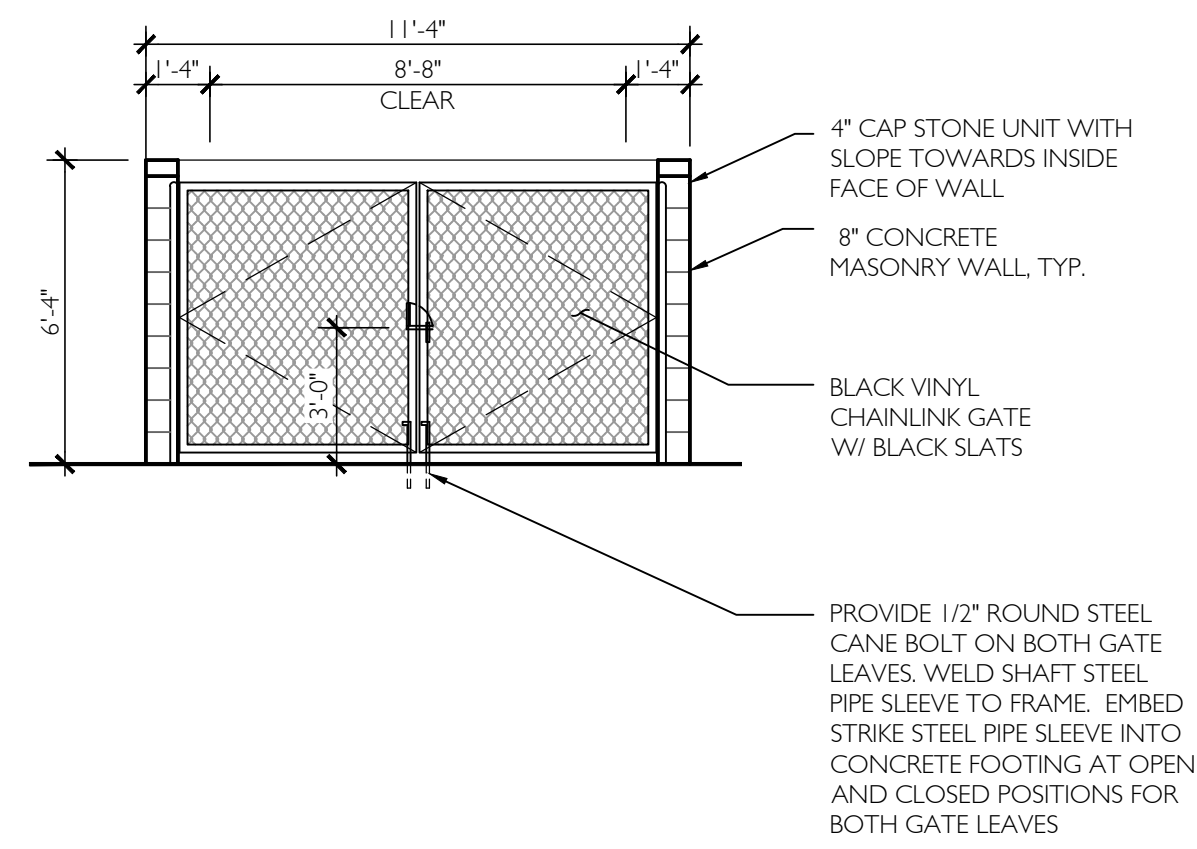
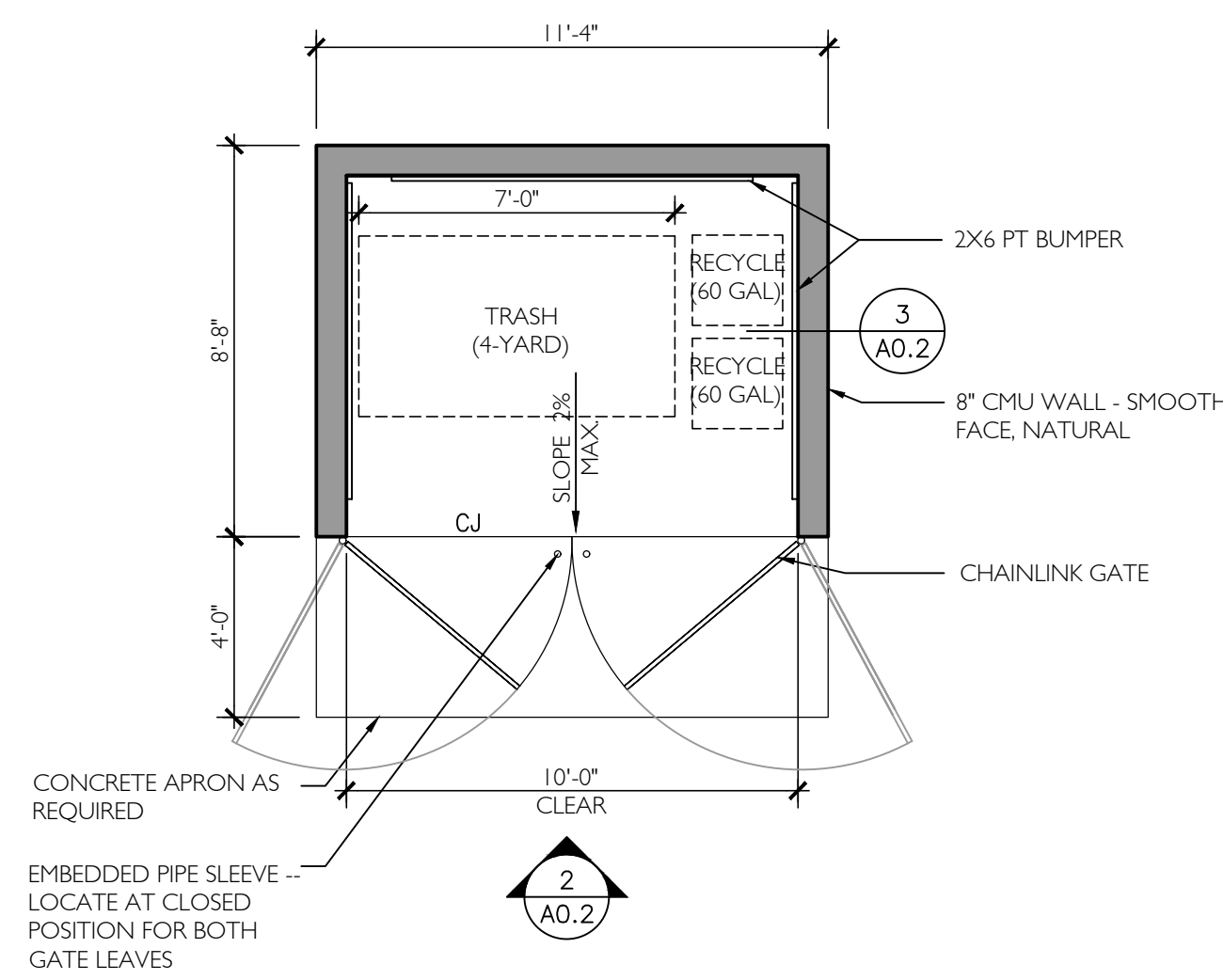
	ACCESSIBLE PARKING STALL		STREET LIGHT
	DRIVE IN		POLE MOUNTED PARKING LOT LIGHT FIXTURE -- SEE A0.4
	DOWNSPOUT		FIRE HYDRANT
	HOSE BIB		
	NEW ASPHALT		
	PAINT STRIPED ACCESSIBLE AISLE AND NO PARKING AREA		
	LANDSCAPE (PRIVATE)		
	SWALE		

KEYNOTES

- 1 NEW PROPERTY LINE (UNDER REVIEW WITH CLACKAMAS COUNTY, FINAL PLAT TO BE SUBMITTED TO CITY OF WILSONVILLE UNDER SEPARATE PERMIT)
- 2 3.5' LANDSCAPE DEDICATION/NEW PROPERTY LINE
- 3 MAN GATE - ADA COMPLIANT SEE 3/A0.3
- 4 BIKE RACKS - SEE 7/A0.2 - (2) STALLS
- 5 TRASH ENCLOSURE - SEE 1/A0.2
- 6 PAD FOR WASH BOX - TO BE POURED AFTER EQUIPMENT INSTALLATION
- 7 (E) FIRE HYDRANT TO BE RELOCATED - SEE CIVIL DRAWINGS
- 8 (E) TREES TO BE REMOVED - 10 TOTAL
- 9 (E) ELECTRICAL LINE - OVERHEAD POWER POLES
- 10 (E) ELECTRICAL LINE
- 11 (E) WATER LINE -- SEE CIVIL
- 12 (E) SEWER LINE -- SEE CIVIL
- 13 (E) MOBILE HOME - AT OR NEAR PROPERTY LINE
- 14 LANDSCAPE RETAINING WALL - SEE CIVIL
- 15 ELECTRIC GATE W/ KNOX BOX -- SEE A0.3
- 16 CHAIN LINK FENCE W/ BLACK PRIVACY SLATS
- 17 8' UTILITY EASEMENT
- 18 NEW STREET LIGHTS - TENTATIVE LOCATIONS - ILLUMINATION STUDY IN PROGRESS
- 19 CONCRETE APRON
- 20 NEW LOCATION OF FIRE HYDRANT
- 21 ASPHALT PAVEMENT -- SEE CIVIL FOR SECTION
- 22 CONCRETE CIP CURB
- 23 PRE-CAST WHEEL STOP -- SEE 4/A0.2 (9 TOTAL)
- 24 BOLLARD -- SEE 9/A0.2
- 25 42" CHAIN LINK FENCE



1 ARCHITECTURAL SITE PLAN
A0.1 1"=20'-0"

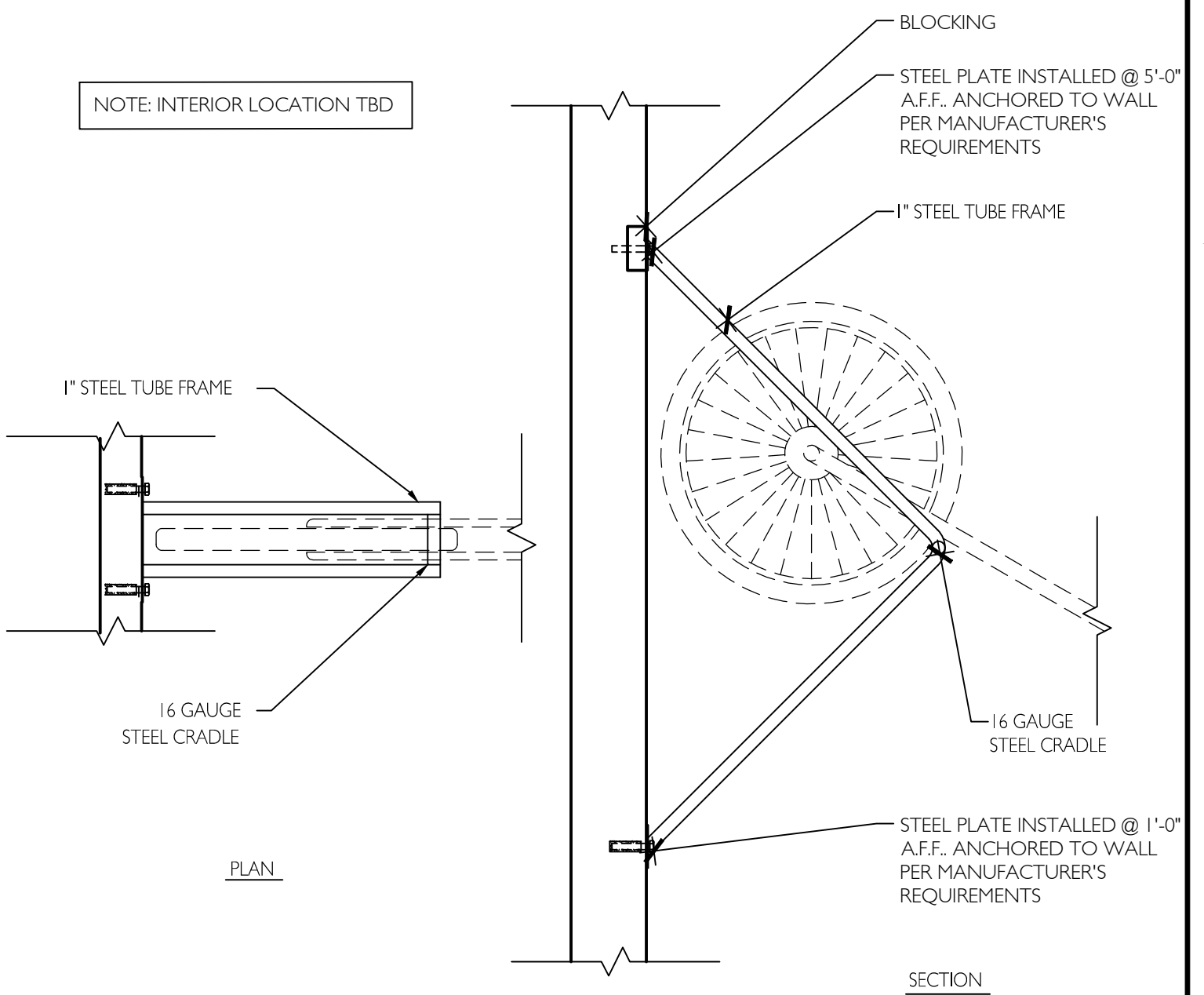
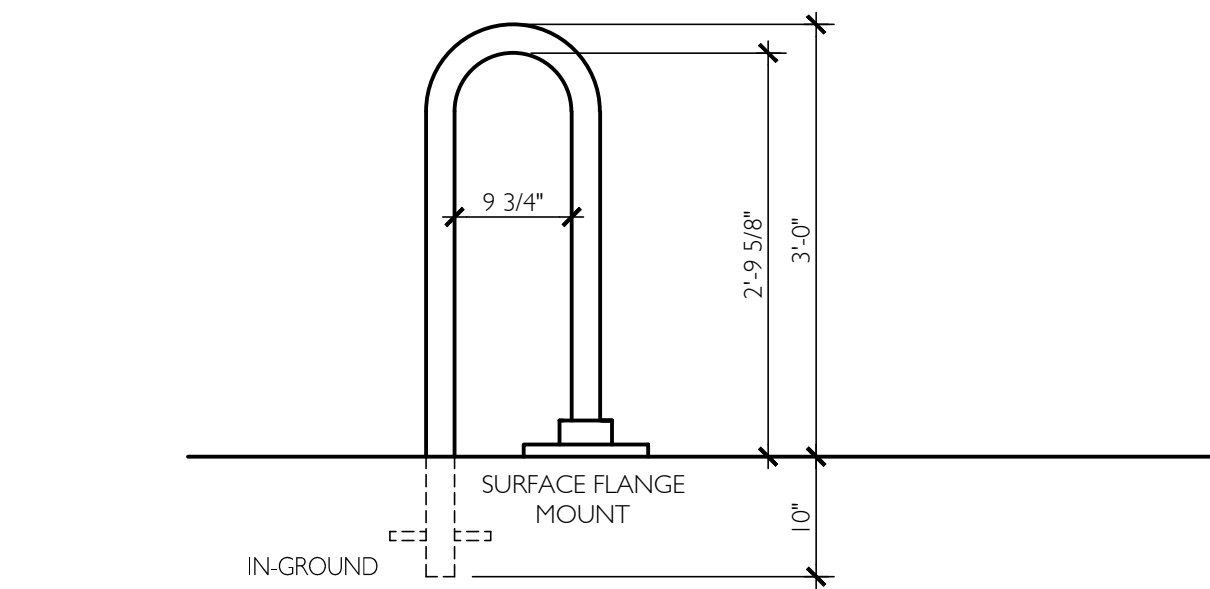
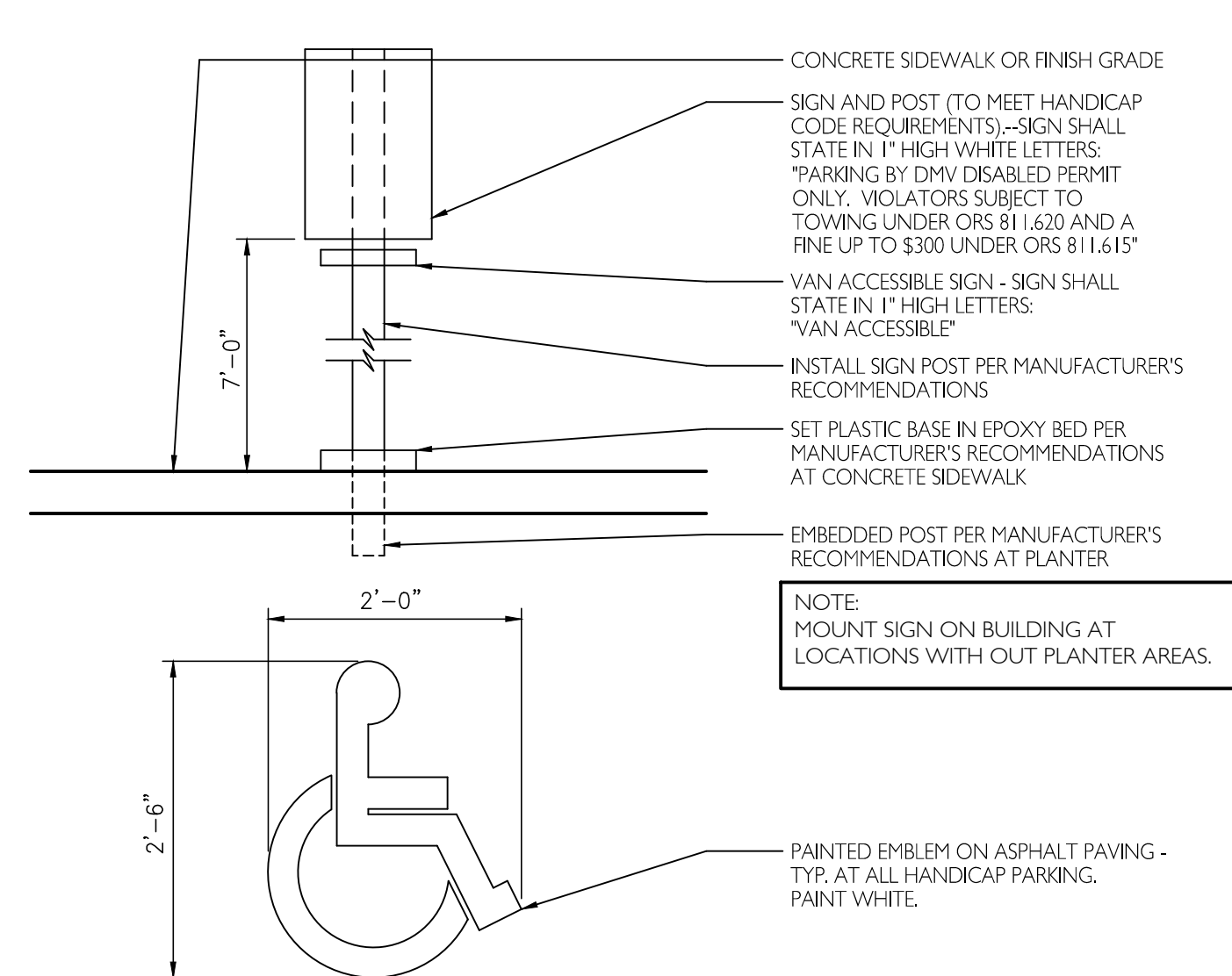
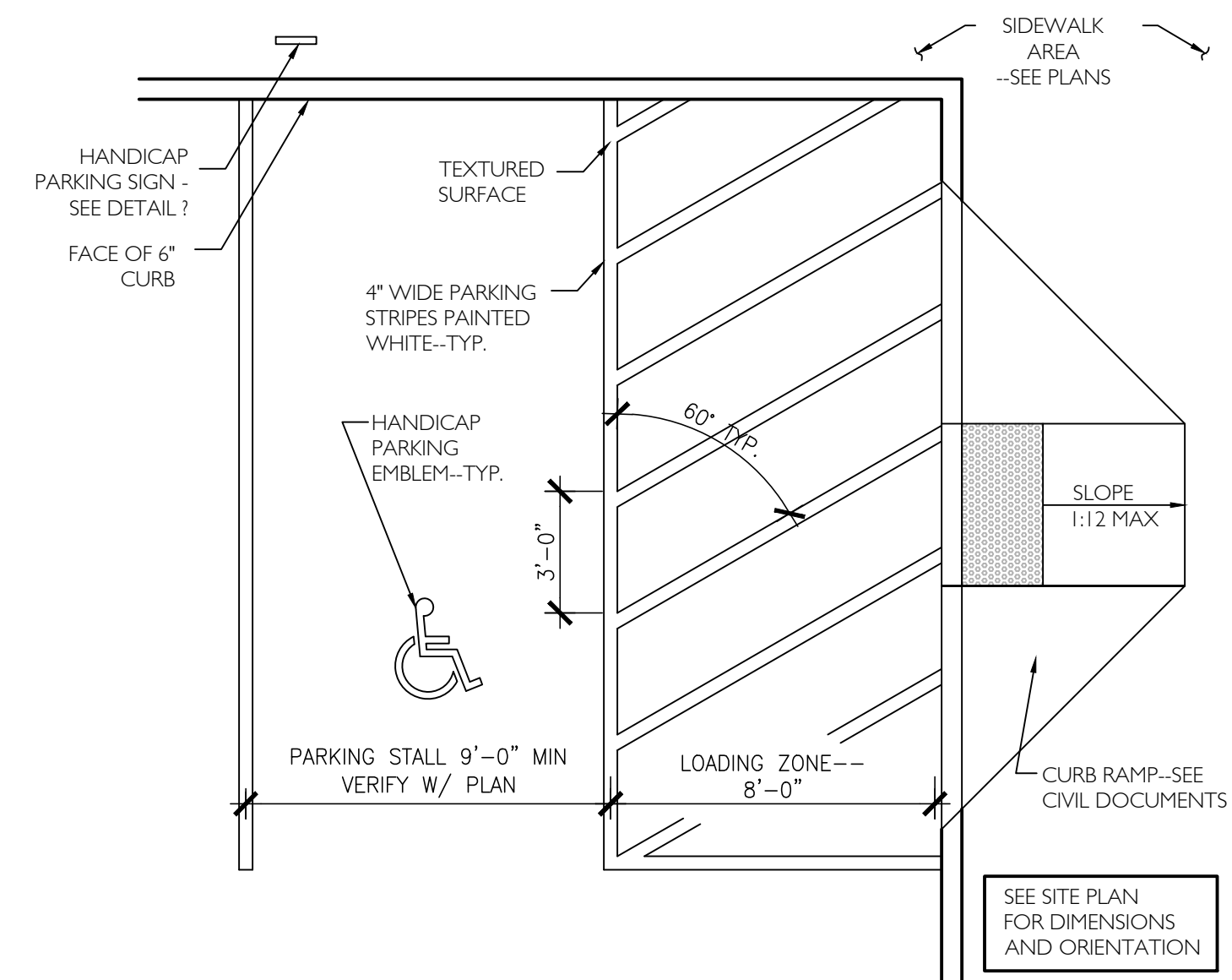


1 TRASH/RECYCLING ENCLOSURE - PLAN
A0.2 1/4" = 1'-0"

2 TRASH/RECYCLING ENCLOSURE - ELEVATION
A0.2 1/4" = 1'-0"

3 TYP. WALL SECTION @ TRASH/RECYCLING
A0.2 1" = 1'-0" 04300-02

4 PRECAST CONCRETE WHEELSTOP
A0.2 3" = 1'-0" 02580-06

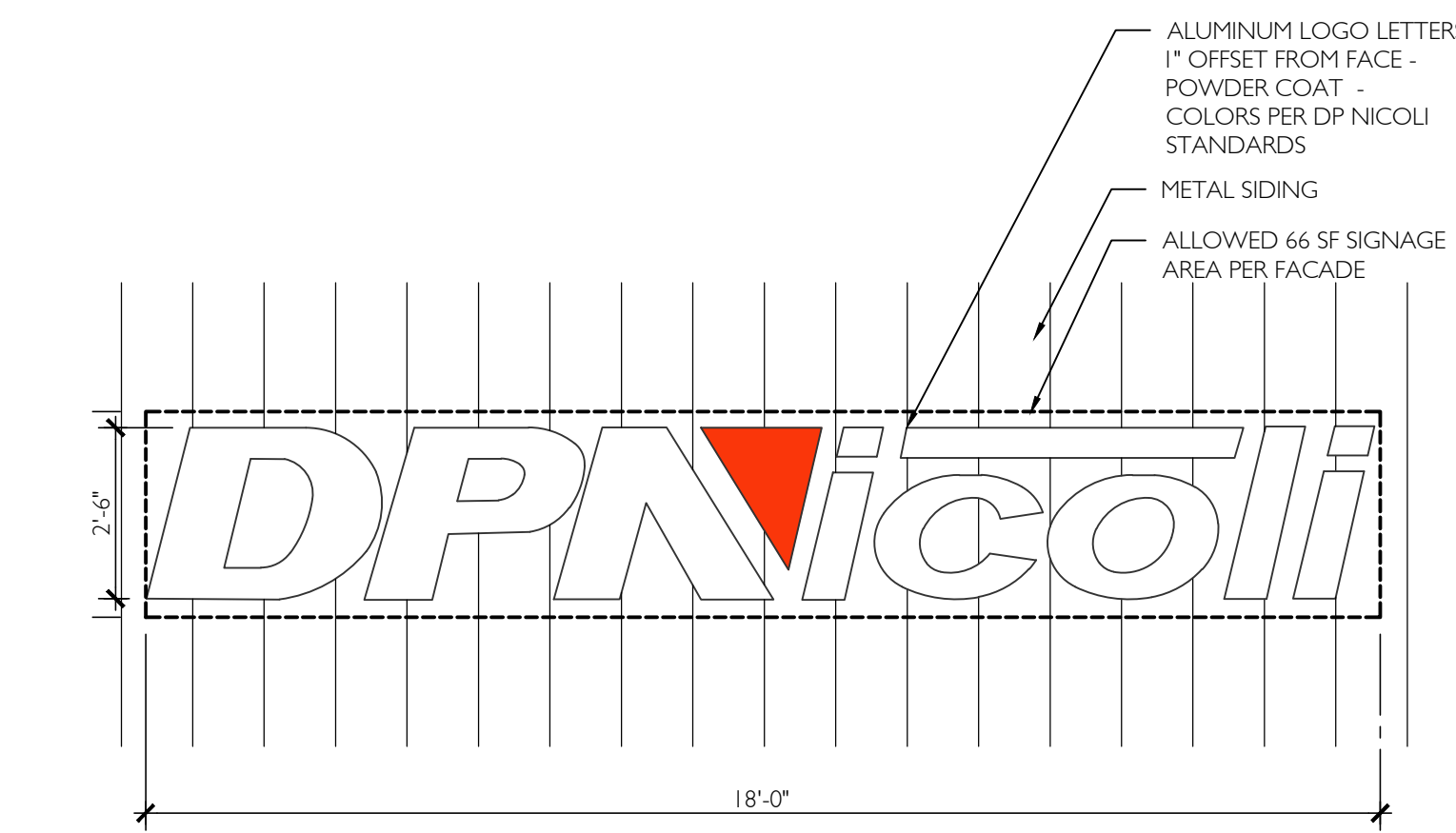
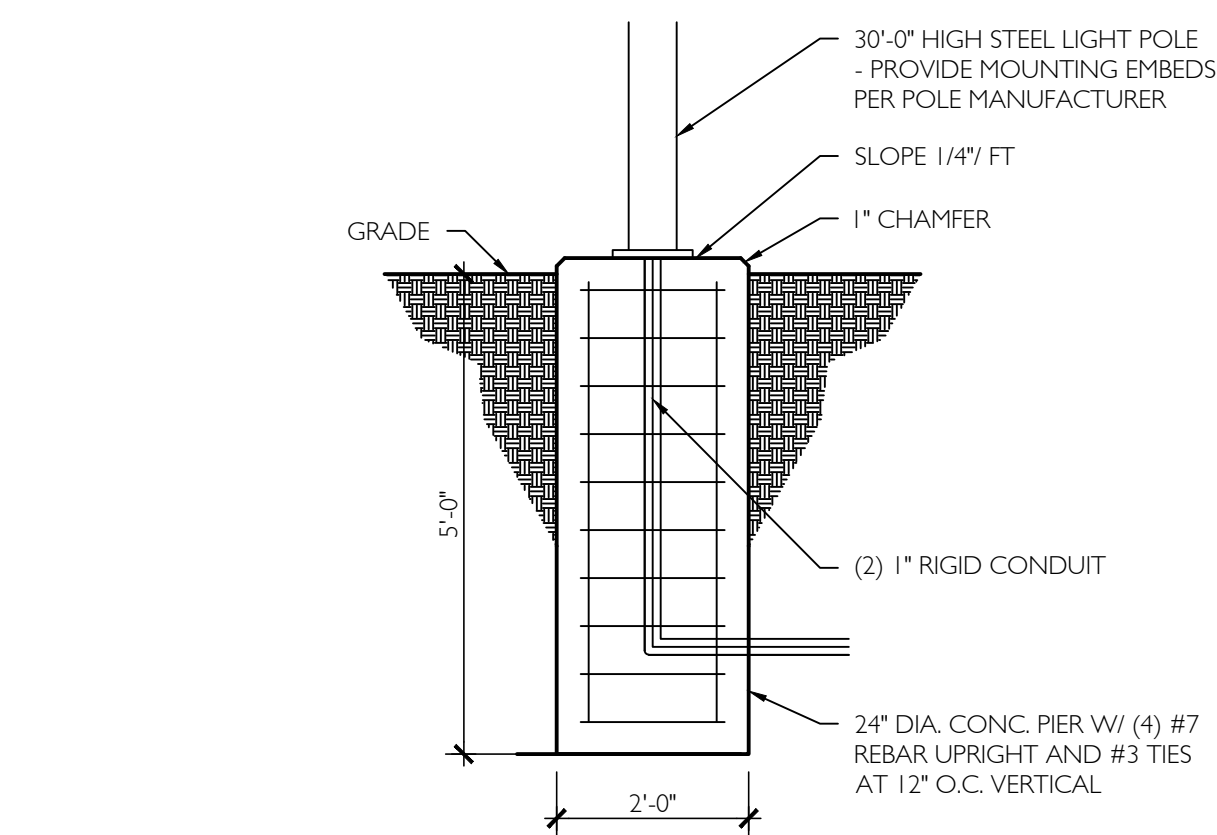
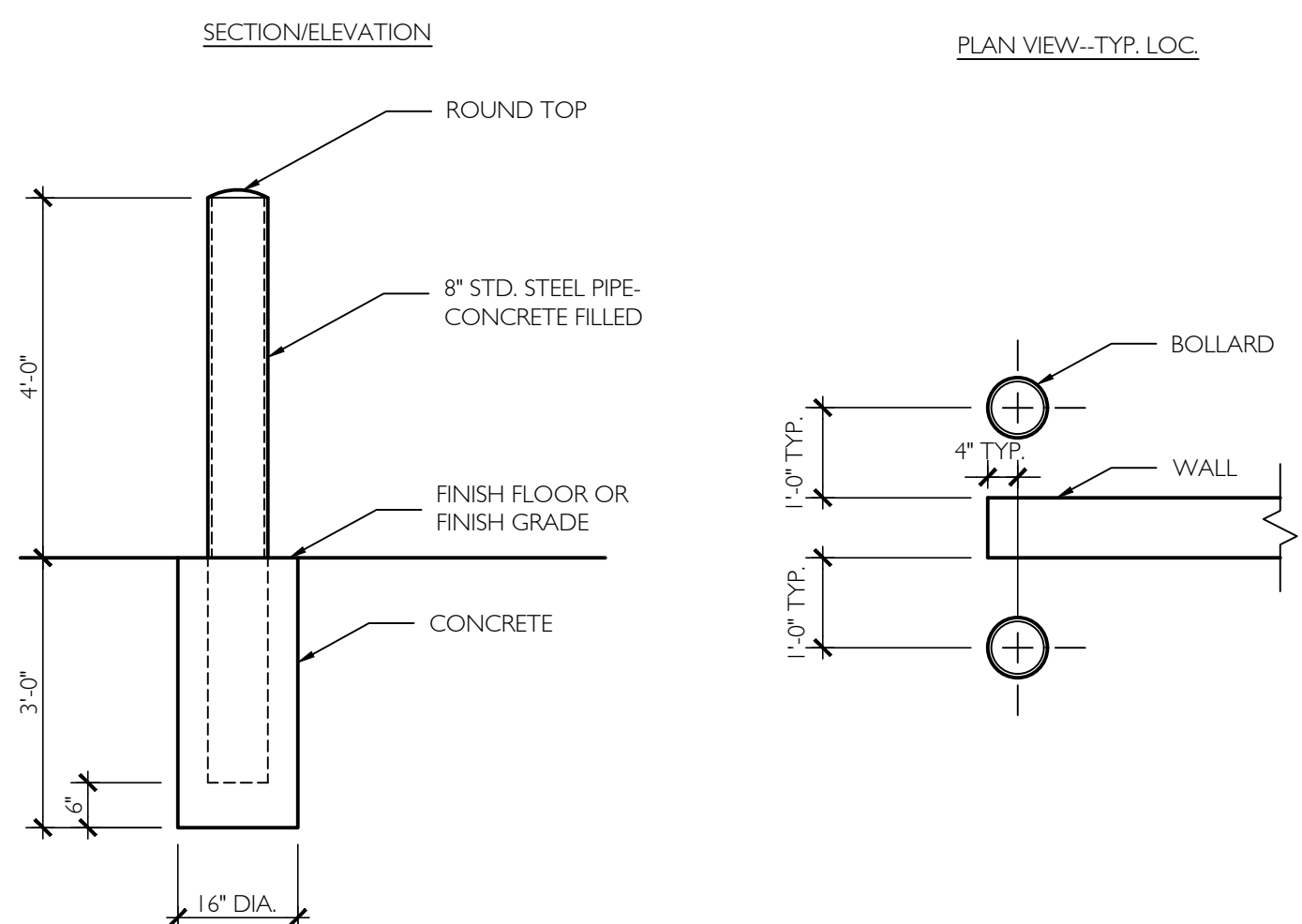


5 SINGLE LOADING HANDICAP PARKING STALL
A0.2 1/4" = 1'-0"

6 HANDICAP PARKING EMBLEM AND SIGN
A0.2 N.T.S.

7 BICYCLE RACK
A0.2 N.T.S. 02580-08

8 WALL MOUNTED BICYCLE RACK
A0.2 N.T.S.



9 BOLLARD DETAIL
A0.2 1/2" = 1'-0"

10 LIGHT POLE BASE
A0.2 1/2" = 1'-0"

11 BUILDING MOUNTED SIGN
A0.2 N.T.S.

PRELIMINARY
PLAN ONLY-NOT
FOR
CONSTRUCTION

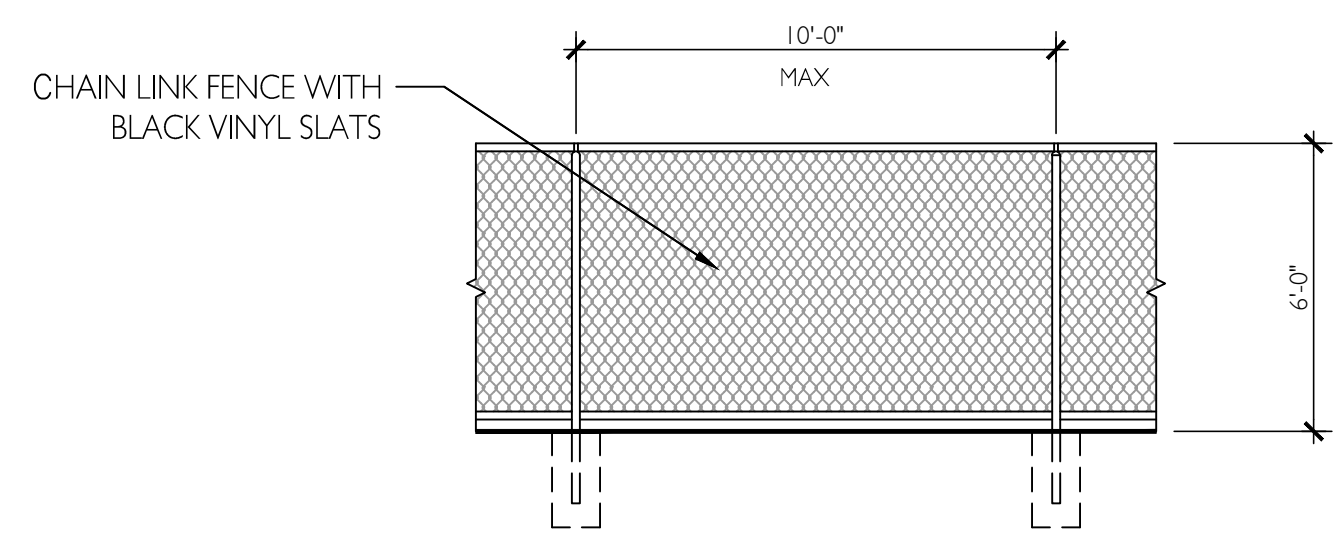
REVISIONS
1 01/10/20 PLANNING REVIEW

CIDA
ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS
15895 SW 72ND AVE SUITE 308
PORTLAND, OREGON 97224
TEL : 503.224.1285
FAX : 503.224.1670
WWW.CIDAINC.COM

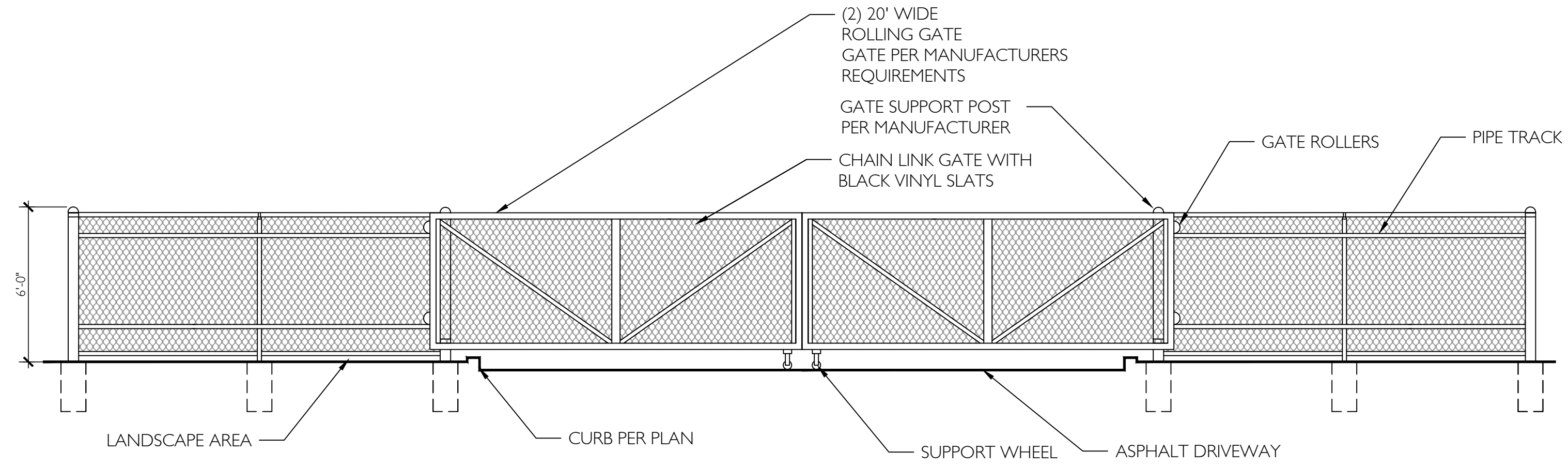
NEW CONSTRUCTION FOR:
DP NICOLI
NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

SITE DETAILS
A0.2

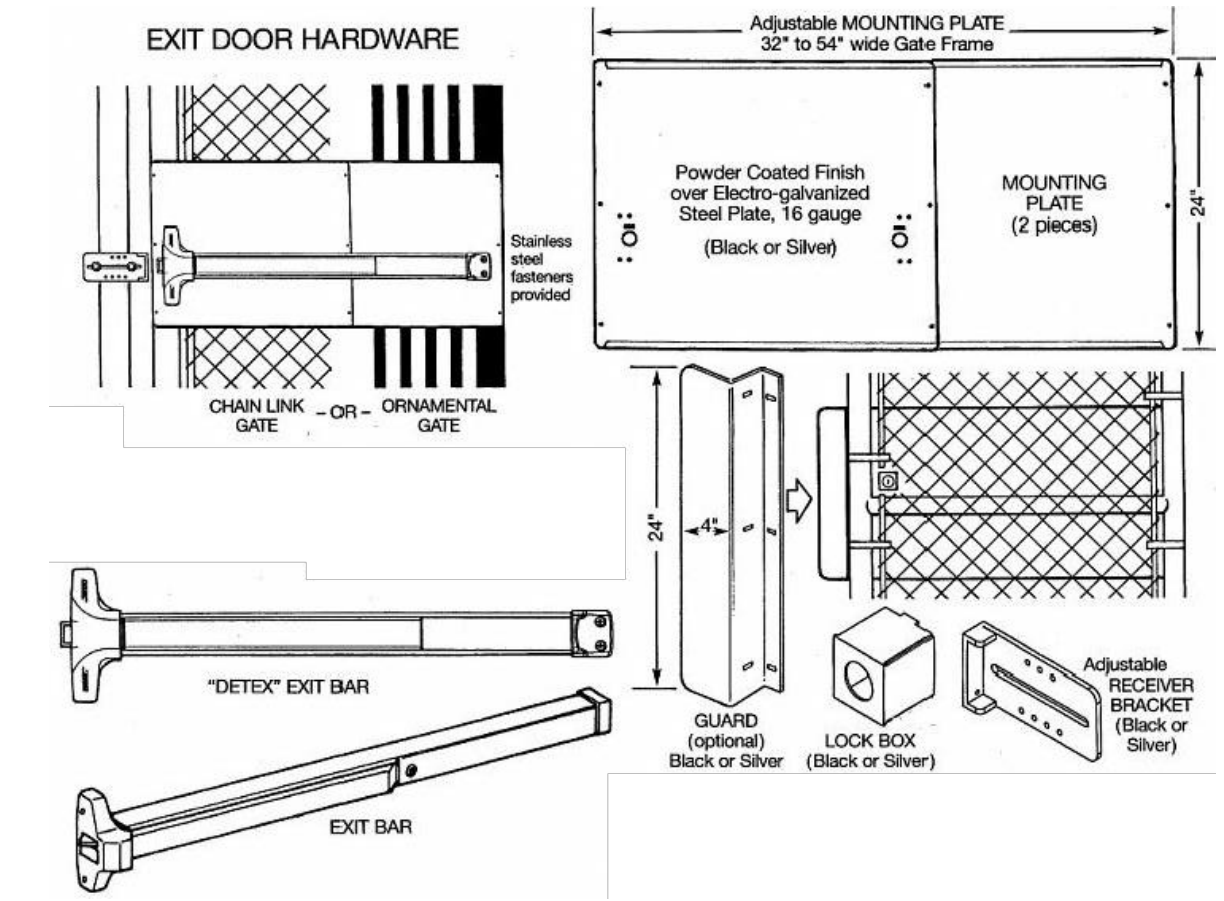
JOB NO. 180146.03
©2020 CIDA P.C./CIDA. ALL RIGHTS RESERVED



1
A0.3 CHAINLINK FENCE
1/4" = 1'-0"



2
A0.3 ROLLING GATE ELEVATION
1/4" = 1'-0"



3
A0.3 CHAIN LINK GATE EXIT DOOR HARDWARE
N.T.S.

PRELIMINARY
PLAN ONLY-NOT
FOR
CONSTRUCTION

REVISIONS
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 208
PORTLAND, OREGON 97224
TEL: 503.224.1285
FAX: 503.224.1670
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:

DP NICOLI

NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070



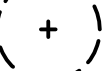
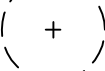
SITE DETAILS

A0.3

JOB NO. 180146.03

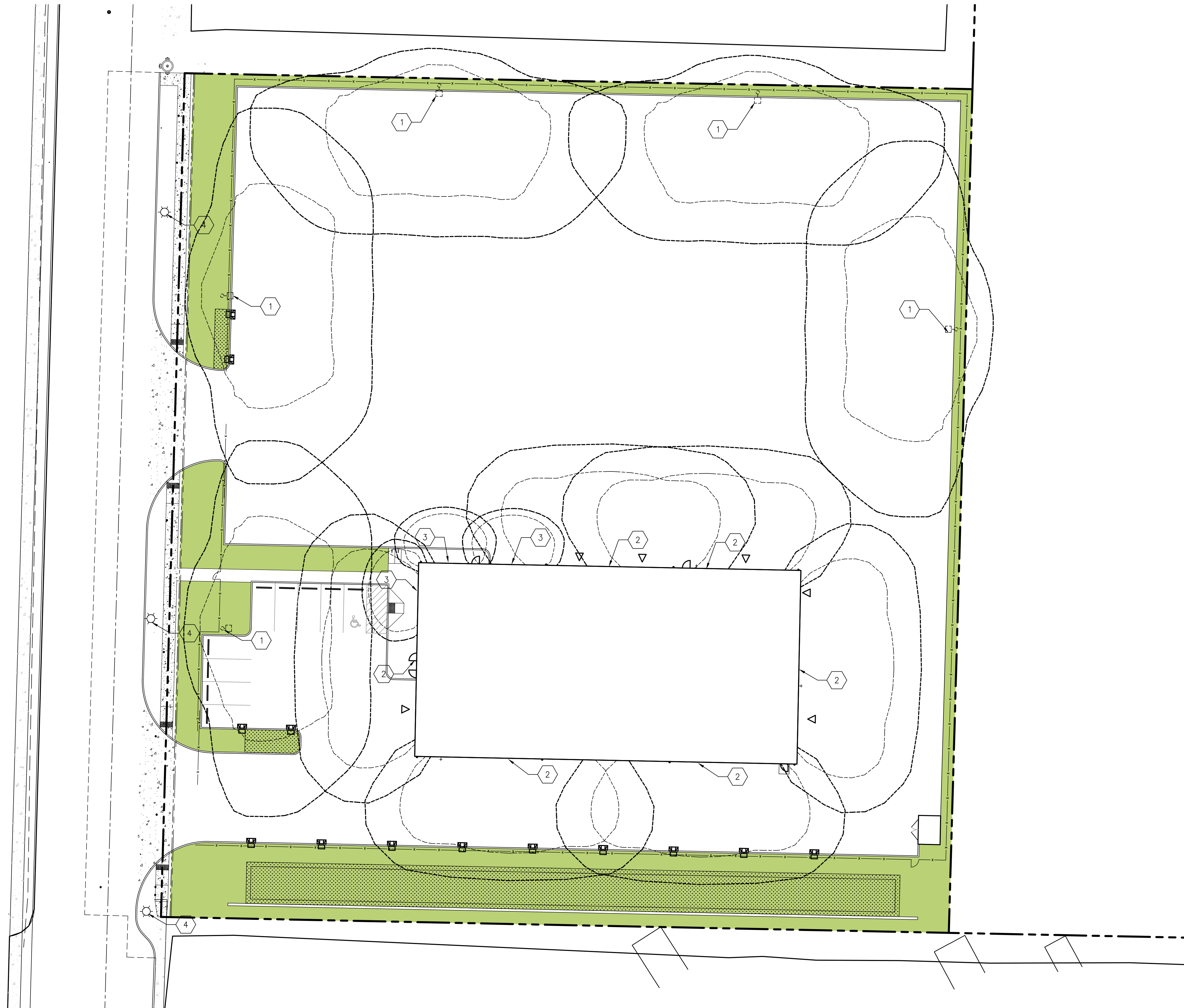
© 2019 CIDA P.C./CIDA. ALL RIGHTS RESERVED

LEGEND

-  POLE MOUNTED LIGHT FIXTURE
-  BUILDING MOUNTED LIGHT FIXTURE
-  APPROXIMATE 0.5 FC ISOLUM
-  APPROXIMATE 1.0 FC ISOLUM

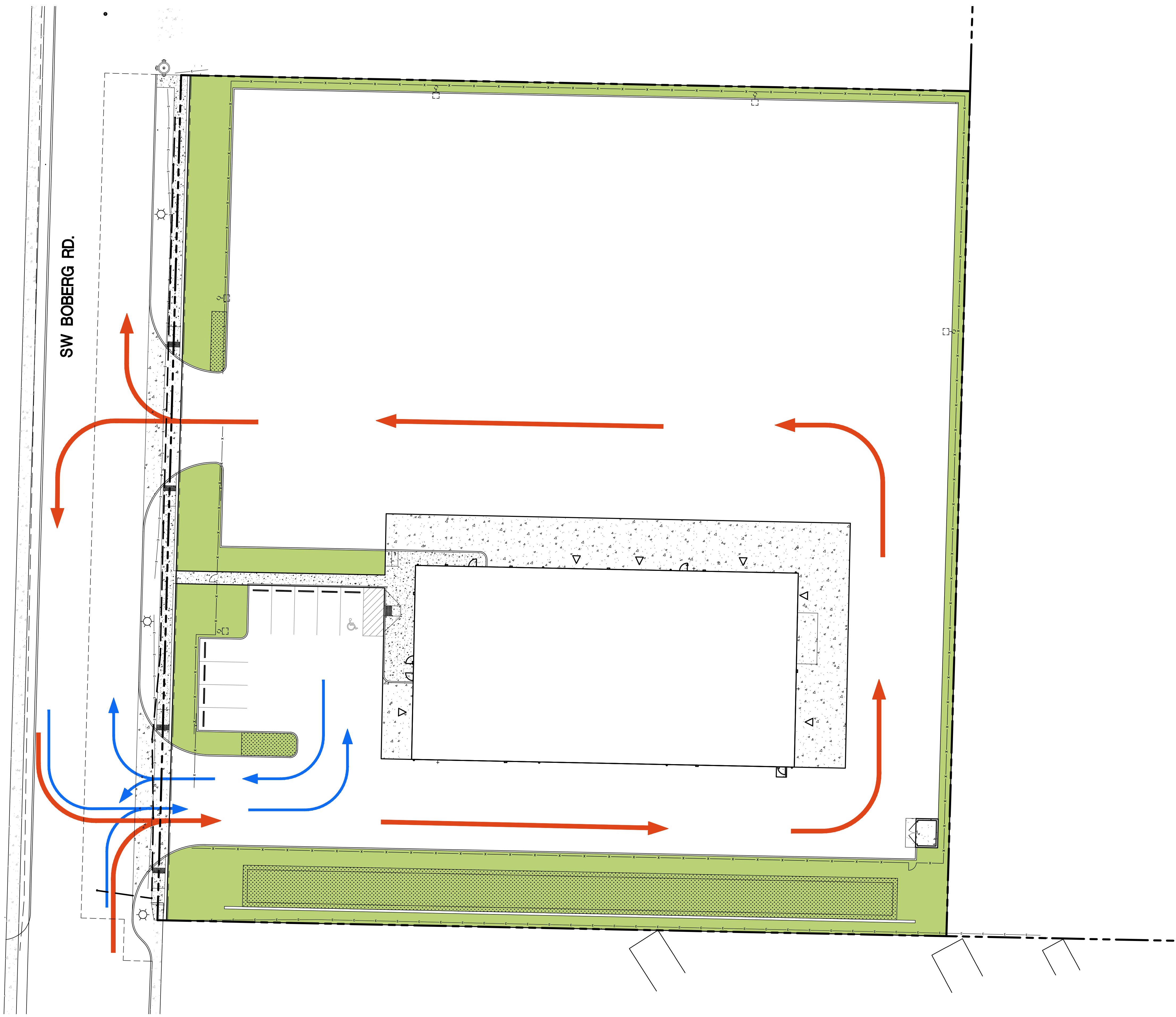
KEYNOTES

- 1 POLE MOUNTED LIGHT FIXTURE @ 30'-0"
- LITHONIA LIGHTING - DSX1 SERIES OR APPROVED EQUAL- TYPE 3 MEDIUM DISTRIBUTION, BLACK, DARK SKY RATED, W/ CUTOFFS - SQUARE POLE MOUNTED.
- 2 BUILDING MOUNTED LIGHT FIXTURE @ 22'-0" AFF
- LITHONIA LIGHTING - WDG2 LED OR APPROVED EQUAL - P3 70 CRI R3 40K - BLACK
- 3 BUILDING MOUNTED LIGHT FIXTURE @ 11'-0" AFF
- LITHONIA LIGHTING - WDG2 LED OR APPROVED EQUAL - P3SW 40K 90 CRI VW - BLACK
- 4 STREET LIGHTS PER CITY OF WILSONVILLE STANDARD - TENTATIVE LOCATIONS - ILLUMINATION STUDY IN PROGRESS



NORTH
1 SITE LIGHTING PLAN
A0.4
1"=20'-0"

E:\work\180146\03 Industrial Four - Near Building\Current\CAD\1 - Site Plan - Copying.dwg 10/10/2019 11:13am



LEGEND

→ STANDARD VEHICLES

→ SEMI TRUCKS & OTHER SERVICE VEHICLES

NORTH
 1
 A0.5
ARCHITECTURAL SITE PLAN - VEHICLE CIRCULATION
 1"=30'-0"

**PRELIMINARY
 PLAN ONLY-NOT
 FOR
 CONSTRUCTION**

REVISIONS
 1 01/10/20 PLANNING REVIEW

CIDA
 ARCHITECTURE
 ENGINEERING
 PLANNING
 INTERIORS

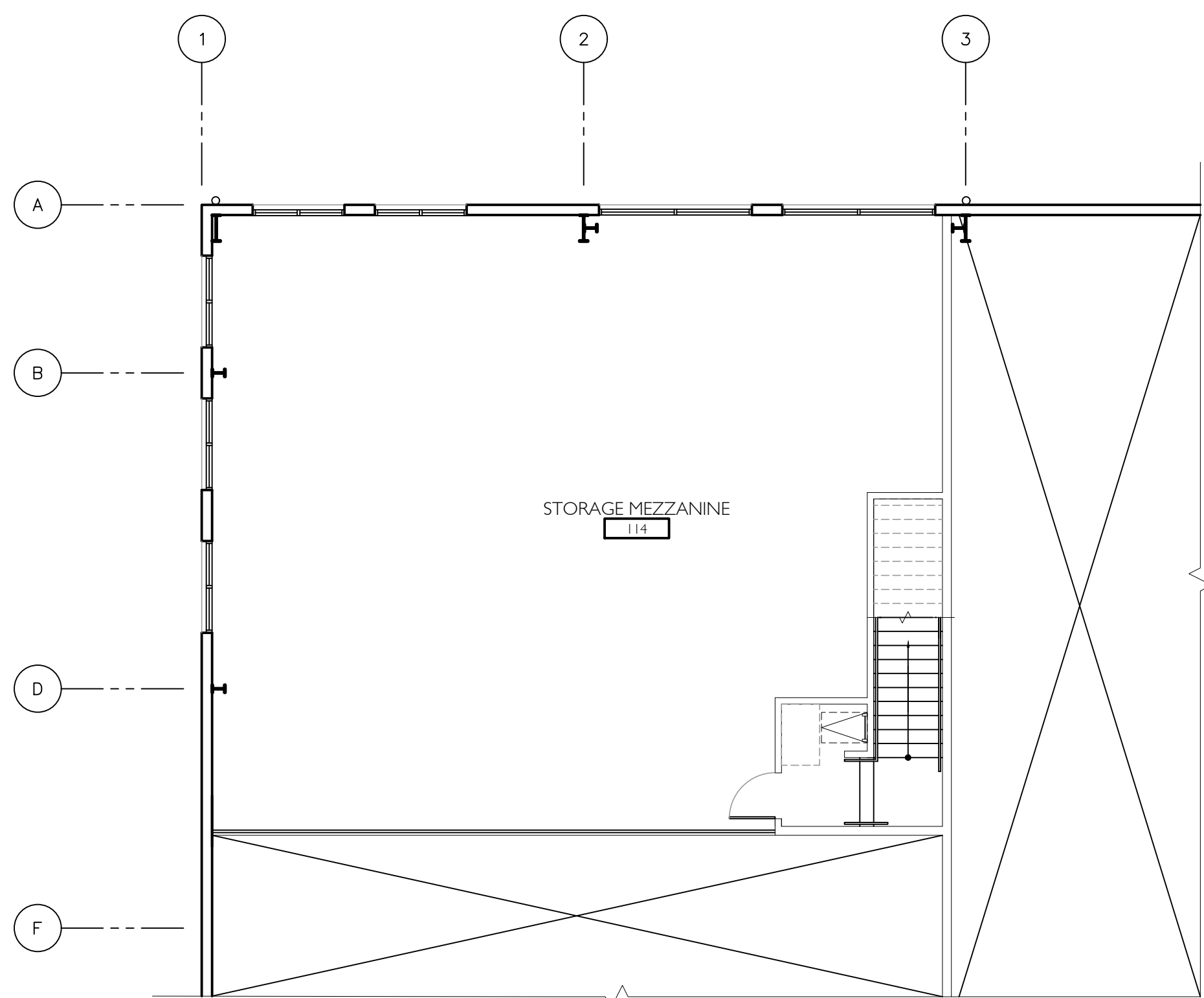
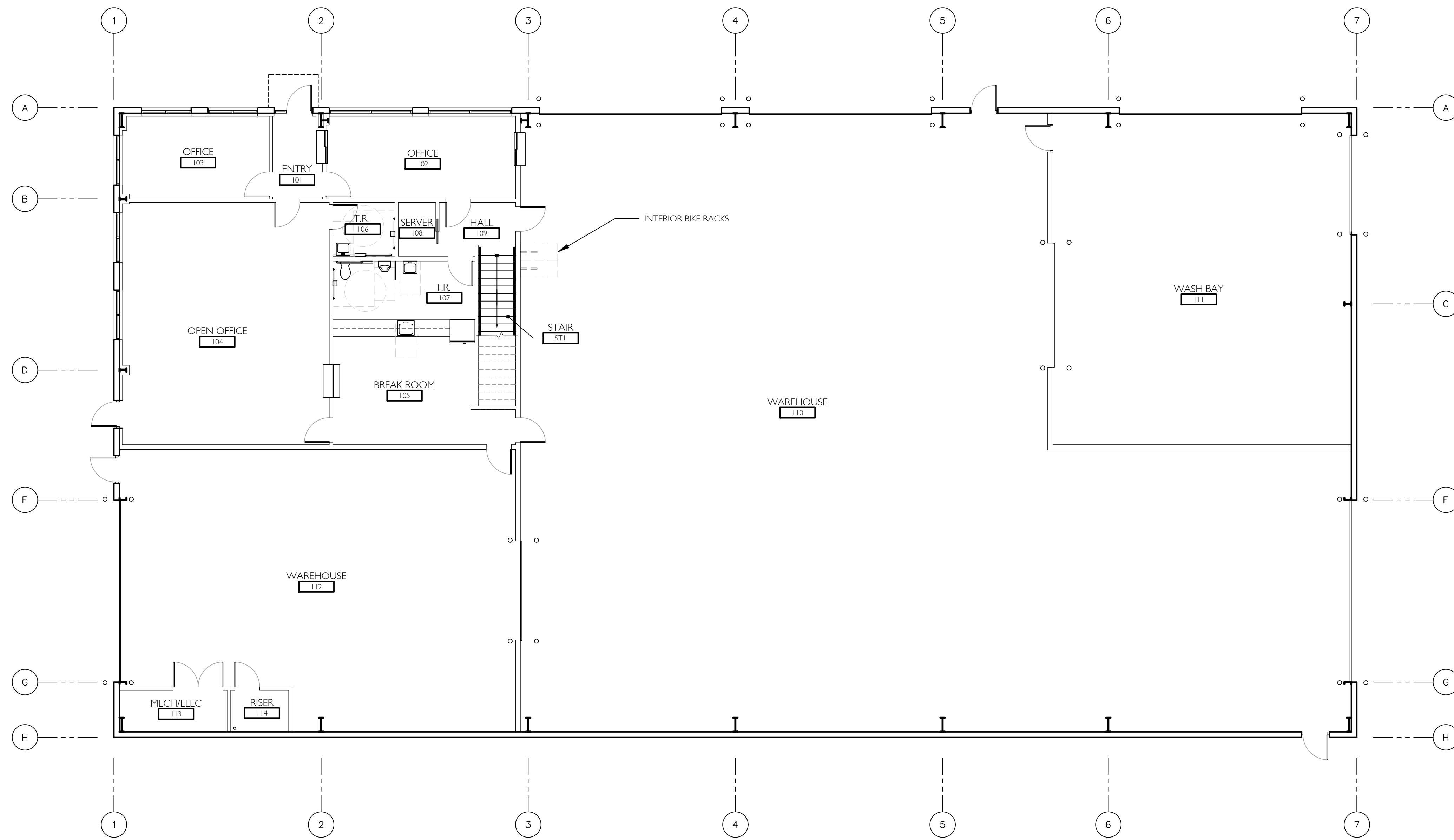
15895 SW 72ND AVE SUITE 308
 PORTLAND, OREGON 97224
 TEL: 503.224.1285
 FAX: 503.224.1670
 WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:
DP NICOLI
 NO SITUS - 31W14A 00500
 WILSONVILLE, OR 97070

CIRCULATION PLAN
A0.5

JOB NO. 180146.03
 ©2019 CIDA P.C./CIDA ALL RIGHTS RESERVED

Elwood (18)146.03 Industrial Floor - Near Building/Corner/CA/01 - Site Plan - Copying 180146.03.2019 - 11.30am



FLOOR PLAN GENERAL NOTES

-APPLICABLE CODES: ALL WORK SHALL BE IN CONFORMANCE WITH ALL FEDERAL, STATE, AND LOCAL CODES. SPECIFICATIONS AND STANDARDS SHALL MEAN, AND ARE INTENDED TO BE THE LATEST EDITION, AMENDMENT OR REVISION OF SUCH REFERENCE STANDARD IN EFFECT AS OF THE DATE OF THE CONTRACT DOCUMENTS.

-CONTRACTOR SHALL COORDINATE ANY NECESSARY TESTING AND INSPECTIONS.

-ALL HARDWARE SHALL COMPLY WITH REQUIREMENTS OF THE ADA.

-FIRE EXTINGUISHERS SHALL BE LOCATED AS REQUIRED BY SECTION 906, IFC. COORDINATE FINAL LOCATION WITH FIRE MARSHALL.

-GLASS USED IN DOORS OR GLAZING LOCATED WITHIN A 24" ARC OF THE NEAREST VERTICAL EDGE OF A DOOR OR IN AREAS SUBJECT TO HUMAN IMPACT OR OTHER HAZARDOUS LOCATIONS SHALL BE TEMPERED OR OF AN APPROVED SAFETY GLAZING MATERIAL PER SECTION 2406, IBC.

-LIGHT AND VENTILATION NOT INDICATED ON THESE PLANS SHALL BE PROVIDED AS PER SECTION 1203 & 1205, IBC.

-ALL INSULATION INDICATED ON PLANS SHALL COMPLY WITH OR EXCEED THE REQUIREMENTS IN SECTION 719, IBC FOR SMOKE DENSITY AND FLAME SPREAD.

-PROVIDE EXIT ILLUMINATION AND SIGNAGE PER SECTION 1006 & SIGNAGE PER SECTION 1011 OF THE OSSC.

-DIMENSIONS ARE TO CENTER OF WALL UNLESS NOTED OTHERWISE.

-SEE PRE-ENGINEERED METAL BUILDING PACKAGE FOR ADDITIONAL INFORMATION.

LEGEND

- EXTERIOR WALL
- INTERIOR WALL
- ROOM NAME AND NUMBER
- 101-A DOOR TYPE -- SEE DOOR SCHEDULE - A1

NORTH

1 FLOOR PLAN
 A1.1 1/8" = 1'-0"

NORTH

1 FLOOR PLAN - MEZZANINE
 A1.1 1/8" = 1'-0"

**PRELIMINARY
 PLAN ONLY-NOT
 FOR
 CONSTRUCTION**

ISSUED DATE
 1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
 PORTLAND, OREGON 97224
 TEL: 503.226.1285
 FAX: 503.226.1470
 WWW.CIDA.INC.COM

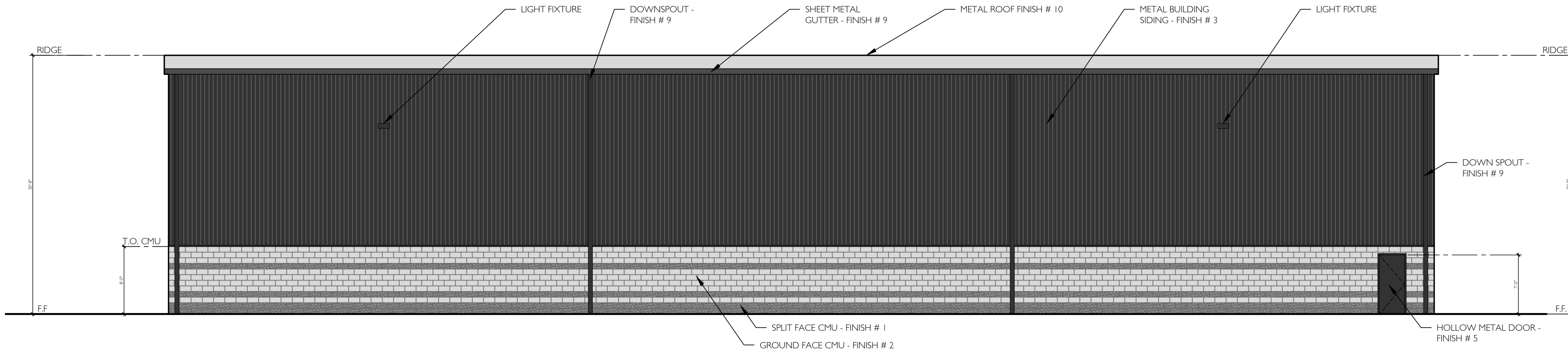
NEW CONSTRUCTION FOR:
DP NICOLI
 NO SITS - 31W14A.00500
 WILSONVILLE, OR 97070

FLOOR PLAN

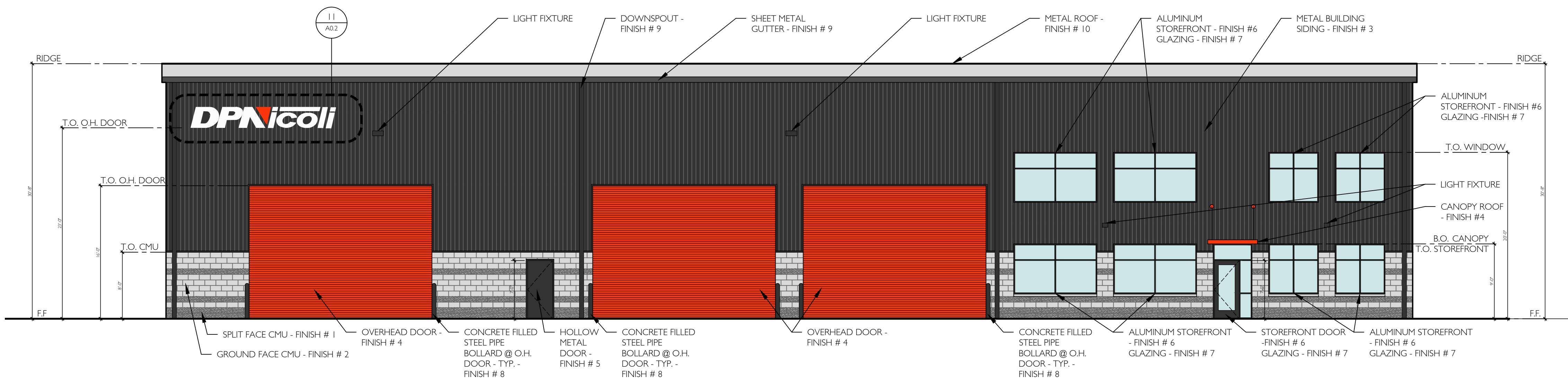
A1.1

JOB NO. 180146.03

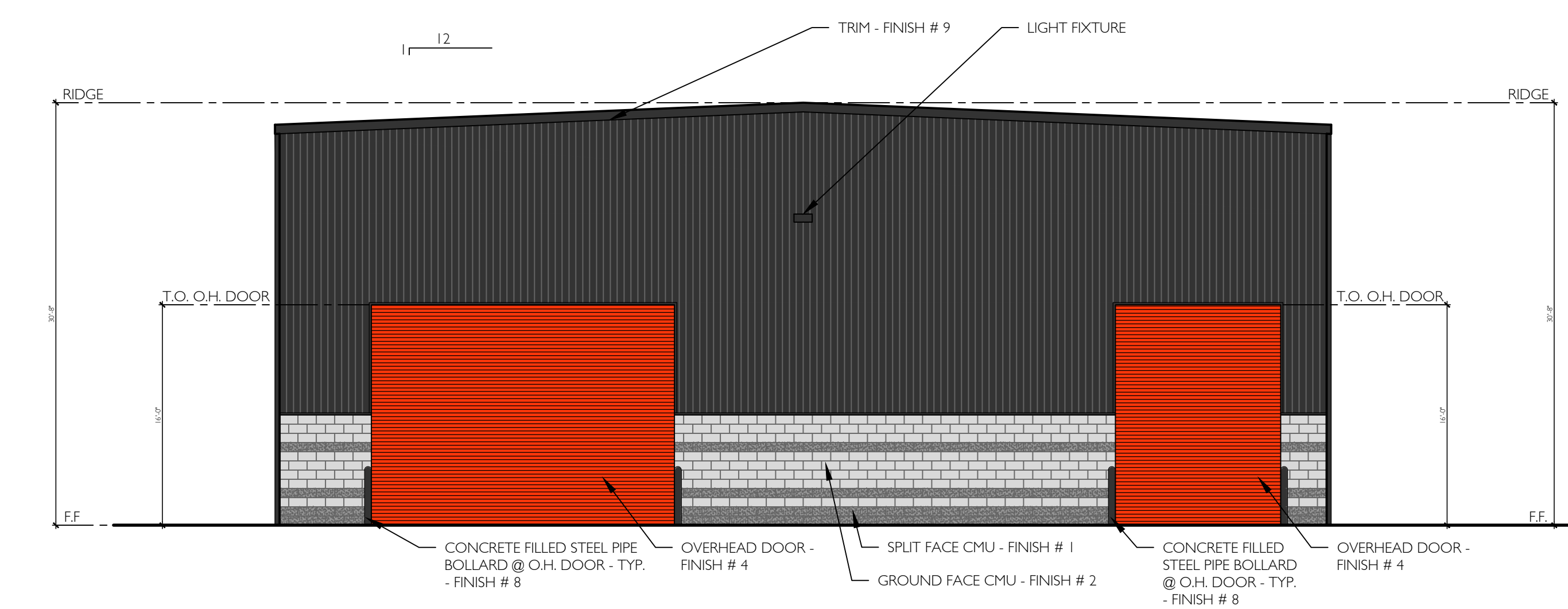
©2019 CIDA, P.C./CIDA. ALL RIGHTS RESERVED



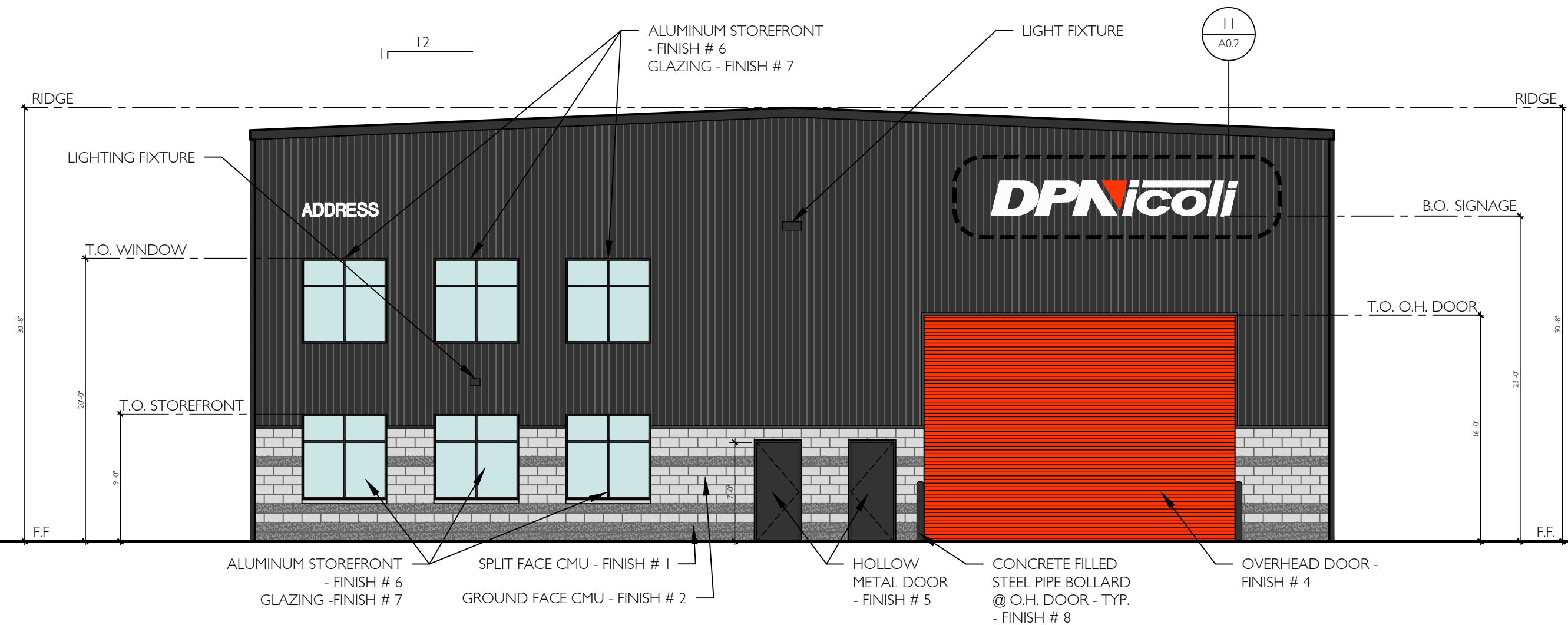
1 SOUTH ELEVATION
A2.1 1/8" = 1'-0"



2 NORTH ELEVATION
A2.1 1/8" = 1'-0"



3 EAST ELEVATION
A2.1 1/8" = 1'-0"



4 WEST ELEVATION
A2.1 1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE			
#	MATERIAL	COLOR NAME	PRODUCT #/MANUF*
1	SPLIT FACE CMU	NATURAL	MUTUAL MATERIALS
2	GROUND FACE CMU	WILLOW	MUTUAL MATERIALS
3	METAL SIDING	MATT BLACK	AEP SPAN
4	OVERHEAD DOORS + CANOPY	CAYENNE	SHERWIN WILLIAMS
5	HOLLOW METAL DOOR	BLACK	---
6	ALUMINUM STOREFRONT GLAZING	BLACK	---
7	GLAZING	SOLAR GRAY	VITRO
8	BOLLARD	BLACK	---
9	PAINTED METAL	BLACK	---
10	STANDING SEAM METAL ROOF	ZINCALUME	AEP SPAN

PRELIMINARY
PLAN ONLY-NOT
FOR
CONSTRUCTION

ISSUED DATE
1 01/10/20 PLANNING REVIEW

CIDA
ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS

15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.226.1285
FAX: 503.226.1478
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:
DP NICOLI
NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

EXTERIOR ELEVATIONS
A2.1
JOB NO. 180146.03
©2019 CIDA, P.C./CIDA. ALL RIGHTS RESERVED

E:\draft\180146.03\Industrial\Exter - Metal Building\Concrete\A2.1.dwg (per 01/10/20) - 10:39pm



February 4, 2020

Dear Mr. Russell:

As indicated in the attached correspondence, your applications:
DB20-0002 through DB20-0006 Nicoli Pacific Industrial Building and Storage Yard, have been deemed incomplete.

You must acknowledge, in writing, your intent to provide the material required to complete the application, as identified in the attached correspondence, dated February 4, 2020. To do this, please sign below and return this acknowledgment by February 18, 2020, to:

Cindy Luxhoj AICP
City of Wilsonville, Planning Division
29799 SW Town Center Loop Drive E
Wilsonville, OR 97070

If you indicate your intent to complete the application, you will have 180 days from the date of the initial submittal (January 10, 2020) to provide the required material. If you fail to submit the required material within 180 days (July 8, 2020), your application will be deemed void. The case files regarding the applications will then be closed.

If you do not return this acknowledgment, such action will be considered a refusal under the meaning accorded in ORS 227.178(2). Your applications will then be processed based upon the information you have previously submitted. Note that failure to submit sufficient evidence or material to demonstrate compliance with the applicable criteria is grounds for denial of the application.

Acknowledgement

I (intend / refuse) to provide the additional material identified as incompleteness items in correspondence from the Planning Division, dated February 4, 2020.


Signed and Acknowledged (Applicant)

2-10-2020
Date



2/10/2020

City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070

RE: DB20-0002 through DB20-0006 – Incompleteness Response
CIDA #: 190176.03

15895 SW 72ND AVE
SUITE 200
PORTLAND, OR 97224
PHONE: 503.226.1285
FAX: 503.226.1670
INFO@CIDAINC.COM
WWW.CIDAINC.COM

Dear Cindy Luxhoj,

The following are our general responses to the incompleteness letter. Refer to revised submittal package for further information.

1. The submitted narrative has been revised to meet all applicable Wilsonville Comprehensive Plan and Development Codes.
 - a. Area of Special Concern E has been addressed with additional information on the ongoing lot line/partition plat. Refer to narrative section Area of Special Concern E.
 - b. Stage-I Master Plan modifications have been more thoroughly described. A new master plan diagram is included with submittal package. Refer to narrative section I.140.
 - c. TVF&R requirements have been called out on site plan. Previous TVF&R letter from initial review was generally the typical requirements and used as reference, see supplemental material. CIDA assumes TVF&R will review and provide new letter to address potential concerns during planning review.
2. Plan set has been revised.
 - a. C0.1 & C3.0 are included in package.
 - b. Site plan A0.1 has been revised to include consistent and additional site info.
3. Landscape plans have been modified to address design review standards.
 - a. Section 4.176 only specifies the landscape buffer needs to be on the outside of the fence on lot lines facing the street. This is not applicable to the North and East property lines. We suggest keeping planting inside the fence on the North and East sides for ease of maintenance. Refer to LI.01- .03.
4. Preliminary stormwater report has been revised with legible tables.
5. An additional meeting was held on 2/7/2020 to define the right-of-way improvements. A half street improvement is required on SW Boberg Road. A new 3.5' dedication will be applied to the site. Plan set drawings and narrative have been updated to meet new improvement requirements. Refer to Civil sheets for additional information.

Comment Responses:

- A. The storage yard is 52,700 sf.
- B. Breakdown of uses have been addressed on Site Plan and in Project Summary.
- C. This building will not include headquarters.
- D. The narrative has been updated. On rare occasions, the site will be open for emergency services if requested by surrounding municipalities. All industrial functions occurring during afterhours operation are performed more than 100 feet from the adjacent residential area.
- E. Footers have been corrected.
- F. All reference to SW Boones Ferry Road have been removed from narrative.
- G. The SB Overlay Zone has been applied to the Industrial Development site. Care has been taken in the design to mitigate potential disturbances with the adjacent mobile home park. The full length of the south property has a 6' chain link fence with privacy slats. Beyond the fence is a 30 foot planting area that meets the L-3 landscape standard (High Screen

ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS



15895 SW 72ND AVE
SUITE 200
PORTLAND, OR 97224
PHONE: 503.226.1285
FAX: 503.226.1670
INFO@CIDAINC.COM
WWW.CIDAINC.COM

Landscaping). This landscape buffer with fencing dampens sound transmittance and blocks visual connection to the industrial site. Access into the landscaped buffer area is for maintenance purposes only.

- H. The storage area will be maintained and organized. The proposed development storage yard is an asphalt surface. The storage will be screened by a 6' high fence with slats and plantings in front of the fence that will grow to 6' in height.
- I. Parking area and landscape area are consistent throughout submittal.
- J. Section corrected. Waiver description has been incorporated.
- K. Section corrected.
- L. (2) building mounted signs are proposed.
- M. The landscaped area on the south perimeter is 30' deep and a total of 8,949 sf Requirements: (1) tree per every 800 sf (11 trees required) and (2) high shrubs per every 400 sf (45 shrubs required). We are proposing 23 trees and 47 high shrubs. Plans have been to include this information.
- N. Zoning corrected.
- O. Dates corrected.
- P. Trash enclosure height is 8'.
- Q. Notes have been added to arborist report and tree plan.
- R. Additional information has been added to civil, architectural and landscape details. Refer to full plan set.

Engineering Comments:

Transportation

An additional meeting was held on 2/7/2020 to define the right-of-way improvements. A half street improvement is required on SW Boberg Road. A new 3.5' dedication will be applied to the site. Plan set drawings and narrative have been updated to meet new improvement requirements. Refer to Civil sheets for additional information.

Traffic

Uses of spaces have been clarified. A revised traffic memo is included with this submittal. PM trips increased from 9 to 11 and do not have a significant impact on traffic summary.

Stormwater

The civil engineers have updated the plan and calculation for public half street improvements. Refer to Civil sheets and Storm Report.

Streetlights

A street illumination analysis is currently in process. Tentative locations have been indicated on the site plan. An existing streetlight photometric analysis has been included under supplementary information.

Building Comments:

1. Per the owner's request, the building has been changed to incorporate sprinklers. Frontage calculation will be included on FLSI.
2. The wash box is a closed loop system. No water form system will not connect to sanitary water systems. Refer to provided Wash Bay Recirculation System documents under supplementary information in the narrative.
3. See above.
4. Accessible hardware will be used on gate. Refer to detail 3/A0.3.

ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS



Sincerely,

Gavin Russell
Project Manager

Enclosures:
Cc:

15895 SW 72ND AVE
SUITE 200
PORTLAND, OR 97224
PHONE: 503.226.1285
FAX: 503.226.1670
INFO@CIDAINC.COM
WWW.CIDAINC.COM

ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS



4/17/2020

City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070

RE: DB20-0002 through DB20-0006 – Comments & Corrections
CIDA #: 190176.03

15895 SW 72ND AVE
SUITE 200
PORTLAND, OR 97224
PHONE: 503.226.1285
FAX: 503.226.1670
INFO@CIDAINC.COM
WWW.CIDAINC.COM

Dear Cindy Luxhoj,

The following are the responses to the requested corrections.

- A. Section 4.135 (.05) M. 3. – Verify that proposed shrubs – Heller's Japanese holly (*Ilex crenata* 'Helleri') and Otto Luyken Laurel (*Prunus Laurocerasus* 'Otto Luykeyn') will grow to at least 6' in height to provide the required screening or include other plantings that meet the standard. Per this code Section "open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six (6) feet in height". Section 4.176 (.04) requires "all outdoor storage areas shall be screened from public view". The code response notes the outdoor storage area "will be screened by a 6' high fence with slats and plantings in front of the fence that will grow to 6' in height". A chain link fence with slats is considered partially sight-obscuring (see Figure 27 in Section 4.176); therefore, landscaping is required to provide a sight-obscuring screen.

Response: Otto Luyken Laurel has been placed in front of the fence and will grow to at least 6' in height. See typical elevation on LI.03.

- B. Section 4.155 (.03) B. 3. e. – Correct the narrative to indicate the 12-foot landscape buffer requirement does not apply because the parking lot includes fewer than 200 spaces; this was Comment K in the incompleteness notice

Response: Narrative section has been corrected.

- C. Section 4.156.08 (.02) B. – Correct the calculation of allowed sign area. Per staff calculations, allowed area is 66 sf on each façade, as follows:
a. West façade = 76 feet.
Allowed sign area = 36 sf + 12 sf = 48 sf + 18 sf transfer from north façade = 66 sf
b. North façade = 150 feet.
Allowed sign area = 36 sf + (12 sf x 4) = 84 sf – 18 sf transfer to west façade = 66 sf

Response: Signage area calculation has been corrected.

- D. Correct typographical errors as follows in the code response:
a. Section 4.155 (.01) B. "outdoor stage" should be "outdoor storage"
b. Section 4.156.05 (.02) E. "three signs" should be "two signs"

Response: Errors have been corrected.

- E. Topographical Survey – 1st application submittal included a note (in red box) with information about the lot line adjustment and partition plat; this was omitted on the 2nd submittal and should be included

Response: Note has been added.

ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS



15895 SW 72ND AVE
SUITE 200
PORTLAND, OR 97224
PHONE: 503.226.1285
FAX: 503.226.1670
INFO@CIDAINC.COM
WWW.CIDAINC.COM

- F. Landscape Plan (LI.02) – Plan shows Low Screen Landscaping is provided around the outdoor storage area on the west, north, and east sides. This is confusing, as the landscaping/screening around the storage area must be sight-obscuring. It is advisable to remove the “Low Screen Landscaping” labels from the plan.

Response: [Low Screen Landscape labels have been removed.](#)

- G. Correct errors in plan sheets as follows:
- a. Landscape Plan (LI.03), Detail 01 – Trees should be shown in front, rather than behind, the fence.
 - b. Tree Plan (LI.04) – Remove the Xs or notations under the “New Building” rectangle
 - c. Site Plan (A0.1) – Show segment of existing curb in southwest corner of plan as dotted rather than solid to match rest of curb. Change Parking Space Requirements (in Project Info) from “8” to “9”.
 - d. Site Details (A0.2), Detail 11 – Change allowed sign area from “54 sf” to “66 sf”

Response: [Plan sheets errors have been corrected. See included revised sheets.](#)

Sincerely,

Gavin Russell
Project Manager

Enclosures:
Cc:

ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS



December 9, 2019

Gavin Russell
Project Manager
CIDA Architects and Engineers
15895 SW 72nd Ave. #200
Portland, OR 97224

Re: Case File AR19-0059

Dear Mr. Russell:

Enclosed you will find the Administrative Review and Decision on your request for a proposed lot line adjustment to transfer approximately 1.76 acres between two lots located south of SW Boeckman Road between SW Boberg Road and SW Boones Ferry Road/Interstate 5. Please be advised that the decision is not final and effective until the appeal period, as spelled out on the attached Notice of Decision page, has passed. Enclosed is a sign-off sheet accepting Conditions of Approval for you to sign and return. Please call us if you have any questions.

Sincerely,

Shelley White
Administrative Assistant

cc Dave Nicoli
Nicoli Pacific, LLC
PO Box 2401
Lake Oswego, OR 97035

December 9, 2019

Notice of Administrative Decision

Project Name: Lot Line Adjustment for Nicoli Pacific, LLC

Case File No.: AR19-0059

Owner: Nicoli Pacific, LLC (Contact: Dave Nicoli)

Applicant/Authorized Representative: CIDA Architects & Engineers (Contact: Gavin Russell)

Location: South of SW Boeckman Road between SW Boberg and SW Boones Ferry Roads/Interstate 5. The property is specifically known as Tax Lots 300 and 500, Section 14A, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon.

Request: Class II Administrative Review of a proposed lot line adjustment to transfer approximately 1.76 acres between two lots.

On December 9, 2019, an administrative decision was rendered, granting approval with conditions on the above-referenced application.

The written decision is on file in the planning division. A copy of the applications, all documents and evidence submitted by or on behalf of the applicant, and applicable criteria are available for inspection at no cost and will be provided at \$.25 per page at the Wilsonville Planning Division, 29799 SW Town Center Loop E., Wilsonville OR, 97070.

Section 4.022(.01) of the Wilsonville Code provides that this decision may be appealed by any person who is entitled to written notice or who is adversely aggrieved. Appeal is processed under Wilsonville Code 4.022.

Note: Any appeal must be filed with the City Recorder within fourteen (14) calendar days of the notice of the decision. The notice of appeal shall be in writing and indicate the specific issue(s) being appealed and the reason(s) therefore. Should you require further information, please contact Cindy Luxhoj AICP, Associate Planner, with the City Planning Division at 503-682-4960. Last day to appeal: 4:00 P.M. on December 23, 2019.

For more information, contact the Wilsonville Planning Division at 503-682-4960.



Planning Division Staff Report
Administrative Decision

Lot Line Adjustment for Nicoli Pacific, LLC

Date of Report/Decision: December 9, 2019

Application No.: AR19-0059 Lot Line Adjustment for Nicoli Pacific, LLC

Request Summary: Class II Administrative Review of a proposed lot line adjustment to transfer approximately 1.76 acres between two lots

Location: South of SW Boeckman Road between SW Boberg and SW Boones Ferry Roads/Interstate 5. The property is specifically known as Tax Lots 300 and 500, Section 14A, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon.

Owner: Nicoli Pacific, LLC (Contact: Dave Nicoli)

Applicant/Authorized Representative: CIDA Architects & Engineers (Contact: Gavin Russell)

Comprehensive Plan Map Designation: Industrial

Zone Map Classification: PDI (Planned Development Industrial)

Staff Reviewers: Cindy Luxhoj AICP, Associate Planner

Action Taken: Approval with conditions the requested lot line adjustment. The conditions can be found on page 6 of this report.

Applicable Review Criteria:

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 4.030	Jurisdiction and Powers of Planning Director and Community Development Director
Subsection 4.034 (.05)	Application Requirements for Land Divisions
Subsection 4.035 (.03)	Class II – Administrative Review
Subsection 4.035 (.04)	Site Development Permit Application

Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zoning - Zones
Section 4.202, as applicable	Authorization of Land Divisions
Section 4.210	Application Procedure for Land Divisions
Section 4.233	Lot Line Adjustments

Vicinity Map



Background/Summary:

The proposed lot line adjustment for Nicoli Pacific, LLC, is on two lots located south of SW Boeckman Road between SW Boberg and SW Boones Ferry Roads. The lot line adjustment will transfer approximately 1.76 acres between the lots. The result will be an approximately 3.85-acre lot fronting on SW Boones Ferry Road (increased from 2.09 acres) and an approximately 2.35-acre lot fronting on SW Boberg Road (decreased from 4.06 acres). The lot proposed for reduction in size will also no longer have street frontage on SW Boones Ferry Road, only on SW Boberg Road.

As explained in the applicant’s narrative, the intent of the proposed lot line adjustment is to better utilize the existing topography of the site to provide more easily developable lots for proposed construction and potential future sale. As shown below, there is a grade change of approximately 10 feet from the southwest to northeast sides of Tax Lot 500, from SW Boberg Road to SW Boones Ferry Road, making it difficult and costly to grade the site for development.

The proposed lot line adjustment results in a smaller, more level parcel, with a grade change of approximately four (4) feet from west to east, fronting on SW Boberg Road, and a larger parcel fronting on SW Boones Ferry Road, that slopes southwest to northeast with an elevation gain of approximately 14 feet.



The proposed lot line adjustment increases the area of Tax Lot 300, fronting on SW Boones Ferry Road, by 84.21%, from 2.09 to 3.85 acres, which substantially exceeds the 50% increase in area necessitating Class II Administrative Review. However, placement of the new lot line separating the parcels is the most reasonable under the circumstances because it is an extension of the property boundary to the north and does not create unusually configured parcels of land.

Exhibit List:

The following exhibits are hereby entered into the public record as confirmation of consideration of the application as submitted.

Planning Staff Materials

A1. Staff report and findings

Materials from Applicant

B1. Application Form Signed by Applicant

B2. Applicant's Plan Set and Supporting Materials

- Narrative
- Tax Lot Map
- Statutory Warranty Deed
- Legal Descriptions for Property Line Adjustments (Tract 1 and Tract 2)
- Lot Line Adjustment Map

Procedural Statements and Background Information:

1. The statutory 120-day time limit applies to this application. The application was received on November 5, 2019. On November 13, 2019, the application was deemed complete. The City must render a final decision for the request, including any appeals, by March 12, 2020.
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	PDI	City of Wilsonville Boeckman Well House, Wilsonville Toyota (north of SW Boeckman Road)
East:	I-5/PDR4	Terrene at the Grove (apartments; east of SW Boones Ferry Road and I-5)
South:	RA-H	Walnut Mobile Home Park
West:	PDI	Industrial development

3. Prior land use actions include:

DB19-0004: Zone Map Amendment
DB19-0005: Stage I Master Plan

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.

Findings:

NOTE: Pursuant to Section 4.014 the burden of proving that 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

As described in the Findings below, the applicable criteria for this request are met or will be met by Conditions of Approval.

Application Procedures-In General
Section 4.008

The application is being processed in accordance with the applicable general procedures of this Section.

Who May Initiate Application
Section 4.009

The application has been submitted on behalf of the property owner, Nicoli Pacific, LLC. The application form is signed by Dave Nicoli, Nicoli Pacific, LLC.

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

No applicable liens exist for the subject property. The application can thus move forward.

General Site Development Permit Submission Requirements
Subsections 4.035 (.03) through (.05)

The applicant has provided all of the applicable general submission requirements contained in these subsections.

Zoning-Generally
Section 4.110

This proposed development is in conformity with the applicable zoning district.

**Request: AR19-0059 Lot Line Adjustment
for Nicoli Pacific, LLC**

Jurisdiction and Powers of Planning Director and Community Development Director –
Lot Line Adjustments
Subsection 4.030 (.01) B. 6. a.

1. The proposed lot line adjustment will transfer approximately 1.76 acres between the two lots that comprise the subject property. The result will be an approximately 3.85-acre lot fronting on SW Boones Ferry Road (increased from 2.09 acres) and an approximately 2.35-acre lot fronting on SW Boberg Road (decreased from 4.06 acres). The lot proposed for reduction in size will no longer have street frontage on SW Boones Ferry Road, only on SW Boberg Road. Because the first lot will increase by more than fifty percent (50%), from 2.09 to 3.85 acres or 84.21%, the lot line adjustment is subject to Class II Administrative Review and the provisions of Section 4.233 for lot line adjustments.

Authorization of Land Divisions
Subsection 4.202 (.08)

2. The proposed lot line adjustment is subject to the standards and procedures established in Section 4.233, and the boundaries between adjoining lots or parcels are not being altered without compliance with the standards.

Application Procedures for Land Divisions
Section 4.210

3. The applicant's submittal documents satisfy the requirements of this code section. Staff notes that a traffic study is not required for a lot line adjustment. Approval of the lot line adjustment is effective for two (2) years in which time the applicant must take the action to record the adjustment with Clackamas County. Time extension may be granted per Section 4.023. If the lot line adjustment is not recorded with the Clackamas County Surveyor's office prior to its expiration, this approval is void.

Lot Line Adjustments
Section 4.233

4. The application has been reviewed through the Administrative Review procedure outlined in Section 4.035. The subject application conforms to the requirements and standards for the PDI Zone. The two lots of the subject property are vacant with no existing structures. Although the proposed lot line adjustment increases the area of Tax Lot 300, fronting on SW Boones Ferry Road, by 84.21%, which substantially exceeds the 50% increase in area necessitating Class II Administrative Review, placement of the new lot line separating the parcels is the most reasonable under the circumstances because it is an extension of the property boundary to the north and does not create unusually configured parcels of land. The requested lot line adjustment will not reduce the minimum dimensional (lot depth, width, area, setbacks) standards required for properties in the PDI Zone for either lot.

Action Taken and Conditions of Approval:

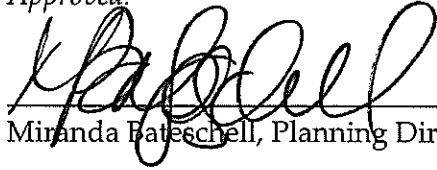
THEREFORE, based on Staff analysis and the above findings 1-4 above, the Planning Director hereby **approves** the application as requested, subject to the following Conditions of Approval:

PD = Planning Division Conditions

AR19-0059
PD 1. This approval is for the lot line adjustment as described in the request above, and is on file with the City of Wilsonville's Planning Division as Case File AR19-0059. Minor revisions to the approval may be approved by the Planning Division through the Class I Administrative Review Process.
PD 2. Approval of the lot line adjustment is effective for two (2) years. Time extension may be granted per Section 4.023 of the City's Development Code. If the lot line adjustment is not recorded with the Clackamas County Surveyor's office prior to its expiration, this approval shall be void.
PD 3. The lot line adjustment recorded with the Clackamas County Surveyor shall be in substantial compliance with the approved lot line adjustment submitted to the Planning Division as part of this application.
PD 4. The applicant/owner shall provide a copy of the lot line adjustment recorded with the Clackamas County Surveyor's Office to the City's Engineering Division.

Case File #: AR19-0059

Approved:



Miranda Fateschell, Planning Director

12/9/19

Date

Section 4.022(.01) of the Wilsonville Code provides that this decision may be appealed by the Applicant and party entitled to notice or adversely affected or aggrieved or called up for review by the Development Review Board. The notice of appeal shall indicate the nature of the action or interpretation that is being appealed or called up. The appeal shall regard a determination of the appropriateness of the action or interpretation of the Code requirements involved in the decision.

*Note: The decision of the Planning Director may be appealed by an affected party or by three (3) Board members in accordance with Section 4.017 except that the review shall be of the record supplemented by oral commentary relevant to the record presented on behalf of the Applicant and the Planning Director. Any appeal must be filed with the City Recorder within fourteen (14) calendar days of the notice of the decision. The notice of appeal shall be in writing and indicate the specific issue(s) being appealed and the reason(s) therefore. Should you require further information, please contact Cindy Luxhoj, Associate Planner, with the City Planning Division at 503-682-4960. Last day to appeal: **4:00 P.M. on December 23, 2019.***

For more information, contact the Wilsonville Planning Division at 503-682-4960.

Sign-off accepting Conditions of Approval

Case File # AR19-0059

Project Name: Lot Line Adjustment for Nicoli Pacific, LLC

The Conditions of Approval have been received and accepted by:

Signature

Title

Date

Signature

Title

Date

This decision is not effective unless this form is signed and returned to the planning office as required by WC Section 4.140(.09)(L).

Adherence to Approved Plan and Modification Thereof: The Applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a development.

Please sign and return to:

Shelley White
Planning Administrative Assistant
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville OR 97070



Planning Division
Development Permit Application

Final action on development application or zone change is required within 120 days in accordance with provisions of ORS 227.175

A pre application conference is normally required prior to submittal of an application. Please visit the City's website for submittal requirements

Pre-Application Meeting Date: _____

Incomplete applications will not be scheduled for public hearing until all of the required materials are submitted.

29799 SW Town Center Loop E, Wilsonville, OR 97070
Phone: 503.682.4960 Fax: 503.682.7025
Web: www.ci.wilsonville.or.us

Applicant:

Name: Gavin Russell - Project Manager
Company: CIDA Architects & Engineers
Mailing Address: 15895 SW 72nd Ave. #200
City, State, Zip: Portland, OR 97224
Phone: 503-226-1285 Fax: 503-226-16670
E-mail: gavindr@cidainc.com

Authorized Representative:

Name: Gavin Russell
Company: CIDA Architects & Engineers
Mailing Address: 15895 SW 72nd Ave. #200
City, State, Zip: Portland, OR 97224
Phone: 503-226-1285 Fax: 503-226-16670
E-mail: gavindr@cidainc.com

Property Owner:

Name: Dave Nicoli
Company: Nicoli Pacific, LLC
Mailing Address: PO Box 2401
City, State, Zip: Lake Oswego, OR, 97035
Phone: 503.692.1799 Fax:
E-mail: dnicoli@dpnicoli.com

Property Owner's Signature:

Signature: [Handwritten Signature]
Printed Name: DAVID NICOLI Date: 10/23/19

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

Signature: [Handwritten Signature]
Printed Name: GAVIN RUSSELL Date: 10/23/19

Site Location and Description:

Project Address if Available: N/A Suite/Unit N/A
Project Location: South of SW Boakman Rd. between SW Boberg and SW Boones Ferry Rd.
Tax Map #(s): 14A Tax Lot #(s): 300 & 500 County: [] Washington [x] Clackamas

Request:

Line Adjustment for lots 300 & 500.

Project Type: Class I [] Class II [x] Class III []

[] Residential [] Commercial [x] Industrial [] Other: _____

Application Type(s):

- [] Annexation [] Appeal [] Comp Plan Map Amend [] Parks Plan Review
[] Final Plat [] Major Partition [] Minor Partition [] Request to Modify
[] Plan Amendment [] Planned Development [] Preliminary Plat Conditions
[] Request for Special Meeting [] Request for Time Extension [] Signs [] Site Design Review
[] SROZ/SRIR Review [] Staff Interpretation [] Stage I Master Plan [] Stage II Final Plan
[] Type C Tree Removal Plan [] Tree Permit (B or C) [] Temporary Use [] Variance
[] Villebois SAP [] Villebois PDP [] Villebois FDP [] Other (describe)
[] Zone Map Amendment [] Waiver(s) [] Conditional Use Lot Line Adjustment



Request for Lot Line Adjustment Intent Narrative

Project No: 180146.01
Project Name: DP Nicoli
Subject: Lot Line Adjustment
By: Gavin Russell
To: City of Wilsonville

Date: October 23, 2019
(Revised 11/04/19)

15895 SW 72ND AVE
SUITE 200
PORTLAND, OR 97224
PHONE: 503.226.1285
FAX: 503.226.1670
INFO@CIDAINC.COM
WWW.CIDAINC.COM

A lot line adjustment is being requested between lots 31W14A 00500 and 31W14A 00300 in Wilsonville, OR. Lot 500 is approximately 4.07 acres and lot 300 is approximately 2.09 acres.

The intent of this adjustment is to better utilize the existing topography to provide more easily developable lots for proposed construction and potential future sale. There is a significant grade change of approximately 10 feet from the south-west end to the north-east end of lot 500. The existing grade change from SW Boberg Road to SW Boones Ferry road makes it difficult and costly to level lot 500. The adjustment proposes moving the shared west to east lot line at the south end of lot 300 and rotating it to run north to south inline with the existing west property line of lot 300. Lot 500 would be reduced in size to approximately 2.35 acres and lot 300 would be increased to approximately 3.81 acres.

The adjustment does increase the area of lot 300 by fifty percent (50%) or more, thus a Class II planning review process is applicable under these circumstances. The lots resulting from the adjustment conform to all requirements of the PDI zone.

Applicable Wilsonville Development Code:

- **Section 4.030. (01.) A. 5.** – Lot 300 increases in area by more than 50% and requires a Class II review.
- **Section 4.135. (.04) A.** – Block and access standards for the PDI zone are the same as the PDC zone. Block and access standards only apply to residential or mixed-use developments. This is an industrial development.
- **Section 4.135. (.06) A.** – Proposed lot size meets criteria, there is no limit to minimum lot size in the PDI zone.
- **Section 4.233. (.01) A.** – The application for a lot line adjustments will be processed under Administrative Review and submittal contains all required material outlined in Section 4.035.

See the provided site plan and documents for further information.



City of Wilsonville
Exhibit B2 AR19-0059

ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS



SITE INFO

SITE AREA:	EXISTING LOT 500 = 4.07 ACRES
	PROPOSED LOT 500 = 2.35 ACRES
	EXISTING LOT 300 = 2.09 ACRES
	PROPOSED LOT 300 = 3.81 ACRES



DP NICOLI - LOT LINE ADJUSTMENT - 31W14A 00500 & 00300

WILSONVILLE, OREGON

PROJECT NUMBER: 180146.03

DATE: 10/15/19

15895 SW 72ND AVE SUITE 200

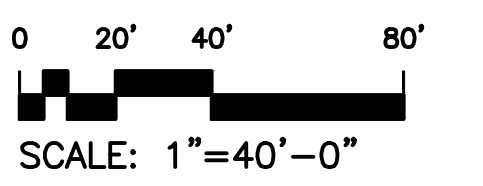
PORTLAND, OREGON 97224

TEL: 503.226.1285

FAX: 503.226.1670



1" = 40'-0"



SCALE: 1"=40'-0"

RECORDING REQUESTED BY:



5665 SW Meadows Rd., Ste 100
Lake Oswego, OR 97035

Clackamas County Official Records
Sherry Hall, County Clerk

2018-074607

12/12/2018 02:47:00 PM

D-D Cnt=1 Stn=74 LESLIE
\$15.00 \$16.00 \$10.00 \$20.00 \$62.00

\$123.00

GRANTOR'S NAME:

Lee H. and Marion B. Thompson Foundation, an Oregon non profit foundation

GRANTEE'S NAME:

Nicoli Pacific, L.L.C

AFTER RECORDING RETURN TO:

Order No.: 36261803916-GS
David Nicoli
Nicoli Pacific, L.L.C
PO Box 241
Lake Oswego, OR 97035

SEND TAX STATEMENTS TO:

Nicoli Pacific, L.L.C
PO Box 241
Lake Oswego, OR 97035

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Lee H. and Marion B. Thompson Foundation, an Oregon non profit foundation, Grantor, conveys and warrants to Nicoli Pacific, L.L.C, an Oregon limited liability company, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Clackamas, State of Oregon:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS FIVE MILLION TWO HUNDRED THOUSAND AND NO/100 DOLLARS (\$5,200,000.00). (See ORS 93.030).

Subject to:

The herein described Land has no rights of ingress and egress to the thoroughfare named below, except across that portion of the boundary line herein after set forth, such rights having been:

Relinquished by a deed to the State of Oregon

Recording Date: November 5, 1951

Recording No: Book 450, Page 376 and Deed recorded March 4, 1953 in Book 466, Page 188

Street name: West Portland-Hubbard Hwy (Pacific Highway I-5)

Affects: Parcel I

Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

Entitled: Street construction and public utility easement, including the terms and provisions thereof,

In favor of: City of Wilsonville, Oregon

Purpose: Public utilities

Recording Date: June 2, 1986

Recording No: 86-019645

Affects: Strip along SW Boberg Road (Parcel II)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

36261803916
Recorded by TICOR TITLE

STATUTORY WARRANTY DEED
(continued)

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below.

Dated 12/12/18; if a corporate grantor, it has caused its name to be signed by order of its board of directors.

Lee H. and Marion B. Thompson Foundation, an Oregon non profit foundation

BY: Catherine A. Snyder
Catherine A. Snyder
President

State of Oregon
County of Clatsop

This instrument was acknowledged before me on 12/12/18 by Catherine A. Snyder as President of the Lee H. and Marion B. Thompson Foundation, an Oregon non profit foundation.

Nanette Jean Estey
Notary Public - State of Oregon

My Commission Expires: 7/11/20

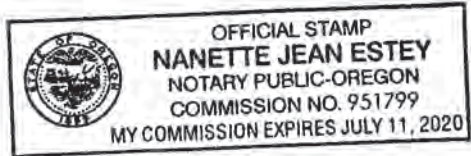


EXHIBIT "A"
Legal Description

Parcel I:

Lot 4, BOBERG, in the City of Wilsonville, County of Clackamas and State of Oregon.

EXCEPTING THEREFROM that portion conveyed to Clackamas County for road purposes by deed recorded March 12, 1914, in Book 134, page 423, Deed Records; and EXCEPTING THEREFROM those portions conveyed to the State of Oregon for highway purposes by deeds recorded November 5, 1951, in Book 450, page 376, Deed Records, and March 4, 1953 in Book 466, page 188, Deed Records, Clackamas County, Oregon.

ALSO EXCEPTION THEREFROM that portion conveyed to the State of Oregon, by and through its State Highway Commission by deed recorded March 26, 1969 as No. 69-4949

Parcel II:

Lot 5, BOBERG, in the City of Wilsonville, County of Clackamas and State of Oregon.

EXCEPTING THEREFROM that certain tract of land conveyed to the State of Oregon by deed recorded June 29, 1951 in Book 446, page 64, Deed Records of Clackamas County, Oregon.



6950 SW Hampton St., Ste. 170
Tigard, OR 97223-8330
Ph.: (503) 941-9585
Fax: (503) 941-9640
www.weddlesurveying.net

October 17, 2019

Job No. 5530

LEGAL DESCRIPTION FOR PROPERTY LINE ADJUSTMENT
(Adjusted Tract 1)



Michael Rennick



RENEWS: DECEMBER 31, 2020

EXHIBIT "A"

A tract of land for Property Line Adjustment purposes being a portion of Lot 5 of the Plat of "Boberg", Clackamas County Plat Records, located in the NE 1/4 Section 14, Township 3 South, Range 1 West, Willamette Meridian, in the City of Wilsonville, Clackamas County, Oregon, more particularly described as follows:

Beginning at the Southwest corner of Lot 4, "Boberg", thence along the North line of said Lot 5, North $88^{\circ}50'30''$ West, 309.17 feet to the Easterly right-of-way line of Boberg Road (County Road 1571) 21.00 feet from centerline;

Thence along said Easterly right-of-way line, South $01^{\circ}36'30''$ West, 331.19 feet to the South line of said Lot 5;

Thence leaving said Easterly right-of-way line along the South line of said Lot 5, South $88^{\circ}50'30''$ East, 309.17 feet to a point on the Westerly line of said Lot 4 as projected Southerly;

Thence leaving the Southerly line of said Lot 5 along said projected line, North $01^{\circ}36'30''$ East, 331.19 feet to the Point of Beginning.

Containing therein 2.351 acres, more or less.

The Basis of Bearing for this description is per Survey No. 2015-164, Clackamas County Survey Records.



6950 SW Hampton St., Ste. 170
Tigard, OR 97223-8330
Ph.: (503) 941-9585
Fax: (503) 941-9640
www.weddlesurveying.net

October 17, 2019

Job No. 5530

LEGAL DESCRIPTION FOR PROPERTY LINE ADJUSTMENT
(Adjusted Tract 2)



Michael Rennick



RENEWS: DECEMBER 31, 2020

EXHIBIT "A"

A tract of land for Property Line Adjustment purposes being portions of Lot 4 and Lot 5 of the Plat of "Boberg", Clackamas County Plat Records, located in the NE 1/4 Section 14, Township 3 South, Range 1 West, Willamette Meridian, in the City of Wilsonville, Clackamas County, Oregon, more particularly described as follows:

Beginning at the Southwest corner of Lot 4, "Boberg", thence along the Westerly line of said Lot 4, North $01^{\circ}36'30''$ East, 599.20 feet to a point on the Southerly right-of-way line of Boeckman Road, 60.00 feet from centerline;

Thence leaving said Southerly right-of-way line along the Southwesterly line of that tract of land described in Warranty Deed to the City of Wilsonville, recorded as Document No. 92-92268, Clackamas County Deed Records, South $29^{\circ}53'44''$ East, 388.48 feet to a point on the Westerly right-of-way line of Boones Ferry Road (Frontage Road-variable width);

Thence South $04^{\circ}33'49''$ East, 243.93 feet to an angle point in said Westerly right-of-way line;

Thence continuing along said Westerly right-of-way line, South $01^{\circ}33'33''$ West, 354.85 feet to the South line of said Lot 5;

Thence leaving said Westerly right-of-way line along the South line of said Lot 5, North $88^{\circ}50'30''$ West, 229.54 feet to a point on the Westerly line of said Lot 4 as projected Southerly;

Thence leaving the Southerly line of said Lot 5 along said projected line, North $01^{\circ}36'30''$ East, 331.19 feet to the Point of Beginning.

Containing therein 3.848 acres, more or less.

The Basis of Bearing for this description is per Survey No. 2015-164, Clackamas County Survey Records.

EXHIBIT B

PROPERTY LINE ADJUSTMENT

IN LOTS 4 AND 5

"BOBERG"

IN THE NE 1/4, SECTION 14,
T.3S., R.1W., W.M.
CITY OF WILSONVILLE
CLACKAMAS COUNTY, OREGON

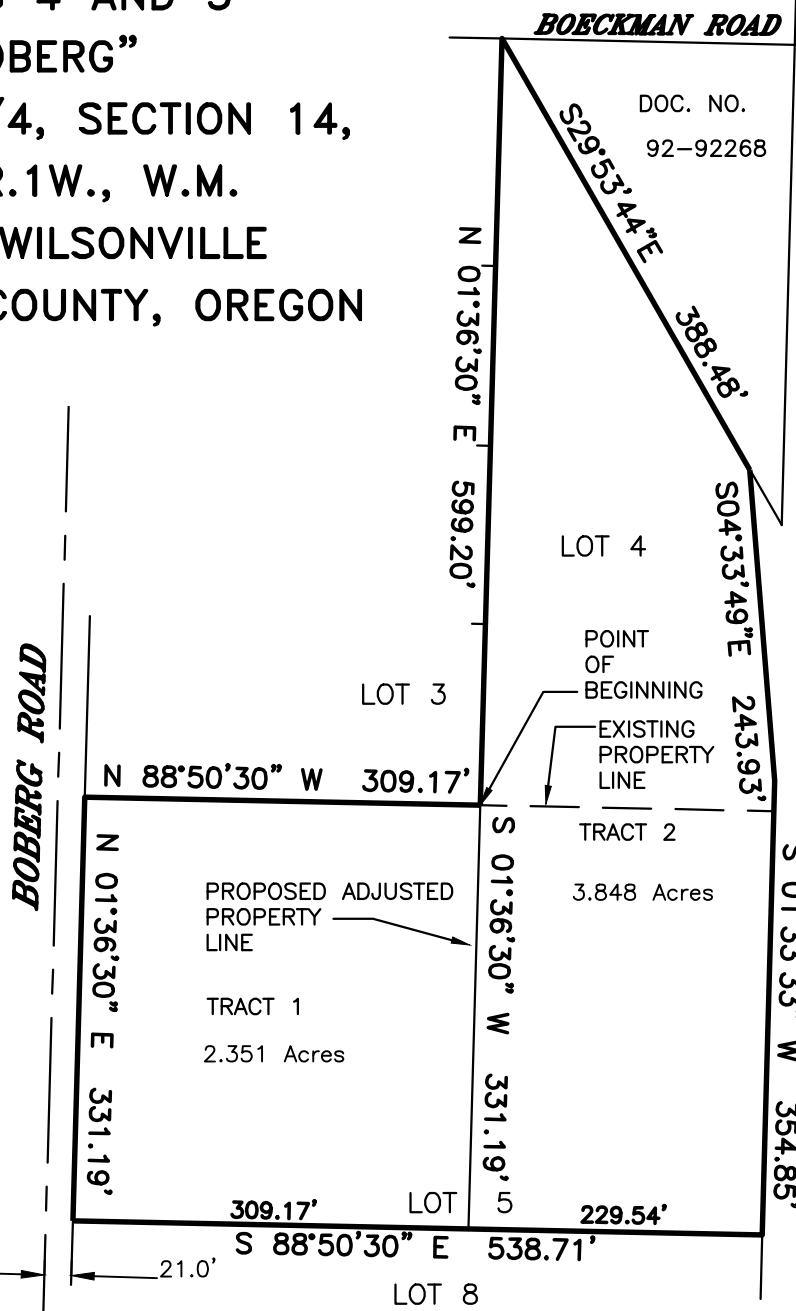


REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael D. Rennick

OREGON
JULY 25, 1995
MICHAEL D. RENNICK
2718

RENEWS: DECEMBER 31, 2020

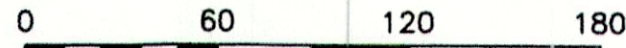


SCALE: 1" = 150'
OCTOBER 17, 2019



6950 SW HAMPTON ST., STE. 170, TIGARD, OR 97223
PH: (503) 941-9585 FAX: (503) 941-9640
www.weddlesurveying.net

JOB NO. 5530



SCALE: 1" = 60'
JANUARY 9, 2020

PARTITION PLAT

A RE-PLAT OF PORTIONS OF
LOTS 4 AND 5 OF "BOBERG"
LOCATED IN THE NE 1/4 OF SECTION 14
TOWNSHIP 3 SOUTH, RANGE 1 WEST, W.M.
IN THE CITY OF WILSONVILLE
CLACKAMAS COUNTY, OREGON

PARTITION PLAT NO. _____

PACIFIC HIGHWAY - INTERSTATE 5

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO RE-PLAT AND MONUMENT THE ADJUSTED PROPERTY LINES OF THAT TRACT OF LAND DESCRIBED AS PARCEL I AND PARCEL II IN DOCUMENT NUMBER 2018-074607, CLACKAMAS COUNTY DEED RECORDS, BEING PORTIONS OF LOTS 4 AND 5 OF THE PLAT OF "BOBERG" LOCATED IN THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 3 SOUTH, RANGE 1 WEST, OF THE WILLAMETTE MERIDIAN, IN THE CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, AS APPROVED IN CITY OF WILSONVILLE PLANNING DIVISION ADMINISTRATIVE DECISION AR19-0059.

THE BASIS OF BEARINGS FOR THIS SURVEY IS SOUTH 88°50'30" EAST, ALONG THE SOUTH LINE OF THE SUBJECT PROPERTY, HOLDING A FOUND 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "FOSTER LS 1934" AND A FOUND 1.125" BRASS DISK MARKED "FOSTER LS 1934", AS SHOWN. THIS ALSO ESTABLISHES THE SOUTHERLY PROPERTY LINE.

THE WESTERLY PROPERTY LINE WAS HELD TO BE THE EASTERLY RIGHT-OF-WAY LINE OF BOBERG ROAD, HOLDING A FOUND 2-1/2" BRONZE DISK AT THE INTERSECTION OF BOECKMAN ROAD AND BOBERG ROAD AND FOUND MONUMENTATION PER S.N. 2015-164 AT THE NORTHWEST AND SOUTHWEST PROPERTY CORNERS, AS SHOWN.

THE PROPERTY LINE COMMON TO LOTS 3 AND 5 OF "BOBERG" WAS ESTABLISHED HOLDING THE FOUND MONUMENT AT THE MOST WESTERLY NORTHWEST CORNER OF THE SUBJECT PROPERTY AND HOLDING THE NORTHING POSITION OF THE MONUMENT NEAR THE SOUTHEAST CORNER OF LOT 3, "BOBERG".

THE WEST LINE OF SAID LOT 4 WAS ESTABLISHED HOLDING THE FOUND MONUMENT (PER SN 2015-164) ON THE SOUTH LINE OF BOECKMAN ROAD FOR THE MOST NORTHERLY, NORTHWEST CORNER OF THE SUBJECT PROPERTY AND A LINE PARALLEL WITH THE CENTERLINE OF BOBERG ROAD, PER "BOBERG".

THE ENTIRE EASTERLY PROPERTY LINE WAS ESTABLISHED HOLDING FOUND MONUMENTATION PER SN 2015-164 AND ODOT MAPPING RECORDED AS S.N. 1970-031-MAP 1, AS SHOWN.

A MONUMENT WAS THEN SET AS SHOWN, ON THE ANNEXED MAP, TO MARK THE ADJUSTED PROPERTY LINE, PER CLIENT REQUEST.

DOC. NO.
2013-030203

LOT 8

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Anthony B. Ryan
OREGON
JULY 13, 2004
ANTHONY B. RYAN
58833

RENEWS: DECEMBER 31, 2020
I HEREBY CERTIFY THAT THIS IS
AN EXACT COPY OF THE ORIGINAL

INITIAL POINT
FOUND 1.125" BRASS DISK
MARKED "FOSTER LS 1934"
PER S1 HELD

FOUND 5/8" IRON ROD
WITH YELLOW PLASTIC CAP
MARKED "PACE ENG." AT
NE CORNER PARCEL 1
PARTITION PLAT NO. 2014-077



6950 SW HAMPTON ST., STE. 170, TIGARD, OR 97223
PH: (503) 941-9585 FAX: (503) 941-9640
www.weddlesurveying.net

JOB NO. 5530

BOECKMAN ROAD
(WIDTH VARIES)

BOONES FERRY ROAD (FRONTAGE ROAD) (50' WIDE)

PARCEL 2
3.848 ACRES

PARCEL 1
2.351 ACRES

LOT 3

LOT 3

LEGEND

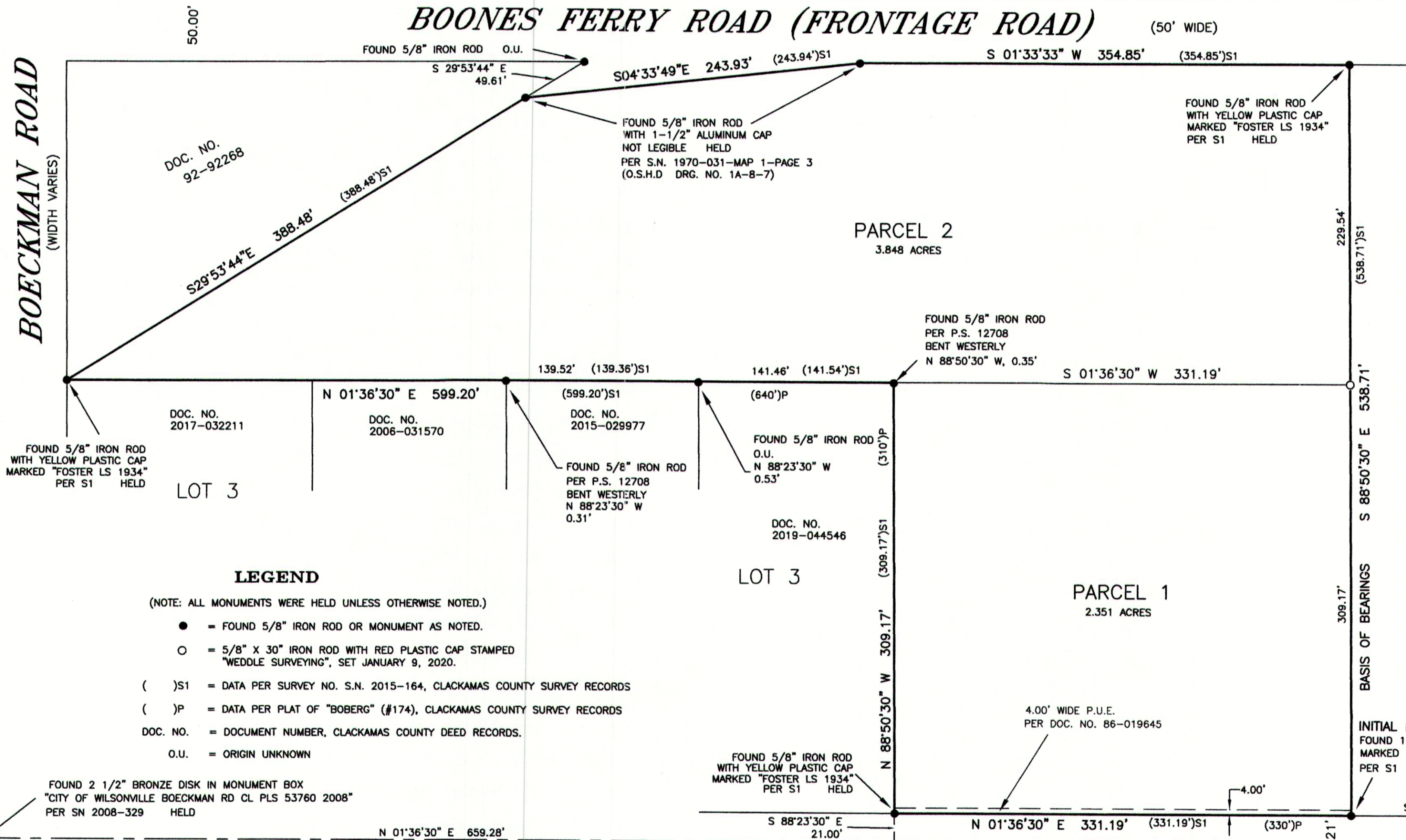
(NOTE: ALL MONUMENTS WERE HELD UNLESS OTHERWISE NOTED.)

- = FOUND 5/8" IRON ROD OR MONUMENT AS NOTED.
- = 5/8" X 30" IRON ROD WITH RED PLASTIC CAP STAMPED "WEDDLE SURVEYING", SET JANUARY 9, 2020.
- ()S1 = DATA PER SURVEY NO. S.N. 2015-164, CLACKAMAS COUNTY SURVEY RECORDS
- ()P = DATA PER PLAT OF "BOBERG" (#174), CLACKAMAS COUNTY SURVEY RECORDS
- DOC. NO. = DOCUMENT NUMBER, CLACKAMAS COUNTY DEED RECORDS.
- O.U. = ORIGIN UNKNOWN

FOUND 2 1/2" BRONZE DISK IN MONUMENT BOX
"CITY OF WILSONVILLE BOECKMAN RD CL PLS 53760 2008"
PER SN 2008-329 HELD

N 01°36'30" E 659.28'

BOBERG ROAD (60 FEET WIDE)





Meeting Minutes

Date: 05/21/19

Subject: Neighborhood Meeting – Walnut Mobile Home Park

Project Title: Industrial Focus

Project No: 180146.01

By: Gavin Russell

15895 SW 72ND AVE
SUITE 200
PORTLAND, OR 97224
PHONE: 503.226.1285
FAX: 503.226.1670
INFO@CIDAINC.COM
WWW.CIDAINC.COM

NOTES:

- Residents' concerns
 - Trucks turning into and out of property.
 - Should not impact current on street parking
 - New sidewalks should improve walkability
 - Hours of operation
 - Standard working hours 7 am to 6 pm.
 - No earlier than 6:30 am.
 - Nighttime occupancy would only be during emergencies
 - Will follow Wilsonville standards
 - Type of work
 - Industrial
 - Rental yard
 - Wall location and type
 - 10' landscape buffer with 6' masonry wall
 - Will extend full length of property line while maintaining vision triangles
 - Existing Landscaping
 - Tree to be protected on eastern edge of lot
 - Scrub brush and arborvitae to be removed
 - Construction schedule
 - Break ground in August
- Conclusion
 - Overall positive comments towards the new development. Residents were satisfied with proposed landscape buffer and wall.

ARCHITECTURE
ENGINEERING
PLANNING
INTERIORS

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, recipients are asked to please provide written response within five days of receipt.



Waiver Request: Driveway Distance to Adjacent Driveway

Project No: 180146.03 **Date:** January 17, 2020
Project Name: DP Nicoli Building
Subject: Access Driveway Spacing Waiver
By: Gavin Russell
To: City of Wilsonville

15895 SW 72ND AVE
SUITE 200
PORTLAND, OR 97224
PHONE: 503.226.1285
FAX: 503.226.1670
INFO@CIDAINC.COM
WWW.CIDAINC.COM

The DKS Transportation Impact Analysis dated December 10, 2019 for the proposed DP Nicoli Building (formerly known as Industrial Focus) indicates a conflict with City of Wilsonville Public Work Standards driveway spacing. Based on our new site plan and subsequent discussions with the City of Wilsonville a waiver is required for the following:

Waiver Request: Public Works Standards Section 201.2.23.g. specifies the desired access spacing between driveways on a collector street is 300 feet and the minimum access spacing is 100 feet. We are requesting waiver to allow the minimum 100 foot access spacing.

The 300 foot desired spacing standard is not conducive for the proposed industrial development on this property. Two access driveways onto the property are essential for the vehicular circulation and business functionality. With the existing driveway on the neighboring northern property and the limited frontage along SW Boberg Road it is impossible to meet the desired standard

Although the desired cannot be met, the two proposed access driveways satisfy the minimum 100 foot access spacing. The proposed driveway on the south end of the of the property is greater than 300 feet from the nearest neighboring properties' driveway and is approximately 115 Feet from the other proposed north driveway. The proposed north driveway is approximately 132 feet from the exiting neighboring property to the north.

In addition, SW Boberg Road has relatively light industrial traffic for a collector street, which reduces the likelihood of traffic accidents. Moreover, precedent has already been established for driveways located closer than the prescribed minimum 100 feet along this stretch of SW Boberg Road.



July 18, 2019

Cindy Luxhoj
Planner
City of Wilsonville
29799 SW Town center Loop E
Wilsonville, OR 97070

**Re: Industrial Focus Building
Tax Lot I.D: 31W14A 00500**

Cindy,

Thank you for the opportunity to review the preliminary plans for the Industrial Focus Building. There may be more or less requirements needed based upon the final project design, however, Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

1. **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)
2. **DEAD END ROADS AND TURNAROUNDS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams can be found in the corresponding guide that is located at <http://www.tvfr.com/DocumentCenter/View/1296>. (OFC 503.2.5 & D103.1)
3. **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the Fire Marshal. (OFC 503.1.1)
4. **ADDITIONAL ACCESS ROADS – COMMERCIAL/INDUSTRIAL HEIGHT:** Buildings exceeding 30 feet in height or three stories in height shall have at least two separate means of fire apparatus access. (D104.1)
5. **AERIAL FIRE APPARATUS ROADS:** Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2)
6. **AERIAL APPARATUS OPERATIONS:** At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the Fire Marshal.

Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4)

7. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. (OFC D104.3)
8. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1 & D103.1)
9. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)
10. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
 1. 20-26 feet road width – no parking on either side of roadway
 2. 26-32 feet road width – parking is allowed on one side
 3. Greater than 32 feet road width – parking is not restricted**Note:** For specific widths and parking allowances, contact the local municipality.
11. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)
12. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)
13. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3)
14. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)
15. **ANGLE OF APPROACH/GRADE FOR TURNAROUNDS:** Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
16. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
17. **AERIAL APPARATUS OPERATING GRADES:** Portions of aerial apparatus roads that will be used for aerial operations shall be as flat as possible. Front to rear and side to side maximum slope shall not exceed **10%**.
18. **GATES:** Gates securing fire apparatus roads shall comply with all of the following (OFC D103.5, and 503.6):
 1. Minimum unobstructed width shall be not less than 20 feet (or the required roadway surface width).
 2. Gates shall be set back at minimum of 30 feet from the intersecting roadway or as approved.
 3. Electric gates shall be equipped with a means for operation by fire department personnel
 4. Electric automatic gates shall comply with ASTM F 2200 and UL 325.

19. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
20. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here: <http://www.tvfr.com/DocumentCenter/View/1578>

FIREFIGHTING WATER SUPPLIES:

21. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration shall be determined in accordance with OFC Table B105.2. The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi residual. (OFC B105.3)
- Note:** OFC B106, Limiting Fire-Flow is also enforced, except for the following:
- The maximum needed fire flow shall be 3,000 GPM, measured at 20 psi residual pressure.
 - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1

FIRE HYDRANTS:

22. **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
- This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
 - The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
23. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
 - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
 - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
 - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.
24. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)
25. **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of blue reflective markers. They shall be located adjacent and to the side of the center line of the access roadway that the fire hydrant is located on. In the case that there is no center line, then assume a center line and place the reflectors accordingly. (OFC 507)
26. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)
27. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

28. **FIRE DEPARTMENT CONNECTION (FDC) LOCATIONS:** FDCs shall be located within 100 feet of a fire hydrant (or as approved). Hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. (OFC 912.2.1 & NFPA 13)
- Fire department connections (FDCs) shall normally be located remotely and outside of the fall-line of the building when required. FDCs may be mounted on the building they serve, when approved.
 - FDCs shall be plumbed on the system side of the check valve when sprinklers are served by underground lines also serving private fire hydrants.

BUILDING ACCESS AND FIRE SERVICE FEATURES

29. **EMERGENCY RESPONDER RADIO COVERAGE:** In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OFC 510, Appendix F, and OSSC 915) <http://www.tvfr.com/DocumentCenter/View/1296>.
- Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.
 - Testing shall take place after the installation of all roofing systems; exterior walls, glazing and siding/cladding; and all permanent interior walls, partitions, ceilings, and glazing.
30. **KNOX BOX:** A Knox Box for building access may be required for structures and gates. See Appendix B for further information and detail on required installations. Order via www.tvfr.com or contact TVF&R for assistance and instructions regarding installation and placement. (OFC 506.1)
31. **FIRE PROTECTION EQUIPMENT IDENTIFICATION:** Rooms containing controls to fire suppression and detection equipment shall be identified as "Fire Control Room." Signage shall have letters with a minimum of 4 inches high with a minimum stroke width of 1/2 inch, and be plainly legible, and contrast with its background. (OFC 509.1)
32. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification, please feel free to contact me at 503-259-1510.

Sincerely,

Jason Arn

Jason Arn
Deputy Fire Marshal II

Email Jason.arn@tvfr.com

Cc: File

A full copy of the New Construction Fire Code Applications Guide for Commercial and Multi-Family Development is available at <http://www.tvfr.com/DocumentCenter/View/1296>

RTS SERIES

RIVEER TREATMENT SYSTEMS

RTS
5000

RTS
4000

RTS
3000

RTS
1000

RTS
500

RIVEER

RIVEERTM

Engineered Wash Water
Recovery Systems

The Solution is Clear with RiveerSM

RTS SERIES

Riveer Treatment Systems



WORLD CLASS WATER TREATMENT AND RECYCLING

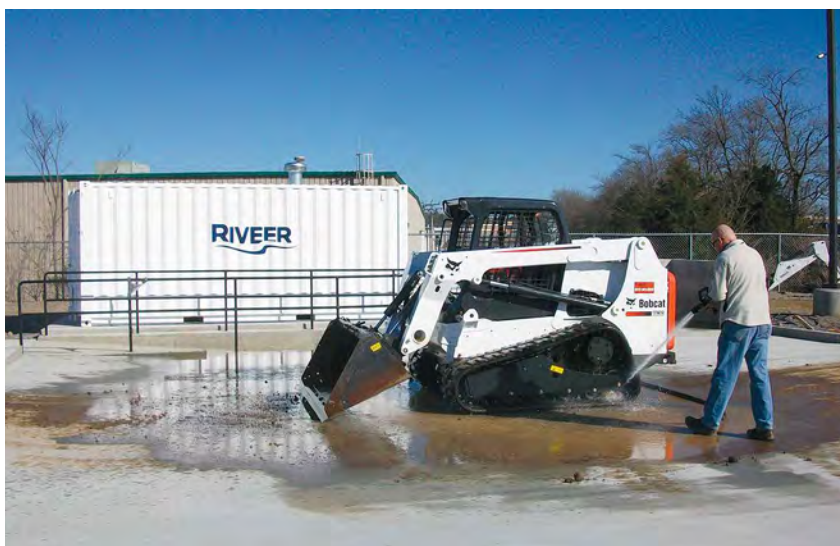
The RTS Series of closed loop water treatment systems have been specifically designed to be used in wash rack applications. The systems recycle wash water from the above-ground wash racks, in-ground sumps, skid steer troughs, conveyors or trench drains. The zero discharge process allows environmentally safe cleaning by using simple filtration processes included in all models: built-in oil and water separation, ozone injection, oil coalescing, oil skimming, absolute filtration and more. Not only can RTS Series be used for equipment washing and corrosion control, but it can also save powder-coaters tens of thousands of dollars by recycling phosphate pretreatment chemicals. Whether you are degreasing or acid washing parts, or demucking equipment, the RTS Series can save you time and money while avoiding EPA fines.

FAST TO SET UP, EASY TO OPERATE AND SIMPLE TO MAINTAIN

- RTS Systems are assembled and ready to be hooked up to a concrete wash pad, spray booth or a modular Riveer Rack system. Professional technicians ensure the system is properly installed and that your operators and maintenance personnel are fully trained.
- A detailed manual and maintenance schedule accompanies every system in order to make operation and maintenance simple. Need help? We're just a phone call away.

Riveer RTS meets all US and CE electric standards: UL, TUV, IEC, NEC, NFPA.

Covered by patent numbers 6,021,792 and 6,164,298 with others pending



RTS 3000



RTS 3000 – MODERATE SOLIDS

For moderate to heavy mud and oil loads, the RTS 3000 filtration system features inclined plate separators to settle mud in a large initial settling chamber. The chamber is sloped to a valve that automatically purges settled solids. Oil coalescing in conjunction with ozone or bacteria injection completes the initial stage. Wash water is recovered with a run-dry diaphragm pump or a cast iron WSO sump pump where appropriate (this sump pump is capable of pumping large solids up to 3/4"). High-pressure industrial media filtration removes suspended solids, heavy metals and VOCs. This filter is automatically back-washed when needed. A final absolute polishing filter cleans the water down to 5 microns before sending it to a holding tank. Like all Riveer systems, it continuously circulates water and injects ozone to prevent odors.



EXCLUSIVE FEATURES

- Filter automatically back-washes when needed
- Settled mud is automatically purged with high-pressure water
- Oil coalescing with automatic oil skimmer
- Automatic 24/7 ozone injection and/or automatic 24/7 bacteria and air injection with pH adjust
- Continuous recirculation
- 475 gallons of mud settling

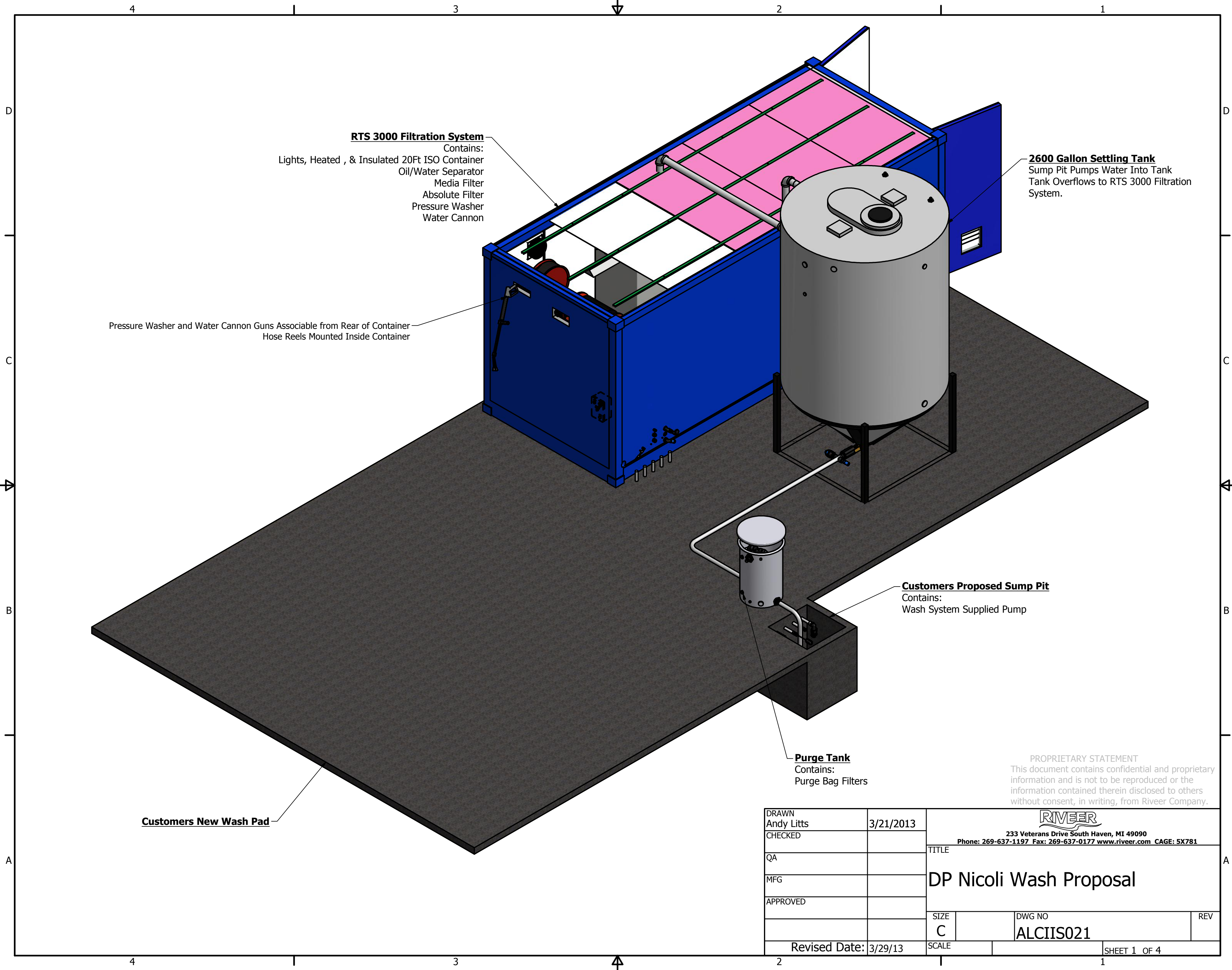
APPLICATIONS

Designed for moderate mud loads found in washing:

- Equipment covered in mud, clay, debris and oils
- Industrial and commercial vehicles
- Municipal road vehicles, including salt trucks and street sweepers
- Rental equipment

MARKETS SERVED

- Rental Industry
- Municipal
- Equipment Distributors
- Military
- Construction
- Mining
- Oil and Gas



RTS 3000 Filtration System
 Contains:
 Lights, Heated , & Insulated 20Ft ISO Container
 Oil/Water Separator
 Media Filter
 Absolute Filter
 Pressure Washer
 Water Cannon

2600 Gallon Settling Tank
 Sump Pit Pumps Water Into Tank
 Tank Overflows to RTS 3000 Filtration System.


Pressure Washer and Water Cannon Guns Associable from Rear of Container
 Hose Reels Mounted Inside Container

Customers Proposed Sump Pit
 Contains:
 Wash System Supplied Pump

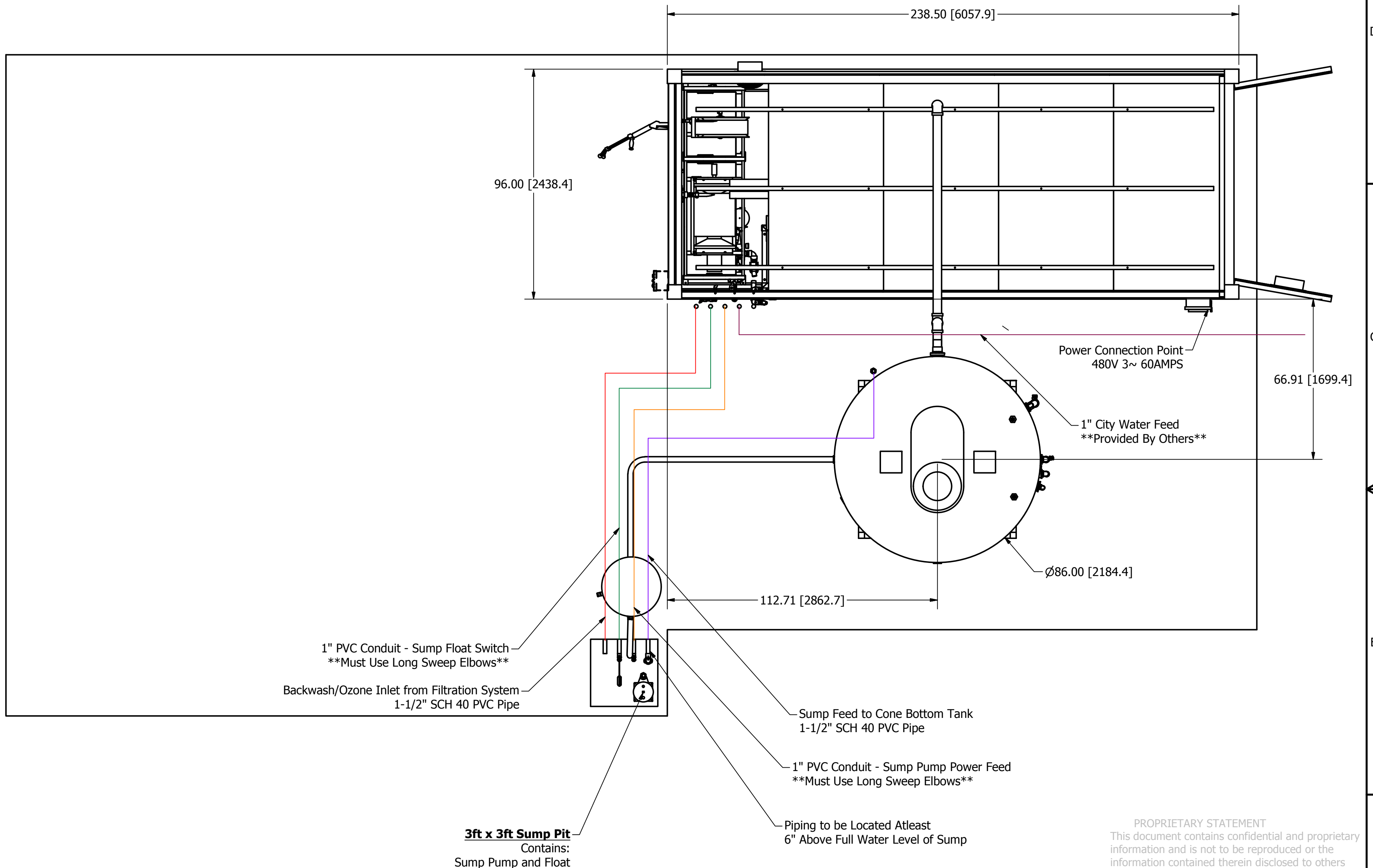
Purge Tank
 Contains:
 Purge Bag Filters

Customers New Wash Pad

PROPRIETARY STATEMENT
 This document contains confidential and proprietary information and is not to be reproduced or the information contained therein disclosed to others without consent, in writing, from Riveer Company.

DRAWN Andy Litts	3/21/2013	 233 Veterans Drive South Haven, MI 49090 Phone: 269-637-1197 Fax: 269-637-0177 www.riveer.com CAGE: 5X781		
CHECKED				
QA		TITLE DP Nicoli Wash Proposal		
MFG		SIZE C	DWG NO ALCIIS021	REV
APPROVED		SCALE	SHEET 1 OF 4	
Revised Date: 3/29/13				

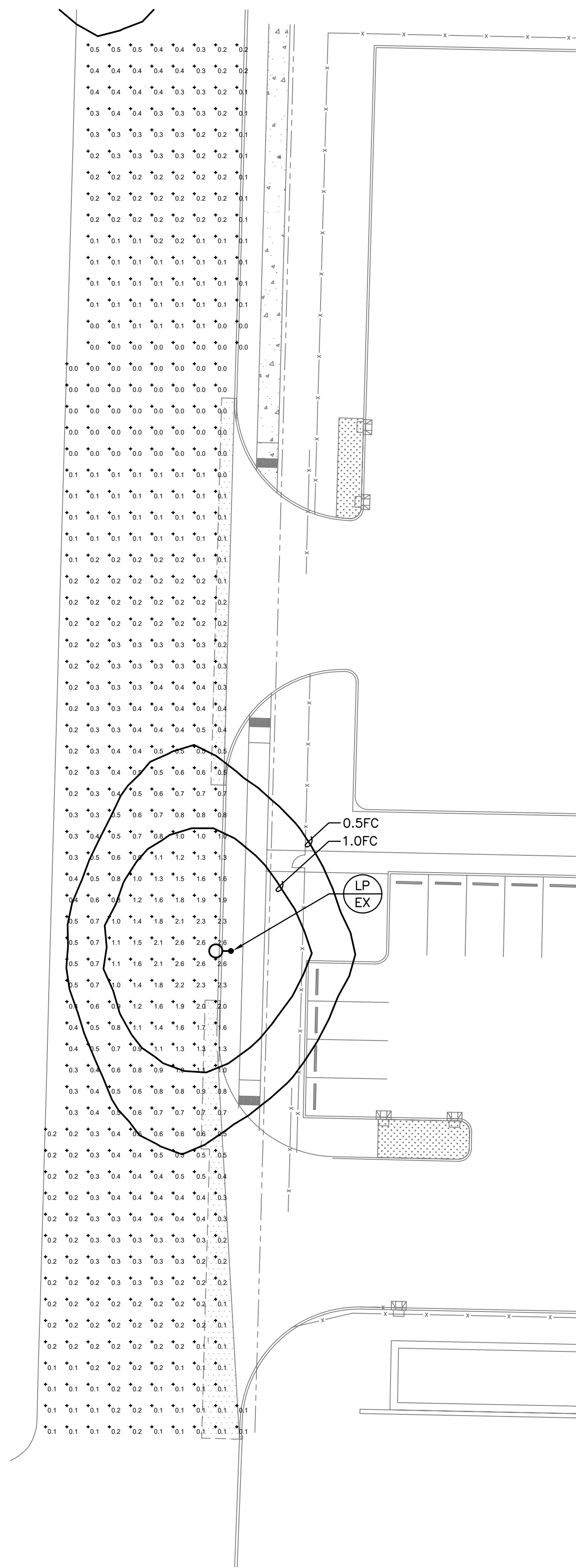
Wash System Piping Requirements



PROPRIETARY STATEMENT
This document contains confidential and proprietary information and is not to be reproduced or the information contained therein disclosed to others without consent, in writing, from Riveer Company.

DRAWN Andy Litts	3/21/2013	RIVEER	
CHECKED		233 Veterans Drive South Haven, MI 49090 Phone: 269-637-1197 Fax: 269-637-0177 www.riveer.com CAGE: 5X781	
QA		TITLE	
MFG		DP Nicoli Wash Proposal	
APPROVED		SIZE C	DWG NO ALCIIS021
Revised Date: 3/29/13		SCALE	SHEET 2 OF 4

W:\WP\305_00A\103_Industrial\Drawn\007_01 - Elec\DWG\E1.1.dwg Feb 10, 2020 - 1:22pm



1 SITE PLAN - PHOTOMETRIC
E1.1 SCALE: 1" = 20'

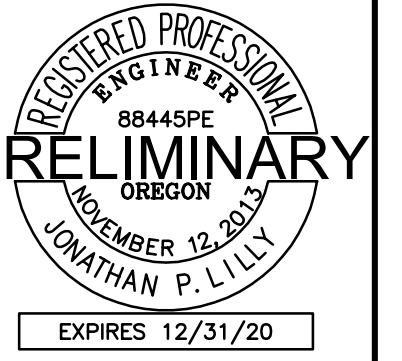
GENERAL NOTES

- A. INNER LUMINAIRE ISO CURVE INDICATES 1 FOOT CANDLE. OUTER LUMINAIRE ISO CURVE INDICATES 0.5 FOOT CANDLES
- B. FOOT CANDLE ISO CURVES ARE SHOWN AS A SINGLE FIXTURE CONTRIBUTION WITH SET VALUES. THE ISO CURVE VALUES MAY NOT MATCH THE CALCULATION PLANE POINT VALUES, SINCE THE CALCULATION PLANE CAN BE A CONTRIBUTION FROM MORE THAN ONE LUMINAIRE.
- C. THERE IS AN EXISTING LIGHT ON THE OPPOSITE SIDE OF THE ROAD TO THE NORTH AND SOUTH OF THE PROPERTY THAT CONTRIBUTE TO THIS PHOTOMETRIC.
- D. ALL EXISTING LIGHTS ARE 200W HPS COBRA HEADS.

SYMBOL LEGEND

- POLE MOUNTED LUMINAIRE
- ⊙ EX EXISTING LIGHT POLE

PHOTOMETRIC TABLE								
STATISTIC VALUES		DESIGN VALUES					TARGET VALUES	
DESCRIPTION	CLASSIFICATION	SYMBOL	AVG	MAX	MIN	AVG/MIN	AVG	AVG/MIN
BOBERG	COLLECTOR	+	0.4fc	2.6fc	0fc	NA	0.6fc	3.5:1



ISSUED DATE
1 01/10/20 PLANNING REVIEW



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.228.1285
FAX: 503.228.1670
WWW.CIDAINC.COM

NEW CONSTRUCTION FOR:
DP NICOLI
NO SITUS - 31W14A 00500
WILSONVILLE, OR 97070

SITE PLAN -
PHOTOMETRIC

E1.1

JOB NO. 180146.03

©2019 CIDA, P.C./CIDA ALL RIGHTS RESERVED